

**SAFETY**



**SERVICE**

**J. E. ALLEN**  
Assistant Superintendent

**V. I. GRIFFITH**  
Terminal Trainmaster  
Denver

**C. W. HEARN**  
Terminal Trainmaster  
Pueblo

**G. S. D. McCALL**  
Trainmaster  
Denver

**J. E. ABERTON**  
Trainmaster  
Pueblo

**F. H. GREEN**  
Trainmaster - Road Foreman of Equipment  
Pueblo

**H. W. DEARING**  
Trainmaster  
Glenwood

**P. H. FOLEY**  
**S. A. DOUGHERTY**  
Road Foreman of Equipment  
Denver

**W. A. HENDERSON**  
Road Foreman of Equipment  
Grand Junction

**O. W. GEISLER**  
Chief Dispatcher  
Grand Junction  
Sub-Divisions 3,  
3-A, 4, 4-A & 4-B

**H. W. EGLEY**  
Chief Dispatcher  
Denver  
Sub-Divisions 1-A,  
1-B & 2

# Denver and Rio Grande Western Railroad Company

## TIME TABLE OF THE COLORADO DIVISION

Sub Divisions

1-A, 1-B, 2, 3, 3-A, 4, 4-A, 4-B

No.

**3**

EFFECTIVE AT 12:01 A. M.  
MOUNTAIN STANDARD TIME  
**Sunday, April 28, 1963**

**DESTROY ALL TIME TABLES  
OF PREVIOUS DATE**

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

JOHN AYER, JR.  
Vice President—Operations

C. V. COLSTADT  
Chief Transportation Officer

R. E. DAVIS  
Superintendent

In case of emergency, at night when Denver switchboard is closed, or on Saturdays, Sundays and Holidays, the following offices may be reached by commercial telephones when there are no other means of communication available.

Location and Office	Number
Denver, Chief Dispatcher.....	AC 2-2170
North Yard, Yard Office.....	AC 2-5053
Burnham, Master Mechanic.....	AC 2-9168
Pueblo, Yard Office.....	LI 4-7814
Salida, Telegraph Office.....	539-2855
Grand Junction, Chief Dispatcher.....	CH 2-5153
Grand Junction, East Yard.....	CH 2-3893

### SIGNAL MAINTAINERS

#### Signal District

Sub-Divisions 1-A and 4-A	From	To
Denver.....	ABS 11 Utah Jct.	ABS 175 MP-4 Belt Line
Cliff.....	ABS 175	ABS 566
Granby.....	ABS 566	ABS 921
Kremmling.....	ABS 921	ABS 1116
Bond.....	ABS 1116 ABS 1287	ABS 1305 ABS 1428

Sub-Divisions 2, 3 and 4	From	To
Pueblo.....	ABS 1196	ABS 1348
Canon City.....	ABS 1348	ABS 1764
Salida.....	ABS 1764	ABS 2162
Buena Vista.....	ABS 2162	ABS 2627
Tennessee Pass.....	ABS 2627	ABS 2945
Minturn.....	ABS 2945	ABS 3312
Dotsero.....	ABS 3312 ABS 1428	ABS 3481 ABS 1667
Glenwood.....	ABS 3481	ABS 3736
Rifle.....	ABS 3736	ABS 4157
Grand Junction.....	ABS 4157	ABS 4449

### LOCAL WATCH INSPECTORS

Hansen & Hansen Jewelry Co.....	Denver
Sundman Jewelers.....	Denver
Cameron Jewelers.....	Denver
R. W. Gumm.....	Denver
Kester Jewelry Co.....	Craig
W. H. Pettyjohn.....	Pueblo
W. Bert Farabee.....	Pueblo
Harding Bullock Jewelry.....	Pueblo
A. L. Pixler.....	Florence
C. C. Patton.....	Canon City
Volney Perry.....	Salida
Donnahue's.....	Salida
Parker Jewelry Store.....	Leadville
George R. Parsons.....	Grand Junction
T. E. Dever.....	Glenwood

### Condensed Freight Train Schedules (For Information only) WESTWARD EASTWARD

Station	ACD	RIP	CD	UTE	77	75	SPF SPD	LS LSD	MFT MFD	WPF WPD
Ogden.....	1050P		530P	530P	530P	1050P	1230A	700A	830P	
Roper.....	930P 800P	300A	415P 700A	415P 200P	415P 1201P	930P 500P	135A 145A	900A	435P 450P	730P
Helper.....	442P	930P	300A	1020A	820A	120P	505A	345P	805P	1210A
Grand Junction.....	102P 1252P	440P 340P	950P 920P	530A 455A	330A 150A	830A 800A	855A SPD 1010A SPF 1015A	1015P LS 1245A LSD 100A	1210A MFD 130A MFT 140A	450A WPF 640A WPD 650A
Minturn.....					1010P	420A	155P	715A	525A	1145A
Salida.....					610P	1210A	430P	1225P	820A	305A
Pueblo.....					300P	900P	700P	400P	1100A	600P
Bond.....	915A	1120A	520P	1255A			140P	745A	500A	1125A
North Yard	500A	600A	1201P	800P			600P	400P	900A	500P
Deliver to Connection	WP 900P SP 1120P	Set 400A	WP 800A SP 600P	WP 300P SP 600P	WP 100P SP 600P	WP 600P SP1120P	Q 700P RI 700P MP 800P	Q 530P RI 530P MP 500P	Q 1000A RI 1000A MP 1201P	Q 600P RI 600P MP 700P

4 WESTWARD

FIRST CLASS			Station Numbers	Sub-Division 1-A	
7	9	17		Stations	TIME-TABLE No. 3
Prospector	Passenger Mail & Exp.	California Zephyr		April 28, 1963	
Leave Daily	Leave Daily	Leave Daily			
6 25 PM	9 05 AM	8 40 AM		DENVER.....BK	1.0
6 30 PM	9 10 AM	8 45 AM		PROSPECT.....DNJ	1.0
				FOX JCT.....	0.5
			3	NORTH YARD.....BK	1.0
			4	UTAH JCT.....	0.7
	f 9 17		7	C&S JCT.....	1.6
			12	ARVADA.....	2.3
	f 9 28		18	LEYDEN.....	5.3
			21	ROCKY.....	5.6
			25	CLAY.....	3.2
7 08	f 9 44	9 24	31	PLAIN.....	3.3
				CRESCENT.....	6.8
			37	CLIFF.....W	5.7
	a 10 16	9 53	42	ROLLINS.....	4.7
	a 10 25		47	TOLLAND.....	5.2
	f 10 33		50	EAST PORTAL.....Y	5.2
	a 10 41		57	WINTER PARK.....	3.2
			62	FRASER.....	6.8
	a 10 52	10 27	66	TABERNASH.....BFSWY	5.3
	a 11 04		76	GRANBY.....	3.8
	f 11 08		86	SULPHUR.....	9.8
			98	FLAT.....	5.0
			103	TROUBLESOME.....	5.5
			106	KREMMLING.....	2.5
			111	GORE.....	5.3
	f		116	AZURE.....	5.1
			123	RADIUM.....	6.6
			129	YARMONY.....	5.8
10 13 PM	s 1 05	12 18 PM	134	ORESTOD.....J	5.6
	f 1 19		139	McCOY.....	4.3
	f 1 30		143	CRATER.....Y	4.0
	f 1 41		150	VOLCANO.....	7.4
	f 2 00		153	EGERIA.....	3.2
	s 2 05		158	TOPONAS.....Y	4.6
	2 11		162	TRAPPER.....	3.9
	s 2 18		168	YAMPA.....	6.2
	s 2 28 PM			PHIPPSBURG.....BK	
Arrive Daily	Arrive Daily	Arrive Daily		(168.0)	

