

Safety



Service

E. R. Moran
Assistant Superintendent
Grand Junction

E. H. Lundstrom
Trainmaster—Road Foreman of Equipment
Salida

T. J. Peters
Trainmaster
Glenwood

Harry Brooks
Trainmaster
Grand Junction

A. J. Myers
Assistant Trainmaster
Helper

L. W. Young
Ross Krebs
Road Foremen of Equipment
Grand Junction

W. M. Henderson
Chief Dispatcher
Grand Junction

H. W. Egley
Chief Dispatcher
Salida

J. F. Jones
L. A. Davis
Assistant Chief Dispatchers
Grand Junction

The
Denver and Rio Grande Western Railroad
Company

GRAND JUNCTION
DIVISION

TIME-TABLE
No. 136

Takes Effect Sunday, July 6, 1952

at 12:01 A. M.

Mountain Standard Time

Superseding Time-Table No. 135

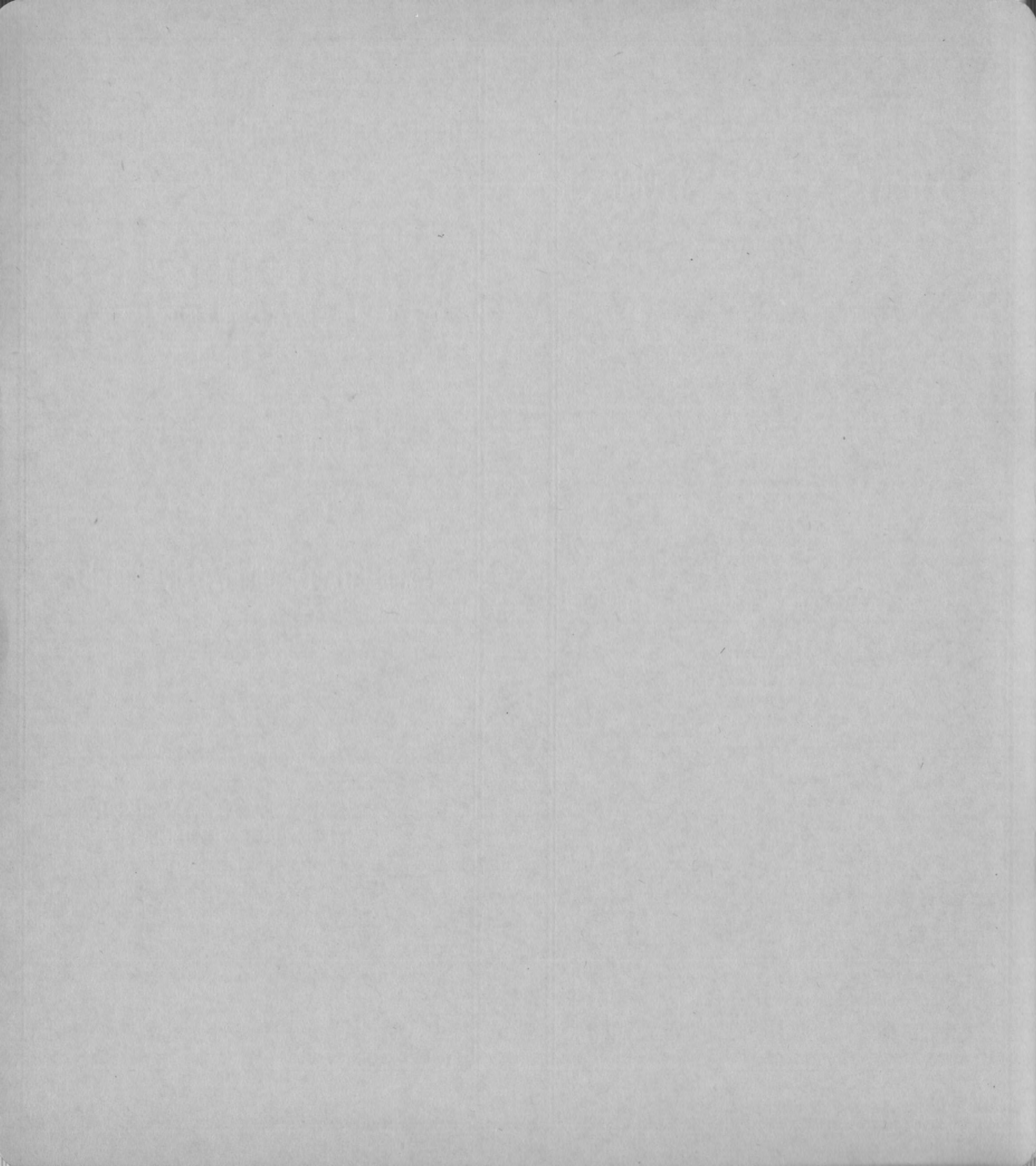
NOTE IMPORTANT CHANGES IN
TIME-TABLE RULES

For the exclusive guidance of Employes;
not for the information of the Public

K. L. MORIARTY
General Manager

L. H. HALE
Superintendent Transportation

L. T. WRIGHT
Superintendent



WESTWARD LEADVILLE BRANCH EASTWARD

Station Numbers	Mile Posts	Sub-Division 3-A STATIONS TIME-TABLE No. 136 JULY 6, 1952			Miles from Leadville	Capacity of Siding
2100	271.0	MY	MALTA	JWFDN	4.9	Yard
2104	273.3		2.3 EILERS		2.6	Yard
2120	275.9	Q	2.6 LEADVILLE	SKWFD		Yard
			(4.9)			

WESTWARD SUNNYSIDE BRANCH EASTWARD

Station Numbers	Miles from Sunnyside	Sub-Division 5-A STATIONS TIME-TABLE No. 136 JULY 6, 1952			Mile Posts	Capacity of Siding
9106	0	ST	SUNNYSIDE	SBFYD	17.5	Yard
9104	4.3		4.3 COLUMBIA JCT.	PYJ	13.2	100
9101	11.7		7.4 BANNING	P	5.8	100
9016	17.5	MU	5.8 MOUNDS	TJD	0	Yard
			(17.5)			

WESTWARD ASPEN BRANCH EASTWARD

Station Numbers	Mile Posts	Sub-Division 4-B STATIONS TIME-TABLE No. 136 JULY 6, 1952			Miles from Aspen	Capacity of Siding
2290	360.1		GLENWOOD	JP	41.2	Yard
2408	367.9		7.8 CATTLE CREEK	P	33.4	20
2416	373.0	OC	5.1 CARBONDALE	D	28.3	38
2424	379.4		6.4 LEON	P	21.9	25
2428	382.0		2.6 EMMA	P	19.3	24
2437	392.9		10.9 WOODY CREEK	WP	8.4	25
2440	401.3	NS	8.4 ASPEN	YD		Yard
			(41.2)			

WESTWARD NORTH FORK BRANCH EASTWARD

Station Numbers	Mile Posts	Sub-Division 16-A STATIONS TIME-TABLE No. 136 JULY 6, 1952			Miles from Delta	Capacity of Siding
2740	415.3		SOMERSET	SWFT	42.5	Yard
2728	405.9	SW	9.4 PAONIA	WD	33.1	30
2724	403.6		2.3 COBURN		30.8	13
2718	397.8	HK	5.8 HOTCHKISS	WYD	25.0	27
2716	393.2		4.6 LAZEAR		20.4	10
2714	392.5		0.7 ROGERS MESA		19.7	75
2712	385.5		7.0 PAYNE		12.7	33
2710	380.9	AX	4.6 AUSTIN	D	8.1	17
2708	379.8		1.1 SAXTON		7.0	64
2630	372.8	DT	7.0 DELTA	WFSYKJBD		Yard
			(42.5)			

WESTWARD MONTROSE BRANCH EASTWARD

CLASS	Station Numbers	Mile Posts	Sub-Division 16 STATIONS TIME-TABLE No. 136 JULY 6, 1952			Miles from Grand Junction	Capacity of Siding
	3300	351.5	MS	MONTROSE	WFSYKJBD	72.8	Yard
	2644	356.9		5.4 ROB		67.4	20
	2638	362.2	HO	5.3 OLATHE	D	62.1	20
	2634	367.5		5.3 CHIPETA		56.8	27
	2630	372.8	DT	5.3 DELTA	WFSYKJBD	51.5	Yard
	2624	377.5		4.7 ROUBIDEAU	P	46.8	66
	2622	380.1		2.6 STRATTER	P	44.2	35
	2618	384.9		4.8 ESCALANTE	P	39.4	26
	2616	391.0		6.1 DOMINGUEZ	WP	33.3	43
	2614	397.7		6.7 BRIDGEPORT	P	26.6	100
	2612	402.9		5.2 DEER RUN	P	21.4	61
	2608	411.8		8.9 WHITEWATER	WP	12.5	43
	2606	417.3		5.5 UNAWEEP	P	7.0	26
	5000	424.3	JN	7.0 GRAND JCT.	WFSYKJBD		Yard
				(72.8)			

