



W. C. Horner
Assistant Superintendent
Denver

C. D. Miller
Assistant Superintendent
Denver Terminal
Denver

G. S. D. McCall
Trainmaster-Roadmaster
Denver

H. V. Meek
Trainmaster-Roadmaster
Steamboat

P. H. Foley
Road Foreman of Equipment
Denver

S. M. Langford
Road Foreman of Equipment
Denver

S. F. O'Brien
Chief Dispatcher
Denver

J. B. Culbertson
W. R. O'Brien
Assistant Chief Dispatchers
Denver

The
Denver and Rio Grande Western Railroad
Company

PUEBLO DIVISION
SUB-DIVISIONS 1-A AND 1-B

TIME-TABLE

No. 8

Takes Effect Sunday, July 6, 1952

at 12:01 A. M.

Mountain Standard Time
Superseding Time-Table No. 7

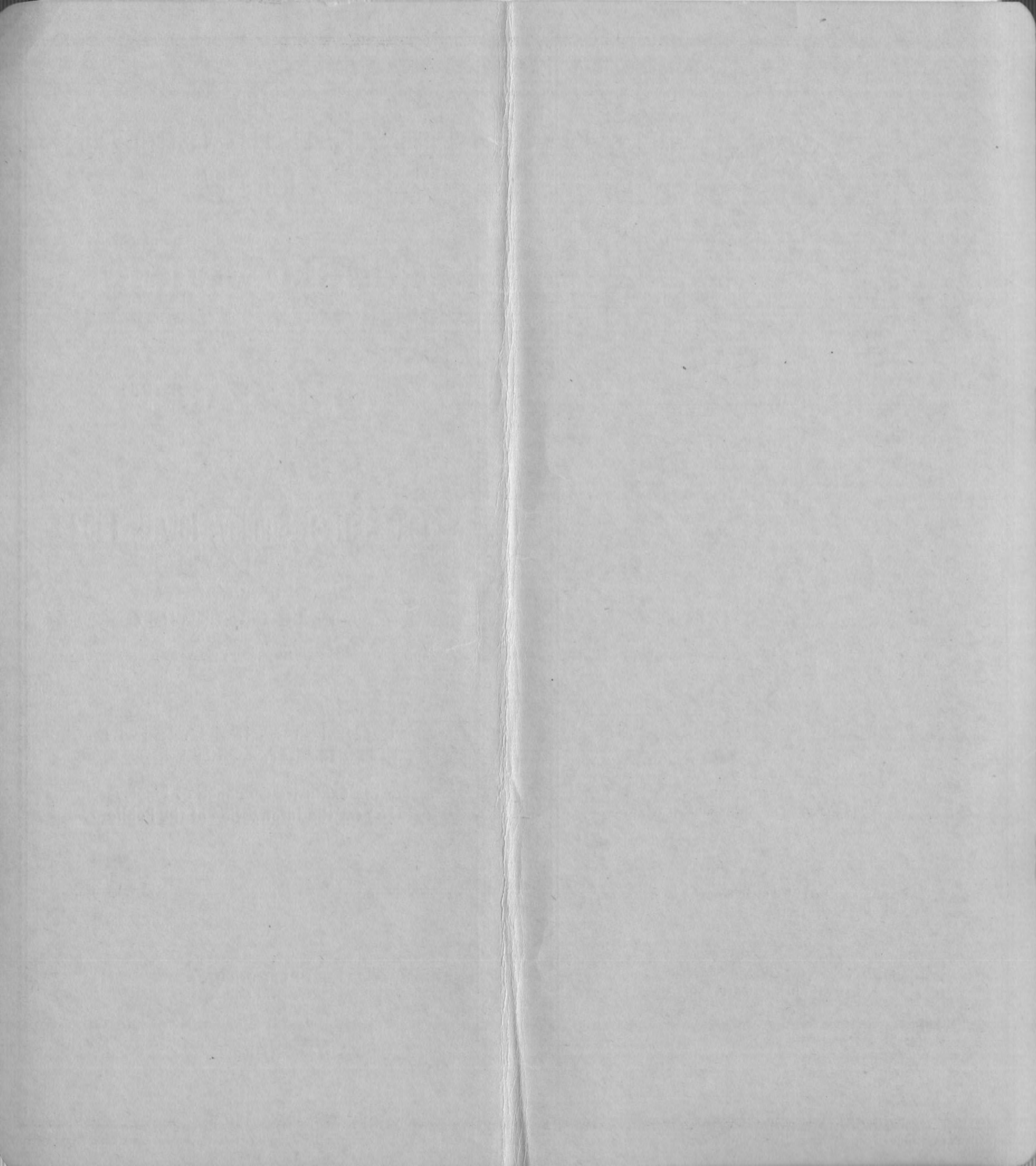
NOTE IMPORTANT CHANGES IN
TIME-TABLE RULES