EASTWARD 5

Sub-Division 1-A		Mile Posts	Capacity of Sidings	FIRST CLASS		
Stations	8			10	18	
TIME-TABLE No. 3	Prospector			Passenger Mail & Exp.	California Zephyr	
April 28, 1963	Ar. Daily	Ar. Daily	Ar. Daily			
DENVER.....BK	8 00 AM	3 20 PM	7 10 PM			
PROSPECT.....DNJ	7 54 AM	3 14 PM	7 04 PM			
FOX JCT.....						
NORTH YARD.....BK						
UTAH JCT.....						
C&S JCT.....		f 3 03				
ARVADA.....						
LEYDEN.....						
ROCKY.....		f 2 45				
CLAY.....						
PLAIN.....	7 07	f 2 29	6 16			
CRESCENT.....						
CLIFF.....W	6 33	s 1 57	5 45			
ROLLINS.....		s 1 49				
TOLLAND.....		f 1 40				
EAST PORTAL.....Y		s 1 35				
WINTER PARK.....		f 6 00	s 1 22			
FRASER.....		s 1 11				
TABERNASH.....BFSWY		f 1 05				
GRANBY.....			5 12			
SULPHUR.....						
FLAT.....						
TROUBLESOME.....						
KREMMLING.....		s 4 53	s 12 05			
GORE.....						
AZURE.....			f			
RADIUM.....			s 11 33			
YARMONY.....						
ORESTOD.....J	4 00 AM	s 11 10 AM	3 15 PM			
McCOY.....			f 10 47			
CRATER.....Y			f 10 35			
VOLCANO.....			f 10 24			
EGERIA.....			f 10 06			
TOPONAS.....Y			s 10 02			
TRAPPER.....			9 56			
YAMPA.....			s 9 51			
PHIPPSBURG.....BK			9 42 AM			
(168.0)	Lv. Daily	Lv. Daily	Lv. Daily			

No.'s 9 & 10 will make Orestod stop at Train Order Signal opposite Station Bond.

The time shown in schedule columns Denver is for information only.

All Positive A.B.S. and dual-controlled switches between west River Track switch, Bond, Sub-Division 4-A, and east River Track switch, Orestod, Sub-Division 1-A, inclusive, controlled by Operator, Bond, as directed by Train Dispatchers Grand Junction and Denver.

SECOND CLASS		FIRST CLASS	Station Numbers	Mile Posts	Sub-Division 2 Stations TIME-TABLE No. 3 April 28, 1963	
75 California Fast Freight	77 California Fast Freight	1 Royal Gorge			PUEBLO U. D. . . . . BK	
Lv. Daily	Lv. Daily	Lv. Daily				
		12 15 PM	7134	119.4	0.2	
				119.6	0.5	A.T. & S.F. CROSSING
7 00 PM	11 10 AM		4000	120.1	0.5	PUEBLO YD. . . . . BK
7 08	11 18	12 22		122.3	2.2	GOODNIGHT. . . . .
7 17	11 28	12 29	1706	127.3	5.0	LIVESEY. . . . .
7 27	11 40	12 37	1712	134.6	7.3	SWALLOW. . . . .
7 34	11 46	12 44	1714	139.6	5.0	HOBSON. . . . .
7 42	11 54	12 52	1720	145.8	6.2	PORTLAND. . . . . D
7 45	11 57	12 54	1722	147.1	1.3	ADOBE. . . . .
7 51	12 03	s 1 02	1724	151.9	4.8	FLORENCE. . . . . D
8 03	12 15	s 1 23	1740	160.0	8.1	CANON CITY. . . . . DOWY
8 13	12 25	1 32	1748	164.8	4.8	GORGE. . . . .
		s 1 36	1749	166.3	1.5	HANGING BRIDGE. . . . .
		f 1 46	1754	171.2	4.9	PARKDALE. . . . .
8 32	12 45	f 1 57 <sup>46</sup>	1754	171.2	4.5	SPIKEBUCK. . . . .
8 40	12 55	2 05	1756	175.7	4.5	ECHO. . . . .
8 49	1 04	2 12	1760	180.2	3.9	TEXAS CREEK. . . . . D
8 55	1 11	s 2 20	1762	184.1	7.6	COTOPAXI. . . . . W
9 06	1 24 <sup>46</sup>	s 2 34	1782	191.7	3.7	PLEASANTON. . . . .
		f 2 41	1783	195.4	2.7	VALLIE. . . . .
9 16	1 33	2 45	1784	198.1	5.3	HOWARD. . . . .
9 24	1 41	2 53	1786	203.4	4.6	SWISSVALE. . . . .
9 31	1 48	3 00	1792	208.0	5.2	CLEORA. . . . .
9 39	1 56	3 07	1800	213.2	1.9	SALIDA. . . . . BK
9 45 PM	2 00 PM	3 15 PM	2002	215.1		
Ar. Daily	Ar. Daily	Ar. Daily			(95.7)	

Schedule and train order times for westward trains will apply at the end of two main tracks at **Goodnight**.

Sub-Division 2 Stations TIME-TABLE No. 3 April 28, 1963		Capacity of Siding	FIRST CLASS	SECOND CLASS	
			2	44	46
			Royal Gorge	Fast Freight	Fast Freight
			Ar. Daily	Ar. Daily	Ar. Daily
PUEBLO U. D. . . . . BK			11 45 AM		
0.2					
0.5					
A.T. & S.F. CROSSING. . . . .					
2.2		Yard		7 10 AM	3 25 PM
PUEBLO YD. . . . . BK					
2.2					
GOODNIGHT. . . . .			11 35	6 58	3 17
5.0		105	11 28 <sup>77</sup>	6 49	3 13
LIVESEY. . . . .					
7.3		143	11 18	6 40	3 04
SWALLOW. . . . .					
5.0		88	11 10	6 34	2 56
HOBSON. . . . .					
6.2			11 01	6 27	2 44
PORTLAND. . . . . D					
1.3		121	10 59	6 25	2 42
ADOBE. . . . .					
4.8		145	s 10 53	6 19	2 36
FLORENCE. . . . . D					
8.1		191	s 10 40	6 10	2 26
CANON CITY. . . . . DOWY					
4.8		85	10 31	6 01	2 16
GORGE. . . . .					
1.5			10 27		
HANGING BRIDGE. . . . .			s 10 17		
4.9		89	f 10 05	5 42	1 57 <sup>1</sup>
PARKDALE. . . . .					
4.5		89	9 58	5 35	1 50
SPIKEBUCK. . . . .					
4.5		89	9 51	5 28	1 43
ECHO. . . . .					
3.9		115	s 9 45	5 21	1 36
TEXAS CREEK. . . . . D					
7.6		116	s 9 34	5 09	1 24 <sup>77</sup>
COTOPAXI. . . . . W					
3.7			9 29		
PLEASANTON. . . . .					
2.7		119	9 25	4 59	1 14
VALLIE. . . . .					
5.3		95	9 19	4 51	1 06
HOWARD. . . . .					
4.6		92	9 13	4 44	12 59
SWISSVALE. . . . .					
5.2		161	9 05	4 37	12 52
CLEORA. . . . .					
1.9		Yard	9 00 AM	4 30 AM	12 45 PM
SALIDA. . . . . BK					
			Lv. Daily	Lv. Daily	Lv. Daily
			(95.7)		

Schedule and train order times for eastward trains, Sub-Division 2, will apply at east switch, Track No. 1, M.P. 214.5, **Salida**.

