

SAFETY



SERVICE

**L. J. DALY**

Assistant to Superintendent  
Denver

**M. J. McGANN**

Trainmaster  
Phippsburg

**C. P. NEIGENFIND**

Assistant Trainmaster  
Denver

**R. R. MARNER**

Road Foreman of Equipment  
Denver

**P. H. FOLEY**

Road Foreman of Equipment  
Utah Junction

**J. B. CULBERTSON**

Chief Dispatcher  
Denver

**A. T. HARRIS**

Assistant Chief Dispatcher  
Denver

The  
Denver and Rio Grande Western Railroad  
Company

**MOFFAT DIVISION**

**TIME-TABLE**

**No. 1**

**Takes Effect Sunday, June 8, 1947**

**12.01 A. M.**

**Mountain Standard Time**

**Superseding D&SL Time-Table No. 52**

**NOTE IMPORTANT CHANGES IN  
TIME-TABLE RULES**

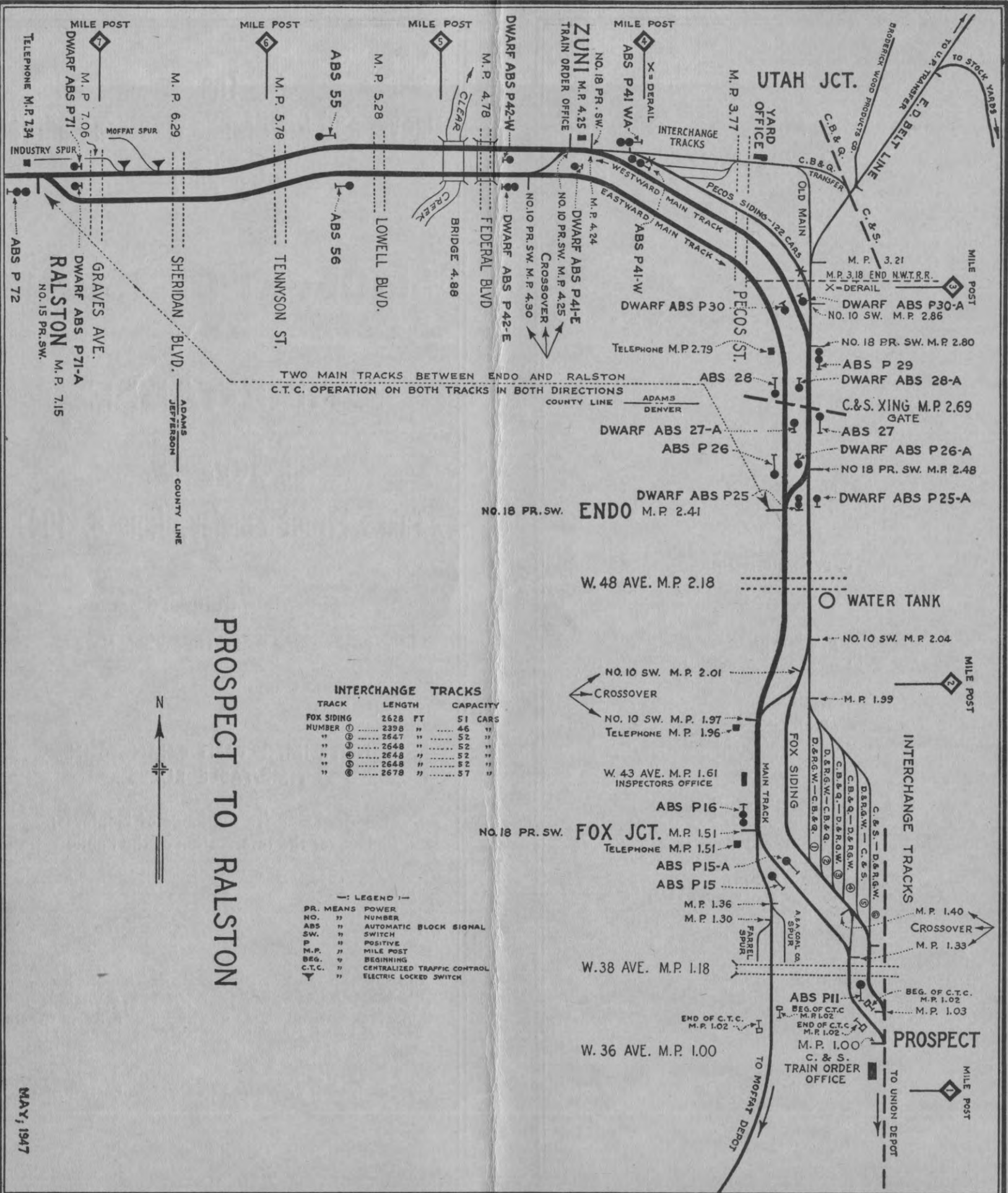
**For the Exclusive Guidance of Employees;  
Not for the Information of the Public**

**E. A. WEST**  
Vice President and  
General Manager

**L. F. WILSON**  
Assistant General  
Manager

**W. R. McPHERSON**  
Superintendent Transportation

**A. L. JOHNSON**  
Superintendent



PROSPECT TO RALSTON

**INTERCHANGE TRACKS**

TRACK	LENGTH	CAPACITY
FOX SIDING	2628 FT	51 CARS
NUMBER ①	2398 "	46 "
" ②	2647 "	52 "
" ③	2648 "	52 "
" ④	2648 "	52 "
" ⑤	2678 "	51 "

- LEGEND**
- PR. MEANS POWER
  - NO. " NUMBER
  - ABS " AUTOMATIC BLOCK SIGNAL
  - SW. " SWITCH
  - P " POSITIVE
  - M.P. " MILE POST
  - BEG. " BEGINNING
  - C.T.C. " CENTRALIZED TRAFFIC CONTROL
  - ⚡ " ELECTRIC LOCKED SWITCH



MAY, 1947

## ENGINE TONNAGE RATINGS

		Class 5400 HP	Class 5400 HP	Class L-131 L-132	Class L-109	Class L-95	Class 76	Class M-67-78	Class M-64	Class 63	Class K-59	Class 44	Class 33-44	Adjust- ment Factor
		Diesels* 543-547 549-551	Diesels* 540-542 548-552 554	Engines 3600-3619	Engines 3550-3564	Engines 3400-3415 †	Engines 200-216	Engines 1501-1530	Engines 1700-1713	Engines 400-409	Engines 1200-1213	Engines 110-123	Engines 302-303	
FROM	TO	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	
Denver.....	East Portal.....	2100	1875	2100	1600	1450	1140	1040	950	1000	900	690	515	3
East Portal.....	Tunnel Apex.....						4600			4050		2840	2170	
Tabernash.....	Winter Park.....	2550	2300	2250	1750	1460	1250	1090	1034	1100	940	750	565	3
Winter Park.....	Tunnel Apex.....						2530			2225		1550	1180	
Orestod.....	Tabernash.....	4950	4500	4425	3300	3035	2530	2230	2036	2225	1890	1550	1180	6
Orestod.....	Crater.....						1140			1000		690	515	
Crater.....	Toponas.....						2145			1890		1310	1000	
Phippsburg.....	Toponas.....						1400			1235		850	640	
Phippsburg.....	Pallas.....						2145			1890		1310	1000	
Haybro.....	Phippsburg.....						1400			1235		850	640	
Steamboat.....	Haybro.....						2530			2225		1550	1180	
Craig.....	Steamboat.....						4600			4050		2840	2170	

Ratings for Class 76-63-44 and 33-44 engines are computed on actual tonnage basis; all other engines on adjusted tonnage basis.