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

K. L. MORIARTY
General Manager

L. H. HALE
Superintendent Transportation

L. B. COLEMAN
Superintendent



ADJUSTED TONNAGE RATINGS

		Class F-7 Diesel Series 565-576	Class F-7 Diesel Series 555-564	Class F-3 Diesel Series 552-554	Class FT Diesel Series 540-547 549-551	Class GE-7 Diesel Series 5200-5204	Class GP-7 Diesel Series 5100-5113	Class L-131 L-132 Engines 3600-3619	Class M-67 Engines 1501-1530	Class M-64 Engines 1700-1713	Adjust- ment Factor
FROM	TO	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	
Denver.....	East Portal.....	3400	3200	2530	2275	1000	800	2100	1040	950	3
Tabernash.....	Winter Park.....	3550	3550	2700	2700	1040	886	2250	1090	1034	4
Orestod.....	Tabernash.....	6525	6525	4950	4950	1900	1656	4425	2230	2036	6
Orestod.....	Toponas.....	3400	3200	2530	2275	1000	800				3
Phippsburg.....	Toponas.....	4400	4400	3000	2860	1350	1200				4
Phippsburg.....	Pallas.....	6500	6500	5000	5000	2300	1900				6
Haybro.....	Phippsburg.....	4400	4400	3000	2860	1350	1200				4
Steamboat.....	Haybro.....	6300	6300	4800	4800	2100	1900				6
Craig.....	Steamboat.....	12600	12600	9600	9600	3550	3550				9

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.

SIGNAL MAINTAINERS

Headquarters	Signal District	
	From	To
Denver	ABS 11	ABS 253
Cliff	ABS 253	ABS 489
East Portal.....	ABS 489	ABS 651
Sulphur	ABS 651	ABS 1027
Kremmling	ABS 1027	ABS 1116
Bond	ABS 1116	ABS 1303

LOCATION WAYSIDE RADIO STATIONS

Denver—Dispatcher
Sulphur
Bond

WESTWARD

MAIN LINE

FIRST CLASS				Sub-Division 1-A STATIONS TIME-TABLE No. 8 JULY 6, 1952	Mile Posts	Car Capacity	
9 Passenger Mail & Exp. Leave Daily	19 Mountaineer Leave Daily	7 Prospector Leave Daily	17 California Zephyr Leave Daily			Sidings	
	7 30 PM	5 30 PM	8 40 AM	DS DU DENVER DNBEP 1.0	0.0		
	7 35 PM	5 35 PM	8 45 AM	Two Main Tracks { CX PROSPECT 0.5 DNJP } Two Main Tracks { FOX JCT. 1.0	1.0		
	7 38			NY NORTH YARD 0.7 DNBKOPSY UTAH JCT. 1.0	2.5	Yard	
	f 7 44			Two Main Tracks { ZUNI 1.0 } Two Main Tracks { RALSTON 2.9 P	3.2		
	f 7 52			LEYDEN 5.3 P	4.2		
	f 8 05			ROCKY 5.6 P	7.1		
	f 8 12			CLAY 3.2 P	12.4	108	
	f 8 19	6 15	9 26	PLAIN 3.3 P	18.0	97	
	f 8 37			PLAIN 6.8 P CRESCENT 5.7 P	21.2	76	
	s 8 59	6 48	9 51	CLIFF 4.7 FW	24.5	129	
	s 9 15			ROLLINS 5.2 P	31.3	111	
	f 9 29			TOLLAND 3.2 P	37.0	E 56 W 116	
	s 9 41			EAST PORTAL 3.2 PY	41.7	87	
	s 9 56	f 7 28	10 32	RV WINTER PARK 6.8 NP	46.9	113	
	s 10 12			Z FRASER 5.3 DP	50.1	122	
	s 10 20			FRASER 3.8 DP	56.9	144	
	s 10 47	f 7 57	11 06	RN TABERNASH 9.8 DFBKP SWY	62.2	97	
	s 11 02			B GRANBY 10.4 DP	66.0	190	
	f 11 18			GS NS SULPHUR 6.8 DFKSP YW	75.8	E 95 W 90	
	f 11 24			FLAT 5.0 P	86.2	198	
	s 11 38	s 8 36	11 40	TROUBLESOME 5.5 P	93.0	146	
	f 11 42			K KREMMLING 5.5 DNPW	98.0	112	
	f 11 54			GORE 2.5 P	103.5	119	
	s 12 08 AM			AZURE 5.3 P	106.0	135	
	f 12 20			RADIUM 5.1 P	111.3	76	
	3 12 AM	s 12 40 AM	9 32 PM	YARMONY 6.6 P YARMONY 5.8 P	116.4	172	
s 3 32				OD ORESTOD 5.8 DNPW	123.0	90	
f 3 45				McCOY 5.6 P	128.8	46	
f 3 57				CRATER 4.3 PY	134.4	58	
s 4 21				VOLCANO 4.0 P	138.7	73	
f 4 30				EGERIA 7.4 PW	142.7	45	
s 4 38				TOPONAS 3.2 PY	150.1	72	
s 5 03 AM				TRAPPER 4.6 P	153.3	49	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	WA YAMPA 3.9 DP	157.9	71	
1.51	5.10	4.02	3.53	BG PHIPPSBURG 6.2 DNBFO PSWT	161.8	72	
21.2	24.9	31.9	33.2	(168.0)	168.0	Yard	
				Schedule Time Average Miles per Hour			