## 8 WESTWARD

## EASTWARD

FIRST CLASS	Station Numbers	Mile Posts	Sub-Division 3 Stations TIME-TABLE No. 3 April 28, 1963	Capacity of Sidings	FIRST CLASS
1 Royal Gorge					2 Royal Gorge
Lv. Daily					Ar. Daily
3 25 PM	2002	215.1	SALIDA.....BK	Yard	8 50 AM
	2010	222.2	7.1 BROWN CANON.....	130	
	2016	232.9	10.7 NATHROP.....	130	
s 4 04	2020	240.3	7.4 BUENA VISTA.....		s 8 15
	2026	244.7	4.4 AMERICUS.....	129	
	2032	252.1	7.4 PRINCETON.....	145	
f 4 29	2034	257.4	5.3 YALE.....		f 7 52
	2040	263.6	6.2 KOBE.....	158	
s 4 52	2100	271.0	7.4 MALTA.....JY	Yard	s 7 36
f 5 15	2208	280.3	9.3 TENNESSEE PASS.....	151	f 7 11
	2210	283.8	3.5 MITCHELL.....	158	
f 5 37	2216	288.5	4.7 PANDO.....	158	f 6 51
f 5 52	2220	294.0	5.5 RED CLIFF.....		s 6 39
	2232	296.2	2.2 BELDEN.....	371	
6 15 PM	2250	302.0	5.8 MINTURN.....BK	Yard	6 22 AM
Ar. Daily			(86.9)		Lv. Daily

## LEADVILLE BRANCH

Station Numbers	Mile Posts	Sub-Division 3-A Stations TIME-TABLE No. 3 April 28, 1963	Capacity of Sidings	FIRST CLASS
				10 Passenger Mail & Exp.
				Ar. Daily
2100	271.0	MALTA.....JY	Yard	s 9 42 AM
2104	273.3	2.3 EILERS.....	Yard	s 9 35
2120	275.9	2.6 LEADVILLE.....BPKOR	Yard	f 9 29

## ASPEN BRANCH

Station Numbers	Mile Posts	Sub-Division 4-B Stations TIME-TABLE No. 3 April 28, 1963	Capacity of Sidings	FIRST CLASS
				10 Passenger Mail & Exp.
				Ar. Daily
2290	360.1	GLENWOOD.....BJ	Yard	s 9 42 AM
2408	367.9	7.8 CATTLE CREEK.....	14	s 9 35
2416	373.0	5.1 CARBONDALE.....	Yard	f 9 29
2424	379.4	6.4 LEON.....	9	f 9 26
2428	382.0	2.6 EMMA.....	24	9 21
2437	392.9	10.9 WOODY CREEK.....	25	f 9 12
2440	401.3	8.4 ASPEN.....Y	Yard	s 9 03

## WESTWARD

## EASTWARD 9

FIRST CLASS		Station Numbers	Mile Posts	Sub-Division 4-A Stations TIME-TABLE No. 3 April 28, 1963	Capacity of Sidings	FIRST CLASS	
7 Prospector	17 California Zephyr					8 Prospector	18 California Zephyr
Leave Daily	Leave Daily					Arrive Daily	Arrive Daily
10 13 PM	12 18 PM	129	128.6	ORESTOD.....J		4 00 AM	3 15 PM
s 10 15	s 12 20	2302	129.3	0.7 BOND.....BK	Yard	3 58	3 10
10 23	12 26	2306	142.1	12.8 DELL.....	144	3 53	3 05
		2310	144.6	2.5 BURNS.....		s 3 19	
f 10 45		2314	155.2	10.6 RANGE.....	156		
		2276	166.8	11.6 DOTSERO...JY	136	2 47 AM	2 10 PM
11 16 PM	1 19 PM			(38.2)		Leave Daily	Leave Daily
Arrive Daily	Arrive Daily						

## WESTWARD CRAIG BRANCH EASTWARD

FIRST CLASS	Station Numbers	Mile Posts	Sub-Division 1-B Stations TIME-TABLE No. 3 April 28, 1963	Capacity of Sidings	FIRST CLASS
9 Passenger Mail & Exp.					10 Passenger Mail & Exp.
Lv. Daily					Ar. Daily
2 28 PM	168	168.0	PHIPPSBURG.....BK	Yard	s 9 42 AM
s 2 35	171	171.4	3.4 OAK CREEK.....		s 9 35
f 2 39	174	173.6	2.2 ROUTT.....	28	f 9 29
f 2 42	175	175.2	1.6 HAYBRO.....	47	f 9 26
2 47	178	178.2	3.0 PARK.....	38	9 21
f 2 56	184	183.9	5.7 SIDNEY.....	75	f 9 12
s 3 13	191	191.1	7.2 STEAMBOAT.....D	69	s 9 03
3 25	198	200.1	9.0 HITCHENS.....		8 48
s 3 27	201	201.2	1.1 MILNER.....	73	s 8 46
3 35	206	206.6	5.4 BEAR.....	65	8 39
f 3 38	208	208.0	HARRIS.....	58	f 8 37
s 3 50	215	215.1	7.1 HAYDEN.....D	49	s 8 27
4 20 PM	232	231.7	16.6 CRAIG.....BK	Yard	8 05 AM
Ar. Daily			(63.7)		Lv. Daily

Schedule and train order times Train No. 10 will apply at station, Steamboat.

10 WESTWARD

EASTWARD 11

FIRST CLASS			Station Numbers	Mile Posts	Sub-Division 4 Stations	
7 Prospector	1 Royal Gorge	17 California Zephyr			TIME-TABLE No. 3 April 28, 1963	
Leave Daily	Leave Daily	Leave Daily				
6 25 PM			2250	302.0	MINTURN . . . . . BK	
f 6 35			2256	308.2	6.2 AVON . . . . .	
f 6 50			2260	319.0	10.8 WOLCOTT . . . . .	
s 7 04			2268	329.0	10.0 EAGLE . . . . .	
			2270	332.0	3.0 WEST . . . . .	
s 7 13			2272	335.8	3.8 GYPSUM . . . . .	
11 16 PM	7 22	1 19 PM	2276	341.9	6.1 DOTSERO . . . . . JY	
			2282	347.5	5.6 ALLEN . . . . .	
			2284	350.5	3.0 SHOSHONE . . . . .	
			2288	355.0	4.5 GRIZZLY . . . . .	
s 11 53	s 8 00	s 2 05	2290	360.1	5.1 GLENWOOD . . . . . BJK	
			2502	361.3	1.2 FUNSTON . . . . . WY	
			2508	367.9	6.6 CHACRA . . . . .	
s 8 17			2512	372.7	4.8 NEWCASTLE . . . . .	
s 8 27			2520	379.5	6.8 SILT . . . . .	
s 12 25 AM	s 8 50	2 35	2528	386.6	7.1 RIFLE . . . . . Y	
			2532	391.4	4.8 LACY . . . . .	
			2538	399.1	7.7 DOS . . . . .	
s 9 11			2540	404.0	4.9 GRAND VALLEY . . . . .	
			2542	408.7	4.7 UNA . . . . .	
s 9 23			2546	416.6	7.9 DE BEQUE . . . . .	
			2552	423.3	6.7 AKIN . . . . .	
			2554	427.7	4.4 TUNNEL . . . . .	
			2560	432.6	4.9 CAMEO . . . . .	
1 25	s 10 03		2572	437.0	4.4 PALISADE . . . . .	
	s 10 15		2578	442.5	5.5 CLIFTON . . . . .	
			2580	445.3	2.8 FRUITVALE . . . . .	
				447.3	2.0 EAST YARD . . . . . BK	
1 40 AM	10 30 PM	3 50 PM	5000	449.6	2.3 GRAND JCT. . . . . BJK	
Arrive Daily	Arrive Daily	Arrive Daily			(147.6)	