WESTWARD OURAY BRANCH EASTWARD

Station Numbers	Mile Posts	Sub-Division 16-B STATIONS TIME-TABLE No. 136 JULY 6, 1952			Miles from Ouray	Capacity of Siding
3300	351.5	MS	MONTROSE	SJOKBDWFP	35.9	Yard
3402	358.5		7.0 VERNAL		28.9	43
3405	363.8		5.3 COLONA		23.6	20
3406	366.5		2.7 ELDRIDGE		20.9	17
3412	374.4		7.9 DALLAS		13.0	25
3414	377.1		2.7 RIDGWAY	JWY	10.3	Yard
3426	387.4	AY	10.3 OURAY	DWT		Yard
			(35.9)			

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS				FIRST CLASS	Station Numbers	Miles Posts	Sub-Division 3 STATIONS				Miles from Minturn	Capacity of Siding	FIRST CLASS	SECOND CLASS		
69 Fast Freight	63 Fast Freight	61 California Fast Freight	1 Royal Gorge	2			34 Fast Freight	36 Fast Freight	38 Fast Freight	2 Royal Gorge			34 Fast Freight	36 Fast Freight	38 Fast Freight	
Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
1 45 PM	7 05 AM	3 15 AM	3 25 PM	2002	215.1	86.9	Yard	8 45 AM	4 40 AM	12 40 PM	8 40 PM					
1 57	7 17	3 24	3 33	2008	218.4	83.6	92	8 33	4 33	12 33	8 33					
2 05	7 25	3 31	3 38	2010	222.2	79.8	93	8 29	4 27	12 27	8 27					
2 17	7 37	3 43	3 48	2014	227.7	74.3	96	8 20	4 15	12 15	8 15					
2 26	7 46	3 54	3 55	2016	232.9	69.1	94	8 14	4 07	12 07	8 07					
2 33	7 53	4 01 ³⁴	4 00	2018	236.2	65.8	94	8 10	4 01 ⁶¹	12 01 PM	8 01					
2 40	8 05 ²	4 08	4 08	2020	240.3	61.7	85	8 05 ⁶³	3 55	11 55	7 55					
2 49	8 17	4 17	4 15	2026	244.7	57.3	96	7 59	3 48	11 48	7 48					
2 57	8 26	4 25	4 20	2028	247.7	54.3	95	7 55	3 43	11 43	7 43					
3 12	8 42	4 34	4 29	2032	252.1	49.9	120	7 50	3 37	11 37	7 37					
3 27	8 57	4 47	4 39	2034	257.4	44.6	117	7 42	3 29	11 29	7 29					
3 38	9 08	4 58	4 48	2040	263.2	38.8	95	7 34	3 19	11 19	7 19					
3 45	9 15	5 05	4 52	2042	266.5	35.5	95	7 30	3 14	11 14	7 14					
3 56	9 26	5 14	5 07	2100	271.0	31.0	Yard	7 25	3 07	11 07	7 07					
4 11	9 41	5 29	5 20	2204	277.1	24.9	95	7 09	2 57	10 57	6 57					
4 36 PM	10 06 AM	5 50 AM	5 37 PM	2208	281.0	21.0	1-107 2-98	7 03 AM	2 50 AM	10 50 AM	6 50 PM					
Trains operate by Centralized Traffic Control between westward ABS 2801 east end of Tennessee Pass and eastward ABS 2870 W, 2870 E, Deen.				2210	282.0	Trains operate by Centralized Traffic Control between westward ABS 2801 east end of Tennessee Pass and eastward ABS 2870 W, 2870 E, Deen.										
5 01 PM	10 31 AM	6 14 AM	5 54 PM	2212	286.8	20.0		6 40 AM								
5 18	10 48	6 22	5 59	2216	288.5	17.4										
5 40	11 10	6 45	6 14	2220	294.0	15.2										
5 47	11 17	6 52	6 20	2232	296.1	13.5	107	6 36								
5 54	11 24	6 59	6 25	2236	298.0	8.0		6 18								
6 35 PM	12 20 PM	7 31 AM	6 40 PM	2250	302.0	5.9		6 13								
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			4.0		6 09								
4.50	5.15	4.16	3.15			Yard		6 00 AM								
17.9	16.6	20.4	26.7					Leave Daily	Leave Daily	Leave Daily	Leave Daily					
								2.45	1.50	1.50	1.50					
								31.6	35.9	35.9	35.9					

WESTWARD

MAIN LINE

EASTWARD

FIRST CLASS				Station Numbers	Mile Posts	Sub-Division 4-A STATIONS				Miles from Dotsero	Capacity of Siding	FIRST CLASS			
7 Prospector	17 California Zephyr	109 Passenger Mail & Exp.	19 Mountaineer			20 Mountaineer	8 Prospector	110 Passenger Mail & Exp.	18 California Zephyr						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
9 32 PM	12 33 PM	12 50 AM	12 40 AM	129	128.6	38.2		1 58 AM	3 52 AM	3 05 AM	3 14 PM				
s 9 35	s 12 35	12 55 AM	s 12 45	2302	129.3	37.5	Yard	s 1 55	s 3 49	3 00 AM	s 3 12				
9 40	12 38		1 10	2304	134.9	31.9	102	f 1 20	3 32		2 55				
9 48	12 46		f 1 20 ²⁰	2306	142.1	24.7	104	f 1 00	3 22		2 45				
9 58	12 55		f 1 33	2310	144.6	22.2	11	s 12 52	3 18		2 42				
10 02	12 58		s 1 42	2312	148.8	18.0	97	f 12 44	3 12		2 36				
10 08	1 04		f 1 51	2314	155.3	11.5	99	f 12 35	3 03		2 27				
10 17	1 13		f 2 01	2316	157.7	9.1	104	f 12 31	3 00		2 24				
10 20	1 16		f 2 05	2318	163.2	3.6	89	f 12 21	2 53		2 18				
10 27	1 22		f 2 12	2276	166.8		144	s 12 15 AM	2 48 AM		2 12 PM				
10 31 PM	1 28 PM		s 2 17 AM					Leave Daily	Leave Daily	Leave Daily	Leave Daily				
.59	.55	0.05	1.37					1.43	1.04	0.05	1.02				
42.4	44.1	8.4	31.8					27.6	38.8	8.4	38.8				

Trains have no time-table superiority between West Switch, River Track, Bond and Junction Switch, Orestod, Rule 93 Governs. See time-table Rule 4-A. Trains operate by Centralized Traffic Control between westward ABS 1637, Niche, and ABS 4491, 7th Street, Grand Junction. Pueblo Division westward trains will leave Orestod and Pueblo Division eastward trains will leave Bond without clearance card.

WESTWARD

MAIN LINE

EASTWARD

FIRST CLASS				Station Numbers	Mile Posts	Sub-Division 4 STATIONS		Miles from Grand Junction	Capacity of Siding	FIRST CLASS			
7 Prospector	1 Royal Gorge	17 California Zephyr	19 Mountaineer			8 Prospector	2 Royal Gorge			18 California Zephyr	20 Mountaineer		
Leave Daily	Leave Daily	Leave Daily	Leave Daily			TIME-TABLE No. 136				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	6 50 PM			2250	302.0	hd	MINTURN	147.6	Yard		5 55 AM		
	f 7 00			2256	307.9	an	AVON	141.7	96		f 5 33		
	7 08			2259	314.4		WILMOR	135.2	98		5 21		
	f 7 14			2260	319.0	ru	WOLCOTT	130.6	95		f 5 15		
	7 20			2264	323.5		ORTEGA	126.1	94		5 09		
	s 7 28			2268	329.0	gx	EAGLE	120.6	83		s 5 02		
	f 7 37			2272	335.8	gp	GYPNUM	113.8	92		f 4 52		
10 31 PM	7 47 PM	1 28 PM	s 2 17 AM	2276	341.9	dy	DOTSERO	107.7	144	2 48 AM	4 43 AM	2 12 PM	s 12 15 AM
			f 2 26	2282	347.5		ALLEN	102.1	113				f 12 04 AM
			f 2 34	2284	350.5		SHOSHONE	99.1	82				f 11 55
				2288	355.0		GRIZZLY	94.6	100				
s 11 04	s 8 27	s 2 01	s 3 05	2290	360.1		GLENWOOD	89.5	38	s 2 16	s 4 10	s 1 35	s 11 33
				2502	361.3	fu	FUNSTON	88.3	Yard				
				2508	367.9		CHACRA	81.7	114				
	f 8 41		s 3 49	2512	372.7	no	NEWCASTLE	76.9	125		f 3 34		s 10 52
	f 8 48		s 4 06	2520	379.5	si	SILT	70.1	116		f 3 27		s 10 35
				2524	383.4		IVES	66.2	106				
x 11 33	s 9 10	2 31	s 4 33	2528	386.6	rf	RIFLE	63.0	123	x 1 42	s 3 20	1 02 PM	s 10 21
				2532	391.4		LACY	58.2	129				
				2538	399.1		DOS	50.5	117				
	f 9 28		s 5 03	2540	404.0	gv	GRAND VALLEY	45.6	104		f 2 56		s 9 43
				2542	408.7		UNA	40.9	123				
	f 9 43		s 5 23	2546	416.6	de	DE BEQUE	33.0	94		f 2 41		s 9 20
				2552	423.3		AKIN	26.3	126				
			f 5 45	2554	427.7		TUNNEL	21.9	97				f 8 59
			f 5 53	2560	432.6		CAMEO	17.0	87				f 8 52
12 29 AM	f 10 13	3 31	s 6 10	2572	437.0	pd	PALISADE	12.6	249		f 2 15		s 8 46
			s 6 25	2578	442.5		CLIFTON	7.1	104				s 8 32
				2580	445.3		FRUITVALE	4.3					
					449.0		7th STREET-GRAND JCT.	0.6					
12 43 AM	10 35 PM	3 48 PM	6 40 AM	5000	449.6	jn	GRAND JCT.		Yard	12 27 AM	2 00 AM	11 53 AM	8 20 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(147.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
2.12 48.9	3.45 39.3	2.20 46.2	4.23 24.6				Schedule Time Average Speed per Hour			2.21 45.8	3.55 37.7	2.19 46.5	3.55 27.5

Trains operate by Centralized Traffic Control between westward ABS 3367, Gypsum and ABS 4491, 7th Street, Grand Junction.