AUTOMATIC BLOCK SIGNALS

Trains operate by Centralized Traffic Control between ABS 11E and 11W Prospect and ABS 1288 Orestod. For operation between Denver Union Depot and Prospect, see C. & S. Denver Terminal Division Time-Table. The time shown in schedule columns Denver is for information only.

MAIN LINE

EASTWARD

Station Numbers	Miles from Phippsburg	Sub-Division 1-A STATIONS TIME-TABLE No. 8 JULY 6, 1952		FIRST CLASS				
				20 Mountaineer	8 Prospector	18 California Zephyr	10 Passenger Mail & Exp.	
	168.0	DS DU	DENVER	DNBKP	7 20 AM	8 00 AM	7 00 PM	
	167.0		1.0					
	166.5		CX PROSPECT	DNJP	7 14 AM	7 54 AM	6 52 PM	
	165.5		0.5 FOX JCT.					
3	165.5		1.0 NORTH YARD	DNBFKPSY	7 12			
	164.8		0.7 UTAH JCT.					
4	163.8		1.0 ZUNI					
7	160.9		2.9 RALSTON		f 7 03			
12	155.6		5.3 LEYDEN	P	f 6 53			
18	150.0		5.6 ROCKY	P	f 6 42			
21	146.8		3.2 CLAY	P	f 6 33			
25	143.5		3.3 PLAIN	P	f 6 24	7 10	6 15	
31	136.7		6.8 CRESCENT	P	f 6 04			
			5.7					
37	131.0		4.7 CLIFF	PW	s 5 47	6 38	5 45	
42	126.3		5.2 ROLLINS	P	f 5 35			
47	121.1		3.2 TOLLAND	P	f 5 23			
50	117.9		6.8 EAST PORTAL	PY	s 5 18			
57	111.1	TV	5.3 WINTER PARK	NP	s 5 00	f 5 59	5 12	
62	105.8	Z	3.8 FRASER	DP	f 4 40			
66	102.0	RN	9.8 TABERNASH	DBFKP SWI	f 4 30			
76	92.2	B	10.4 GRANBY	DP	s 4 10	f 5 25	4 36	
86	81.8	GS NS	6.8 SULPHUR	DFKSP IW	s 3 50			
	75.0		5.0 FLAT	P	f 3 30			
98	70.0		5.5 TROUBLESOME	P	f 3 23			
103	64.5	K	2.5 KREMMLING	DNPW	s 3 15	s 4 46		
106	62.0		5.3 GORE	P	f 2 55			
111	56.7		5.1 AZURE	P	f 2 43			
116	51.6		6.6 RADIUM	P	f 2 28			
123	45.0		5.8 YARMONY	P	f 2 13			
129	39.2	OD	5.6 ORESTOD	DNJPW	s 1 58 AM	3 52 AM	3 14 PM	s 12 50 AM
134	33.6		4.3 McCOY	P				s 12 28
139	29.3		4.0 CRATER	PY				f 12 14
143	25.3		7.4 VOLCANO	P				f 12 01 AM
150	17.9		3.2 EGERIA	PW				f 11 39
153	14.7		4.6 TOPONAS	PY				s 11 34
158	10.1		3.0 TRAPPER	P				f 11 26
162	6.2	WA	6.2 YAMPA	DP				s 11 20
168	0.0	BG	PHIPPSBURG	DNBFKO PSWY				11 00 PM
			(168.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Schedule Time		5.22	4.08	3.46	1.50
			Average Miles per Hour		24.0	31.2	34.2	21.4

AUTOMATIC BLOCK SIGNALS

Trains operate by Centralized Traffic Control between ABS 1288 Orestod and ABS 11E and 11W Prospect. For operation between Prospect and Denver Union Depot, see C. & S. Denver Terminal Division Time-Table. The time shown in schedule columns Denver is for information only.