Sub-Division 4 Stations		Capacity of Sidings	FIRST CLASS		
TIME-TABLE No. 3 April 28, 1963			8 Prospector	2 Royal Gorge	18 California Zephyr
		Arrive Daily	Arrive Daily	Arrive Daily	
MINTURN . . . . . BK	Yard		6 12 AM		
6.2 AVON . . . . .	166	f 6 02			
10.8 WOLCOTT . . . . .	150	f 5 46			
10.0 EAGLE . . . . .		s 5 31			
3.0 WEST . . . . .	150				
3.8 GYPSUM . . . . .		f 5 21			
6.1 DOTSERO . . . . . JY	136	2 47 AM	5 13	2 10 PM	
5.6 ALLEN . . . . .	107				
3.0 SHOSHONE . . . . .	75				
4.5 GRIZZLY . . . . .	95				
5.1 GLENWOOD . . . . . BJK	29	s 2 15	s 4 40	s 1 38	
1.2 FUNSTON . . . . . WY	Yard				
6.6 CHACRA . . . . .	108				
4.8 NEWCASTLE . . . . .	119	f 4 09			
6.8 SILT . . . . .	110	f 4 02			
7.1 RIFLE . . . . . Y	116	s 1 40	s 3 55	1 05	
4.8 LACY . . . . .	123				
7.7 DOS . . . . .	111				
4.9 GRAND VALLEY . . . . .	99	f 3 35			
4.7 UNA . . . . .	116				
7.9 DE BEQUE . . . . .	89	f 3 20			
6.7 AKIN . . . . .	120				
4.4 TUNNEL . . . . .	89				
4.9 CAMEO . . . . .	82				
4.4 PALISADE . . . . .	E 94 W 121	f 2 55			
5.5 CLIFTON . . . . .	99				
2.8 FRUITVALE . . . . .					
2.0 EAST YARD . . . . . BK	Yard				
2.3 GRAND JCT. . . . . BJK	Yard	12 20 AM	2 40 AM	11 53 AM	
(147.6)	(147.6)	Leave Daily	Leave Daily	Leave Daily	

CENTRALIZED TRAFFIC CONTROL

CENTRALIZED TRAFFIC CONTROL

Two Main Tracks

Two Main Tracks

# Special Time Table Rules

## SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

### SUPERIORITY AND MOVEMENT OF TRAINS

(See also Time-Table Rule 4)

1. EXCEPT AS OTHERWISE PROVIDED EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

1-A. 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**.

### CLEARANCE CARDS

2. Eastward Trains must secure clearance cards at **Bond**.

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

Subdivision	Station	
4-A	<b>Dotsero</b>	Eastward and westward trains, Subdivision 4-A.
4	<b>Grand Junction, West Yard or passenger station</b>	When verbally authorized by dispatcher.

### TRAIN REGISTERS

3. Register stations are shown in body of the Time Table in full faced type, except:

**Hitchens**—Nos. 9 and 10 will register when instructed to do so.

3-A. Passenger trains will leave register ticket at **Prospect**. Nos. 9 and 10 will register with register ticket at **Phippsburg**.

3-B. First-class trains arriving and departing **Pueblo U.D.** will be registered at **Pueblo Yd.** by the Train Dispatcher through the Operator.

Trains other than first-class arriving or departing **Pueblo**, Sub-Division 1, may register either at **Pueblo U.D.** or **Pueblo Yd.**

3-C. Train register is not maintained at **Goodnight**. If positive observation check be made between **Pueblo** and **Goodnight** it will apply to end of two main tracks. Trains approaching each other between these stations will reduce speed sufficiently to permit identification.

3-D. No.'s 7, 8, 17, and 18 will register with register ticket at **Bond**.

Trains destined to or enroute from **Phippsburg** will register with register ticket at **Bond**, and will receive train order, Form T, Train Order Check of Trains when necessary. (See Rule 6-D.)

3-E. Use of Form 3948 (train register check) discontinued between **Salida** and **Grand Junction**; between **Prospect** and **Dotsero** 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. Burnham-Denver-North Yard-Stock Yard Spur	
Rocky Spur	Crater
Pueblo-Minnequa	Phippsburg
Portland-Concrete	Haybro-Routt
Canon City	Steamboat
Cleora-Salida	Hitchens (M.P. 199- M.P. 201)
Salida-Monarch	Hitchens-Energy
Malta-Leadville	Hayden
Glenwood-Aspen	Craig
Orestod (Sub-Divn 1-A from M.P. 130.6 to sign "Beginning Of CTC")	

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

Sub-Division	Location	Limits
3	Salida	East end track No. 1, M.P. 214.5 and eastward A.B.S. 2162. "Beginning of C.T.C.", west end Salida.
1-A	Orestod	ABS 1287 Orestod to Train Order Signal Bond.
1-B	Hitchens	M.P. 199 to M.P. 201
1-B	Phippsburg	Yard
1-B	Craig	Yard

4-B. Trains have no time-table superiority between beginning and end of CTC north of **D&RGW-MP crossing, MP 118.8** (near Santa Fe Avenue) and **Union Avenue Viaduct** (entrance to Pueblo U.D.). Rule 93 applies.

4-C. Trains originating or terminating at **Minturn, Bond-Orestod**, and at **Grand Junction West Yard** may occupy main track without flag protection.

4-D Protection as per Rule 99 is not required by eastward freight trains between A.B.S. 2818, West Portal **Tennessee Pass** tunnel and crossover Mile Post 280.3 **Tennessee Pass**.

### AIR BRAKE AND RETAINER OPERATION, CAR LIMITS 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 until wheels have had sufficient time to cool.

5-A. Sign at M.P. 2, on **Inbound-Outbound Lead, North Yard**, bears word "APEX". This is located at point where maximum grade leaving North Yard begins. In switching movements at south end of North Yard, switch engine handling cuts consisting of sufficient cars to make it necessary to pass this sign must have sufficient air brakes coupled and operative on head end of cut to assure necessary braking power to stop locomotive and cars being handled.

**5-B.** Trains consisting of more than one-third ore, rock, slag, coal or similar heavy loads will be considered coal trains.

**5-C.** All passenger trains will make a running test of air brakes in accordance with Air Brake Rule 11 before departing from **East Portal** Eastward and **Winter Park** Westward, and before departing from **Tennessee Pass**.

**5-D.** At all times, the number of operative air brakes in a train must not be less than 85% of the total number of cars in the train.

**5-E.** When doubleheading, engineman on second locomotive will not use to exceed 300 amperes on dynamic brake on diesel-electric units or minimum braking position on diesel-hydraulic units. Engineman on leading locomotive will use train air brakes with the maintaining system of braking, together with whatever dynamic brake necessary to control speed, in the same manner as would be done in handling a single locomotive train.

#### CRATER TO ORESTOD AND EAST PORTAL TO NORTH YARD

**5-F.** Passenger trains, handled by locomotive having dynamic brake inoperative, locomotive brakes must be allowed to apply when brakes are applied on train.

**5-G.** On freight trains, if actual tonnage per unit with operative dynamic brake exceeds:

	Coal Trains	Other Trains
FT, F-7, GP-7, GP-9, F-9, RS-3	1500 tons	1600 tons
SD-7, SD-9	2500 tons	3000 tons
ML-4	2400 tons	2800 tons
GP-30	2000 tons	2300 tons

beginning at head end of train place ten retainers in 10 pound position, plus one retainer in 10 pound position for each additional 50 tons.

