

Safety



Service

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Assistant Chief Dispatchers
Grand Junction

The
**Denver and Rio Grande Western Railroad
Company**

**GRAND JUNCTION
DIVISION**

**TIME-TABLE
No. 143**

Takes Effect Sunday, August 3, 1958

at 12:01 A. M.

Mountain Standard Time

Superseding Time-Table No. 142

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

**For the exclusive guidance of Employees;
not for the information of the Public**

L. H. HALE
Vice President & General Manager

W. C. HORNER
Superintendent of Transportation

C. E. McENANY
Superintendent

The

General and the Grand Division

Division

GRAND DIVISION

TIME-TABLE

No. 143

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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		
61	63	81	1			2	34			36	38		
California Fast Freight	Freight	California Fast Freight	Royal Gorge			TIME-TABLE No. 143				Royal Gorge	Fast Freight	Fast Freight	Fast Freight
Leave Daily	Leave Daily	Leave Daily	Leave Daily			AUGUST 3, 1958				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
5 55 PM	1 55 PM	12 05 AM	3 25 PM	2002	215.1	88.9	Yard	8 40 AM	4 30 AM	1 40 PM	8 40 PM		
6 07	2 07	12 19	3 31	2008	218.4	83.6	88	8 32	4 25	1 33	8 33		
6 12	2 15	12 26	3 35	2010	222.2	79.8	88	8 27	4 20	1 27	8 27		
6 23	2 27	12 38	3 45	2014	227.7	74.3	92	8 17	4 09	1 15	8 15		
6 32	2 36	12 49	3 52	2016	232.9	69.1	90	8 10	4 02	1 07	8 07		
6 38	2 43	12 57	3 57	2018	236.2	65.8	89	8 05	3 57	1 01	8 01		
6 46	2 55	1 05	s 4 04	2020	240.3	61.7	80	s 8 00	3 51	12 55	7 55		
6 54	3 07	1 14	4 10	2026	244.7	57.3	91	7 53	3 45	12 48	7 48		
7 02	3 16	1 22	4 14	2028	247.7	54.3	90	7 48	3 40	12 43	7 43		
7 14	3 32	1 35	4 20	2032	252.1	49.9	115	7 42	3 35	12 37	7 37		
7 29 ³⁸	3 47	1 49	f 4 29	2034	257.4	44.6	111	f 7 34	3 27	12 29	7 29 ⁶¹		
7 40	3 58	1 59	4 37	2040	263.2	38.8	90	7 26	3 18	12 19	7 19		
7 59	4 16	2 17	s 4 52	2100	271.0	31.0	Yard	s 7 16	3 07	12 07 PM	7 07		
8 27 PM	4 45 PM	2 50 ³⁴ AM	s 5 15 PM	2208	281.0	21.0	1-102 2-95	s 6 56 AM	2 50 ⁸¹ AM	11 50 AM	6 50 PM		
Trains operate by Centralized Traffic Control between westward ABS 2301 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.					
8 50 PM	5 10 PM	3 13 AM	5 32 PM	2212	288.8	17.4							
9 00	5 27	3 23	f 5 37	2216	288.6	15.2		6 37 AM					
9 16	5 49	3 39	f 5 52	2220	294.0	13.5	104	f 6 33					
9 25	5 57	3 48	5 58	2232	296.1	8.0		f 6 17					
9 31	6 05	3 54	6 03	2236	298.0	5.9		6 13					
9 43 PM	7 10 PM	4 21 AM	s 6 15 PM	2250	302.0	4.0		6 09					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Yard	6 00 AM					
3.48 22.9	5.15 16.6	4.16 20.4	2.50 30.7					Leave Daily	Leave Daily	Leave Daily	Leave Daily		
								2.40 32.9	1.40 39.5	1.50 35.9	1.50 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	17	19			8	18			20		
Prospector	California Zephyr	Mountaineer			TIME-TABLE No. 143				Prospector	California Zephyr	Mountaineer
Leave Daily	Leave Daily	Leave Daily			AUGUST 3, 1958				Arrive Daily	Arrive Daily	Arrive Daily
8 57 PM	12 26 PM	12 37 AM	129	128.6	38.2				3 52 AM	3 16 PM	7 02 PM
s 9 00	s 12 28	s 12 40	2302	129.3	37.5	Yard	s 3 50	s 3 14	s 3 45	s 3 11	s 6 40
9 05	12 31	12 50	2304	134.9	31.9	96	3 32	2 56	3 21	2 46	f 6 31
9 13	12 39	f 12 58	2308	142.1	24.7	103	3 21	2 46	s 3 17	2 43	f 6 21
f 9 26	12 52	f 1 13	2310	144.6	22.2	10	s 3 17	2 43	3 09	2 36	f 6 18
9 33	12 59	f 1 23	2312	148.8	18.0	95	3 09	2 36	2 59	2 27	f 6 11
9 42	1 08	f 1 32	2314	155.3	11.5	94	2 59	2 27	2 55	2 24	f 6 02
9 45	1 11	f 1 35	2316	157.7	9.1	99	2 55	2 24	2 52	2 17	f 5 59
9 52	1 18	f 1 42	2318	163.2	3.6	82	2 47	2 17	2 47	2 17	f 5 52
9 58 PM	1 24 PM	f 1 48 AM	2276	166.8		136	2 40 AM	2 12 PM			f 5 47 PM
Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
1.01 40.9	0.58 41.6	1.11 37.6					1.12 34.2	1.04 37.6	1.15 41.7		

Trains operate by Centralized Traffic Control between westward ABS 1637, Niche, and Grand Junction.