WESTWARD

CRAIG BRANCH

EASTWARD

FIRST CLASS	Station Numbers	Mile Posts	Sub-Division 1-B STATIONS			Miles from Craig	Car Capacity		FIRST CLASS	Arrive Daily
							Sidings			
9 Passenger Mail & Exp.								10 Passenger Mail & Exp.		
Leave Daily										
5 03 AM	168	168.0	BG	PHIPPSBURG	DNBFKO PSWY	63.7	Yard	s 11 00 PM		
s 5 17	171	171.4	CK	OAK CREEK	DP	60.3	21	s 10 45		
f 5 19	173	172.1		OAK HILLS	P	59.6		f 10 43		
s 5 23	174	173.6		ROUTT	P	58.1	30	s 10 41		
f 5 27	175	175.2		HAYBRO	P	56.5	50	f 10 37		
f 5 33	178	178.2		PARK	P	53.5	41	f 10 32		
f 5 46	184	183.9		SIDNEY	P	47.8	79	f 10 23		
s 6 15	191	191.1	s	STEAMBOAT	DNFW	40.6	73	s 10 04		
f 6 27	198	197.8		BROOK	P	33.9	39	f 9 56		
s 6 35	201	201.2		MILNER	P	30.5	77	s 9 49		
f 6 39	204	203.8		TOW CREEK	P	27.9		f 9 46		
f 6 44	206	206.6		BEAR	P	25.1	69	f 9 42		
s 6 49	208	208.0	RS	HARRIS	DPWY	23.7	61	s 9 35		
s 7 04	215	215.1	HN	HAYDEN	DP	16.6	41	s 9 26		
f 7 12	219	219.5		CARY	P	12.2		f 9 17		
f 7 20	225	225.3		ELK	P	6.4		f 9 10		
7 45 AM	232	231.7	CG	CRAIG	DBFKPWY	0.0	Yard	9 00 PM		
Arrive Daily				(63.7)				Leave Daily		
2.42 23.6				Schedule Time Average Miles per Hour				2.00 31.8		

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 Craig, 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.

1-B. Operating Rule 86 is amended as follows:

Inferior trains must clear the time of first class trains in the same direction not less than five (5) minutes between Orestod and Craig.

2. Yard track indicator located in west end of North Yard indicates track, by number, on which eastward trains will be yarded.

3. Train register books are located at Denver Union Depot, Orestod, Phippsburg and Craig. Passenger trains will leave register ticket at Prospect. All trains leave register ticket at Orestod.

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

4. Yard Limit Stations: Burnham-Denver-North Yard, Stock Yards Spur, A. E. CO. Spur, between MP 128.8 and MP 129.6 (Orestod), Crater, Egeria, Phippsburg, Haybro, Steamboat, Milner-Osage Spur, Harris, Hayden, and Craig.

4-A. C&S Denver Terminal Division Time-Table governs movements between Prospect and Denver Union Terminal Railway Co. tracks, Denver.

Denver Union Terminal Railway Co. Time-Table governs trains and engines while on the Denver Union Terminal Railway Co. tracks.

4-B. At Milner, inferior westward trains will enter siding via crossover, and at Sidney inferior eastward trains will enter siding via crossover.

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 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 trains (except those from Bond) 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, 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 trains handled by locomotives other than Diesel, 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.

Eastward freight trains will stop 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 trains will be placed in 10-pound or slow direct exhaust position on empty cars. 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.

CRATER TO ORESTOD AND EAST PORTAL TO PROSPECT.

Freight trains handled by Diesel locomotives consisting of 4 units having dynamic brake operating on entire locomotive and consisting 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 trains handled by Diesel locomotives consisting of 3 units having dynamic brake operating on entire locomotive and consisting of more than 1400 actual tons and less than 1800 actual tons, ten retainers will be used on forward portion of train. If more than 1800 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 1800 actual tons.

On freight trains handled by other than Diesel locomotives, retainers will be used on all loaded cars and if more than ten 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, except when dynamic brake is inoperative on Diesel locomotive handling California Zephyr Train No. 18 it will not be necessary to use retainers between East Portal and Leyden, but locomotive air brakes must be allowed to apply when brakes are applied on the train.