**5-H.** On freight trains, when dynamic brake is inoperative, retainers will be used in 10 pound position on all loaded cars, and in 10 pound or slow direct exhaust position on every other empty car, alternated at inspection points. Inspection stops will be made at **East Portal** and at intervals of not more than 15 miles thereafter between **East Portal** and **Arvada**. If train is stopped at any station between **East Portal** and **Arvada**, inspection will be made each fifteen miles thereafter.

#### TENNESSEE PASS TO SALIDA

**5-I.** 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**.

**5-J.** Car limits, excluding caboose:  
Tennessee Pass to Malta—4 or more units, 110 cars.  
Malta to Salida—4 or more units, 120 cars.

#### TENNESSEE PASS TO MINTURN

**5-K.** On freight trains, if actual tonnage per unit with operative dynamic brake exceeds:

	Coal Trains	Other Trains
FT, F-7, GP-7, GP-9, F-9, RS-3	900 tons	1000 tons
SD-7, SD-9	1600 tons	1800 tons
ML-4	1500 tons	1700 tons
GP-30	1300 tons	1400 tons

beginning at head end of train place ten retainers in 10 pound position, plus one retainer in 10 pound position for each additional 50 tons.

**5-L.** On freight trains, when dynamic brake is inoperative, retainers will be used in 20 pound position on all heavily loaded cars, and in 10 pound position on other loaded cars and every other empty car, alternated at inspection point. Inspection stop will be made at **Pando**.

**5-M.** Passenger trains handled by locomotive having dynamic brake inoperative, retaining valves will be used and locomotive brakes must be allowed to apply when brakes are applied on train.

**5-N.** Car limits, excluding caboose:

Tennessee Pass to Minturn—4 or more units:

90 loaded cars
100 loaded and empty cars, mixed
100 empty cars.

**5-O. 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 on descending grade movements in this district as prescribed by Time-Table Rules 5-K and 5-L, this Time-Table.

**5-P. 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**.

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-Q.** 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 as provided by 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-R.** In handling trains descending **Monarch Spur**, not more than one (1) car having inoperative brakes will be permitted to descend in solid rock trains.

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

**5-T. SALIDA TO PUEBLO.** Car limits, excluding caboose:

3 or more units.....	120 cars
2 units FT, F-7, F-9.....	80 cars
1 unit FT, F-7, F-9.....	40 cars
2 units GP, SD, ML-4.....	120 cars
1 unit GP, SD, ML-4.....	60 cars

Not more than 90 cars of rock or heavier loading to be handled in any one train.



## RAILROAD CROSSINGS AT GRADE, A.B.S., C.T.C. AND OTHER SIGNALS

### 6. Railroad crossings at grade protected by signals.

Sub-Division	M.P.	Tracks Governed	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	
2	119.6	D. & R. G. W. Main Track and Freight House Lead and A. T. & S. F. Crossings	Color light signals for normal movements. Controlled by A. T. & S. F. Dispatcher.  D. & R. G. W. and A. T. & S. F. governed by their own rules.  Switch at West end Pueblo U.D. is dual controlled.

D. & R. G. W. yard engines using route to and from Freight House Lead must open gate protecting M.P. crossing to receive signal indication. When route lined for any D. & R. G. W. movement signal will display lunar indication. When lined for A. T. & S. F. movement signal will display red over yellow indication.

1	118.5	D&RGW-AT&SF Crossing	Interlocking
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Trains operate by CTC between **Bragdon** and south limits **Pueblo Jct.** Interlocking as indicated by signs.

If the interlocking home signal governing either northward or southward movements at **Pueblo Jct.** cannot be cleared, hand signals from operator will be authority to proceed through interlocking limits only, as provided by D. & R. G. W. Operating Rule 663, and permissive card in addition must be secured before proceeding through CTC limits.

Yard engines making moves to or from "C" Street Industrial Area which requires crossing A.T. & S.F. Main Line track at MP 118.9 must obtain permission from Operator at **Pueblo Junction** or **Block 2** before lining switch or fouling A.T. & S.F. main line track of this crossing at grade. When movement is completed across A.T. & S.F. main line track yard engine must report in the clear to Operator at **Pueblo Junction** or **Block 2**.

A telephone is located just north of crossing across A.T. & S.F. main line track.

Missouri Pacific entering Signal 8959-A, located just east of D.&R.G.W.-M.P. crossing, **Pueblo**, controlled by push button. Before entering upon D.&R.G.W. tracks M.P. trains will come to a stop, and when Signal 8959-A displays proceed indication, or receives proper signal from switch tender at "C" Street, this will be authority for M.P. trains to occupy D.&R.G.W. main track.

Signal 8959-A does not govern yard engines.

### OPERATION BELT LINE

6-A. Trains and locomotives 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.&R.G.W. 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**.

On Yard Switch movements doubling from CB&Q overhead to UP interchange, **Pullman**, when returning for rear portion of cut may pass ABS B-38 displaying stop indication without permissive card.

UP derail is located 100 feet west of head block of switch leading to Eaton Metal Products Company on D&RGW Lead. Derail equipped with both UP and D&RGW switch locks.

### OPERATION ROCKY SPUR

6-B. Spur with west end connection at MP 18 is 3.9 miles in length.

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.C. Security Guards. At crossing of Highway No. 93, 3,200 feet from main track connection and crossing of Highway No. 72, 4,400 feet from main track connection, trains or locomotives will, in case of restricted visibility during daylight hours, and at night flag highway traffic with red fusee before proceeding over these crossings. Movement over highway should be continuous and crossings will not be blocked by standing equipment if it can be avoided.

As information, access gates have been placed on north side of cattle guards at these crossings to permit compliance with above. These gates must be kept closed and latched at all times.

GWA spur with east end connection off Rocky Spur 1.94 miles from main track is an industrial spur. At the industry there is an empty track with a capacity of 12 cars and two load tracks, either of which has a capacity of six cars to clearance.

A connecting track between GWA spur and Rocky Spur, with connections approximately 1,200 feet from GWA connection on either track provides wye facilities on Rocky Spur.

### OPERATION THROUGH MOFFAT TUNNEL

6-C. Operating rule 285 is amended to the extent that a speed of forty (40) 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 east switch at **Winter Park** and west switch at **East Portal**, except that a helper 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**.

All ABS governing movements over west switch **East Portal**, in addition to their ABS function, will not indicate "Proceed" unless ventilation curtain is raised.

At eastward stop-and-proceed ABS 506 (located at Refuge 1) a bell provides audible warning to warn eastward trains should ABS 506 be obscured by smoke or fog.

A "3-Position" switch is located on south side of **Moffat Tunnel** approximately twenty (20) feet west of curtain by which curtain may be operated in case of emergency. There is a second "3-Position" switch inside Office which may be used to operate curtain in case of emergency or by motor car operators. Be governed by instructions posted at each location.

A door on south side of **Moffat Tunnel** approximately fifteen (15) feet west of the curtain leads from **Moffat Tunnel** through the motor-supply room into Office. This may be used as emergency exit from **Moffat Tunnel**.

In case train finds curtain down, or inoperative, dispatcher must be contacted immediately.

Eastward freight trains must not exceed a speed of twenty (20) miles per hour, and eastward passenger trains must not exceed a speed of twenty-five (25) miles per hour, from a point 1750 feet west of ventilation curtain until the locomotive has cleared **Moffat Tunnel**.

#### Telephones in Moffat Tunnel.

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

These telephones are connected direct with Dispatcher, Denver.