\* Applies to symbol trains only.

† Tractive effort engines 3400, 3401, 3402, 3403, 3409 and 3414 have been increased to 99,000 pounds and are rated 4.2% more than other 3400 series engines.

These ratings are the usual tonnage ratings for dead Freight trains. Chief dispatchers are authorized to increase or decrease these ratings in their discretion in accordance with standing instructions, to adjust for slack grades, conditions of power, necessity for maintaining stock schedules, or for any other reasons which justify.

In computing tonnage, the adjustment factor represents the number of tons which shall be added to the total weight of each car, loaded or empty. The caboose shall count as a car. Tonnage hauled may exceed the rating by a fraction of a car.

### SYMBOL TRAINS

WESTWARD			EASTWARD		
	Leave Denver	Arrive Orestod		Leave Orestod	Arrive Denver
Ute.....	1:00 P. M.	8:25 P. M.	AD.....	10:40 A. M.	3:30 A. M.
No. 75.....	12:01 A. M.	8:25 A. M.	BD.....	1:10 P. M.	3:30 A. M.
			WPD.....	3:40 P. M.	3:30 A. M.
			SPX.....	4:10 P. M.	3:30 A. M.
			SPD.....	6:55 P. M.	3:30 A. M.

### SIGNAL MAINTAINERS

Headquarters	Signal District	
	From	To
Denver .....	ABS 11-15	ABS 239
Cliff .....	ABS 239	ABS 478
East Portal.....	ABS 478	ABS 651
Sulphur .....	ABS 651	ABS 986
Kremmling .....	ABS 986	ABS 1225
Bond .....	ABS 1225	ABS 1296

# WESTWARD

# MAIN LINE

FIRST CLASS					Sub-Division 1-A STATIONS			Mile Posts	Car Capacity	
23 Mixed	19 Mountaineer	7 Prospector	5 Exposition Flyer	9 Passenger Mail & Exp.					Sidings	Other Tracks
Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
8 20 PM	8 05 PM	5 30 PM	2 00 PM	8 50 AM	DN DB DI	DENVER	DNBKP	0.0		Yard 123
						1.0				
	8 10 PM	5 35 PM	2 05 PM		CX	PROSPECT	DNJP	1.0		
						0.5				
				8 27		FOX JCT.	JP	1.5		
						0.9				
						1.8	P	2.4		
f 8 38				f 9 03		ENDO				
				f 9 08		1.8	DNJP	4.2		
				f 9 18		ZUNI				
				f 9 30		3.0	P	7.2		39
				f 9 38		RALSTON				
				f 9 48		5.2		12.4	119	10
f 9 35	9 00	6 20	2 55	f 10 05		LEYDEN	P	18.0	111	19
				f 10 25		5.6		21.2	127	
				s 10 19		ARENA	PW	24.5	143	25
				s 10 33		3.2		31.3	122	17
				f 10 48		CLAY	P	37.0	W 130 E 66	42
				s 10 56		3.3		41.7	101	26
				s 11 16		PLAIN	P	46.9	128	54
				s 11 32		6.8		50.1	135	33
				s 11 40		CRESCENT	P	56.9	164	20
				s 12 06 AM		5.7		62.2	110	74
				s 12 30		CLIFF	PW	66.0	E 88 W 88	Yard
				s 1 21		4.7		75.8	E 106 W 111	81
				f 2 00		ROLLINS	DP	86.2	208	48
				s 2 35		5.2		93.0	161	
				f 2 53		TOLLAND	PY	97.8	130	28
				3 07		3.2		103.3	133	98
				3 20		EAST PORTAL	PY	105.6	153	53
				3 45		6.8		111.1	88	24
				f 3 51		WINTER PARK	DNP	116.2	191	22
				4 01		5.3		122.8	108	
				s 4 13		3.8		128.6	56	River Track 90
				4 16		FRASER	DP	134.2	66	12
				s 4 45 AM		9.8		138.5	83	10
				Arrive Tues., Thurs., Sat.		TABERNASH	DNBFPK SWY	142.6	53	13
				(8' 25") (19.9)		9.8		149.9	81	
				(4' 50") (26.6)		GRANBY	DP	153.2	57	21
				(4' 18") (29.9)		10.4		157.7	81	54
				(4' 48") (26.8)		SULPHUR	DNFKSP YW	161.7	83	44
				(6' 20") (26.5)		6.8		163.9		
						4.8		167.8		Yard 439
						TROUBLESOME	P			
						5.5				
						KREMMLING	DNPW			
						2.3				
						GORE	P			
						5.5				
						AZURE	P			
						5.1				
						RADIUM	P			
						6.6				
						YARMONY	P			
						5.8				
						ORESTOD	DNBJPW			
						5.6				
						McCOY	DP			
						4.3				
						CRATER	PY			
						4.1				
						VOLCANO	P			
						7.3				
						EGERIA	PW			
						3.3				
						TOPONAS	PY			
						4.5				
						TRAPPER	P			
						4.0				
						YAMPA	DPW			
						2.2				
						SHORTER				
						3.9				
						PHIPPSBURG	DNBFKO PSWY			
						(167.8)				
						Schedule Time Average Miles per Hour				

Trains operate by Centralized Traffic Control between ABS 11 Prospect—ABS 15 Fox Junction and ABS 1288 Orestod, but at stations where time is shown will not depart ahead of time.

For operation between Denver Union Depot and Prospect, see C. & S. Denver Terminal Division Time-Table.  
The small figures shown in schedule columns Denver are for information only.