WESTWARD

MAIN LINE

EASTWARD

FIRST CLASS		Station Numbers	Mile Posts	Sub-Division 5 STATIONS		Miles from Helper	Capacity of Siding	FIRST CLASS	
17 California Zephyr	7 Prospector			TIME-TABLE No. 136				18 California Zephyr	8 Prospector
Leave Daily	Leave Daily			JULY 6, 1952				Arrive Daily	Arrive Daily
3 58 PM	1 00 AM	5000	449.6	Jn	GRAND JCT. WESTYOKBJDN	176.8	Yard	11 46 AM	12 10 AM
			450.2		0.6 NO. 7 TRACK CROSSOVER, GRAND JUNCTION	176.2			
		2802	451.7		1.5 DURHAM	174.7	101		
		2806	456.9		5.2 RHONE	169.5	109		
		2808	460.5	r	3.6 FRUITA	165.9	135	11 32	11 55
		2810	465.7		5.2 LOMA	160.7			
		2812	468.9	MO	3.2 MACK	157.5	155		
		2816	473.1		4.2 RUBY	153.3	159		
		2818	478.0		4.9 SHALE	148.4	96		
		9920	483.3		5.3 UTALINE	143.1	128		
		9922	488.4		5.1 WESTWATER	138.0	110		
		9924	493.2		4.8 COTTONWOOD	133.2	129		
		9926	498.4		5.2 AGATE	128.0	127		
4 58	2 00	9928	504.4	CS	6.0 CISCO WY	122.0	102	10 46	11 06
		9930	510.5		6.1 WHITE HOUSE	115.9	129		
		9932	515.6		5.1 ELBA	110.8	115		
		9934	520.5		4.9 SAGERS	105.9	124		
		9936	525.1		4.6 VISTA	101.3	125		
5 25	s 2 33	9938	528.1	Hn	3.0 THOMPSON WY	98.3	150	10 20	s 10 37
		9940	533.8		5.7 BRENDEL	92.6	104		
		9942	540.4		6.6 FLOY	86.0	121		
		9944	546.8		5.4 SOLITUDE	79.6	125		
		9946	551.0		4.2 DALY	75.4	120		
5 52	f 3 01	9950	555.2	Gr	4.2 GREEN RIVER WPKSY	71.2	Yard	9 51	f 10 04
		9003	561.5		6.3 SPHINX	64.9	128		
		9004	567.6		6.1 DESERT	58.8	127		
		9006	574.2		6.6 CLIFF	52.2	127		
		9008	581.4		7.2 WOODSIDE	45.0	135		
		9010	586.6		5.2 GRASSY	39.8	130		
		9012	593.1		6.5 CEDAR Ws	33.3	125		
		9014	599.3		6.2 VERDE	27.1	109		
		9016	603.2	Mu	3.9 MOUNDS YJ	23.2	123		
		9020	608.4		5.2 FARNHAM	18.0	E 110 W 110		
		9022	613.0		4.6 WELLINGTON	13.4	129		
7 00	s 4 27	9026	619.1	Ov	6.1 PRICE WY	7.3	230	8 48	s 8 52
		9028	622.1		3.0 MAXWELL	4.3	E 120 W 120		
7 18 PM	4 40 AM	9032	626.4	Na	4.3 HELPER WPSYKBDN	0.0	Yard	8 36 AM	8 40 PM
Arrive Daily	Arrive Daily				(176.8)			Leave Daily	Leave Daily
3.20 53.0	3.40 47.2				Schedule Time			3.10	3.30
					Average Speed per Hour			55.8	50.5

AUTOMATIC BLOCK SIGNALS

Trains operate by Centralized Traffic Control between A.B.S. 4501, No. 7 track crossover, Grand Junction, and A.B.S. 6258-E, 6258-W and 6258-F, Helper.

Special Time-Table Rules

SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS, except No. 19 is superior to No. 20 between west switch River Track at Bond and west switch west end of Bond yard.

1-A. Schedule time and train orders, westward trains, will apply at the west switch west end of Bond yard.

1-B. When not in use, switch leading from west running track to west yard lead, and the west switches of yard tracks 1, 2 and 3 at Minturn will be left lined for No. 3 track.

1-C. Westward freight trains and light engines entering Minturn yard on Sub-Division 3 will use facing point crossover switch located M.P. 301.6. Eastward trains departing from Minturn yard tracks will use eastward lead. East switch to No. 1 track must be left lined for No. 1 track.

1-D. Eastward freight trains departing Minturn when cutting in swing engine will use crossover No. 3 to No. 4 track located 31 car lengths west of east switch to No. 3 track, Minturn yard.

Track No. 4 must be left clear of cars from this crossover to east end No. 4 track.

Eastward freight trains arriving on No. 3 track will stop to allow 12 car lengths space west of east switch, No. 3 track.

1-E. Train entering Grand Junction freight yard must cut their train so that snake lead west end of yard will remain clear. Crossover No. 7 track to Main track must be left lined for No. 7 track. Crossover No. 13 track must be left lined for No. 13 track.

1-F. Schedule time of passenger trains apply at Passenger Depot Grand Junction.

1-G. Unless otherwise instructed freight trains departing from Grand Junction freight yard will use east long lead, Eastward, and west long lead, Westward.

1-H. Westward freight trains arriving Minturn will be governed by track indicator, designating track to be used, located on crossing bell mast at road crossing just east of coal chute:

M. Westward Main Track

1. Track 1
2. Track 2

Eastward freight trains arriving Grand Junction will be governed by track indicator, designating track to be used, located just west of telephone booth at crossover east Durham:

1. Icehouse No. 1
 2. Icehouse No. 2
 3. Depot 4 into Icehouse No. 1
 4. No. 7 crossover at Grand Avenue into Icehouse No. 1.
 - 5-12, Inclusive; Tracks as indicated
 13. Track No. 8
 14. Track No. 9
 15. Track No. 10
 16. Track No. 11
- } Via West Long Lead

Westward freight trains arriving Grand Junction will be governed by track indicator, designating track to be used, located just east of 5th Street Viaduct:

1. Icehouse No. 1
2. Icehouse No. 2
- 4-13, Inclusive; Tracks as indicated

Westward freight trains arriving Helper will be governed by track indicator, designating track to be used, located just opposite A.B.S. 6257-FS east end of Helper yard:

M. Main Track

2-7, Inclusive; Tracks as indicated

If indicator does not display lighted numeral, train must ascertain from yard office Grand Junction or Operator at Helper what track is to be used before passing 5th Street or switch at No. 7 track crossover (snake lead) Grand Junction or A.B.S. 6257-FS at east end of Helper yard. These indicators do not govern light engines.

2. There is no eastward train order signal at Tennessee Pass. Eastward trains will not leave Tennessee Pass without clearance card.

There is no train order signal at Dotsero or Delta.

Eastward trains will not leave Dotsero without clearance card. Westward trains from Subdivision 4-A will leave Dotsero without clearance card.

No train will leave Delta without clearance card except all trains will leave Delta without clearance card when no operator is on duty.

2-A. There is no westward train order signal at Gypsum.

2-B. Additional signal mounted on mast below A.B.S. located:

West end Malta

Eastward A.B.S. 2720

When illuminated will display the letter "T". When "T" is illuminated, it indicates that station train order signal displays advance train order indication and will be authority for approaching trains to proceed on main track to the station train order signal, as provided in Rule 221-D and 510-B of the rules and regulations of the Operating Department.

2-C. Additional signal mounted on mast below A.B.S. 1304, west end Bond Yard, when illuminated will display the letter "T". When upper signal on A.B.S. 1304 displays clear or approach indication and the letter "T" is illuminated, it is authority for eastward trains to proceed on main track on time of superior trains to the point where trains ordinarily stop at Bond. In the absence of above indications, eastward extra trains will enter Track No. 1 at Bond, unless instructed to use some other yard track.

2-D. Trains will leave Aspen without clearance card.