If a train is delayed in the tunnel for any reason, dispatcher should be promptly notified from nearest refuge telephone of the reason for the stop.

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

#### OPERATION AT ORESTOD

**6-D.** ABS 1287 has two signals on mast. Upper signal governs westward movements to **Bond**; lower signal governs movements to Sub-division 1-A (or **Craig**).

When lower signal ABS 1287 **Orestod** displays approach indication for westward train restricted at **Orestod**, it is instruction to proceed on Sub-division 1-A to Train Order Office at **Bond**.

#### OPERATION AT PUEBLO

**6-E.** Between Positive ABS 1208-E and Positive ABS 1205-F, west end of **Pueblo Yard**, as indicated by beginning and end of CTC signs, trains are operated by centralized traffic control within these limits.

Westward freight trains departing from **Pueblo Yard** will be governed by indication of ABS 1205-F.

ABS No. 001 is located to the right of AT&SF track at **Dry Creek** and governs the movement of westward trains from AT&SF track to D&RGW westward main track when AT&SF-D&RGW crossover is reversed.

Westward trains departing from **Rogers lead** will automatically set signal 1207-W at stop, provided no westward trains are occupying main track approaching signal 1207-W. When signal 1207-E will not clear due to train approaching 1207-W, hold the hand operated snap switch, which is located on outside of telephone booth, in reverse position until signal 1207-E clears and locomotive passes signal, after which handle should be released. This operation will place signal 1207-W in stop position and requires approximately 20 seconds elapsed time before signal 1207-E will clear.

#### OPERATION AT TENNESSEE PASS

**6-F.** All ABS governing movements through Tennessee Pass tunnel, in addition to ABS functions, will not indicate proceed unless curtains are raised.

If governing signal displays stop indication, in addition to observance of Operating Rules, crews must determine from dispatcher before passing governing ABS that curtains have been raised, or, when authorized by dispatcher, will manually operate curtains.

Instructions for manual operation are posted at each tunnel portal.

Additional signal mounted on mast below Eastward A.B.S. 2812, **Tennessee Pass**, when illuminated, displays the letter "S". Trains receiving this signal must hand operate switch and take yard track.

Crossover between main track and siding, located M.P. 280.3, **Tennessee Pass**, car capacity between crossover and east end of siding 80 cars.

Eastward freight trains arriving **Tennessee Pass** will contact dispatcher for authority to operate hand throw switches at crossover, M.P. 280.3 for purpose of cutting out helper, to either main track or siding, when cut into train or at rear of train. If permission cannot be obtained to use siding, helper may be cut out through east switch of yard track.

#### REPEATER SIGNALS

**6-G.** Repeater signal M.P. 297.8 repeats indication of A.B.S. 2979-A, west end **Belden**. When repeater signal displays no indication, in addition to A.B.S. 2979-A displaying stop, track between Repeater and A.B.S. 2979-A may be occupied by another train or locomotive. (See Rule 510-A)

Repeater signal located north side Main Track, **Minturn**, repeats the indication of Positive A.B.S. 3010 east end **Minturn**.

Repeater Signal located south side of siding, **Minturn**, repeats the indication of Positive A.B.S. 3010-A, east end **Minturn**. (See Rule 510-A)

Repeater signal M.P. 142.9 repeats indication of A.B.S. 1428, west end **Dell**.

In addition to aspects provided for by Rule 510-A, repeater signal at M.P. 142.9 has two additional aspects, as follows:

Red over lunar will be displayed if slide fence between Repeater and A.B.S. 1428 is operated and track between Repeater and A.B.S. 1428 is unoccupied. Trains receiving this signal will be governed by Rule 290, looking out for rocks or obstruction on track.

Red over dark will be displayed if fence is operated and track between Repeater and A.B.S. 1428 is occupied. Trains receiving this signal will proceed to A.B.S. 1428, being governed by Rule 509.

#### OPERATION AT MINTURN

**6-H.** Dual-controlled derailing switch on siding, M.P. 303.3, **Minturn**, normal position for derail. Positive A.B.S. 3033-A governs movement through derail and west end **Minturn** siding. Trains must occupy release section located 490 ft. east of A.B.S. 3033-A for 60 seconds before dual-controlled switches can be positioned for departure.

Westward trains must remain in clear of west yard lead until permission obtained from Train Dispatcher, to occupy west end of siding.

### OPERATION AT DOTSERO

**6-I.** A.B.S. to enter or depart old storage track, **Dotsero**, will not display proceed indication until hand-operated derail on west end old storage track is placed in non-derailing position.

### OPERATION AT GRAND JUNCTION

**6-J.** Depot Running Track between dual-controlled switches at Mile Post 449 and Mile Post 450.1 **Grand Junction** connects with westward main track. Rule 103 applies. Trains, yard or other locomotives occupying this track must make way for passenger trains without unnecessary delay.

Trains originating Depot Running Track, or Depot Yard, Passenger Station, may depart without clearance card when repeater signal M.P. 449.8 Westward or M.P. 449.3 Eastward displays proceed indication. 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).

Trains and locomotives 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 humpmaster 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.

### OTHER SIGNALS

**6-K.** Additional signals mounted on mast below Eastward A.B.S. 2224 **Brown Canon**; Westward A.B.S. 2323 **Nathrop**; Eastward A.B.S. 2452 **Americus**; Westward A.B.S. 2627 **Kobe**; Eastward A.B.S. 2846 **Mitchell**; Eastward A.B.S. 3090 **Avon**; Westward A.B.S. 3177 **Wolcott**; Eastward A.B.S. 3328 **West**; and Westward A.B.S. 3597 **Glenwood**, when illuminated, display letter "S". Trains receiving this signal must hand operate switch and take siding.

**6-L.** When Westward A.B.S. 2811-B, **Tennessee Pass** or Eastward A.B.S. 3598-A, **Glenwood**, display illuminated letter "S" in conjunction with a proceed indication, it is authority to hand-operate switch.

**6-M.** Dragging and/or Derailed Equipment detectors are located at several locations. These detectors consist of a signal mounted on a support adjacent to main tracks. When actuated by dragging and/or derailed equipment a purple light will be illuminated. Train and engine crew members must familiarize themselves with locations.

Signals apply to trains in both directions. Normal indication of signal is dark.

When signal displays purple indication, the conductor or rear trainman will immediately stop train and inspection of track and train must be made. Cut-out switch located on side of adjacent signal case will be opened, if practicable, and report made to dispatcher.

When signal is observed to be illuminated in advance of a train, the train must be stopped, cut-out switch opened and report made to the dispatcher, then proceed at restricted speed to next clear or approach ABS.

Where there is no telephone available report must be made to dispatcher from first available telephone.

When, for any reason, dispatcher cannot be contacted Operating Rule 101 will apply in addition to foregoing provisions connected with these signals.

Dispatcher must call maintainer.

### INSTRUCTIONS COVERING THE OPERATION OF CALIFORNIA ZEPHYR TRAINS

**7.** California Zephyr trains Nos. 17 and 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.

Between the following locations only conventional passenger train speed is authorized:

M.P. 00.0 and 62.0
65.0 and 74.0
86.5 and 89.0
105.5 and 128.8 <b>Orestod</b>

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

**7-B.** These trains will carry 200 pounds steam train line pressure.

**7-C.** Rear red and white lights will not be used. Trainmen will see that they are turned off before departing Denver.

### LIVESTOCK AND OTHER 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 to platform to receive or deliver passenger or baggage.