# MAIN LINE

# EASTWARD

Miles from Phippsburg	Sub-Division 1-A		FIRST CLASS					
	STATIONS		20	8	6	10	24	
	TIME-TABLE No. 1		Mountaineer	Prospector	Exposition Flyer	Passenger Mail & Exp.	Mixed	
JUNE 8, 1947		Arrive Daily		Arrive Daily		Arrive Daily		Arrive Wed., Fri., Sun.
167.8	DN DS DI	DENVER	DNBKP	7 20 AM	8 15 AM	11 50 AM	3 00 PM	6 30 AM
166.8	CX	PROSPECT	DNJP	7 13 AM	8 10 AM	11 44 AM		
166.3		FOX JCT.	JP				2 45	6 11
165.4		ENDO	P					
163.6	UJ	ZUNI	DNJP				f 2 38	5 52
160.6		RALSTON	P				f 2 34	
155.4		LEYDEN	P				f 2 27	
149.8		ARENA	PW					
146.6		CLAY	P				f 2 05	
143.3		PLAIN	P	6 15	7 21	10 55	f 1 56	s 4 55
136.5		CRESCENT	P				f 1 38	
130.8		CLIFF	PW	5 40	6 46	10 20	s 1 22	s 4 12
126.1	R	ROLLINS	DP				s 1 10	s 3 57
120.9		TOLLAND	PY				f 1 00	f 3 45
117.7		EAST PORTAL	PY				s 12 54	s 3 35
110.9	RV	WINTER PARK	DNP	4 55	6 04	9 40	s 12 38	s 3 15
105.6	Z	FRASER	DP				s 12 24	s 2 50
101.8	RN	TABERNASH	DNBFKP SWY				s 12 16 PM	s 2 40
92.0	B	GRANBY	DP			8 58	s 11 55	s 2 10
81.6	GS NS	SULPHUR	DNFKSP YW	3 59	5 07		s 11 35	s 1 35
74.8		FLAT	P				f 11 18	
70.0		TROUBLESOME	P				f 11 12	
64.5	K	KREMMLING	DNPW	3 26			s 11 05	s 12 55
62.2		GORE	P				f 10 58	
56.7		AZURE	P				f 10 46	
51.6		RADIUM	P				s 10 32	f 12 20 AM
45.0		YARMONY	P				f 10 21	
39.2	OD	ORESTOD	DNBJPW	2 35 AM	3 52 AM	7 20 AM	s 10 10	s 11 50
33.6	MC	McCOY	DP				s 9 51	f 11 20
29.3		CRATER	PY				f 9 40	11 08
25.2		VOLCANO	P				f 9 29	10 54
17.9		EGERIA	PW				f 9 09	10 29
14.6		TOPONAS	PY				s 9 04	f 10 23
10.1		TRAPPER	P				f 8 56	10 08
6.1	WA	YAMPA	DPW				s 8 50	s 10 00
3.9		SHORTER					8 41	9 50
0.0	BG	PHIPPSBURG	DNBFKO PSWY				8 35 AM	9 35 PM
		(167.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.
		Schedule Time		(4' 45")	(4' 23")	(4' 30")	(6' 25")	(8 55")
		Average Miles per Hour		(27.0)	(29.3)	(28.5)	(26.1)	(18.8)

Trains operate by Centralized Traffic Control between ABS 1288 Orestod and ABS 15 Fox Junction—ABS 11 Prospect, but at stations where time is shown will not depart ahead of time.

For operation between Prospect and Denver Union Depot, see C. & S. Denver Terminal Division Time-Table.

The small figures shown in schedule columns Denver are for information only.

## WESTWARD

## MAIN LINE

## EASTWARD

FIRST CLASS		Mile Posts	Sub-Division 1-B STATIONS TIME-TABLE No. 1 JUNE 8, 1947			Miles from Craig	Car Capacity		FIRST CLASS	
9 Passenger Mail & Exp.	23 Mixed		BG	PHIPPSBURG 2.6	DNEFKO PSWY		Sidings	Other Tracks	10 Passenger Mail & Exp.	24 Mixed
Leave Daily	Leave Tues., Thurs., Sat.								Arrive Daily	Arrive Tues., Thurs., Sat.
3 10 PM	4 45 AM	167.8			63.7		Yard 439	s 8 35 AM	s 9 35 PM	
3 13	4 48	170.4		P	61.0		SP.West2	8 26	9 25	
s 3 25	s 5 05	171.3	CK	OAK CREEK 0.9	60.2	27	9	s 8 20	s 9 18	
f 3 27	f 5 07	171.9		P	59.6		Mine Tracks	f 8 18	f 9 17	
s 3 30	f 5 10	173.4		P	58.0	37	Mine Tracks	s 8 15	f 9 14	
s 3 34	s 5 16	175.0		PW	56.5	59	Mine Tracks	s 8 11	f 9 10	
f 3 39	5 21	178.0		P	53.5	47		f 8 05	9 03	
f 3 48	f 5 30	183.7		P	47.8	89	21	f 7 56	f 8 53	
s 4 13	s 6 01	190.9	s	STEAMBOAT 7.2	40.5	78	107	s 7 45	s 8 40	
f 4 21	f 6 11	197.6		P	33.9	46		f 7 28	f 8 18	
s 4 26	s 6 19	201.0		P	30.5	89	16	s 7 23	f 8 12	
f 4 30	f 6 24	203.6		P	27.9		Sd-14	f 7 19	f 8 07	
f 4 34	f 6 29	206.4		P	25.1	78	Mine Tracks	f 7 15	f 8 02	
s 4 42	s 6 40	207.8	RS	HARRIS 1.4	23.7	71	60	s 7 12	s 7 58	
s 4 55	s 7 00 <sup>10</sup>	214.9	HN	HAYDEN 7.1	16.6	49	55	s 7 00 <sup>23</sup>	s 7 43	
f 5 03	f 7 10	219.3		P	12.2		SP. West 12	f 6 50	f 7 34	
f 5 11	f 7 20	225.1		P	6.4			f 6 40	f 7 25	
5 40 PM	7 45 AM	231.5	CG	CRAIG 2.6	0.0		Yard 259	6 30 AM	7 15 PM	
Arrive Daily	Arrive Tues., Thurs., Sat.			(63.7)				Leave Daily	Leave Tues., Thurs., Sat.	
(2' 30") (25.4)	(3' 00") (21.2)			Schedule Time Average Miles per Hour				(2' 05") (30.5)	(2' 20") (27.2)	

# Special Time-Table Rules

## Superseding Rules and Regulations Which Are Inconsistent Therewith

### 1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

**1-A.** Trains have no time-table superiority within yard limits Phippsburg, and will run at restricted speed expecting to find main track occupied by other trains or engines. Crews using main track will not delay passenger trains unnecessarily. In case of collision responsibility rests with approaching train or engine.

**1-B.** Between the west switch at Orestod and Craig an extra train must clear the time of a first-class train, in the same direction, at any station, not less than five (5) minutes, and the remainder of Operating Rule 86 will not be applicable in this particular territory.