3. Register stations are shown in body of the time-table in FULL FACED TYPE, except:

Tennessee Pass is register station for eastward trains only.

Funston (Sub-Divn 4-B only)

When no operator on duty at Mounds, eastward trains to Sub-Division 5-A will not register at Mounds. Such eastward train will register the eastward trip of that train on westward arrival at Mounds.

3-A. Eastward passenger trains will register at Tennessee Pass with registering ticket.

3-B. Trains Nos. 17 and 18 will register with registering ticket at Bond and Train No. 17 will receive train order check, Form T, at Bond.

3-C. When Form T, train order check, is issued to eastward passenger trains at Minturn, such trains will register into Minturn by registering ticket as provided by Rule 83-E. Eastward passenger trains out of Minturn will be registered on train register by the train dispatcher through the operator, when given Form T.

3-D. Eastward trains will receive train order check, Form T, at Dotsero covering overdue trains at Niche and Gypsum, but will not pass west switch at Niche or Gypsum until train orders and clearance card are read and understood.

3-E. Use of Form 3948 (train register check) discontinued between Dotsero and Helper when operating under C.T.C. rules. Rules 83 and 83-D of the rules and regulations of the Operating Department, 1948, are modified accordingly.

4. YARD LIMIT STATIONS

Salida, Kobe, Malta—Leadville, Tennessee Pass, Pando, Minturn, Bond, Glenwood (Sub-Division 4-B only), Aspen, Carbondale, Emma, Woody Creek, Grand Junction—East Yard; Delta-Saunders, Olathe, Montrose, Montrose-Ouray one yard, Cedar Creek Spur, Austin, Rogers Mesa—Lazear, Hotchkiss, Paonia-Somerset, Mounds (Sub-Division 5-A only) to Sunnyside inclusive—(Joint D. & R. G. W. R. R. Co. and Carbon County Railway—at Columbia Junction), Helper.

4-A. Trains have no time table superiority within limits described below and Rule 93 governs all trains. Trains, yard and other engines occupying these tracks must make way for passenger trains without unnecessary delay:

Sub-Division	Location	Limits
4-A.	Bond-Orestod	West switch River Track and Junction switch Orestod.
3	Salida	Westward A.B.S. 2149 and eastward A.B.S. 2156, Salida yard.
4-5	Grand Junction	End of C.T.C. 7th Street and end of C.T.C., No. 7 track crossover, Grand Junction yard.
5-6	Helper	End of C.T.C. East end Helper Yard and crossover M.P. 627.

4-B. Yard limit board is located 3000 feet east of Carbon County Railway connection switch, Columbia Junction, on Carbon County Railway. Rule 93 governs in these limits.

5. When retainers are in use trainmen and enginemen must keep close watch while train is in motion for indications of excessively heated wheels, and when observed, the retainer on such car or cars must be placed in normal release position (turned down) until wheels have had sufficient time to cool.

5-A. **TENNESSEE PASS TO SALIDA.** The use of retainers will be left to the judgment of Conductors and Enginemen. If necessary to use retainers on eastward trains from Tennessee Pass, such trains will stop at Buena Vista to turn down retainers, except if stop is made at Americus or stop is to be made at Midway then retainers will be turned down at one of these points instead of Buena Vista.

Eastward passenger trains at Tennessee Pass will make running test in accordance with Rule No. 11 of Rules and Regulations Governing Operation of Air Brakes.

Eastward freight trains will stop at Kobe to cool wheels and inspect train unless stop is made at Snowden or Yale for other reasons, in which case inspection can be made at either of these points and it will not be necessary to stop at Kobe for this purpose; freight trains handled by diesel locomotives having dynamic brake operative on three quarters or four quarters, it will not be necessary to make inspection stop at Kobe, Snowden, or Yale, if train is operating normally.

5-B. **TENNESSEE PASS TO MINTURN.** Trains consisting of empty cars: retainers will be used on every other car in 10 pound position, alternated at inspection point. When cars are equipped with 4 position release control retaining valve, these retainers will be placed in slow direct exhaust position instead of 10 pound position on empty cars.

Trains consisting of loaded cars: retainers will be used in 20 pound position on all cars having a gross weight of 50 tons or more and in 10 pound position on other loaded cars Tennessee Pass to Pando. Retainers will be used in 10 pound position on all loaded cars Pando to Minturn and in case retaining power is insufficient to hold train while auxiliary reservoirs are being charged, engineman may request that more retaining valves be placed in 20 pound position.

Trains handled by diesel-electric locomotives having dynamic brake operative on four quarters, beginning at head end of train use one retainer in 10 lb. position for each fifty tons in excess of 1250 actual tons; freight trains handled by diesel-electric locomotives having dynamic brake operative on three quarters, beginning at head end of train use one retainer in 10 lb. position for each fifty tons in excess of 800 actual tons.

Trains handled by Diesel locomotives with dynamic brake operative on less than three quarters, retaining valves must be handled in the same manner as prescribed in special timetable rules for trains handled with steam locomotives.

5-C. In handling of freight trains Tennessee Pass westward not more than one (1) car having non-air or inoperative air brakes will be permitted to descend in solid coal, ore or steel trains; not more than two (2) cars having non-air or inoperative air brakes in other freight trains. No freight train may be operated Tennessee Pass to Minturn when the average actual tonnage per car with operative brakes exceeds 75 tons; except that cars equipped with empty and load brakes may be handled when loaded to capacity.

5-D. All trains except eastward passenger trains will stop at Tennessee Pass and make application and release test of air brakes.

Trainmen will note that rear brake of train applies, then signal for release and after rear brake releases will place retaining valves in operating position, as required by current Time-Table Rules.

When cars are picked up, set out or engine detached from train at Tennessee Pass, brake tests must be made in accordance with Rules and Regulations Governing Operation and Maintenance of Air Brakes.

Air Brakes Clearance Card, Form 3466, will not be required at Tennessee Pass.

5-E. Westward freight trains will stop at Pando to cool wheels and inspect train, except when handled by diesel locomotives having dynamic brake operative on three units or four units, it will not be necessary to make inspection stop at Pando, if train is operating normally.

5-F. At least one member of the train crew must be on the rear end of the train on both ascending and descending grades, and a close observance of train maintained for sliding wheels.

5-G. When locomotives are equipped with Water Brakes, be sure that they are in good working order.

5-H. **LEADVILLE BRANCH.** In the Leadville District, before descending grades, air brake test must be made in accordance with Rule 8-G of Rules and Regulations Governing Operation of Air Brakes.

Retainers must be used in 20 pound position on all heavily loaded cars and in 10 pound position on light loaded or empty cars on descending grade movements in this district.

5-I. **MINTURN TO WILMOR.** The use of retainers will be left to the judgment of Conductors and Enginemen.

5-J. **OURAY BRANCH-CEDAR CREEK SPUR.** On trains on descending grade, Cedar Creek and Ouray to Montrose, all retainers will be used in 10 pound position. If retaining power is found to be excessive, a few retaining valves on rear portion of train may be turned down.

5-K. **SUNNYSIDE BRANCH.** Trains handled by Diesel locomotives consisting of four units having dynamic brake operative on entire locomotive, retainers on the forward one-quarter of train will be used in 20-pound position, Columbia Junction to Mounds.

Trains handled by other than 4-unit diesel locomotives with dynamic brake operative on entire locomotive; all retainers must be used in 20 pound position on all loaded cars Sunnyside to Columbia Junction. Retainers on the forward half of train must be used in 20 pound position on all loaded cars Columbia Junction to M.P. 3.

A.B.S.

6. Westward ABS at Minturn located in connection with spring switch at M.P. 301.7 will indicate Lunar either when spring switch is lined in normal position for yard lead track or lined for eastward main track. This signal will indicate "Red" when switch points are partially open.

6-A. Overlap signs located midway between siding switches at Sweetwater, Kobe, Americus, Midway, Brown Canon and Belleview: Trains occupying main track beyond these overlap signs will hold opposing Positive A.B.S. at next siding in stop position.

6-B. Additional signal mounted on mast below westward A.B.S. 1627 and eastward A.B.S. 1638, Niche, when illuminated will display the letter "S" which indicates the train must take siding at Niche. When upper signal, westward A.B.S. 1627, displays Proceed or Approach indication, it is authority to proceed on main track to beginning of C.T.C., A.B.S. 1637, west end of Niche, on time of superior trains.

Additional signal mounted on mast below westward A.B.S. 3357 and eastward A.B.S. 3368, Gypsum, when illuminated will display the letter "S" which indicates train must take siding at Gypsum. When upper signal, westward A.B.S. 3357, displays Proceed or Approach indication, it is authority to proceed on main track to beginning of C.T.C., A.B.S. 3367, west end of Gypsum, on the time of superior trains.

C.T.C.

6-C. A green light displayed on signal support near West Window of Tennessee Pass Tower will be authority for Eastward trains to cut out helper engines, using crossover between Main Track and No. 1 Track for that purpose.

A green light displayed on signal support near East Window of Tennessee Pass Tower will be authority for helper engines to move from wye to No. 1 Track.