6. RAILROAD GRADE CROSSINGS.

Sub- vision	M.P. Location	Railroad Crossing	Remarks
1-A	0.5	C&S	All trains stop. CTC-Interlocking. Each road governed by its own rules and special instructions.
1-A	3.2	C&S, CB&Q-Belt Line	
1-A	3.2	Main Track-Belt Line	

C.T.C.

6-A. Dual Controlled Switches at Fox Junction, Utah Junction, Zuni, Ralston, siding and crossover switches Leyden to and including River Track Switch (MP 127.9), Orestod (except crossover switches at East Portal).

6-B. The two crossover switches at East Portal will be hand operated 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.

6-C. TRAIN OPERATION A.E.CO. SPUR.

Spur with west end connection at M.P. 18 is 3.9 miles long. Deraill located 1800 feet from main track.

Two industry tracks No. 1 (southward track), capacity eight (8) cars; No. 2, (northward track), capacity sixteen (16) cars, serve the Rocky Plant. Facing point switch located 3.5 miles from main track connection.

Gates are across both tracks at Rocky Plant 500 feet east of switch and are handled by A.E.CO. Security Guards. At crossing of Highway No. 72, 0.83 miles from main track connection, trains or engines will, in case of restricted visibility during daylight hours, and at night flag highway traffic with red fusee before proceeding over crossing. Movement over highway should be continuous and crossing will not be blocked by standing equipment if it can be avoided.

6-D. OPERATION BELT LINE MOVEMENTS.

Trains and engines operate by Centralized Traffic Control over Belt Line between Utah Junction (West end of North Yard) and Belt (Rock Island connection switch) and between Belt and Union Pacific Transfer MP 4 as indicated by CTC signs. Movements over this territory are controlled by D&RGW dispatcher, Denver.

Operating Rules 281-294 inclusive, 505-523 inclusive, and 550-585 inclusive are in effect.

Dual-Controlled switches are installed at switch leading to Stockyards Branch and at Switch leading to Rock Island Track at Belt.

Positive ABS 31 and 32, respectively, govern movements out of and into North Yard.

Positive ABS 36 and 37, respectively, govern movement from Belt Line to North Yard and from North Yard to Belt Line over D&RGW and C&S-CB&Q main tracks at Utah Junction.

Positive ABS B-21, B-22 and B-22A govern movements over Stockyards Branch Dual-Controlled switch.

Positive ABS B-27, B-28 and B-28A govern movements over Dual-Controlled switch at Belt.

6-E. TRAIN OPERATION THROUGH MOFFAT TUNNEL.

Operating Rule 285 is amended to the extent that a speed of forty (40) miles per hour instead of thirty (30) miles per hour will apply between:

Eastward ABS 566 and 566-A—Winter Park and

Westward ABS 501 and 501-A—East Portal

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 or east of East Switch Winter Park and proceed in the opposite direction at restricted speed. Protection as per Rule 99 is not required between east switch East Portal and east switch Winter Park.

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 ABS 502 located five (5) feet west of switch. Upper 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 680 feet west of ABS 502) repeats indications of ABS 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.

White flashing light signal for information regarding proximity of East Portal for eastward trains is located at Refuge No. 1.

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.

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
8	52.7	16	54.4
Apex	52.8	18	54.8
		19	55.3

These telephones connect with Train Order 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 steam engine in a train must have maximum steam pressure and fire in good condition before train enters tunnels 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 tunnel, 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-F. 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-G. Auxiliary tracks are numbered beginning with the first track south of coal chute. No. 7 track is the assigned siding. Do not leave cars on No. 1 track.

OPERATION AT ORESTOD

6-H. 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."

INSTRUCTIONS GOVERNING THE OPERATION OF CALIFORNIA ZEPHYR TRAINS.

7. California Zephyr trains consisting of streamlined 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 between milepost 36.5 and milepost 62.0; except between milepost 65.0 and milepost 74.0; except between milepost 86.5 and milepost 89.0; and between milepost 105.5 and milepost 128.8—Orestod; but all speed restrictions in the time-table, other than zone speeds, will be applicable.

Maximum speed for eastward California Zephyr Trains, consisting of streamlined equipment Leyden to Zuni, is 60 MPH when all dynamic brakes are in operation and 55 MPH when dynamic brakes are not in operation.

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. Rear trainman out of Denver will change marker lens from green to yellow by manipulating from within the rear of the observation car.

7-C. When making terminal test of air brakes on California Zephyr trains at Denver, the automatic brake as well as the electro-pneumatic straight air brake 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.

Incoming engineman, at Bond, on California Zephyr trains will make electro-pneumatic application of brakes—inspector will note that brakes apply, then signal for release.