### OVERHEAD CLEARANCES

**9.** Overhead clearances at the following locations will not clear a man standing on the top of a car:

Sub-Division	Mile Post	Description
1-A	North Yard	Ice Machine Tracks 1 and 2 Sand Tower on Diesel Fuel Tracks
"	" "	Overhead Wires
"	Central Fibre Products Belt Line	
"	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

## OVERHEAD CLEARANCES—(Cont'd)

Sub-Division	Mile Post	Description
1-A	29.5	Tunnel No. 17
"	30.0	" 18
"	32.4	" 20
"	33.0	" 22
"	33.2	" 23
"	34.6	" 25
"	35.2	" 26
"	36.4	" 29
"	40.5	" 30
"	50.2	Moffat Tunnel
"	69.1	Tunnel No. 34
"	109.0	" 37
"	110.1	" 38
"	113.8	" 40
"	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
2	134.8	Bridge 134.75
"	142.6	Bridge 142.57
"	144.6	Overhead wires
"	145.7	Bridge 145.66
"	146.0	Cement Company Railroad - Main and sidings
"	151.6	Tipple over Brewery tracks
"	166.3	Hanging Bridge 166.25
"	205.4	Bridge 205.44
3	286.7	Deen Tunnel
"	296.1	Belden Tunnels
"	296.8	Rock Creek Tunnel
4	303.4	Minturn-Bridge 303.40
"	350.0	Shoshone Tunnel No. 1
"	351.0	Shoshone Tunnel No. 2
"	359.0	Glenwood Tunnel
"	360.3	Colorado River Bridge 360.30
"	435.95	East Palisade-Main Track & Siding, Overhead wires
Monarch } Spur {	{215.1 {236.7	Salida Yard-Bridge 215.14 Monarch Tipple

9-A. 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:

Howard Parkdale Yale Red Cliff Gypsum

## TRAIN SPEEDS

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

10-A. Except when otherwise restricted by MAXIMUM SPEEDS prescribed below, on Sub-Divisions 2, 3, 4, 4-A and Denver to Orestod Sub-Division 1-A, freight trains are permitted to run at Passenger Train Speed shown on permanent slow boards. (Operating Rule 10(h) modified accordingly.)

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

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

Where other speed restrictions do not prohibit, locomotives running light, or with steel caboose only, may be operated in ABS territory at a maximum speed of sixty (60) MPH but will not exceed the maximum speed authorized for passenger trains.

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

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

## ZONE SPEEDS

	Passenger Trains MPH	Freight Trains MPH																
<b>Sub-Division 1-A</b>																		
Prospect-Fox Jct. ....	30	30																
Fox Jct.-Pecos St., MP 3.8 .....	45	30																
Belt Line, Utah Jct.-UP Transfer MP 4.....	20	20																
Pecos St., MP 3.8-Arvada .....	65	55																
Arvada-Rocky (Westward).....	65	55																
MP 12-Arvada (Eastward).....	60	40																
Rocky-MP 12 (Eastward).....	50	25																
(If necessary to use retainers under provisions of Special Timetable Rule 5-H, speed of freight trains must be restricted to 25 MPH between MP 12 and Arvada)																		
Rocky-Rocky Plant AEC Spur-Great Western Aggregate Spur .....	20	20																
Rocky-Cliff .....	25	25																
Cliff-East Portal (Eastward) .....	40	25																
Cliff-East Portal (Westward) .....	40	40																
East Portal-MP 58.6 .....	40	40																
MP 58.6-Fraser .....	30	30																
Fraser-East Switch Tabernash.....	60	55																
East Switch Tabernash-MP 74.....	40	40																
MP 74-West Switch Sulphur.....	70	55																
West Switch Sulphur-MP 89.....	25	25																
MP 89-Gore .....	70	60																
Gore-East Switch Radium.....	30	30																
East Switch Radium-River Track Switch Orestod .....	45	45																
River Track Switch Orestod-Bond.....	20	20																
Orestod-Egeria .....	25	20																
Egeria-Phippsburg .....	50	40																
<b>Sub-Division 1-B</b>																		
Phippsburg-Routt .....	35	25																
Routt-Park .....	40	40																
Park-Craig .....	50	40																
Energy Spur .....	25	25																
<table border="1"> <thead> <tr> <th></th> <th>Passenger Trains MPH</th> <th>Freight Trains MPH</th> <th>Coal Trains MPH</th> </tr> </thead> <tbody> <tr> <td colspan="4"><b>Sub-Division 2:</b></td> </tr> <tr> <td>Salida-Canon City .....</td> <td>60</td> <td>45</td> <td>45</td> </tr> <tr> <td>Canon City-Pueblo .....</td> <td>65</td> <td>60</td> <td>45</td> </tr> </tbody> </table>				Passenger Trains MPH	Freight Trains MPH	Coal Trains MPH	<b>Sub-Division 2:</b>				Salida-Canon City .....	60	45	45	Canon City-Pueblo .....	65	60	45
	Passenger Trains MPH	Freight Trains MPH	Coal Trains MPH															
<b>Sub-Division 2:</b>																		
Salida-Canon City .....	60	45	45															
Canon City-Pueblo .....	65	60	45															

## 10-B. ZONE SPEEDS—(Cont'd)

	Passenger Trains MPH	Freight Trains MPH
<b>Sub-Division 3:</b>		
Salida-MP 230 .....	60	45
MP 230-Buena Vista .....	60	60
Buena Vista-MP 262 .....	60	45
MP 262-Malta .....	60	60
Malta-Tennessee Pass .....	60	45
Except freight trains consisting of more than one-third ore, rock or slag; Tennessee Pass-Salida (Eastward).....		40
Over Crossover Switch MP 280.3 Tennessee Pass .....	20	20
Over East Switch and West Switch Yard Track, MP 280.2 and MP 281.1 Tennessee Pass .....	20	20
Tennessee Pass-MP 298 (Westward).....	25	20
Tennessee Pass-MP 298 (Eastward).....	30	30
MP 298-Minturn .....	30	30
(If necessary to use retainers under provisions of Timetable Rule 5-L, or if train consists of more than one-third coal or slag, speed must be restricted to 17 MPH Tennessee Pass to MP 298, and 25 MPH, MP 298 to Minturn)		
<b>Sub-Division 3-A</b> .....	25	15
<b>Sub-Division 4 and 4-A:</b>		
Orestod-Dotsero .....	55	55
Minturn-Funston .....	55	50
Funston-M.P. 412 .....	65	60
M.P. 412-M.P. 436.....	55	55
M.P. 436-Grand Junction .....	70	60
On curve east end Bridge 360.30, Glenwood.....	25	25
<b>Sub-Division 4-B:</b>		
Glenwood-Flour Mill M.P. 362.8 (Westward)....	20	20
Flour Mill M.P. 362.8-East Switch Carbon- dale (Westward) .....	25	25
East Switch Carbondale-Aspen (Westward)....	20	20
Woody Creek-Carbondale (Eastward) All trains handling ore.....		15
Aspen-Flour Mill M.P. 362.8 (Eastward).....	20	20
Flour Mill M.P. 362.8-Glenwood (Eastward)....	15	15

**Monarch Spur:**

Salida-Monarch (Westward) .....		30
Monarch-M.P. 228.5 (Eastward) .....		8
Except locomotives running light or with caboose only if dynamic brake is opera- tive .....		12
M.P. 228.5-Maysville (Eastward) .....		12
Maysville-Salida (Eastward) .....		20
Bridge 215.4 Salida Yard.....		10

**OTHER MAXIMUM SPEEDS**

**10-C. All Sub-Divisions, except where maximum allowable speeds are lower. Through turnouts equipped with Dual Controlled switches:**