**1-C.** Unless some form of block signals is used, operator must space all trains, in the same direction, ten minutes apart, instead of five minutes as provided in Operating Rule 221-D. All trains in the same direction must keep not less than ten minutes apart, instead of five minutes as provided in Operating Rule 91, except when closing up at stations. When a train on siding has authority to proceed after another train in the same direction has passed, the rear end of the train must not depart from the leaving switch until ten minutes have elapsed.

**2.** Trains may leave Denver Moffat Depot without clearance card, and may enter CTC Limits at Fox Junction by indication of ABS 15 and leave register ticket at Zuni.

**2-A.** When Signal displays proper indication, a train or engine originating within Centralized Traffic Control Limits may enter main track via a remotely controlled switch on verbal authority from train dispatcher (without train order or clearance card) and proceed on signal indication through said limits.

**3.** Train register books are located at Denver Union Depot, Moffat Depot, Orestod, Phippsburg and Craig. Passenger trains will leave register ticket at Prospect; freight trains at Zuni. All trains leave register ticket at Orestod, either Form 825 or 3928.

Register stations are shown in body of the time-table in **FULL FACED TYPE**.

**4.** Yard Limit Stations between MP 128.8 and MP 129.6 (Orestod), Crater, Egeria, Phippsburg, Haybro, Steamboat, Harris, Hayden and Craig.

**4-A.** Operating Rule 93 governs train and engine movements between Fifteenth Street, Denver, and Fox Junction, and on auxiliary tracks between Fox Junction and Zuni (including tracks at Utah Junction) and East Denver Belt Line.

**4-B.** At Milner inferior westward trains will enter siding via crossover switch, and at Sidney inferior eastward trains will enter siding via crossover switch (Operating Rule 5).

**4-C.** Trains and engines will stop at the 19th Street Crossing (MP 0.4) and a crew member will walk ahead and protect against vehicular traffic and pedestrians.

**4-D.** Switching or backup movements must not be performed over Pecos Street (MP 3.7), over highway crossing on west leg of Wye at Harris, and over Ranney Street (MP 231.9), without flag protection.

**5. AIR BRAKE AND RETAINER OPERATION AND INSPECTION STOPS.** On descending grades trains must stop at designated intervals for inspection of brake rigging, wheels and other parts of train, and conductor must know that such inspection has been made before train proceeds.

Freight and mixed train conductors will arrange for track behind caboose to be observed, at intervals between stations, for fresh wheel marks that may have been made by the train and take such action as circumstances may warrant.

Eastward passenger trains handled by diesel locomotives with dynamic brakes operating are not required to stop at Cliff for inspection. Other eastward passenger trains will make regular inspection stop at Cliff in addition to such other inspection stops as may, in the judgment of the conductor or engineman, be advisable.

Eastward freight and mixed trains will stop for inspection at Crater and Orestod, and will make such additional stops as are required by this rule.

Eastward freight trains handled by Diesel locomotives 542 to 554, inclusive, with dynamic brake operating on the entire locomotive, will make one regular inspection stop at East Portal and need not make additional stop if train is operating normally.

Eastward freight and mixed trains handled by locomotives other than Diesel locomotives 542 to 554, inclusive, will stop for inspection at East Portal and at intervals of not more than fifteen (15) miles thereafter, between East Portal and Ralston. If train is stopped at any station between East Portal and Ralston, train inspection will be made and train dispatcher will assume that a normally operating train will not again stop for inspection at a station not more than fifteen (15) miles east thereof.

Westward freight and mixed trains will stop at Winter Park, eastward freight and mixed trains at East Portal, and conductor must know that brakes apply and release on rear car and that air pressure is restored on caboose gauge before starting.

Retainers, when used on freight and mixed trains, will be placed in ten-pound position on cars of gross weight less than 80 tons; in twenty-pound position on cars weighing more than 80 gross tons.

Four-position (release control) retainers will be used in slow direct exhaust position; instead of ten-pound position, on empty cars. Trainmen must closely observe train in motion for indication of excessive wheel heating. If excessive heat develops on an individual car, retainer on such car should be turned down. Trainmen must notify engineman at stopping point regarding any change made in the number of cars with retainers in operating position.

### WINTER PARK TO TABERNASH.

Freight and mixed trains handled by Diesel locomotives 542 to 554, inclusive, having dynamic brake operating on the entire locomotive.

If train consists of more than 3600 actual tons, one retainer will be used on forward portion of train for each 50 tons in excess of 3600 actual tons.

Freight and mixed trains handled by locomotives other than Diesel locomotives 542 to 554, inclusive.

If train consists of more than 50% loads, two thirds of retainers will be used; if less than 50% loads, one fourth of retainers will be used. Retainers to be used on forward portion of train.

### CRATER TO ORESTOD AND EAST PORTAL TO PROSPECT.

Freight and mixed trains handled by Diesel locomotives 542 to 554, inclusive, having dynamic brake operating on entire locomotive.

If train consists of more than 1900 actual tons and less than 2400 actual tons, ten retainers will be used on forward portion of train. If more than 2400 actual tons, ten retainers will be used on forward portion of train and, in addition, one retainer will be used for each 50 tons in excess of 2400 actual tons.

Freight and mixed trains handled by locomotives other than Diesel locomotives 542 to 554, inclusive:

Retainers will be used on all loaded cars and if more than 10 empty cars in train, they will be used on every other empty car, alternated at inspection points. Retainers on empty cars may be turned down at Leyden.

### PASSENGER TRAINS.

Except on trains handled by Diesel locomotives having dynamic brake operative on entire locomotive, at least 50% of retainers will be used Crater to Orestod and East Portal to Leyden, alternated frequently to avoid overheating of wheels.

**5-A.** If the dynamic brake on any part of a Diesel locomotive is inoperative retainers must be used in same manner as prescribed for other than Diesel locomotives.

### 6. RAILROAD GRADE CROSSINGS.

Subdivision	M.P.	Railroad Crossing	Remarks
1-A	0.5	C&S	All trains stop
1-A	2.6	C&S	Stop if gate against D&RGW.
1-A	3.2	C&S-CB&Q Belt Line	Stop if gate against D&RGW.

### A.B.S.

**6-A.** That portion of Operating Rule 509 reading: "IN ALL CASES, A FLAGMAN MUST PRECEDE THE TRAIN THROUGH AN INTERVENING TUNNEL," is suspended.

**6-B.** Passenger trains may pass a grade signal, the same as freight trains, and Operating Rule 510 is modified accordingly.

**6-C.** Operation by Centralized Traffic Control is effective between Westward A. B. S. 11 Prospect—A. B. S. 15 Fox Junction and Eastward A. B. S. 1288 Orestod Subdivision, 1-A.

Train dispatchers direct the operation of all Positive Automatic Block Signals and Remote Controlled Switches within CTC limits.

Location of Remote Controlled Switches—Fox Junction and Ralston, inclusive as per sketch on Page 2; the siding and crossover switches Leyden to and including River Track Switch (MP 127.9), Orestod (except crossover switches at East Portal).