Eastward trains having more cars than will clear between the middle crossover and signal at West end Tennessee Pass, will be authorized by towerman sounding four blasts of audible signal to make back up movement to cut out rear helper engine.

No westward freight train with more than twenty cars will leave Tennessee Pass until the Westward signal at West end Tennessee Pass governing its movement displays a green (clear) indication.

East switches, tracks No. 1 and No. 2 at Tennessee Pass are Dual Controlled and normally operated by towerman, Tennessee Pass.

Entering switches at west end of Tennessee Pass are operated by trainmen or enginemen under the direction of the towerman, the following audible signals governing:

- 1 long blast.....line switch No. 4 to siding No. 2
- 2 long blasts.....line switch No. 5 to siding No. 1
- 3 long blasts.....line switches for main track

6-D. Dual controlled switch on west end of crossover between main track and west running track, M.P. 303, Minturn, and dual controlled spring switch on west running track, 320 feet west of this crossover, and all positive A.B.S., Minturn, are controlled by operator at Minturn.

A.B.S. 3030 has two signals on mast. Westward A.B.S. 3029-A governs position of dual controlled switch, M.P. 303, and A.B.S. function. Westward A.B.S. 3029-B governs position of spring switch at east end of crossover and also is a route signal for westward movement through crossover. Westward A.B.S. 3031-F governs position of dual controlled spring switch. Eastward A.B.S. 3030-C and Westward A.B.S. 3029-B will normally display Lunar indication; when displaying stop it indicates there is a train approaching and yard engines or others occupying track must give way without unnecessarily delaying such trains.

Movements on the west running track are not protected by Automatic Block signals. (Rule 93 governs.)

When train is ready to depart westward from Minturn on west running track, or when making movement westward thru crossover, Operator, Minturn, must be notified. When westward movement is to be made over dual controlled spring switch train must occupy release section approaching A.B.S. 3031-F forty-eight seconds before operator can position switch for running position; trailing movements thru this dual controlled spring switch will be eastward.

OPERATION DUAL CONTROLLED SWITCHES AND DUAL CONTROLLED SPRING SWITCHES.

6-E. Lower signal on positive A.B.S. 3420 governs eastward movement to Sub-Division 4-A, or into old storage track Dotsero. Eastward positive A.B.S. 3420-A, governs eastward movement to Sub-Division 4, Sub-Division 4-A, or into old storage track, Dotsero.

Westward A.B.S. 3597 at east switch Glenwood has an additional signal and when illuminated displays the letter "S" which indicates that the train must take siding and is authority to hand operate switch.

Eastward A.B.S. 3596-A located at east switch Glenwood displays an illuminated letter "S." When this signal displays a proceed or approach indication it is authority to hand operate switch.

Westward A.B.S. 3605 located at east switch Funston has an additional signal mounted on mast below the restricted route signal. When displaying Lunar indication will be authority to back up at speed of not more than 8 miles per hour to train standing on main track.

Eastward Stop and Proceed A.B.S. 4492, located just east of Passenger Station, Grand Junction, repeats the indication of Eastward Positive A.B.S. 4490, located at 7th STREET, Grand Junction.

Eastward trains must not, unless authorized by Permissive Card, depart from passenger depot yard, Grand Junction, via main track East of crossover in East end Depot yard unless A.B.S. 4492 displays a clear or approach indication.

6-F. Westward trains must not, unless authorized by Permissive Card, depart from passenger depot yard, Grand Junction, unless Stop and Proceed A.B.S. 4499, governing westward movements via main track, and westward A.B.S. 4499-A, governing westward movements from depot yard tracks, display clear or approach indication.

A.B.S. 4499-A will not display clear indication until twenty (20) seconds after switch has been lined for turn out.

Trains and yard engines and engines moving westward on west long lead, Grand Jct., must occupy release section designated by sign reading "Release Section" approaching A.B.S. 4511-F, 75 seconds before dispatcher can position dual controlled spring switch located at M.P. 451. Trailing movements thru this dual controlled spring switch will be eastward.

Westward A.B.S. 4511-F governs position of dual controlled spring switch on west long lead and also is route signal for westward movement through crossover, east end Durham. Eastward A.B.S. 4512-F governs position of dual controlled crossover switch, east end Durham.

6-G. Audible annunciator is located twenty-one hundred and fifty (2150) feet east of A.B.S. 4511-F (West long lead, Grand Junction). Trains departing Grand Junction on West long lead, when cab of engine directly opposite "Audible Annunciator" sign, give following whistle signals:

- Westward train.....1 short, 1 long, 1 short blast
- Westward train to do
work at Durham.....1 short, 1 long, 2 short blasts

6-H. Two parallel sidings, Farnham and Maxwell, are connected at each end with spring switches normally lined for westward trains to enter outside sidings and for eastward trains to enter inside sidings. When thrown by hand, must be left in normal position.

Westward A.B.S. 6077 at east end of Farnham and Westward A.B.S. 6213 at east end of Maxwell have three signals on masts. Upper signals govern unrestricted routes. Middle signals govern restricted route to westward or outside sidings. Lower signals govern restricted route to eastward or inside sidings, and when the letter "S" is illuminated in the lower signals, is authority to hand throw spring switch and use eastward sidings.

Eastward A.B.S. 6090 at west end Farnham and Eastward A.B.S. 6228 at west end Maxwell have three signals on masts. Upper signals govern unrestricted route. Middle signals govern restricted route to eastward or inside sidings. Lower signals govern restricted route to westward or outside sidings and when the letter "S" is illuminated in lower signal is authority to hand throw spring switch and use westward sidings.

Lower signals on A.B.S. 6090 at west end and on A.B.S. 6077 at east end Farnham and lower signals on A.B.S. 6228 at west end and on A.B.S. 6213 at east end of Maxwell, when displaying illuminated

letter "S" will not display Lunar indication for movement of train until spring switch has been thrown for track indicated. Movement of train will not be made to sidings unless signal displays lunar indication.

6-I. Operator, Helper controls all positive A.B.S. 6253 to 6258 inclusive, as directed by Dispatcher, Green River.

Following Dual Controlled switches are normally operated by Operator, Helper:

East end of crossover at east end of two main tracks and at east end of crossover between westward main track and No. 1 lead. Dual Controlled spring switches at west end of these two crossovers.

Within these limits all other main track switches will be hand operated.

Westward A.B.S. 6253 (Spring Glen) has an additional signal and when illuminated displays the letter "S" which indicates the train must take siding and is authority to hand operate switch.

Westward A.B.S. 6257 has three signals. Upper signal governs movements to eastward main track; Middle signal governs movements through crossover to westward main track; Lower signal when displaying lunar indication authorizes trains to proceed without stopping at a speed not to exceed fifteen (15) miles per hour to either eastward or westward main track when such track is occupied, or to No. 1 lead.

Westward A.B.S. 6257-F has two signals. Upper signal governs unrestricted route to westward main track; lower signal when displaying lunar indication will be authority to proceed at a speed not to exceed fifteen (15) miles per hour and may govern movement to westward main track, when it is occupied or to No. 1 lead.

Westward A.B.S. 6257-FS and eastward A.B.S. 6258-F will normally display a lunar indication. When displaying "STOP" it indicates there is an eastward or westward train or trains approaching and yard engines and others occupying track must give way without unnecessarily delaying such train or trains.

Eastward A.B.S. 6254-A will normally display a Lunar indication when switch is lined for (Spring Glen) yard. This signal has an additional signal on A.B.S. When the letter "S" is illuminated, it will be authority to hand throw switch at west end of crossover to main track, after which train will be governed by indication of A.B.S. 6254-A.

Eastward train departing on No. 1 lead, must occupy release section, located 310 feet west of A.B.S. 6258-F, 48 seconds before Operator can position Dual Controlled spring switch for departure.

Eastward trains departing from lower train yard will communicate with Operator, Helper, for signal indication when ready to depart.

Eastward trains departing from high or coal yard via Independent lead, must stop and obtain permission from Operator, Helper, before entering this lead. The Operator will not grant such permission until authorized by Dispatcher, Green River, who will not issue such authority unless continuous movement can be made to Maxwell.

INSTRUCTIONS GOVERNING THE OPERATION OF CALIFORNIA ZEPHYR TRAINS

7. California Zephyr trains consisting of steamlined equipment, when handled with Diesel-electric locomotives with all dynamic brakes operative, may be operated at a speed of (5) five miles per hour greater than the normal speed authorized on tangents and curves, except will use not less than 32 minutes between Dotsero and Glenwood; but all speed restrictions in the timetable, other than zone speeds will be applicable.

7-A. Except as otherwise provided, inferior class and extra trains and engines will clear the time of California Zephyr trains, Nos. 17 and 18, not less than 10 minutes.

7-B. At Bond, Grand Junction and Helper, if locomotive is not detached or train uncoupled, incoming engineman will make electro-pneumatic application of the brakes. Inspectors will note that train brakes apply, then signal for release.

Outgoing engineman will release brakes and inspectors will note that brakes release. This test to be followed by running test in accordance with Rule 11 of Rules and Regulations Governing Operation and Maintenance of Air Brakes, as soon as speed permits after starting train.