WESTWARD

MAIN LINE

EASTWARD

FIRST CLASS

FIRST CLASS

WESTWARD				Station Numbers	Mile Posts	Sub-Division 4 STATIONS		Miles from Grand Junction	Capacity of Sidings	EASTWARD			
7	1	17	19			TIME-TABLE No. 143				8	2	18	20
Prospector	Royal Gorge	California Zephyr	Mountaineer			AUGUST 3, 1958				Prospector	Royal Gorge	California Zephyr	Mountaineer
Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	6 25 PM			2250	302.0	HD	MINTURN BK	147.6	Yard		5 50 AM		
	f 6 35			2256	307.9		AVON	141.7	91		f 5 28		
	6 44			2259	314.4		WILMOR	135.2	93		5 18		
	f 6 50			2260	319.0	RU	WOLCOTT	130.6	91		f 5 12		
	6 56			2264	323.5		ORTEGA	128.1	90		5 06		
	s 7 04			2268	329.0	GX	EAGLE D	120.6	80		s 4 57		
	f 7 12			2272	335.8	GP	GYPSUM D	113.8	85		f 4 47		
9 58 PM	7 22	1 24 PM	f 1 48 AM	2276	341.9	DY	DOTSERO DNJY	107.7	136	2 40 AM	4 38	2 12 PM	f 5 47 PM
				2282	347.5		ALLEN	102.1	107				
			f 2 02	2284	350.5		SHOSHONE	99.1	75				f 5 30
				2288	355.0		GRIZZLY	94.6	95				
s 10 33	s 8 00	s 2 00	s 2 40	2290	360.1	GN	GLENWOOD BK	89.5	35	s 2 05	s 4 05	s 1 40	s 5 15
				2502	361.3		FUNSTON Y	88.3	Yard				
				2508	367.9		CHACRA	81.7	108				
	s 8 17		s 3 05	2512	372.7	NC	NEWCASTLE	76.9	119		f 3 29		f 4 43
	s 8 27		s 3 17	2520	379.5		SILT	70.1	110		f 3 22		f 4 33
				2524	383.4		IVES	66.2	101				
f 11 03	s 8 50	2 30	s 3 46	2528	386.6	rf	RIFLE Y	63.0	116	s 1 28	s 3 15	1 09 PM	s 4 23
				2532	391.4		LACY	58.2	123				
				2538	399.1		DOS	60.5	111				
	s 9 11		s 4 06	2540	404.0		GRAND VALLEY	45.6	99		f 2 55		f 3 58
				2542	408.7		UNA	40.9	116				
	s 9 28		s 4 21	2546	416.6		DE BEQUE	33.0	89		f 2 40		f 3 43
				2552	423.3		AKIN	26.3	120				
				2554	427.7		TUNNEL	21.9	89				f 3 30
			f 4 43	2560	432.6		CAMEO	17.0	82				f 3 24
11 58	s 10 03	3 25	s 4 57	2572	437.0	pd	PALISADE	12.6	E 94 W 121		f 2 15		f 3 18
	s 10 15		s 5 07	2578	442.5	fn	CLIFTON	7.1	99				f 3 10
				2580	446.3		FRUITVALE	4.3					
					447.3								
12 30 AM	10 30 PM	3 40 PM	5 30 AM	5000	449.6		EAST YARD BK GRAND JCT. BJK	2.3	Yard	12 12 AM	2 00 AM	11 58 AM	3 00 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily
2.32 42.5	4.05 36.1	2.16 47.5	3.42 29.1				(147.6)			2.28 43.7	3.50 38.5	2.14 48.2	2.47 38.7

AUTOMATIC BLOCK SIGNALS

Trains operate by Centralized Traffic Control between westward ABS 3367, Gypsum and 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. 143				18 California Zephyr	8 Prospector
Leave Daily	Leave Daily			AUGUST 3, 1958				Arrive Daily	Arrive Daily
3 50 PM	12 47 AM	5000	449.6	JN	GRAND JCT.	BJK	Yard	11 51 AM	11 52 PM
		2802	451.7		DURHAM		96		
		2806	456.9		RHONE		103		
		2808	460.5	R	FRUITA		129	11 37	11 33
		2812	468.9	MC	MACK		148		
		2816	473.1		RUBY		145		
		2818	478.0		SHALE		85		
		9920	483.3		UTALINE		116		
		9922	488.4		WEST WATER		98		
		9926	498.1		AGATE		150		
4 48	1 47	9928	504.4	CS	CISCO	Y	91	10 53	10 44
		9930	510.5		WHITE HOUSE		123		
		9932	515.6		ELBA		104		
		9934	520.5		SAGERS		112		
		9936	525.1		VISTA		113		
f 5 15	s 2 21	9938	528.1	Hh	THOMPSON	Y	137	f 10 28	s 10 17
		9940	533.8		BRENDEL		96		
		9942	540.4		FLOY		112		
		9944	546.9		SOLITUDE		150		
5 42	s 2 51	9950	555.2	Gr	GREEN RIVER	Y	71.2	N 133 S 98	10 01
		9003	561.5		SPHINX		116		s 9 43
		9004	567.6		DESERT		115		
		9006	574.2		CLIFF		115		
		9008	581.4		WOODSIDE		123		
		9010	586.6		GRASSY		118		
		9012	593.1		CEDAR		114		
		9014	599.3		VERDE		98		
		9016	603.2		MOUNDS	Y	111		
		9021	611.1		EAST WELLINGTON		185		
		9022	613.0		WELLINGTON		117		
6 47	s 4 16	9026	619.1	CV	PRICE	Y	7.3	E 120 W 81	s 8 27
		9028	622.1		MAXWELL		4.3	E 114 W 114	
7 05 PM	4 36 AM	9032	626.4	RR	HELPER	BK	0.0	Yard	8 46 AM 8 12 PM
Arrive Daily	Arrive Daily				(176.8)			Leave Daily	Leave Daily
3.15 54.4	3.49 46.3				Schedule Time Average Speed per Hour			3.05 57.3	3.40 48.2

Trains operate by Centralized Traffic Control between Grand Junction, and A.B.S. 6258-E, 6258-W and 6258-F, Helper.

WESTWARD LEADVILLE BRANCH EASTWARD

Station Numbers	Mile Posts	Sub-Division 3-A STATIONS TIME-TABLE No. 143 AUGUST 3, 1958			Miles from Leadville	Capacity of Siding
2100	271.0	MY	MALTA	DNY	4.9	Yard
2104	273.3		EILERS		2.6	Yard
2120	275.9	Q	LEADVILLE	DFKOS		Yard
			(4.9)			

WESTWARD SUNNYSIDE BRANCH EASTWARD

Station Numbers	Miles from Sunnyside	Sub-Division 5-A STATIONS TIME-TABLE No. 143 AUGUST 3, 1958			Mile Posts	Capacity of Siding
9106	0	ST	SUNNYSIDE	DBFST	17.5	Yard
9104	4.3		COLUMBIA JCT.	JFY	13.2	120 120
9101	11.7		BANNING	F	5.8	92
9016	17.5		MOUNDS	FY	0	Yard
			(17.5)			