The two crossover switches at East Portal may be hand operated by trains when the letter "S" is illuminated on the controlling ABS; if on ABS 495, it authorizes a westward train on main track to hand operate the switches and proceed to siding; if on ABS 496-A, it authorizes an eastward train on siding to hand operate the switches and proceed to main track.

White electric light "Call Signals" are installed on bungalows adjacent to remotely controlled switches. When illuminated it indicates that any employee (except an employee on a moving train) should call the train dispatcher immediately on the telephone.

Additional Signals mounted on mast of Eastward ABS 186 West Switch Arena repeat the indication displayed by this signal.

Repeater Signal 1161 located 1400 feet east of Positive ABS 1161 at East Switch Radium repeats the indication of Positive ABS 1161 as follows:

When Repeater Signal 1161 Displays	Positive Signal 1161 at Radium Displays
Upper Yellow or Green	Yellow or Green over Red
Lower Yellow	Red over Yellow
No Color	Red over Red

**6-D.** Classification signals will not be displayed within CTC Limits (Operating Rules 20 and 21).

Operating Rule 19, Figure 9, Page 28, is supplemented as follows:

Rear of train by night when on siding to be passed by another train AND WHEN STOPPED IN CLEAR ON SIDING IN CTC TERRITORY AT NIGHT.

**6-E.** Electric switch locks are in service at following hand throw switches, and instructions for operating Electric Locks are posted in adjacent telephone booth.

Moffat Spur.....	Ralston	Tolland.....	E and W Ind. Switch
Industry Spur.....	Ralston	Vasquez	
Plastic.....	E and W Switch	Tabernash Mill Spur and Wye	
Scenic		Sulphur.....	E and W-Wye Switch
Quartz		Parshall.....	E and W Switch
Pactolus.....	E and W Switch	State Bridge.....	E and W Switch
Espy.....	West Switch		

#### 6-F. TRAIN OPERATION THROUGH MOFFAT TUNNEL.

Not more than one train will be permitted to occupy track in Moffat Tunnel between the east siding switch at Winter Park and the crossover switch at East Portal (either on siding or main track, according to how the west siding switch at East Portal may be lined) except that a helper engine may be uncoupled from the rear of an eastward train inside tunnel and proceed in the opposite direction. Protection as per Rule 99 is not required within these limits.

The west siding switch at East Portal (located immediately inside the Moffat Tunnel) is lever controlled by fan operator. Eastward movements over this switch are governed by Dwarf Signal 502 (two signals) located five (5) feet west of switch. The top signal governs movements on main track; lower signal governs restricted movements through turnout to siding. All signals governing movements over this switch, in addition to their ABS function, will not indicate "Proceed" or "Approach" unless ventilation curtain is raised.

Eastward Signal 504 (located inside tunnel 900 feet west of Signal 502) repeats indication of signal 502 by displaying green when upper signal 502 displays green or yellow, and yellow when upper signal 502 displays red. Signal 504 will not display "Stop" indication.

Dwarf Signal 531 (a two-color signal—red and yellow), located at Refuge 9, governs westward helper engine movements backing out of tunnel. The signal is normally dark for through westward movement and when not illuminated will not govern such through movements. If signal indicates "Stop," engine or train will stop and then proceed at a speed not exceeding five (5) miles per hour.

White flashing light signals for information regarding proximity of tunnel portals are located—one for westward trains at Refuge No. 21 and one for eastward trains 1750 feet west of the east portal.

Eastward trains must not exceed a speed of ten (10) miles per hour or consume less than two minutes from a point 1750 feet west of ventilation curtain until train has cleared tunnel. Eastward freight trains must stop at East Portal and will not exceed this speed before stop is made. Maximum grade between the apex (MP 52.8) and Winter Park is 0.9%, descending westward. Maximum grade east from the apex is 0.3%, descending eastward to 650 feet east of tunnel portal where it increases to 2%. When engine of an eastward freight train has arrived at the 2% grade, engineman must exercise care to insure stopping train clear of west switch. It is unsafe to make more than one application of brakes in making this stop.

Motor cars, other than trains, must obtain, from the dispatcher through the operator at Winter Park, authority on Form 1223-R before occupying or passing through the Moffat Tunnel.

A switch which operates a bell in ventilating plant is located on south side of tunnel fifteen (15) feet west of curtain, by means of which fan operator may be signaled that curtain is to be raised.

#### Telephones in Moffat Tunnel.

Refuge No.	M.P.	Refuge No.	M.P.
1	50.6	9	53.0
3	51.2	11	53.3
4	51.5	13	53.7
7	52.4	16	54.4
8	52.7	18	54.8
Apex	52.8	19	55.3

These telephones connect with telegraph office, Winter Park, and Ventilating Plant, East Portal, and may be connected with dispatching circuits at these stations. They operate with hand ringing generators, four long rings for East Portal, one short, one long, one short ring for Winter Park and a succession of long rings quickly repeated must be promptly answered by both East Portal and Winter Park.

Other refuges have no telephones.

Each engine in a train must have maximum steam pressure and fire in good condition before train enters tunnel so as to reduce firing to the minimum after entry. If necessary to insure this, train should be stopped outside tunnel for conditioning of engine. ELIMINATE SMOKE.

Operate engine stack hood in deflecting position at all times inside the tunnel while throttle is open. It must be in deflecting position while passing under curtain at East Portal, eastward or westward. Engineman on westward trains must operate deflector not less than 50 feet from the curtain.

Operate engine blower throughout tunnel, and if engine is equipped with air cooling jets in cab, operate them while engine is working in tunnel.

If excessive heat is developed in the train, it is apt to be occasioned by insufficient train speed and this is particularly true in the case of westward trains. Increase speed within the maximum permissible, if possible, and endeavor to run out of the hot zone. If this cannot be done within a minute or two, stop train and communicate promptly with fan operator by nearest refuge telephone.

If an engine is used to shove a westward train into the tunnel, do not shove beyond ABS 501 or ABS 501-A.

If a train stops in the tunnel for any reason, except to uncouple helper engine at the Apex, fan operator should be promptly notified from nearest refuge telephone of the reason for the stop.

**6-G. Operation Through All Tunnels**—Windows, vestibule doors, connecting doors and other openings must be closed and air conditioning apparatus shut off on all passenger trains moving through tunnels.

#### OPERATION AT TABERNASH

**6-H.** Auxiliary tracks are numbered beginning with the first track south of coal chute as

Track No. 1.....	Capacity 88 cars
Track No. 2.....	Capacity 31 cars
Track No. 3.....	Capacity 30 cars
Track No. 4.....	Capacity 30 cars
Track No. 5.....	Capacity 29 cars
Track No. 6.....	Capacity 75 cars
Track No. 7.....	Capacity 88 cars
West Lead.....	Capacity 81 cars
East Lead.....	Capacity 34 cars

Tracks No. 1 and No. 7 are sidings of assigned direction. Unless otherwise authorized, eastward trains taking siding will use Track No. 1 and westward trains Track No. 7.