Outgoing engineman will release brakes and inspector 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.

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. Trainmen before departure Denver will see that they are turned off.

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 at the following locations will not clear a man standing on the top of a car.

Sub-Division	Mile Post	Description	Passenger Train MPH	Freight Train MPH
1A	North Yard	Ice Machine Tracks 1 and 2 Sand Tower on Diesel Fuel Tracks		
"	" "			
"	23.4	Tunnel No. 1		
"	25.4	" 2		
"	25.8	" 3		
"	26.1	" 5		
"	26.4	" 6		
"	26.6	" 7		
"	27.4	" 10		
"	27.9	" 12		
"	29.5	" 17		
"	30.0	" 18		
"	32.4	" 20		
"	33.0	" 22		
"	33.2	" 23		
"	34.6	" 25		
"	35.2	" 26		
"	36.1			
"	36.4	" 29		
"	40.5	" 30		
"	50.2	Moffat Tunnel		
"	69.1	Tunnel No. 34		
"	Both legs wye at Sulphur	Signal Wires		
"	109.0	" 37		
"	110.1	" 38		
"	113.8	" 40		
"	114.0	" 41		
"	130.7	" 43		
"	132.0	" 44		
"	140.5	" 45		
"	140.8	" 46		
"	141.3	" 48		
"	144.0	" 49		
"	144.7	" 50		
"	145.2	" 51		
"	145.9	" 52		
"	146.3	" 53		
"	147.4	" 54		
"	148.1	" 55		

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 locations of such clearances and use due care to avoid injury when passing them.

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 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) M.P.H. but will not exceed the maximum speed authorized for passenger trains.

Maximum speed for steam engines running forward light;
 between East Portal and Cliff.....30 MPH
 between Cliff and Rocky.....25 MPH
 between Rocky and Ralston.....35 MPH

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

ZONE SPEEDS	Passenger Train MPH	Freight Train MPH
Prospect—Fox Jct. (Eastward).....	20	20
Prospect—Fox Jct. (Westward).....	25	20
Fox Jct.—48th Ave.....	40	30
Belt Line Utah Jct.—Belt.....	40	40
Belt Line—UP Transfer MP 4.....	20	20
48th Ave.—Zuni.....	45	45
Zuni—Rocky (Westward).....	60	45
Ralston—Zuni (Eastward).....	60	25
Rocky—Ralston (Eastward).....	45	25
Rocky—Rocky Plant A.E.CO. Spur.....	20	20

ZONE SPEEDS

Rocky—Cliff	25	22
Cliff—Tolland	40	25
Tolland—East Portal	40	25
East Portal—East Switch Winter Park	40	40
East Switch Winter Park (Westward)	20	20
East Switch Winter Park—Fraser	30	25
Fraser—East Switch Tabernash	60	45
East Switch Tabernash—MP 74	40	25
MP 74—West Switch Sulphur	70	50
West Switch Sulphur—MP 89	35	25
MP 89—Gore	70	50
Gore—Radium	30	25
Radium—River Track Switch Orestod.....	45	35
River Track Switch—Jct. Switch Orestod.....	20	20
Orestod—Egeria	25	20
Egeria—Phippsburg	50	40
Phippsburg—Routt	35	25
Routt—East Switch Sidney	40	40
East Switch Sidney—West Switch Steamboat	40	30
West Switch Steamboat—Craig	50	40
Turnouts and Crossovers as follows:		
Fox Junction (end of two main tracks).....	40	30
Utah Junction (end of two main tracks).....	45	45
Rocky, East Switch Clay, Plain, East Switch Crescent	25	22
Ralston, Cliff, Rollins, Tolland, Tabernash.....	30	25
Granby, East Switch Sulphur, West Switch Sulphur, Flat, Troublesome, Kremmling, Gore, Radium	30	30
Other turnouts and crossovers	15	15
Trailing through spring switches		
on straight track	30	30
Railroad Crossing Utah Junction.....	45	45
Other 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
Diesel locomotive series 600-601.....	75
Diesel locomotive series 548, 552-554	70
Diesel locomotive series 5100-5113, 5200-5204, 540-547, 549-551, 555-576	65
L-131, L-132	45
K-63, C-48	35
M-67	50
M-64	60
Diesels Series 120-123, 150-152	60
Diesels Series 66-74, 100-119	50
Diesels Series 38-43	35
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
pile drivers, K. & J. and Western Air Dumps and sand cars X3550—X3551	25
Steam derricks	35
Snow Plow X-67	30

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.