WESTWARD ASPEN BRANCH EASTWARD

Station Numbers	Mile Posts	Sub-Division 4-B STATIONS TIME-TABLE No. 143 AUGUST 3, 1958			Miles from Aspen	Capacity of Siding
2290	360.1		GLENWOOD	F	41.2	Yard
2408	367.9		CATTLE CREEK		33.4	14
2416	373.0	ce	CARBONDALE	D	28.3	33
2424	379.4		LEON		21.9	9
2428	382.0		EMMA		19.3	24
2437	392.9		WOODY CREEK		8.4	25
2440	401.3		ASPEN	F		Yard
			(41.2)			

WESTWARD NORTH FORK BRANCH EASTWARD

Station Numbers	Mile Posts	Sub-Division 16-A STATIONS TIME-TABLE No. 143 AUGUST 3, 1958			Miles from Delta	Capacity of Siding
2740	415.3		SOMERSET		42.5	Yard
2728	405.9	sw	PAONIA	D	33.1	26
2718	397.8	bk	HOTCHKISS	DY	26.0	21
2716	393.2		LAZEAR		20.4	10
2714	392.5		ROGERS MESA		19.7	62
2712	385.5		PAYNE		12.7	28
2710	380.9	ax	AUSTIN	D	8.1	14
2708	379.8		SAXTON		7.0	59
2630	372.8	dt	DELTA	DBFJKST		Yard
			(42.5)			

WESTWARD MONTROSE BRANCH EASTWARD

Station Numbers	Mile Posts	Sub-Division 16 STATIONS TIME-TABLE No. 143 AUGUST 3, 1958			Miles from Grand Junction	Capacity of Siding
2650	351.5	ms	MONTROSE	DBFKOST	72.8	Yard
2644	356.9		ROE		67.4	15
2638	362.2	ho	OLATHE	D	62.1	15
2634	367.5		CHIPETA		56.8	23
2630	372.8	dt	DELTA	DBFJKST	51.5	Yard
2624	377.5		ROUBIDEAU	F	46.8	60
2616	391.0		DOMINGUEZ	F	33.3	38
2614	397.7		BRIDGEPORT	F	26.6	89
2612	402.9		DEER RUN	F	21.4	54
2608	411.8		WHITEWATER	F	12.5	38
5000	424.3	JN	GRAND JCT.	BJK		Yard
			(72.8)			

Special Time-Table Rules

SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

SUPERIORITY AND MOVEMENT OF TRAINS

(See also Time-Table Rule 4)

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

1-A. No. 7 is superior to No. 20 between west switch River Track at Bond and west switch west end of Bond yard.

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

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

1-D. Schedule time and train orders on westward trains at Cleora will apply at crossover Mile Post 213.7 at Salida.

CLEARANCE CARDS

2. There are no train order signals at the following stations:

Dotsero
Delta
Tennessee Pass—eastward
Gypsum—westward

Eastward trains will not leave TENNESSEE PASS and DOTSERO without a clearance card.

2-A. Trains will leave the following stations without clearance card:

Subdivision	Station	
4-A	Dotsero	Westward trains from Sub-division 4-A
4-5	Grand Junction, West Yard or passenger station	When verbally authorized by dispatcher
16-16-A	Delta	When no operator on duty

TRAIN REGISTERS

3. Register stations are shown in body of the Time-Table in full-faced type.

Tennessee Pass is register station for eastward trains only.

3-A. At stations listed below trains designated will register with registering ticket.

Register Station	Trains
Tennessee Pass	Eastward passenger trains
Bond	No's. 7, 8, 17, and 18

3-B. Eastward trains will receive Form T Train Order, 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-C. 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.

YARD LIMIT STATIONS

4.

Salida	Montrose
Salida-Monarch	Montrose-Ridgway
Kobe	Austin
Malta-Leadville	Rogers Mesa-Lazear
Tennessee Pass	Hotchkiss
Pando	Paonia-Somerset
Minturn	Mounds (Sub-Divn. 5-A only) to
Bond	Sunnyside inclusive (Joint D. &
Glenwood-Aspen	R. G. W. R. R. Co. and Carbon
Grand Junction (Subdivn. 16 only)	County Railway — at Columbia
Delta	Junction)
Olathe	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.
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.

4-C. Trains originating or terminating at Grand Junction West Yard may occupy main track without flag protection.

AIR BRAKE AND RETAINER OPERATION AND INSPECTION STOPS

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

FREIGHT TRAINS—TENNESSEE PASS TO SALIDA

5-B. Retainers will be used when requested by enginemen. If necessary to use retainers on eastward freight trains, such trains will stop at Americus, Buena Vista or Midway, to turn down retainers;

When dynamic brake is inoperative Eastward trains will stop at Kobe to cool wheels and inspect train. If stop is made at Malta or Yale for other reasons inspection may be made at either of these points instead of Kobe.

FREIGHT TRAINS — TENNESSEE PASS TO MINTURN

5-C. Freight trains handled by locomotives consisting of three or more units with dynamic brakes operative:

5 Units	Retainers— forward portion of train
3600-4600 actual tons.....	10 lb. position one-half of train.
Over 4600 actual tons.....	10 lb. position two-thirds of train.
4 Units	
3000-4000 actual tons.....	10 lb. position one-half of train.
Over 4000 actual tons.....	10 lb. position two-thirds of train.
3 Units	
2250-3000 actual tons.....	10 lb. position one-half of train.
Over 3000 actual tons.....	10 lb. position two-thirds of train.

The use of retainers is not required Tennessee Pass to Minturn on Westward freight trains not exceeding 5000 actual tons, handled by two locomotives consisting of three or more units each, dynamic brake operative on entire locomotive.

5-D. On freight trains handled by less than 3-unit locomotives or if dynamic brake is inoperative.

On trains consisting of empty cars, retainers will be used in 10-lb. position on every other car, and alternated at inspection point;

On trains consisting of loaded cars or mixed loads and empties retainers will be used in 20 lb. position on all cars having a gross weight of 50 tons or more; in 10 lb. position on other loaded and empty cars, Tennessee Pass to Pando. Retainers will be used in 10 lb. position on all loaded and on alternate empty cars, Pando to Minturn, except will be used in 20 lb. position on heavily loaded cars if so requested by engineman.

Westward freight trains will stop at Pando to cool wheels and inspect train, except that trains handled by locomotive having dynamic brake operative will not be required to make this stop if train is operating normally.

PASSENGER AND FREIGHT TRAINS — TENNESSEE PASS

5-E. All passenger trains will make running test of air brakes in accordance with Air Brake Rule 11, when departing from Tennessee Pass.