East and west handthrown switches (MP 65.5) and (MP 66.2) for Track No. 6 must be relined for movement via Track No. 1 after using.

Entering and departing color light signals located at east spring switch (MP 65.4) and west spring switch (MP 66.3) are manually controlled by the Operator at Tabernash under direction of Train Dispatcher, Sulphur.

#### ENTERING SIGNALS—INDICATION

Green—Enter assigned siding.

Yellow—Enter Track No. 6.

Red—Inspect spring switch points. If remains red contact Operator.

#### DEPARTING SIGNALS—INDICATION

Yellow—Train on an assigned siding depart;

Other trains procure permission from Operator and be governed by indication of departing signal.

Red—Remain clear of adjacent tracks until signal displays yellow.

Operating rules 103 and 105 govern train and engine movements on tracks other than main track at Tabernash.

#### OPERATION AT ORESTOD

**6-I.** The normal position of junction switch MP 128.7, and the west siding switch is locked for main track and the operator is responsible for opening and closing these switches.

The normal route for eastward passenger trains out of Bond is via the junction switch. Freight trains will ask for routing before leaving Bond.

When the letter "S" on Westward ABS 1281 (governing east siding switch) is illuminated it indicates—"WESTWARD TRAINS TAKE SIDING."

**7.** Persons accompanying livestock or other freight will be carried on any freight trains handling such livestock or freight, when holding proper transportation, and when permission to accompany same is covered by contract. Passengers on freight trains should be informed that cabooses will not be pulled up to platform to receive or deliver passengers or baggage. Employees holding passes will be carried on any freight trains to and from points at which trains stop when passes are stamped: "Good on Freight Trains."

To comply with Rule 91, in non-A.B.S. territory Conductors on freight trains will wire dispatcher from first telegraph station where they pick up passengers for movement on their trains, including caretakers of livestock, banana messengers, etc., also sectionmen, bridge-men and other employees riding as passengers.

**8.** There are overhead and side clearances on main track and sidings and at other locations that will not clear a man on top or side of car.

All employes should familiarize themselves with the location of such clearances and use due care to avoid injury when passing them.

**9.** The speed of trains should be so restricted that absolute safety will be assured, and the maximum speed will ordinarily be that necessary to make the schedule.

**9-A.** Trains must not exceed the maximum speeds prescribed below:

Speed restrictions governing freight trains govern the speed of mixed trains and govern the speed of light engines unless otherwise provided.

Where other speed restrictions do not prohibit, Diesel engines running light may be operated in A.B.S. territory at a maximum speed of sixty (60) M.P.H. but will not exceed the maximum speed authorized for passenger trains.

Steam engines running forward light between East Portal and Cliff maximum speed 30 MPH Cliff and Arena 25 MPH, Arena and Ralston 35 MPH.

Steam engines running backward will not exceed 15 MPH on curves and 25 MPH on tangent track.

Territory	Passenger Train MPH	Freight Train MPH
Denver—MP 1.....	25	20
MP 1—Zuni.....	40	30
Zuni—Arena (Westward).....	60	30
Zuni—Arena (Eastward).....	45	25
Arena—Cliff.....	25	20
Cliff—Tolland.....	40	25
Tolland—East Portal.....	40	20
East Portal—MP 58.6.....	40	40
East Switch Winter Park (Westward).....	15	15
MP 58.6—Fraser.....	25	20
Fraser—Tabernash.....	60	45
Tabernash—MP 73.....	40	25
MP 73—East Switch Sulphur.....	60	45
East Switch Sulphur—MP 89.....	35	25
MP 89—Gore.....	60	45
Gore—Radium.....	30	25
Radium—Orestod.....	45	35
Orestod—Crater.....	35	25
Crater—Egeria.....	25	20
MP 154—MP 150 (Eastward freight trains with helper engine on rear).....		20
Egeria—Phippsburg.....	50	40
Phippsburg Yard.....	15	15
Phippsburg—Oak Creek.....	50	35
Oak Creek—Routt.....	35	25
Routt—Steamboat.....	40	30
Steamboat—Craig.....	50	35
Turnouts and crossovers as follows:		
Fox Junction.....	25	25
Endo—MP 2.8.....	25	25
Zuni—(except crossover).....	25	25
Ralston.....	25	25
West Switch Arena.....	25	25
Clay.....	25	25
Plain.....	25	25
East Switch Crescent.....	25	25
Tolland.....	25	25
Tabernash.....	25	25
East Switch Sulphur.....	25	25
Kremmling.....	25	25
Radium.....	25	25
Other turnouts and crossovers.....	15	15
Trailing through spring switches on straight track.....	30	30
Railroad crossings at grade.....	25	25
Engines turning on wyes.....	5	5

Maximum speed permissible in any service by various classes of power and equipment as follows:

	Miles Per Hour
Diesels 540-554, 600-601.....	60
L-131—L-132.....	45
L-109.....	35
L-95—L-99.....	40
Class 76.....	35
M-67—78.....	50
M-64.....	60
Class 63.....	45
K-59.....	55
Class 44.....	55
Classes 33 and 34.....	60
Trains handling dead engines, side rods up.....	20
Dead engines with side rods all down.....	15
Dead engines, one pair of wheels swinging.....	10
Engines under steam with all side rods in place, one main rod removed.....	20
Derricks, shovels, clam shells, scale test cars, ditchers, pile drivers, K. & J. and Western Air Dumps, loaded system coke racks and sand cars X3550—X3551.....	25
Steam derricks.....	30
Rotary snow plows.....	15

When handling cranes and similar equipment requiring car upon which to rest boom, cars must be securely chained to prevent parting. Jordan spreaders, ditchers, wrecking derricks, etc., should when practicable, be handled next to engine.

Snow flangers must be raised for switches, cattle guards, road crossings, guard rails, ABS ground wires and rail lubricators.

**9-B.** Diesel locomotives must not be run through water which is more than 3 inches above top of rail. If it is necessary to operate Diesel locomotives through water up to 3 inches above top of rail, speed must

not exceed 2 or 3 M.P.H. Water must never be allowed to touch the bottom of traction motor frame.

**9-C. HELPER ENGINES**—Helper engines on eastward passenger trains consisting of conventional type cars will be uncoupled at Winter Park as follows:

- 10 cars or less.....with M-64, M-67 and M-78 Class Engines;
- 9 cars or less.....with K-59 Class Engines;
- 8 cars or less.....with P-44 Class Engines;

Helper engines on westward passenger trains will be uncoupled at East Portal. If train engine alone cannot start train, helper engine may assist from the rear end, without coupling air hose. If conditions in individual cases make it impracticable for helper engine to push from rear end, helper engine may be double-headed through the tunnel.