10-B. Trains are prohibited from blocking crossings at Granby, Colorado, longer than fifteen (15) minutes, except trains picking up and setting out at Granby are permitted under court order to block crossings not in excess of twenty-five (25) minutes. Violation of court injunction subjects the company and/or its employes to contempt of court action.

10-C. HELPER ENGINES—Helper engine will be placed behind caboose of westward freight trains at East Portal to prevent slacking running out and assist in starting train, if necessary.

Unless otherwise instructed, engines helping eastward freight trains will be coupled behind 01400 cabooses from Tabernash to Winter Park. At Winter Park train will stop, air hose will be disconnected and helper will assist train to, but not beyond tunnel portal.

Except in emergency L-131-132 class steam power will not be double-headed with a three-unit or a four-unit diesel freight engine. It is permissible to double-head L-131-132 class engines with a two-unit freight diesel engine, training the diesel engine ahead of the L-131-132 class engines. In the event train being helped has rear-enders on rear of train, helper engine must be cut in just ahead of such rear-enders.

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

Except as above restricted, diesel locomotives when double-headed with steam engines, must be placed on head end, and will not be double-headed with steam engines smaller than M-64 class.

In freight service 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 two-unit diesel helper). Four unit 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 units diesel helper). Four unit Class FT diesels must not be double-headed with more than two units of F-7 or F-3 diesel helping power (Three unit road engine may be double-headed with three unit diesel helper). Four unit Class FT diesels must not be double-headed with more than three units of Class FT diesel helping power (Three unit road engine may be double-headed with four unit diesel helper). Any diesel helping power in excess of that specified must be cut in train nineteen (19) cars ahead of caboose.

When doubleheading diesel locomotives in freight service, where one of the locomotives is a single unit, the single unit locomotive will be placed behind the other locomotive.

When a 3600 series engine is used in helping service west out of North Yard it will be cut in train nineteen (19) cars ahead of caboose and cut out at East Portal; and if engine is to be run through to Tabernash, Bond, or Phippsburg, helper engine will be cut out at Tabernash. 3600 series engines must not be left in train Tabernash to Orestod.

Between North Yard and East Portal when stops are made on ascending grade with diesel helper, stop will be made with automatic air brakes, which will be released and recharged immediately after stopping. When train is ready to proceed road engineman will make full service application and release of air brakes, thereby indicating to helper engineman that train is ready to proceed. After releasing

air brakes, engineman will wait three (3) minutes before attempting to start train.

At East Portal, train will be stopped with automatic air brakes, and conductor will contact dispatcher for permission to cut out helper. If permission is not granted, conductor will notify head trainman on telephone at west end located in depot, and trainman will advise engineman to release train brakes until such time as helper engine can be cut out. After helper engine is cut out and placed behind caboose and train coupled up, road engineman will release train brakes and wait three (3) minutes before attempting to start train.

When both engine and caboose are equipped with radio the radio should be used to coordinate movements.

One and two unit diesel helper and steam engines may be coupled behind caboose North Yard to East Portal, Tabernash to Apex in Moffat Tunnel, Phippsburg to Toponas, and Park to Pallas.

Helper engines turning on wye at East Portal when there is snow or ice on the track will head in and back out.

11. Company Surgeons are located as follows:

E. A. HINDS, CHIEF SURGEON.....Denver

Name	Location
W. M. Bane, Oculist.....	Denver
W. H. Shankel, Oculist.....	Denver
G. D. Ellis.....	Denver
F. B. McGlone.....	Denver
G. H. Curfman, Jr.....	Denver
W. A. Hines.....	Denver
K. A. Jankovsky.....	Denver
M. P. Vanden Bosch.....	Denver
E. Bruce Badger.....	Denver
D. G. Monaghan.....	Denver
R. J. Zarlengo.....	Denver
A. H. Good.....	Denver
James Chessen—Ear, Nose & Throat.....	Denver
I. W. Philpott—Ear, Nose & Throat.....	Denver
J. A. Philpott, Jr., Dermatologist.....	Denver
Samuel Goldhammer, Oculist.....	Denver
G. P. Lingenfelter, Dermatologist.....	Denver
J. M. Fraser	Granby
Susan Anderson.....	Fraser
E. G. Ceriani.....	Kremmling
J. W. Leslie.....	Oak Creek
B. H. Mayer, Jr.....	Steamboat
W. F. Deal.....	Craig

11-A. Hospital is located as follows:

St. Joseph's.....	Denver
Middle Park.....	Kremmling
Oak Creek Hospital.....	Oak Creek

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 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 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 Foreman).

Form 3511 Stock Struck Report (Enginemen).