5-F. All trains except 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 Air Brake Rules.

PASSENGER TRAINS — TENNESSEE PASS TO MINTURN

5-G. On passenger trains handled by locomotive having dynamic brake inoperative, retaining valves will be used on all cars and locomotive brakes must be allowed to apply when brakes are applied on train.

5-H. LEADVILLE BRANCH. In the Leadville District, before descending grades, air brake test must be made in accordance with Air Brake Rule 8-H.

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. SUNNYSIDE BRANCH. Trains handled by locomotives consisting of four or more 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.

Retainers on the forward one-half of train will be used in 20-lb. position, Sunnyside to Columbia Junction. If any empty cars are handled in forward portion of train, retainers on such empty cars will be used in 10-lb. position.

On trains handled by less than 4-unit locomotives, or if dynamic brake is inoperative, 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.

On Westward trains before departing Sunnyside, application and release test of air brakes must be made. This test will not be made until train brake system is charged to at least seventy-five pounds pressure, as indicated by caboose gauge or portable air gauge attached to hose coupling at rear end of rear car.

Train crew must know that the above brake tests are made and that train brakes apply and release properly.

5-J. MONARCH SPUR. On trains before leaving Monarch or Garfield, application and release test of air brakes must be made. Train crew will observe that brakes apply and release properly.

On descending grade movements retainers must be used in 20-pound position on all loaded cars, and in 10-pound position or slow direct position on empty cars, Monarch to Maysville.

Retainers, Maysville to Salida may be left in 20-pound position. It will not be necessary to stop at Maysville and change position of retainers, and trains may proceed directly from Garfield to Salida with retainers in 20-pound position.

5-K. On descending grade movements, trains must not depart from Monarch or Garfield until air brake system is charged to at least 105-pounds. This is to be determined by placing automatic brake valve in LAP position and noting brake pipe pressure on locomotive gauge as per Air Brake Rule 8-G.

Caboose air gauge must also be observed and proceed signal must not be given until caboose gauge shows at least 105-pounds.

5-L. In handling trains descending Monarch Spur, not more than one (1) car having inoperative brakes will be permitted to descend in solid rock trains.

At all times, the number of operative air brakes in a train must not be less than 85 percent of the total number of cars in the train.

5-M. Standard brake pipe pressure on Monarch Spur is 110-pounds.

A.B.S. - C.T.C. AND OTHER SIGNALS

A.B.S.

6. Westward ABS at **Minturn** located in connection with spring switch at M.P. 301.6 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 display red indication when switch points are partially open.

6-A. Overlap signs located midway between siding switches at **Sweetwater, 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 lunar "S". Trains receiving this signal 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 lunar "S". Trains receiving this signal 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.

Additional signal mounted on mast below eastward A.B.S. 2720, **Malta**, when illuminated will display the letter "T" and will be authority for approaching trains to proceed on main track to the station train order signal.

Additional signal mounted on mast below eastward 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. (Also see Time-Table Rule 18-C.)

Ventilation Control Curtain at East Portal Tennessee Pass Tunnel is in service and controlled by Towerman at Tennessee Pass.

A.B.S. for westward trains at Tennessee Pass and for eastward trains at East Mitchell will not display clear or approach indication unless Ventilation Control Curtain has been raised.

Westward trains will not depart Tennessee Pass until curtain has been raised to clear portal.

If A.B.S. at East Mitchell, for eastward trains, displays stop indication, in addition to observance of Operating Rules, crews must determine from Towerman at Tennessee Pass, before leaving East Mitchell that curtain has been raised.

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 Switching Lead, Mile Post 303, Minturn, and all Positive A.B.S. Minturn are controlled by Operator at Minturn.

Westward A.B.S. 3029-B governs position of spring switch at east end of crossover and also as a route signal for westward movement through crossover. 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.

When train is ready to depart westward from Minturn through crossover, Operator Minturn must be notified. All trains departing westward from Minturn Yard will depart through crossover Mile Post 303. The spring switch at east end of crossover Mile Post 303 is normally lined for switch lead that also serves as derailing track.

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.

Additional signal mounted on mast below westward A.B.S. 3597, Glenwood, when illuminated, displays letter "S". Trains receiving this signal must hand operate switch and take siding.

When eastward A.B.S. 3598-A, Glenwood, displays illuminated letter "S" in conjunction with a proceed or approach indication, it is authority to hand operate switch.

6-F. A.B.S. 4487-E, 10th Street, Grand Junction, governs westward movement on eastward main track or through cross-over to westward main track.

A.B.S. 4487-FW, 10th Street, Grand Junction, governs westward movement to eastward main track or through cross-over to westward main track.

A.B.S. 4487-FE, 10th Street, Grand Junction, governs westward movement to middle track or through cross-over to eastward main track.

A.B.S. 4512-E, East Durham, governs eastward movement on eastward main track.

A.B.S. 4512-W, East Durham, governs eastward movement on westward main track or through cross-over to eastward main track.

A.B.S. 4512-WA, East Durham, governs eastward movement from Durham siding to westward main track or through cross-over to eastward main track.

6-G. Depot Running Track between dual-controlled switches at Mile Post 449.04 and Mile Post 450.1 Grand Junction connects with westward main track. Rule 103 applies. Trains, yard or other engines occupying this track must make way for passenger trains without unnecessary delay.

Westward A.B.S. 4491 and 4491-A, eastward A.B.S. 4492 and 4492-A, Fifth Street; westward A.B.S. 4501 and 4501-A and eastward A.B.S. 4502, Grand Avenue, govern use of westward main track and control movements to and from Depot Running Track.

Repeater Signal, M.P. 449.8, repeats indication of A.B.S. 4501-A.

Repeater Signal, M.P. 449.3, repeats indication of A.B.S. 4492-A.

Trains originating Depot Running Track, or depot yard, passenger station, may depart without clearance card when repeater signal involved displays clear or approach. If repeater signal does not indicate authority to proceed when train is ready to depart, dispatcher must be contacted immediately. (See Time-Table Rule 2-A.)

Low westward signal adjacent to spring switch at connection Depot Running Track to passenger depot yard will indicate yellow when spring switch is fully lined for westward movement on Depot Running Track or to enter depot yard.

6-H. Westward A.B.S. 4511-E has an additional signal. Upper signal governs westward movement on Eastward Main Track and lower signal governs movement through crossover to Westward Main Track and also to Durham siding.