Helper engine behind caboose of westward freight train will, after stop is made at East Portal, remain against train until same has started to prevent slack running out and assist in starting train if necessary.

When helper engine is cut out of train and train is shoved together, the same procedure must be followed and brake test made per Air Brake Rule 9-A.

Unless otherwise instructed, engines helping eastward freight trains will be coupled behind 01400 cabooses from Tabernash and helped to Apex. When instructed to cut helper off at Winter Park, train will stop, air hose will be disconnected and helper will assist train to, but not beyond, tunnel portal. When trains have cabooses or cars which are not suitable to shove on, conductor will advise train dispatcher from Orestod and helper will couple to head end of train, Tabernash to Winter Park or East Portal, if required.

Two Class L-131-132 engines must not be doubleheaded except when operating light.

Diesel engines when double heading with steam engines, must be placed on headend and will not be double headed with engines smaller than M 67 class.

When helper engine behind caboose of an eastward train is uncoupled inside Moffat Tunnel, train will stop at Apex where train engine, alone can start train, wait approximately two minutes for helper engine to be uncoupled and may then start without proceed signal. Helper engine will wait until train departs, then return to Winter Park.

Helper engines turning on wye as East Portal when there is snow or ice on the track will head in and back out, and will be governed by indication of ABS 496-A or 495-A when proceeding from wye.

Helper engines may be coupled behind caboose from Cliff to East Portal, Tabernash to Apex in Moffat Tunnel, Phippsburg to Toponas and Park to Pallas.

Unless otherwise instructed Tabernash helper engines will wait on stem of wye for trains to be helped.

**10. Company surgeons are located as follows:**

GEO. H. CURFMAN, CHIEF SURGEON.....Denver	
Name	Location
W. M. Bane, Oculist.....	Denver
M. D. Currigan.....	Denver
Geo. D. Ellis.....	Denver
E. A. Hinds.....	Denver
F. B. McGlone.....	Denver
Geo. S. Cattermole.....	Denver
A. H. Good.....	Denver
D. G. Monaghan.....	Denver
Susan Anderson.....	Fraser
G. D. Hoschouer.....	Granby
A. C. Sudan.....	Kremmling
E. L. Morrow.....	Oak Creek
G. E. Willett.....	Steamboat

**10-A. Hospital is located as follows:**

St. Joseph's.....Denver

**10-B. PROMPT TELEGRAPHIC REPORT (FORM 3884) MUST BE MADE OF ALL ACCIDENTS.** In the event Form 3884 cannot be furnished without unduly delaying the train a message must be filed at first open telegraph office giving principal facts concerning the accident and Form 3884 filed as quickly as possible thereafter. When a personal injury occurs on a train an additional message must be sent immediately to the Superintendent and Claim Department and if the injured person is not an employee on duty, the following information must be given: Kind of Transportation injured person holds, giving number of ticket or pass, destination of injured party, whether coach or pullman passenger with number or name of car and, if injured party stopping over enroute, state where stopover will be made and address at point of stopover.

In addition to the telegraphic reports (Form 3884) and messages above described, mail reports of all accident and casualties must be promptly made and forwarded, using the following forms, according to the instructions thereon and in the Book of Rules:

- Form 3922 All personal injuries and all crossing accidents.
- Form 4009 When accident occurs on train to be filled out by passengers.
- Form 4012 Inspection of Equipment (Mechanical Dept.).
- Form 4119 Fire Report (Section Foreman).
- Form 3511 Stock Struck Report (Enginemen).
- Form 4117 Stock Report (Section Foremen).

**10-C. SURGICAL ATTENTION.** (Passengers and employees.)

Whenever passengers or employees are injured, everything must be done to care for them properly, either calling the Company's nearest Surgeon to treat them (and if seriously injured, calling the nearest competent Surgeon to be had, until the Company's Surgeon can get to the place of accident), or if they are able to be moved, taking them to the nearest place at which the Company has a Surgeon, turning them over to him for care and treatment. If other than a Company Surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

(Others). When persons not employees or passengers (for example, persons injured at crossing, trespassers, outsiders at work around depot or industries, etc.) are injured, if they are unable to care for themselves, and if no friends or others are at hand to care for them, the nearest Company Surgeon should be called, or if he cannot be reached, the nearest other competent Surgeon, which Surgeon must be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company except the emergency attention above noted.

**10-D.** Parties calling Surgeons should explain fully as possible the nature of the injuries so that the Surgeon may know what equipment to bring with him.

**10-E.** When any accident, collision of trains, or any collision of trains with vehicles or pedestrians, resulting in loss of life or injury to persons, the superior officer, agent or employe on the ground at time of such accident shall immediately notify the Public Utilities Commission, Capitol Building, Denver, Colorado, by telegram, the details of such accident, stating the immediate location and the nature of the accident and the number of persons killed or injured.

Information covering such accidents must be sent by Western Union Telegraph Company wires, and all Agents will accept and so transmit, making notation that same shall be charged against CAK 33.

**11. CONDITIONAL FLAG STOPS.**—Local passenger and mixed trains will stop at any station to discharge revenue passengers.

No. 5 will stop on flag at Orestod to pick up passengers destined to points where this train is scheduled to stop.

No. 6 will stop at any point between Orestod and Denver to discharge revenue passengers ticketed from points west of Bond when No. 10 has departed Orestod ahead of No. 6.

**12. SPRING SWITCHES.**

Miles from Denver	Location Spring Switches	Normal Position
65.4	Tabernash Yard (East End)	For Track No. 7
66.3	Tabernash Yard (West End)	For Track No. 1
128.2	Orestod East Siding Switch	For Main Track

Spring switches are protected by illuminated signals which display red and indicate "Stop" when switch is open one-quarter inch or more. An interval of time is required for switch points to return to normal after being trailed through and reverse movement must not be made until it is definitely known that switch points are in proper position. Trains will approach facing point switches prepared to stop if signal does not indicate proceed. When a spring switch is opened by hand it must be closed by hand.

**12-A. CAPACITY, 45-FOOT CARS, OF SIDINGS WITH CROSS-OVERS:**

East Portal.....	East 63, West 72
Winter Park.....	East 84, West 80
Sulphur (2 connected sidings).....	East 110, West 98
Radium.....	East 104, West 87
Sidney.....	East 89, West 21
Milner.....	East 16, West 89

**13. LOCOMOTIVE WATER SUPPLY**—Water will not be taken by engines at Coal Creek except in emergency, and when so taken, enginemen will report to Chief Dispatcher amount of water taken and number of feet of water remaining in tank.