Form 4117 Stock Report (Section Foremen).

11-C. SURGICAL ATTENTION. (Passengers and employes.) Whenever passengers or employes 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 employes 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.

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, 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.

12. CONDITIONAL FLAG STOPS.—Nos. 9, 10, 19 and 20 will stop at any station to discharge passengers.

12-A. Trains Nos. 7 and 8 will stop at Winter Park and Granby to pick up and discharge revenue passengers to and from points where these trains are scheduled to stop.

12-B. In addition to stop at station, No. 20 will stop opposite Dispatcher's Office Sulphur to pick up mail.

13. SPRING SWITCHES.

Miles from Denver	Location Spring Switches	Normal Position
128.2	Orestod East Siding Switch	For Main Track

13-A. CAPACITY, 48-FOOT CARS, OF SIDINGS WITH CROSS-OVERS:

East Portal	East 22	West 88
Winter Park	East 68	West 65
Sulphur	East 96	West 83
Sidney	East 79	West 15
Milner	East 10	West 77

14. The following are Auxiliary lines (Rules 14-T, 14-U):
Orestod.....Subdivision 4-A—Grand Junction Division

15. Headlight of Diesel Locomotives must be kept burning during day light hours when in road service except when necessary to comply with operating rules 17-B and 17-C.

16. 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

Ray W. Gumm Watch Co.....	Denver
Hansen & Hansen Jewelry Co.....	Denver
Ivan E. Sundman.....	Denver
Cameron Jewelers	Denver
Denver Jewelry Co.	Denver
Kester Jewelry Co.....	Craig

OPEN HOURS OF TRAIN ORDER OFFICES

Stations	Monday Through Friday	Saturday Hours	Sunday and Holiday Hours
Denver DU.....	Continuous	Continuous	Continuous
Prospect.....	Continuous	Continuous	Continuous
North Yard.....	Continuous	Continuous	Continuous
Winter Park.....	3:00 PM to Midnight	Closed	Closed
Orestod.....	Continuous	Continuous	Continuous
Yampa.....	8:00 AM to 5:00 PM	Closed	Closed
Phippsburg.....	8:00 AM to 6:00 PM 9:00 PM to 5:00 AM	8:00 AM to 6:00 PM 9:00 PM to 5:00 AM	8:00 AM to 6:00 PM 9:00 PM to 5:00 AM
Oak Creek.....	2:30 PM to 11:30 PM	Closed	Closed
Steamboat.....	6:00 AM to 2:00 PM 2:30 PM to 10:30 PM	Closed	Closed
Harris.....	8:00 AM to 5:PM	Closed	Closed
Hayden.....	8:00 AM to 5:PM	Closed	Closed
Craig.....	7:00 AM to 9:30 PM	7:00 AM to 9:30 PM	7:00 AM to 9:30 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, 82.3, 87.5, 88.5, 95.3, 100.5, 105.6, 108, 109.1, 113, 114.5, 119, 121, 125, 127.8, 143.4, 145.3, 147, 176.6, 181.3, 195 and 202.5.

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

Subdivision 1-A	Station Numbers	Mile Post	Car Capacity	Switch Connection	Water Phone	Stops for Trains 19-9 and 20-10
Plastic.....	17	17.0	3	Both Ends	P	
Rocky Spur.....		18.0	Yard	West		
Fire Clay.....	21	20.5	14	Both Ends	P	Flag
Coal Creek.....		23.0			P-W	Flag
Scenic.....	27	27.3	9	Spur-West	P	Flag
Miramonte.....	34	33.6			P	Flag
Pactolus—(Lincoln Hills).....	39	39.4	26	Both Ends	P	Flag
Espy.....	43	42.7	37	Both Ends	P	
Elkdale.....	70	70.3			P	Flag
Drowsy Water.....	80	79.8			P	Flag
Parshall.....	92	91.1	44	Both Ends	P	Stop
State Bridge.....	126	126.4	11	Both Ends	P	Flag
Coppertown.....	132	132.2			P	Stop
Rock Creek.....		140.5			P-W	Flag
Cinder Pit.....	144	143.6	38	Both Ends	P	Flag
Subdivision 1-B						
Pallas.....	170	170.6			P	
Pinnacle.....	172	171.8	Mine Tracks	Spur-West		
Keystone.....		173.8	Mine Tracks	Spur-West	P	
Oak Ridge.....		174.2		Both Ends		
Harding.....	176	176.3	Mine Tracks	Both Ends	P	Flag
Mill Spur.....		189.8	1	Spur-East	P	
Osage Spur.....		202.5	Mine Tracks	Spur-East	P	