A.B.S. 4522, West Durham, has three (3) signals on mast. Top signal governs movements to Westward Main Track; middle signal governs movements through turnout to Eastward Main Track and lower signal governs movement through turnout to Durham siding.

6-I. Two parallel sidings, Maxwell, are connected at each end with spring switches normally lined for westward trains to enter outside siding, and for eastward trains to enter inside siding.

Westward A.B.S. 6213, Maxwell, has three signals on mast. Upper signal governs unrestricted route. Middle signal governs restricted route to westward, or outside siding. Lower signal governs restricted route to eastward, or inside siding, and when the letter "S" is illuminated in the lower signal it is authority to hand throw switch and use eastward siding.

Eastward A.B.S. 6228, Maxwell, has three signals on mast. Upper signal governs unrestricted route. Middle signal governs restricted route to eastward or inside siding. Lower signal governs restricted route to westward or outside siding and when the letter "S" is illuminated in lower signal it is authority to hand throw spring switch and use westward siding.

Lower signal on eastward A.B.S. 6228 and westward A.B.S. 6213 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 trains will not be made to siding unless signal displays lunar indication.

6-J. Operator, Helper controls all positive A.B.S. 6253 to 6258 inclusive, as directed by Dispatcher, Grand Junction.

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

Both ends of crossover at end of two main tracks and both ends of crossover between westward main track and No. 1 lead.

Both ends of crossover at Spring Glen; normal position for Spring Glen Yard.

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 at restricted speed without stopping 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 restricted speed 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 trains 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 switches for departure.

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

Dual-control spring derail, located at West end of Snake Lead, Helper Yard, with two-position signal governing Eastward movement over derail to Snake Lead, controlled by operator at Helper, as directed by train dispatcher, Grand Junction, when movement is to Sub-Division 5.

Eastward trains departing from high or coal yard via Independent Lead, must communicate with Operator, Helper, and occupy release section one minute before operator can position power spring derail to enter Snake Lead. When proceed indication is displayed, it is authority to proceed to Spring Glen on Independent Lead and then be governed by controlled signals.

Dual controlled switch west end of crossover on Independent Lead, east end Helper Yard (Spring Glen), normally lined for Spring Glen Yard.

Positive A.B.S. 6254-A governs movement from Independent Lead through crossover to main track. Trains entering or leaving Spring Glen Yard must first obtain permission from Operator Helper.

OTHER SIGNALS

6-K. Trains and engines must not pass Signals D-2, D-3, D-5, D-6, D-10, D-12, D-14 or D-16 (all located in the vicinity of the hump at East Yard and to which A.B.S. and C.T.C. Rules do not apply) when displaying stop indication, without authority from yardmaster.

These signals are operated from retarder tower. Signals D-2 and D-5 do not control the movement of yard engines when such yard engines are governed by trimmer signal located on west side of hump-master building.

Unless otherwise instructed, Signal D-5 will govern eastward trains departing from Tracks 1 to 3, inclusive, and Signal D-2 will govern eastward trains departing from Tracks 4 to 8, inclusive.

6-L. Dragging and/or Derailed Equipment Detectors are located at the following Mile Posts: 550.1 and 557.9, Sub-Division 5.

Signals governing both eastward and westward trains are on posts at each location. Normal indication of signal is dark.

When signal displays purple indication, conductor or rear trainman will immediately stop train and inspection of track and train must be made. If there is no dragging equipment, derailment or track disturbance, cut-out switch located on side of adjacent signal case will be opened and report made to dispatcher. If there is cause for purple indication being displayed, and this condition is corrected, cut-out switch will be opened and report made to dispatcher.

Should engineman observe purple indication, train must be stopped, cut-out switch opened and report made to dispatcher, then proceed at restricted speed to next clear or approach A.B.S.

INSTRUCTIONS GOVERNING THE OPERATION OF CALIFORNIA ZEPHYR TRAINS

7. California Zephyr Trains No. 17 and No. 18 may be operated at a speed of five (5) miles per hour greater than the speed authorized for passenger trains, except at all points where permanent slow boards are displayed, speed will be restricted to conventional passenger train speed, but all other speed restrictions in the time-table, 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.

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.

LIVESTOCK ATTENDANTS

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."

CLEARANCES

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
4-A	149.4	West Sylvan—Main Track, Overhead wires
Monarch	215.1	Salida Yard—Bridge 215.14
Spur	236.7	Monarch Tipple
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	348.6	Mud Chute—Main Track, Overhead wires
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
4	435.95	East Palisade—Main Track & Siding, Overhead wires
5	460.4	Fruita—House Track, West end, Overhead wires
5	471.9	Ruby Tunnel
5	568.3	Desert—Spur, Overhead wires
5-A	17.5	Coke Loading Track Sunnyside—Overhead Hopper
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

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 Gypsum Palisade Green River

TRAIN SPEEDS

10. The speed of trains should be so restricted that absolute safety will be assured.

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

Where other speed restrictions do not prohibit, locomotives running light or with all steel caboose only 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.

Trains consisting of passenger equipment cars and all-steel caboose will be governed by passenger train speed restrictions.

Locomotives running light Tennessee Pass to Minturn with dynamic brake inoperative will be governed by authorized speed for freight trains.

ZONE SPEEDS

Passenger MPH Freight MPH

Sub-Division 3:		
Salida-M.P. 230	60	45
M.P. 230-Buena Vista	60	55
Buena Vista-Tennessee Pass	60	45
Tennessee Pass to Rex	22	17
Rex to Minturn	30	25
Minturn to Tennessee Pass	30	25
Except M.P. 290.03-M.P. 288.01	30	30
Except Freight Trains handling Minnequa Ore:		
Tennessee Pass to Salida		40

Sub-Division 3-A	25	15
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Sub-Division 4 and 4-A:		
Minturn-Funston	55	50
Dotsero-Orestod	55	50
Funston-Palisade	65	55
Except M.P. 412-M.P. 436	55	45
Palisade-Grand Junction	70	55

Sub-Division 4-B:		
Glenwood to Aspen	20	20
Aspen to Carbondale	20	20
Carbondale to Glenwood	15	15

Sub-Division 5:		
Eastward Main Track, West Durham to Grand Junction	35	35
Grand Junction-M.P. 471	70	55
M.P. 471-Westwater	55	50
Westwater-Maxwell	65	55
Maxwell-Helper	55	50