In the event electro-pneumatic brakes are inoperative, automatic air brake test will be made in the same manner.

If the locomotive is detached or train uncoupled, after recoupling, the automatic and electro-pneumatic brakes must be tested as follows:

Upon request or proper signal, engineman will apply the automatic brake in accordance with Rule 8-G of Rules and Regulations Governing Operation and Maintenance of Air Brakes. After inspection has been completed, inspectors will signal for release of brakes and after automatic brakes are released another signal to apply brakes will be given. Engineman will change brake valve to "SA" position and apply electro-pneumatic straight air brake, after which another inspection must be made to determine that all brakes are applied. Inspector will then signal for release and engineman will release the electro-pneumatic brake. Inspectors will then note that all train brakes are released before removing blue signal from engine.

Before engine is detached from train, it must be known that automatic air brakes are applied on train.

The standard brake pipe pressure for California Zephyr trains is 110 lbs. and any locomotives used to handle these trains must have feed valve adjusted for this pressure.

California Zephyr trains are equipped with rear red and white light, but these lights will not be in operation between Denver and Salt Lake.

California Zephyr trains will carry 200 pounds steam train line pressure throughout the year.

8. 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."

9. Overhead clearances on main track and sidings at the following locations will not clear a man standing on the top of a car.

Sub-Division	Miles	Description
13	215.1	Salida Yard—Bridge 215.14
3	286.7	Deen Tunnel
3	296.1	Belden Tunnels—Eastward track
3	296.8	Rock Creek Tunnel—Eastward track
4	303.4	Minturn—Bridge 303.40
4	350.0	Shoshone Tunnel No. 1
4	351.0	Shoshone Tunnel No. 2
4	359.0	Glenwood Tunnel
4	360.2	Glenwood—Viaduct
4	360.3	Colorado River Bridge 360.30
5	471.9	Ruby Tunnel
16	400.1	Bridgeport Tunnel
16	423.5	East End Grand Jct. Yard—Bridge 423.52
16-A	380.2	West of Austin—Bridge 380.19
16-A	398.6	East of Hotchkiss—Bridge 398.66

There are also side clearances on main track and sidings, and overhead and side clearances at other locations that will not clear a man on top or side of car. All employees should familiarize themselves with the location of such clearances and use due care to avoid injury when passing them.

Mail cranes are located adjacent to depot at the following stations and employees are hereby warned of close clearance of these cranes, particularly when mail has been hung:

Yale	Red Cliff	Eagle	Gypsum	Palisade
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9-A. Icehouse on ice track Minturn and stock chute platform on stock track Rifle will not clear L-105 class engines.

9-B. Structures located on track which serves Scowcroft & Son, at Price, will not clear L-105, L-131-132 class engines. This track leads off house track.

10. 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.

10-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 locomotives running light may be operated in A.B.S. limits at a maximum speed of sixty (60) MPH but will not exceed the maximum speed authorized for passenger trains.

Diesel locomotives running light, Tennessee Pass to Minturn, coupled with steam power, if dynamic brake is operative, will be governed by authorized speed for passenger trains. If dynamic brake is not operative, will then be governed by authorized speed for freight trains.

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

ZONE SPEEDS	Passenger Freight	
	MPH	MPH
Sub-Division 3:		
Salida-Tennessee Pass	60	40
Tennessee Pass to Rex.....	22	15
Rex to Minturn.....	30	20
Minturn to Tennessee Pass.....	30	20
Except M. P. 290.03-M. P. 288.01.....	30	30
Tennessee Pass to Salida: Roller bearing engines, except Diesel locomotives with dynamic brake operating		35
Sub-Division 3-A	25	15
Sub-Division 4 and 4-A:		
Minturn-Funston	55	45
Dotsero-Orestod	55	45
Funston-Palisade	65	50
Except M. P. 412-M. P. 436.....	55	45
Palisade-Grand Junction	70	50
Passenger trains will use not less than 32 minutes and freight trains not less than 42 minutes between Dotsero and Glenwood.		
Freight or mixed trains must not exceed a speed of ten miles per hour less than that shown on slow boards between Dotsero and Glenwood. Rule 10-H of the rules and regulations of the Operating Department, 1948, modified accordingly.		
Sub-Division 4-B	20	20
Sub-Division 5:		
Grand Junction-M. P. 471.....	70	50
M. P. 471-Westwater.....	55	45
Westwater-M. P. 590.....	65	50
M. P. 590-Verde.....	55	45
Verde-Maxwell	65	50
Maxwell-Helper	55	45
Sub-Division 5-A:		
Mounds-Columbia Junction	20	20
Columbia Junction-Sunnyside	12	12
Sub-Division 16:		
Cedar Creek Spur	25	25
Montrose-Delta	40	30
Delta-Grand Junction	40	25

	Passenger MPH	Freight MPH
Sub-Division 16-A:		
Delta-Bridge 380.19	40	30
Bridge 380.19-Payne	30	20
Payne-Somerset	30	15
Sub-Division 16-B		
Except on curves of 8 or more degrees.....	15	15
Except M. P. 385.1-M. P. 385.2 and over		
Bridges 385 and 387.82	8	8

All Sub-Divisions, except where specific restrictions in certain territories require lower speed:

Through turn-outs equipped with Dual Controlled switches: West end Dotsero siding; east and west end Allen siding; east end Shoshone siding; east and west end Grizzly siding; west end north siding Funston; east and west end Chacra siding; east and west switch New Castle siding; east and west switch Silt siding; east and west switch Ives siding; east and west switch Rifle siding; east and west switch Lacy siding; east and west switch Dos siding; east and west switch Grand Valley siding; east and west switch Una siding; east and west switch DeBeque siding; east and west switch Akin siding; east and west switch Tunnel siding; east and west switch Cameo siding; east and west switch Palisade siding; east and west switch Clifton siding; east end east long lead MP 445.0, east and west switch Durham siding; west switch west long lead Durham; east and west switch Rhone siding; east and west switch Fruita siding; east and west switch Mack siding; east and west switch Cottonwood siding; east and west switch Cedar siding	32	32
Through turn-outs equipped with Dual Controlled switches: West end south siding Funston; west end Sagers siding; west end Brendel siding; east end Floy siding; west end Maxwell siding.....	30	30
Through other turn-outs equipped with Dual Controlled switches	15	15
Through turn-outs equipped with spring switches except when lower speed is specified by timetable or slow boards.....	25	25
Through turn-outs all spring switches Salida.....	8	8
Through turn-outs spring switches Pando; east switch Swan, Riverside, Avon and Eagle; west switch Princeton, No. 2 track Tennessee Pass and Niche; M.P. 301.7 Minturn.....	15	15
Through turn-outs spring switch west end river track Bond	15	15
Through turn-outs spring switch east and west end outside sidings Farnham, east and west end outside sidings Maxwell.....	15	15
On straight track when trailing through spring switches	30	30
Through turn-out between Main Track Sub-Division 4 and 4-A, Dotsero.....	25	25
In or out of other turn-outs.....	15	15
Approaching and thru interlockers.....	25	20
Over Railroad Crossings not interlocked.....	25	20
On curve east end of Bridge 360.30, Glenwood.....	25	25

Maximum speeds permissible in any service by various classes of power and equipment as follows	Miles per Hour
Diesel locomotives Series 600-601	75
Diesel locomotives Series 548, 552-554, and M-64, M-68 class engines	70
Diesel locomotives Series 5100-5113, 5200-5204, 540-547, 549-551, 555-576	65
Diesel locomotives Nos. 120, 121, 122, 123, 150, 151, 152....	60
Diesel locomotives Nos. 66-74 and 100-119.....	50

Diesel locomotives Nos. 38-43.....	35
L-105 class engines.....	65
K-59 class engines.....	55
K-63 class engines.....	35
M-67 engines.....	50
L-131-132 class engines.....	45
C-48 and F-81 class engines.....	40
Trains hauling dead engines with side rods up.....	25
Trains hauling dead engines with side rods all down.....	15
Trains hauling dead engines with one pair wheels swinging.....	10
Derricks, Shovels, Clam Shells, Scale Test Cars, Ditchers and Pile Drivers moving on own wheels also K&J and Western Air Dumps, Sand cars X-3550 and X-3551 and loaded system coke racks.....	25
Steam Derricks 022, 026, 027, 028.....	35
Russell Snow Plow X-76.....	30
Steam Derrick 028 must not be used on Aspen branch; when used on other branches speed must be restricted to 15 miles per hour over wooden trestles.	

10-B. City ordinances speed limits as follows:

Stations	Miles per Hour
Buena Vista	25
Grand Valley	30
Palisade	25
Grand Junction	25
Montrose	15
Price	30

10-C. Engines heavier than C-48 class will not be permitted to cross bridge 215.14 on narrow gauge main track Salida yard.

K-27 class engines must not be used between Ridgway and Ouray Sub-Division 16-B.

Four unit Class F-7 Diesels must not be double headed with more than one unit of Diesel helping power (Three unit road engine may be double headed with one half Diesel helper). Four unit Class F-T and F-3 Diesels must not be double headed with more than two units of Diesel helping power (Three unit road engine may be double headed with three unit Diesel helper.) Any Diesel helping power in excess of that specified must be cut in train behind the tonnage for the road engine.