**14. The following are Auxiliary lines (Rules 14-T, 14-U):**

Orestod.....Subdivision 4-A—Grand Junction Division

**15. Meal Stop for Freight Trains.**—A through freight train making a normal run on Subdivision 1-A may, if circumstances warrant, make one meal stop enroute. If an abnormal run is made, arrangements

may be made through the dispatcher for such additional meal stops as circumstances may justify.

All crew members on a train will eat at the same point. It is not permissible for part of a crew to eat one place and the others at another place.

Sulphur is designated as a normal meal stop for freight crews in both directions from Utah Junction to Phippsburg.

On normal runs freight crews in both directions from Denver and Bond desiring to stop for meals enroute will do so at Tabernash.

Freight crews on trains in both directions between Denver and Bond, after being on duty six and one-half to seven hours from the time called at Terminal, will be permitted to secure meal wherever one is available on advance notice to train dispatcher. Also, crews on duty six and one-half to seven hours after having departed from Tabernash, with or without eating, will be permitted to secure meal wherever one is available on advance notice to train dispatcher.

Unless otherwise authorized by dispatcher, when meal stop is made at Tabernash, train will take siding and must not block route of helper engines from and to coal chute track.

In order to avoid train congestion and delays when a meal stop is to be made, the Conductor will give advance telegraphic notice addressed jointly to Chief Dispatcher and Operator at station where stop will be made, stating train engine number and kind of meals desired. Eastward trains will file this notice at Kremmling; westward trains at Winter Park.

Operators receiving notice of intended meal stop will promptly transmit it as addressed, and operator at meal stop will make prompt delivery to lunchroom.

Train, enginemen and operators are requested to cooperate with the train dispatcher to the end that train delays and traffic congestion may be reduced to a minimum because of meal stops.

**16. STANDARD CLOCKS, BULLETIN AND CIRCULAR BOOKS** are maintained at roundhouse, yard office, Burnham, Denver Union Depot and Bond.

**17.** Any passenger who by reason of intoxication, or otherwise is guilty of such disorderly conduct as to annoy, threaten or insult other persons on the train, and who refuses to desist therefrom when requested to do so by the Conductor, may be ejected, with his baggage, at the next station where Agent is on duty. The Conductor shall use only such force as may be necessary to accomplish such removal, and he may command other railroad employes to assist in such removal, and when necessary wire ahead for assistance. Before ejecting a passenger the Conductor shall tender to such passenger the unused portion of any fare which has been paid.

Whenever a passenger is ejected the name and address of such passenger and the names and addresses of all witnesses, and their statements in writing if possible, should be obtained. All facts connected with such ejection should be at once reported to the Division Superintendent.

#### LOCAL WATCH INSPECTORS

R. W. Gumm, General Time Inspector, Room 3, Union Depot, Denver.

Hansen & Hansen, 1628 17th Street, Denver.

Sather Jewelry Co., Craig.

Agents, Tabernash and Phippsburg—for semi-monthly comparison.

#### OPEN HOURS OF OFFICE OF COMMUNICATION

Station	Week Day Hours	Sunday and Holiday Hours
Denver DN.....	8:00 AM to Midnight	10:00 AM to 6:00 PM
Zuni.....	Continuous	Continuous
Rollins.....	8:00 AM to 5:00 PM	Closed
Winter Park.....	Continuous	Continuous
Fraser.....	8:00 AM to 4:00 PM	Closed
Tabernash.....	Continuous	Continuous
Granby.....	8:00 AM to 5:00 PM	11:15 AM to 1:15 PM
Sulphur.....	8:00 AM to 5:00 PM	11:00 AM to 1:00 PM
Kremmling.....	7:30 AM to 3:30 PM	
	11:30 PM to 7:30 AM	7:30 AM to 3:30 PM Mondays
Orestod.....	Continuous	Continuous
McCoy.....	8:00 AM to 5:00 PM	Closed
Yampa.....	8:00 AM to 5:00 PM	2:15 PM to 4:15 PM
Phippsburg.....	Continuous	Continuous
Oak Creek.....	7:30 AM to 5:30 PM	7:45 AM to 9:45 AM
Steamboat.....	6:00 AM to 9:00 PM	7:00 AM to 9:00 AM 3:45 PM to 5:45 PM
Harris.....	8:00 AM to 5:00 PM	4:30 PM to 6:30 PM
Hayden.....	7:30 AM to 5:30 PM	Closed
Craig.....	5:30 AM to 7:45 PM	5:30 AM to 7:45 PM

Following are legal holidays: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas (provided when any of the above holidays fall on Sunday, the day observed by the State, Nation, or by proclamation shall be considered the holiday).

Phones in all Section Houses and at Mileposts 26.2, 28.1, 32.7, 35, 44.3, 60, 68, 69, 72, 78.5, 80.5, 82.3, 88, 100.5, 107.4, 109.1, 113, 114.5, 119, 121, 125, 143.4, 145.3, 147, 176.6, 180.3 and 195.

#### TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE, WATER, PHONE, REGULAR AND FLAG STOPS

Subdivision 1-A	Mile	Car Capacity	Switch Connection	Water Phone	Stops for Trains 9 and 10
48th Ave. (see map).....	2.2			P-W	
Pecos Siding (see map).....	2.9	122	Both Ends	P	
Utah Jct. (see map).....	3.8	723	Yard F-O-S-Y-B-K	P-W	Flag
Plastic.....	17.0	3	Both Ends	P	
Fire Clay.....	20.5	15	Both Ends	P	Flag
Coal Creek.....	23.0			P-W	Flag
Scenic.....	27.3	10	Spur-West	P	Flag
Quartz.....	29.3	9	Spur-East	P	Flag
Miramonte.....	33.6			P	Flag
Pactolus—(Lincoln Hills).....	39.4	28	Both Ends	P	Flag
Espy.....	42.7	40	Both Ends	P	
Vasquez.....	58.3	19	Spur-West		
Elkdale.....	70.3			P	Flag
Drowsy Water.....	79.8			P	Flag
Willows.....	81.4			P	Flag
Parshall.....	91.1	60	Both Ends	P	Stop
State Bridge.....	126.2	12	Both Ends	P	Flag
Coppertown.....	132.0			P	Stop
Rock Creek.....	140.3			P-W	Flag
Cinder Pit.....	143.4	41	Both Ends	P	Flag
Subdivision 1-B					
Continental.....	171.0	2	Spur-East		
Pinnacle.....	171.6	Mine Tracks	Spur-West		
Keystone.....	173.6	Mine Tracks	Spur-West	P	
Harding.....	176.2	Mine Tracks	Both Ends	P	Flag
Mill Spur.....	189.6	3	Spur-East	P	
McGregor.....	201.8	1	Spur-West	P	Flag
Grassy Spur.....	208.7	8	Spur-East		