Sub-Division 5-A:		
Mounds-Columbia Junction		20
Columbia Junction-Sunnyside		15

Sub-Division 16:		
Montrose-Delta	30	30
Delta-Grand Junction	25	25
Montrose-Ridgeway		
Montrose-MP 355	15	15
MP 355-365	20	20
MP 365-Ridgeway	15	15
Over Bridge 369.28	15	15

Sub-Division 16-A:		
Delta-Bridge 380.19		30
Bridge 380.19-Payne		20
Payne-Somerset		15

Monarch Spur:		
Monarch to M.P. 228.5, descending		8
M.P. 228.5 to Maysville, descending		12
Maysville to Salida, descending		20
Bridge 215.14 Salida Yard		10

Monarch Spur ascending and all Sub-Divisions, except where zone speeds require lower speed:

Through turn-outs equipped with Dual Controlled switches: Dotsero—West end siding; Allen—East and west end siding; Shoshone—East end siding; Grizzly—East and west end siding; Funston—West end north siding; Funston—West end south siding; Chacra—East and west end siding; New Castle—East and west end siding; Silt—East and west end siding; Ives—East and west end siding; Rifle—East and west end siding; Lacy—East and west end siding; Dos—East and west end siding; Grand Valley—East and west end siding; Una—East and west end siding; DeBeque—East and west end siding; Akin—East and west end siding; Tunnel—East and west end siding; Cameo—East and west end siding; Palisade—East and west end siding; Clifton—East and west end siding; M.P. 445.0—East end east long lead; Durham—East and west end siding; Durham—West end two main

ZONE SPEEDS

**Passenger Freight
MPH MPH**

tracks; Rhone—East and west end siding; Fruita—East and west end siding; Mack—East and west end siding; Sagers—West end siding; Brendel—West end siding; Floy—East and west end siding; Solitude—East and west end siding; Green River—East end depot siding; Cedar—East and west end siding; East Wellington—East and west end siding; Through dual controlled switches at end of two main tracks at Helper.....	30	30
Through turn-outs equipped with dual-controlled switches, east end of North and South sidings, Funston	25	25
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 spring switches Salida, Pando; east switch Swan, Riverside, Avon; west switch Princeton, No. 2 track Tennessee Pass and Niche; MP 301.6 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 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
On both main tracks 10th Street to Grand Avenue, Grand Junction	20	20

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

	Miles Per Hour
Diesel Series 600-601.....	75
Diesel Series 548, 552-554.....	70
Diesel Series 5100-5113, 5200-5204, 5300-5314, 5901-5954 and 555-577.....	65
Diesel Series 120-123, 150-152.....	60
Diesel Series 66-74, 100-119.....	50
Diesel Series 540-547, 549-551.....	40
Diesel Series 38-42.....	35
Diesel Series 540-547, 549-551 when handled dead in train.....	40
Steam Derricks	35
Russell Snow Plow X-67 (when handled in trains).....	30
Clamshells, Scale Test Cars and Pile Drivers moving on own wheels, also K&J and Western Air Dumps.....	25

Steam Derrick 028 must not be used on Aspen Branch or Ridgway Spur; 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

MEDICAL TREATMENT OF PASSENGERS

11. Any Doctor of Medicine may be called to treat sick or injured passengers. In case of illness, passengers are responsible for the doctor's bill. In case of injury, the doctor submits his bill and report to the Chief Surgeon, Denver. For convenience, the following doctors at principal points are suggested, but if not available any physician may be called:

Name	Location
R. C. Lewis, Jr., M.D.....	Glenwood
A. G. Taylor, M.D.....	Grand Junction
F. B. Olsen, M.D.....	Grand Junction
A. R. Demman, M.D.....	Helper
L. J. Leonardi, M.D.....	Salida

Ervin A. Hinds, M.D., Chief Surgeon
P. O. Box 5482, Denver

11-A. Suggested hospitals for the care of injured passengers are located as follows, but when expedient, any hospital may be used:

Name	Location
D. & R. G. W. Hospital.....	Salida
Valley View Hospital.....	Glenwood
St. Mary's Hospital.....	Grand Junction
City-County Hospital	Price

MEDICAL TREATMENT OF EMPLOYEES

11-B. Care of sick and injured employes is rendered by Hospital Association Doctors, located as follows:

C. R. Fuller.....	Salida
A. J. Bender.....	Salida
E. C. Budd.....	Salida
Leo J. Leonardi.....	Salida
S. B. Phillips.....	Salida
H. D. Smith.....	Salida
R. A. Hoover.....	Salida
L. A. Ralston (Dentist).....	Salida
J. M. Kehoe.....	Leadville
V. E. Kelly.....	Leadville
G. B. Stanley.....	Gilman
L. W. Simmons.....	Eagle
R. C. Lewis, Jr.....	Glenwood
E. G. Ceriani (Kremmling).....	Bond
R. A. Raso.....	Grand Junction
A. G. Taylor.....	Grand Junction
V. A. Crumbacher.....	Grand Junction
F. R. Black.....	Grand Junction
Philip Evans	Grand Junction
R. F. Gilmore (Dentist).....	Grand Junction
G. C. Cary (Eye).....	Grand Junction
W. C. Beaver (Eye, ear, nose, throat).....	Grand Junction
Woodrow Brown	Paonia
Edwin R. Orr.....	Fruita
E. R. King (Price).....	Green River
J. C. Hubbard.....	Price
Wm. M. Gorishek.....	Price
John K. Wright.....	Price
J. E. Dorman (Eye, ear, nose, throat).....	Price
O. W. Phelps.....	Helper
J. J. Dalpiaz (Dentist).....	Helper
D. C. Holloway.....	Dragerton

11-C. Assigned Hospitals of the Hospital Association are located as follows:

D. & R. G. W. Hospital.....	Salida
St. Mary's.....	Grand Junction
Price City	Price

11-D. When persons not employes or passengers (for example—persons injured at crossings, trespassers, outsiders at work around depot or other 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, any of the doctors listed in Rule 11 may be called or if they are not available, any competent physician may be called. The doctor should 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-E. Parties calling Doctors should explain fully as possible the nature of the injuries, so the Doctor may know what equipment to bring with him.

11-F. 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 the Claim Department, and if the injured person is not an employe 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 stop-over will be made and address at point of stop-over.

In addition to the telegraphic reports (Form 3884) and messages above described, mail reports of all accidents and casualties must be made promptly 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 Department).

Form 4119—Fire Report (Section Foremen).