When one unit of a diesel locomotive is used to double head another diesel locomotive, in freight service, the single unit locomotive must be placed behind the other diesel locomotive.

Diesel locomotives when doubleheading with steam engines must be placed on head end and will not be double headed with steam engines smaller than M-64 class.

On Sub-Division 4-B, C-41 class engines must not be doubleheaded with any power larger than T-29 class and C-48 class engines must not be double headed with any class of power. Engines must not be put on high bridge just beyond depot at Aspen.

M-68 class engines must not be moved on wye at Funston and Rifle.

M-68 and L-105 class engines must not be used on Sub-Division 3-A.

Engines must not be moved on spur track leading off stem of wye and must not be moved beyond 500 feet north of warehouse on stem of wye, Cisco.

M-64, M-67, M-68, F-81, L-105, and L-131-132 class engines must not be moved on wye at Price.

M-67 class engines must not be used east of Dragerton.

11. Company Surgeons are located as follows:

E. A. Hinds, Chief Surgeon, Denver
C. R. Fuller, Assistant Chief Surgeon, Salida

A. J. Bender.....	Salida	R. A. Raso.....	Grand Junction
H. D. Smith.....	Salida	H. M. Tupper.....	Grand Junction
R. A. Hoover.....	Salida	K. E. Prescott.....	Grand Junction
E. C. Budd.....	Salida	Wm. C. Beaver: Eye, Ear,	
H. T. Close.....	Salida	Nose & Throat.....	Grand Junction
T. H. Close.....	Buena Vista	L. Hick, Jr.....	Delta
F. J. McDonald.....	Leadville	W. S. Cleland.....	Delta
V. E. Kelly.....	Leadville	W. O. Good.....	Montrose
G. B. Stanley.....	Gilman-Minturn	N. A. Brethouwer.....	Montrose
E. G. Ceriani (Kremmling).....	Bond	A. H. Milne.....	Paonia
R. R. Livingston.....	Bond-Glenwood	Jas. S. Orr.....	Fruita
Paul J. White.....	Bond-Glenwood	F. R. King.....	Green River-Price
R. C. Lewis, Jr.....	Aspen	F. V. Colombo.....	Columbia
H. G. R. Knapp.....	Rifle	J. C. Hubbard.....	Price
F. H. Weidlein.....	Palisade	J. E. Dorman: Eye, Ear,	
A. G. Taylor.....	Grand Junction	Nose & Throat.....	Price
G. C. Cary (Eye).....	Grand Junction	A. R. Demman.....	Helper

11-A. Hospitals are located as follows: D. & R. G. W., Salida; St. Mary's, Grand Junction; Price City, Price.

11-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 accidents and casualties must be promptly made and forwarded, using the following forms, according to the instructions thereon and in the Book of Rules:

Forms 3918 and 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 Foremen).
Form 3511—Stock Struck Report (Enginemen).
Form 4117—Stock Report (Section Foremen).

11-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 and 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 crossings, 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.

11-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.

11-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 in Colorado, the superior officer, agent or employee 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 concerning such accidents must be sent by Western Union Telegraph Company's wires and all agents will accept and so transmit, making notation that same shall be charged against CAK 33.

CONDITIONAL FLAG STOPS

12. No. 7 will stop at any station between Grand Junction and Helper to discharge pay passengers from Denver, Colorado Springs and Pueblo.

12-A. No. 8 will stop at any station between Helper and Grand Junction to pick up pay passengers for Denver, Colorado Springs and Pueblo.

No. 8 Monday, Wednesday and Friday, will stop at Westwater.

12-B. Nos. 7 and 8 will stop at Rifle to pick up or discharge pay passengers to and from Denver.

12-C. Nos. 19 and 20 will stop on flag at Highway Overhead Crossing East of Eagle River Bridge Dotsero.

13. SPRING SWITCHES:

Miles from Denver	Location Spring Switches	Normal Position
216.2	Salida	Main track
227.2	East Switch Swan	Main track
247.2	East Switch Riverside	Main track
252.7	West Switch Princeton	Main track
281.1	West End No. 2 Track Tenn. Pass	Main track
282.0	East Mitchell	Westward main track
284.6	West Mitchell	Eastward main track
286.8	Deen	Westward main track
288.5	East Switch Pando	Eastward main track
289.6	West Switch Pando	Westward main track
301.7	Minturn	Eastward lead track
302.2	Minturn	Eastward main track
303.6	Minturn	Main track
303.9	Minturn West Running Track	West Running Track
307.3	East Switch Avon	Main track
319.1	West Switch Wolcott	Main track
328.9	East Switch Eagle	Main track
336.7	West Switch Gypsum	Main track
129.4	West Switch, River Track, Bond	Main track
142.6	West Switch Dell	Main track
149.2	West Switch Sylvan	Main track
163.7	West Switch Niche	Main track
607.7	East Switch Outside Siding Farnham	Westward (outer) Siding
609.0	West Switch Outside Siding Farnham	Eastward (inner) Siding
621.4	East Switch Outside Siding Maxwell	Westward (outer) Siding
622.7	West Switch Outside Siding Maxwell	Eastward (inner) Siding
625.3	Helper-East end Independent Lead	Main track

DUAL CONTROLLED SPRING SWITCHES

303.1	Minturn— West Running Track	To Derail
451.0	Grand Junction— West Long Lead	To Derail
625.6	Helper	Independent Lead
625.7	Helper	Independent Lead

13-A. Location of crossovers on two main tracks.

Miles from Denver	Points	Miles from Denver	Points
294.0	Facing	301.5	Trailing
294.4	Trailing	301.7	Facing
297.9	Trailing	302.0	Trailing
298.0	Facing		

14. Water Tanks or Cranes between stations:

Sub-Division 16-B M.P. 369.6

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

Salida.....	Sub-Division 13
Malta.....	Sub-Division 3-A
Dotsero.....	Sub-Division 4-A
Orestod.....	Sub-Division 4-A
Glenwood.....	Sub-Division 4-B
Grand Junction.....	Sub-Division 16
Mounds.....	Sub-Division 5-A
Delta.....	Sub-Division 16-A

16. Headlight of Diesel locomotives must be kept burning during daylight hours when in road service except when necessary to comply with Operating Rules 17-B and 17-C.

17. Track No. 1 at Malta is westward siding. Switch leading from Leadville Branch to west leg of wye at Malta must be left lined for west leg of wye when not in use.

18. East switch of wye at Sunnyside must be lined for the wye when not in use. Engine with or without cars departing Sunnyside from a point east of this wye switch must be brought to a stop before switch is lined for main track.

Switch to High-line coke bin track, Sunnyside, must be left lined for High-line coke bin track and switch to stub derail spur located off High-line coke bin track must be left lined for spur when not in use.

19. Normal position of west siding switch leading to stockyards, Montrose, is to stock track.

Switch to Carbon County Railway at east end of Columbia Junction must be lined for Sub-Division 5-A when not in use.

20. 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 employees 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.

Tracks Not Shown as Stations in Time-Table

SUB-DIVISION	NAME	Mile	Station Numbers	Car Capacity	Switch Connection
3.....	Tie Plant.....	216.8	2002	381	East End
3.....	Rex Spur.....	298.5	2236	5	West End
4.....	Dowd.....	303.4	2252	5	West End
4.....	Edwards.....	312.0	2257	15	East End
4.....	Higby.....	353.5	2286	7	West End
4.....	South Canon	365.2	2506	3	East End
4.....	Nada.....	385.6	2526	14	East End
4.....	Savoy.....	436.7	2570	40	West End
4-B.....	Flour Mill.....	362.8	2440	4	East End
4-B.....	Red Canon.....	364.1	2406	3	East End
4-B.....	Mulford.....	370.6	2410	5	East End
4-B.....	Hooks.....	376.0	2420	6	Both Ends
4-B.....	Hooks.....	380.4	2426	5	East End
4-B.....	Saco.....	384.3	2430	9	East End
4-B.....	Wingo.....	385.1	2432	9	Both Ends
4-B.....	Rose.....	386.8	2434	5	East End
4-B.....	Bates.....	387.4	2436	21	Both Ends
4-B.....	Mellor.....	395.7	2438	4	Both Ends
5.....	Loma.....	465.7	2810	35	Both Ends
5-A.....	Dragerton.....	14.2	9105	10	Both Ends
16.....	Cedar Creek Spur.....	351.5		Yard	West End
16.....	(Montrose to Cedar Creek)				
16.....	Fairview.....	346.4	3338	43	Both Ends
16.....	Portal.....	343.5	3336	23	Both Ends
16.....	LuJane.....	342.5	3334	22	Both Ends
16.....	Cedar Creek.....	341.3	3332	42	Both Ends
16.....	Frost.....	359.4	2640	8	Both Ends
16.....	Huff.....	385.9	2617	12	Both Ends
16.....	Broughton.....	392.2	2613	10	Both Ends
16.....	Peoples.....	394.0	2615	10	Both Ends
16-A.....	Beet Track.....	374.0	2702	20	Both Ends
16-A.....	Saunders.....	377.3	2704	7	Both Ends
16-A.....	Hadley.....	404.5	2726	12	Both Ends
16-A.....	Roberts.....	407.2	2730	8	East End
16-A.....	Underwood.....	407.9		3	West End
16-A.....	Juanita Jct.....	412.0	2738	50	East End
16-A.....	Bear Mine.....	416.6	2742	Yard	Both Ends
16-A.....	Hawksnest.....	417.0	2744	12	Both Ends
16-A.....	Oliver.....	417.4	2744	Yard	Both Ends
16-B.....	Lotus.....	385.4	3422	12	East End