Form 3511—Stock Struck Report (Enginemen).

Form 4117—Stock Report (Section Foremen).

Form 3949—Enginemen: Break-in-Two Report.

11-G. 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 the State of Colorado, the superior officer, agent or employe on the ground at time of such accident shall immediately notify: PUBLIC UTILITIES COMMISSION, Capitol Building, Denver, Colorado, by telegraph, 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 to Railroad Account.

CONDITIONAL 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.

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

12-C. Nos. 17 and 18 will stop on flag at Thompson to receive or discharge pay passengers to or from Denver or beyond and to or from Salt Lake City or beyond.

13. SPRING SWITCHES

Miles	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
301.6	Minturn	Eastward lead track
302.2	Minturn	Eastward main track
302.9	Minturn	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
445.6	East Switch East Yard	East Yard
446.9	East End Departure Track East Yard	East Long Lead
447.3	Entering Track to East Yard	East Yard
448.7	East End Cross-over to Alternate Inbound	Middle Track
449.3	East Switch Depot #1 Track	Depot Running Track
621.4	East Switch Outside Siding Maxwell	Westward (outer) Siding
622.7	West Switch Outside Siding Maxwell	Eastward (inner) Siding

DUAL CONTROLLED SPRING SWITCHES OMITTED

LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

13-A. Miles	Points	Miles	Points
294.0	Facing	448.65	Trailing
298.0	Facing	449.04	Facing
301.6	Facing	451.1	Trailing

WATER TANKS OR CRANES BETWEEN STATIONS

14. OMITTED.

AUXILIARY LINES

15. Dotsero	Sub-Division 4-A
Orestod	Sub-Division 4-A
Grand Junction	Sub-Division 16
Delta	Sub-Division 16-A

HEADLIGHTS ON DIESEL LOCOMOTIVES

16. Headlight of locomotives must be kept burning during daylight hours when in road service except when necessary to comply with operating rules 17-B, 17-C and 570.

HANDLING OF UNRULY PASSENGERS

17. Any passenger who by reason of intoxication, or otherwise, is guilty of such disorderly conduct as to annoy, threaten or insult other persons on the train, and who refuses to desist therefrom when requested to do so by the Conductor, may be ejected, with his baggage, at the next station where Agent is on duty. The Conductor shall use only such force as may be necessary to accomplish such removal, and he may command other railroad 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.

When Military Police or Shore Patrol are available they should be consulted before ejecting any military or naval personnel from the train.

DESIGNATION OF TRACKS—POSITION OF SWITCHES, AND RESTRICTION OF TRACKS

18. Westward freight trains arriving Minturn will be governed by track indicator, designating track to be used, located on crossing bell mast at road crossing:

- M. Westward Main Track
1. Track 1
2. Track 2

Freight trains entering East Yard will head in receiving yard as indicated by Track Indicator.

Track Indicator for westward trains is located at MP-445.6.

Track Indicator for eastward trains is located at MP-447.3. Eastward trains entering alternate eastbound track East Yard, will be governed by instructions from Yardmaster.

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
1-7, Inclusive; Tracks as indicated

If indicator does not display lighted numeral, train must ascertain from Operator at Helper what track is to be used before passing A.B.S. 6257-FS at east end of Helper yard. These indicators do not govern light engines.

18-A. 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.

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.

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.

Unless otherwise instructed—eastward freight trains of ninety (90) cars or less arriving Minturn on track No. 3 will stop with operating cab of engine opposite east end of section house, which is located just east of depot at Minturn.

Trains consisting of more than ninety (90) cars must be pulled in to clear west end of track No. 3, clearing back lead, doubling over at east end when necessary.

18-B. 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-C. No. 20 will head in No. 1 track at west end of Bond Yard unless letter "T" is illuminated on ABS 1304 (see also TT Rule 6-B).

18-D. 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.

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

18-E. Normal position of west siding switch leading to stockyards, Montrose, is to stock track.

18-F. Trains departing Monarch must leave derail in derailing position. Cross-over switch at tipple must be lined for load track.

18-G. 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.

DOUBLEHEADING AND PLACING OF HELPER AND DEAD ENGINES IN TRAIN

19. DEAD ENGINES:

Road and Road Switcher Locomotives: See Air Brake Rules 30-A and 30-B.

19-A. HELPER ENGINES:

Eastward Freight Trains Minturn to Tennessee Pass:

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
4.....	Higby.....	353.5	2286	7	West End
4.....	Nada.....	385.6	2526	14	East End
4.....	Savoy.....	436.7	2570	40	West End
4-B.....	Flour Mill.....	362.8	2404	4	East End
4-B.....	Red Canon.....	364.1	2406	3	East End
4-B.....	Kiggin.....	370.6	2410	5	East End
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
5.....	Gilsonite.....	463.8	2809	20	West End
5.....	Loma.....	465.7	2810	35	Both Ends
5.....	Ucarn.....	553.8	9948	10	West End
5-A.....	Dragerton.....	14.2	9105	10	Both Ends
Monarch } Spur..... }	Maysville.....	224.6	3014	18	Both Ends
	Garfield.....	233.4	3020	12	East End
	Monarch.....	236.3	3028	Yard	Yard
16.....	Meade				
16.....	Lbr. spur.....	353.5	2648	4	West End
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.....	Vernal.....	358.5	2652	42	Both Ends
16.....	Colona.....	363.9	2655	11	Both Ends
16.....	Ridgway.....	377.1	2664	Yard	Yard
16-A.....	Beet Track.....	374.0	2702	20	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	Both Ends
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

When 2 helper engines are used, one helper engine is to be placed behind road engine's tonnage and the other helper just ahead of caboose.

When helpers are used and one of the helper engines consists of less than 4 units, the 4 unit engine should be placed behind road engine's tonnage and the smaller engine ahead of caboose.

When one helper engine, 4 units or less, is used on Eastward trains out of Minturn, train just ahead of caboose. When helper consists of 5 or more units cut helper in ahead of 2100 tons.

Enginemen of train engine, Eastward trains at Minturn must not release train brakes until it is known that helper engine is in position at rear of train to prevent run out of slack.

When helper engine consisting of more than four units is used on rear of train, all units in excess of four will be isolated, so that no more than four units are supplying power.

When helper engine is used on eastward train out of Funston, helper engine is to be placed just ahead of caboose.

19-B. GENERAL:

SD-7 or SD-9 units must not be placed immediately behind other type units when used in helping service.

When one unit FT, F-3, F-7, or F-9 is used to doublehead another engine in freight service, the single unit engine must be placed behind the other engine.

When stops are made on ascending grade with helper cut in or on rear of train, 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. When engines are equipped with radio the radio should be used to coordinate movements.

Cars placarded "Rear End" or "Handle on Rear of train Only", must be trained behind helper engine or engines, when such engines are on rear of train.

20. (Omitted).

MISCELLANEOUS

21. In freight service, fireman (helper) will patrol engine room as frequently as conditions require after which he will immediately return to his proper place in the control room of the operating unit. He is responsible for operating conditions, observance of signals, etc., only when he is in the control unit.

When GP-7, GP-9, SD-7 or SD-9 engines are being operated together, or coupled with other freight units, and an alarm sounds, these trains will be stopped and units given inspection, when necessary.

21-A. Train engine and yard service employes are required to have their watches adjusted in event there is a variation of 30 seconds or more at time of comparison.

21-B. Cars must not be "dropped" over main highways.

21-C. 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."

21-D. Open Hours of Train Order Offices

Station	Monday Through Friday Hours	Saturday Hours	Sunday and Holiday Hours
Salida.....	Continuous	Continuous	Continuous
Buena Vista.....	7:30 AM to 4:30 PM	Closed	Closed
Malta.....	10:30 AM to 6:30 PM 11:59 PM to 7:59 AM	10:30 AM to 6:30 PM 11:59 PM to 7:59 AM	10:30 AM to 6:30 PM 11:59 PM to 7:59 AM
Tennessee Pass.....	Continuous	Continuous	Continuous
Minturn.....	Continuous	Continuous	Continuous
Eagle.....	7:15 AM to 4:15 PM	Closed	Closed
Gypsum.....	7:15 AM to 4:15 PM	Closed	Closed
Dotsero.....	Continuous	Continuous	Continuous
Bond.....	Continuous	Continuous	Continuous
Grand Junction.....	Continuous	Continuous	Continuous
Helper.....	Continuous	Continuous	Continuous
Delta.....	9:00 AM to 6:00 PM	Closed	Closed
Montrose.....	8:00 AM to 5:00 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
Ridgway.....	9:00 AM to 6:00 PM	Closed	Closed
Olathe.....	8:30 AM to 5:30 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).

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. DeVINNY.....	Montrose
WOODY JEWELRY STORE.....	Helper

SIGNAL MAINTAINERS

Headquarters	Signal District		Headquarters	Signal District	
	From	To		From	To
Salida.....	ABS 2124	ABS 2179	DeBeque	ABS 4094	ABS 4332
Buena Vista.....	ABS 2179	ABS 2639	Grand Junction	ABS 4332	ABS 4614
Tennessee Pass.....	ABS 2639	ABS 2946	Mack	ABS 4614	ABS 4840
Minturn.....	ABS 2946	ABS 3287	Cisco	ABS 4840	ABS 5098
Dotsero.....	ABS 3287	ABS 3420	Thompson	ABS 5098	ABS 5407
	ABS 1428	ABS 1667	Green River	ABS 5407	ABS 5682
Bond.....	ABS 1289	ABS 1428	Cedar	ABS 5682	ABS 6028
Glenwood.....	ABS 3420	ABS 3839	Price	ABS 6028	ABS 6246
Riffe.....	ABS 3839	ABS 4094			

Adjusted Tonnage Ratings And Car Limits

FROM	TO	Class F-9 GP-9 Diesel Series 577 5901-5954	Class FT-F-7 Diesel Series 540-547 549-551 555-576	Class F-3 Diesel Series 552-554	Class SD-7-9 Diesel Series 5300-5314	Class GP-7 GE-7 Diesel Series 5100-5113 5200-5204	Adjust- ment Factor
		Tons	Tons	Tons	Tons	Tons	
Salida.....	Tennessee Pass.	5290	4900	3600		1200	4
Minturn.....	Tennessee Pass.	2375	2200	1550		512	2
Grand Jet.....	Glenwood.....	8100	7500	6000		1800	6
Glenwood.....	Minturn.....	5600	5200	3900		1250	4
Glenwood.....	Bond.....	6000	5600	4400		1400	6
Grand Jet.....	Mounds.....	7000	6160	4900		1500	5
Mounds.....	Helper.....	7500	7200	4900	2700	1800	5
Helper.....	Woodside.....	7000	6350	5100		1588	7
Woodside.....	Green River...	7000	6350	5100		1588	6
Green River.....	Grand Jet.....	7000	6350	5100		1588	5
Mounds.....	Columbia Jct..	4640	4300	3100	1560	1075	3
Columbia Jct.....	Sunnyside.....	2375	2200		900	512	2
Grand Jet.....	Delta.....				5000	4400	10
Delta.....	Montrose.....				2600	1850	5
Delta.....	Somerset.....				2600	1850	5
Hotchkiss.....	Rogers Mesa..				4000	3500	8
Montrose.....	Ridgway.....					1800	6
**Salida.....	Maysville.....	800			1100	750	2
**Maysville.....	Monaroh.....	380			530	340	1

Tonnage ratings shown for FT, F-3, F-7, F-9 and GP-9 engines are based on four units. Where more or less than this number is used, tonnage will be based on number of units used. Where different types of units are used in an engine either as train engine or in helping service, the rating of the lowest rated unit will govern the rating of all units on that train.

Where ratings for GP-7-GE-7 engines are not shown they will be rated the same as one unit of FT-F-7 class engine.

Following are the car limits per train Tennessee Pass to Minturn—4 or more units:

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

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

- Eastward freight trains handled by 4 or more units—Tennessee Pass to Malta—110 cars.
- Malta to Salida—120 cars.

Following are the car limits per train, Sunnyside Branch:

- Sunnyside to Columbia Junction: Trains handled by yard engines or one unit SD-7, SD-9, GP-7 or GP-9 locomotive: 40 loaded cars; empties may be handled in addition to loads. With four or more units, with dynamic brakes operative on at least 4 units, 70 loads may be handled Sunnyside to Columbia Junction and 115 cars Columbia Junction to Mounds.

Tonnage various classes engines from Sub-Division 16 wye to East Receiving Yard tracks, Grand Junction:

- GP-7—5100 Series: 4,000 actual tons.
- GE-7—5200 Series: 4,000 actual tons.
- GP-9—5900 Series: 4,600 actual tons.

**Rating shown is for one unit only.