LOCAL WATCH INSPECTORS

Volney Perry.....Salida
 Parker Jewelry Store.....Leadville
 George R. Parsons.....Grand Junction
 T. E. Dever.....Glenwood Springs
 McKnight Bros.....Delta
 G. J. DeViny.....Montrose
 Woody Jewelry Store.....Helper

Open Hours of Train Order Offices

Station	Monday Through Friday Hours	Saturday Hours	Sunday and Holiday Hours
Salida.....	Continuous	Continuous	Continuous
Buena Vista.....	6:30 AM to 10:30 PM	6:30 AM to 10:30 PM	6:30 AM to 10:30 PM
Malta.....	6:45 AM to 10:45 PM	6:45 AM to 10:45 PM	6:45 AM to 10:45 PM
Tennessee Pass.....	Continuous	Continuous	Continuous
Minturn.....	Continuous	Continuous	Continuous
Avon.....	9:00 AM to 6:00 PM	Closed	Closed
Wolcott.....	7:20 AM to 4:20 PM	Closed	Closed
Eagle.....	7:20 AM to 4:20 PM	7:20 AM to 4:20 PM	Closed
Gypsum.....	7:20 AM to 4:20 PM	Closed	Closed
Dotsero.....	Continuous	Continuous	Continuous
Bond.....	Continuous	Continuous	Continuous
Grand Junction.....	Continuous	Continuous	Continuous
Mounds (Sub- Division 5-A Only).....	6:45 AM to 3:45 PM	Closed	Closed
Helper.....	Continuous	Continuous	Continuous
Carbondale.....	8:00 AM to 5:00 PM	Closed	Closed
Aspen.....	8:00 AM to 5:00 PM	Closed	Closed
Delta.....	9:00 AM to 6:00 PM	Closed	Closed
Olathe.....	9:00 AM to 6:00 PM	Closed	Closed
Montrose.....	9:00 AM to 6:00 PM	Closed	Closed
Austin.....	9:00 AM to 6:00 PM	Closed	Closed
Hotchkiss.....	9:00 AM to 6:00 PM	Closed	Closed
Paonia.....	9:00 AM to 6:00 PM	Closed	Closed
Ouray.....	8:00 AM to 5:00 PM	Closed	Closed

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 days fall on Sunday, the day observed by the State, Nation, or by proclamation shall be considered the holiday).

UTAH STATE LAW: "Every locomotive shall be provided with a bell which shall be rung continuously from a point not less than 80 rods from any city or town street or public highway grade crossing until such city or town street or public highway grade crossing shall be crossed, but, except in towns and at terminal points, the sounding of the locomotive whistle or siren at least one-fourth of a mile before reaching any such grade crossing shall be deemed equivalent to ringing the bell as aforesaid; during the prevalence of fogs, snow and dust storms, the locomotive whistle shall be sounded before each street crossing while passing thru cities and towns. All locomotives with or without trains before crossing the main track at grade of any other railroad must come to a full stop at a distance not exceeding 400 feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle or two sounds of the siren shall be sounded at the moment of starting; **provided**, that whenever interlocking signal apparatus and derailing switches or any other crossing protective device approved by the Public Utilities Commission is adopted, such stop shall not be required.

"**Provided** that local authorities in their respective jurisdiction may, by ordinance approved by the Public Service Commission, provide more restricted sounding of bells or whistles or sirens than is provided herein and may prescribe points different from those herein set forth at which such signals shall be given and may further restrict such ringing of bells or sounding of whistles or sirens so as to provide for either the ringing of a bell or the sounding of a whistle or of a siren or the elimination of the sounding of such bells or whistles or sirens or either of them, except in case of emergency.

"The term locomotive as used herein shall mean every self-propelled steam engine, electrically propelled interurban car and so-called Diesel-operated locomotive.

"Every person in charge of a locomotive violating the provisions of this section is guilty of a misdemeanor, and the Railroad Company shall be liable for all damages which any person may sustain by reason of such violation."

SIGNAL MAINTAINERS

LOCATION WAYSIDE RADIO STATIONS

Headquarters	Signal District	
	From	To
Salida	ABS 2121	ABS 2222
Buena Vista.....	ABS 2222	ABS 2580
Tennessee Pass.....	ABS 2580	ABS 2870
Minturn	ABS 2870	ABS 3298
Dotsero	{ABS 3298	ABS 3470
	{ABS 1493	ABS 1667
Bond	ABS 1289	ABS 1493
Glenwood	ABS 3470	ABS 3802
Rifle	ABS 3802	ABS 4080
DeBeque	ABS 4080	ABS 4322
Grand Junction	ABS 4322	ABS 4573
Mack	ABS 4573	ABS 4827
Cisco	ABS 4827	ABS 5050
Thompson	ABS 5050	ABS 5333
Green River	ABS 5333	ABS 5749
Cedar	ABS 5749	ABS 6038
Price	ABS 6038	ABS 6240

Bond
 Dotsero
 Funston
 Salida—Dispatcher
 Tennessee Pass
 Minturn
 Grand Junction—Dispatcher
 Green River
 Helper

Adjusted Tonnage Ratings

FROM	TO	Class F-7 Diesel Series 565-576	Class F-7 Diesel Series 555-564	Class F-3 Diesel Series 552-554	Class F-T Diesel Series 540-547 549-551	Class GP-7 GE-7 Diesel Series 5100-5113 5200-5204	Class L-131 L-132 Engines 3600-3619	Class L-105 Engines 3700-3713	Class M-68 Engines 1800-1804	Class M-64 M-67 Engines 1501-1530 1700-1713	Class K-59 K-63 Engines 1200-1213 1220-1227 1228-1229	Class C-48 Engines 1131-1199	Class K-27 Engines 450-464	Class C-18 Engines 315-319	Adjustment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Salida.....	Tennessee Pass..	4900	4800	3600	3500	1200	3000	2650	1580	1600	1210	1070			4
Minturn.....	Tennessee Pass..	2200	2050	1550	1450	512	1350	1100	620	685	550	450			2
Grand Jct.....	Glenwood.....	7500	7200	6000	6300	1800	5100	4500	3220	3000	2400	2000			6
Glenwood.....	Minturn.....	5200	5000	3900	3800	1250	3300	2650	1870	1700	1500	1200			4
Glenwood.....	Bond.....	5600	5600	4400	4400	1400	3500			1825	1600	1280			6
Grand Jct.....	Mounds.....	6160	6000	4900	4700	1500	4400	3500	2400	2315	1790	1630			5
Mounds.....	Helper.....	7200	7200	4900	4800	1800	4600	3700	2600	2500	1970	1630			5
Helper.....	Woodside.....	6350	6350	5100	5000	1588	6000	4600	3300	3300	2390	2100			7
Woodside.....	Green River...	6350	6350	5100	4800	1588	4400	3700	2600	2700	2040	1870			6
Green River...	Grand Jct.....	6350	6350	5100	4700	1588	4400	3550	2400	2515	1790	1630			5
Mounds.....	Columbia Jct..	4300	4300	3100	2800	1075	2800			1365	1050	950			3
Columbia Jct..	Sunnyside....						1450				530	450			2
Grand Jct.....	Delta.....					5000					4250	3320			10
Delta.....	Montrose.....					1850					1950	1570			5
Delta.....	Somersaet....					1850					1850	1520			5
Hotchkiss....	Rogers Mesa..					3500*					4000	3200			8
Montrose.....	Cedar Creek...												308	178	2
Montrose.....	Ridgway.....												790	460	5
Ridgway.....	Ouray.....													205	3

TONNAGE RATINGS AND CAR LIMITS

Chief Dispatchers are authorized to increase or decrease these ratings in their discretion.

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.

Following are the car limits per train Tennessee Pass to Minturn:

- 90 loaded cars.
- 100 loads and empties mixed.
- 100 empties.

Following are the car limits per train, Sunnyside Branch:

Sunnyside to Columbia Junction: With steam power, 50 loaded cars. Any empties may be handled in addition to loads. Trains handled by diesel-electric switch engines: 40 loaded cars, not to exceed 30 cars of coal; empties may be handled in addition to loads. With four quarter diesel-electric locomotive with dynamic brake operative on all four quarters, 70 loads may be handled Sunnyside to Columbia Junction, and 115 cars Columbia Junction to Mounds.

* Rating GE-7—5200 Series Diesels Hotchkiss to Rogers Mesa 4000 Tons.