	Passenger Trains MPH	Freight Trains MPH
East end North Yard siding and Fox Jct. (End of two main tracks).....	40	30
C&S Jct., West end North Yard Siding.....	30	30
Leyden East and West end siding.....	30	25
Rocky East and West end siding		
Clay East and West end siding		
Plain East and West end siding		
Crescent East end siding .....	25	25

## 10-C. OTHER MAXIMUM SPEEDS—(Cont'd)

	Passenger Trains MPH	Freight Trains MPH
Maximum speed through turn-outs equipped with Dual Controlled switches—(Cont'd)		
Cliff East and West end both sidings		
Rollins East and West end siding		
Tolland East and West end siding		
East Portal East end siding.....	30	25
Winter Park East and West end siding		
Fraser East and West end siding		
Tabernash East and West end siding		
Granby East and West end both sidings		
Sulphur East and West end siding		
Flat East and West end siding		
Troublesome East and West end siding		
Kremmling East and West end siding		
Gore East and West end siding		
Azure East and West end siding		
Radium East and West end siding		
Yarmony East and West end siding		
Salida West end siding		
Brown Canon East end siding		
Nathrop West end siding		
Americus East end siding		
Princeton East and West end siding		
Kobe West end siding		
Malta East and West end siding		
Tennessee Pass East end siding		
Mitchell East end siding		
Pando East and West end siding		
Minturn East and West end siding		
Avon East end siding		
Wolcott West end siding		
West East end siding		
Bond West end river track		
West end siding		
Dell East and West end siding		
Range East and West end siding		
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		
West end South siding		
Chacra East and West end siding		
New Castle East and West end siding		
Silt 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		
De Beque 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		
<b>Dotsero:</b>		
Junction switch for movement to and from Sub-Divisions 4 and 4-A		
East and West switches of West crossover for movement to and from Sub-Divisions 4 and 4-A.		
To and from old storage track.....	30	30

**10-C. OTHER MAXIMUM SPEEDS—(Cont'd)**

	Passenger Trains MPH	Freight Trains MPH
Funston East end North siding East end South siding.....	25	25
Through other turn-outs equipped with Dual Controlled switches .....	15	15
Through turnouts equipped with spring switches except when lower speed is specified by time- table or slow boards.....	30	30
Turnouts equipped with spring switches listed below.		
Dry Creek		
Adobe East end siding		
Gorge West end siding		
Brown Canon West end siding		
Nathrop East end siding		
Americus West end siding.....	15	15
Trailing through spring switches on straight track .....	30	30
In and out of other turn-outs.....	15	15
Between M.P. 302.0 and M.P. 302.6 Minturn.....	20	20
On both main tracks 10th Street to Grand Avenue, Grand Junction .....	20	20

**10-D. City ordinances speed limits as follows:**

	Miles per Hour
Florence .....	40
Buena Vista .....	25
Grand Valley .....	30
Palisade .....	25
Grand Junction .....	25

**10-E. Maximum speeds permissible in any service by various types of power and equipment as follows:**

	Miles Per Hour
Diesel Series 6001-6013, 4001-4003.....	75
Diesel Series 548, 552-554, 3001-3028.....	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 .....	40
Diesel Series 38-42.....	25
Diesel Series 540-547 when handled dead in train..	40
Steam Derricks .....	35
Russell Snow Plow X-67 (when handled in trains)	30
Clamshells, Scale Test Cars, (except D&RGW Scale Test Car X-450) and Pile Drivers moving on own wheels .....	25
D&RGW Scale Test Car X-450, moving on own wheels .....	40
Spreaders and Flangers handled in trains (not working) .....	35
Steam Derrick 028 must not be used on Aspen Branch; when used on other branches speed must be restricted to 15 miles per hour over wooden trestles.	

**10-F. Maximum speed on all sidings, 30 M.P.H., except as follows:**

	Miles Per Hour
Rocky .....	25
Clay .....	10
Tabernash .....	20
Radium .....	15

**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:**

If assistance is needed to secure a doctor at Denver, the Denver Medical Society Referral Center, AC 2-5817, may be contacted.

E. A. Hinds, M.D., Chief Surgeon.....	Denver
C. N. Caldwell, M.D.....	Pueblo
F. W. Barrows, M.D.....	Pueblo
L. J. Leonardi, M.D.....	Salida
Glenwood Medical Associates .....	Glenwood
T. D. Burleigh, M.D.....	Grand Junction
R. F. Linnemeyer, M.D.....	Grand Junction

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

St. Joseph's Hospital.....	Denver
St. Mary's-Corwin.....	Pueblo
Salida Hospital .....	Salida
Valley View Hospital.....	Glenwood
St. Mary's Hospital.....	Grand Junction

**MEDICAL TREATMENT OF EMPLOYEES**

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

Denver and vicinity.....	MA 3-8443
D. W. Kramer .....	Craig
M. P. Ogden .....	Granby
E. G. Ceriani .....	Kremmling
B. M. Sutherland .....	Kremmling
R. E. Smith, DDS.....	Kremmling
H. S. Richards .....	Steamboat
R. E. Smith, DDS.....	Steamboat
F. W. Barrows.....	Pueblo
C. N. Caldwell.....	Pueblo
J. F. Gentry .....	Pueblo
W. L. Ingram .....	Pueblo
A. Demshki (Ear, Nose & Throat).....	Pueblo
E. B. Ley .....	Pueblo
T. A. Gunter (Dentist) .....	Pueblo
H. S. Rusk (Eye, Ear, Nose & Throat).....	Pueblo
W. M. Lewallen, Jr.....	Pueblo
T. C. Philippus .....	Pueblo
L. L. Ward .....	Pueblo
R. L. McKittrick.....	Pueblo
T. J. Simms.....	Pueblo
F. C. Tice .....	Pueblo
J. L. Williams .....	Pueblo
John Hruby (DDS) .....	Pueblo
C. E. Sturevant .....	Pueblo
H. H. Kerr .....	Pueblo
Bernard Baxter .....	Pueblo
William McCormick .....	Pueblo
P. J. Gamache .....	Florence
John V. Buglewicz.....	Florence
H. C. Grabow .....	Canon City
E. C. Budd.....	Salida
Leo J. Leonardi .....	Salida
H. D. Smith .....	Salida
S. B. Phillips .....	Salida
William Mehos .....	Salida
L. A. Ralston (Dentist).....	Salida
R. A. Hoover .....	Salida
V. A. Veltri (DDS).....	Salida
J. M. Kehoe .....	Leadville
V. E. Kelly.....	Leadville

Dennis Morgan, DDS.....	Leadville
G. B. Stanley.....	Gilman
L. W. Simmons.....	Eagle
Marshall Gibby.....	Eagle
E. G. Ceriani (Kremmling).....	Bond
B. M. Sutherland (Kremmling).....	Bond
F. D. Law, DDS.....	Glenwood
B. E. Nutting.....	Glenwood
Roy W. Day (Ear, Nose, Throat).....	Glenwood
Glenwood Medical Associates.....	Glenwood
H. O. Hendrick.....	Carbondale
Aspen Medical Center.....	Aspen
Aspen Clinic.....	Aspen
Robert Burlingame.....	Aspen
H. G. Knapp.....	Rifle
E. E. Echternacht.....	Rifle
R. D. Niehoff.....	Rifle
Grand Junction.....	CH 3-3545

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

St. Joseph's.....	Denver
St. Anthony's.....	Denver
St. Luke's.....	Denver
General Rose Memorial.....	Denver
Middle Park.....	Kremmling
Routt County Memorial.....	Steamboat
Memorial Hospital.....	Craig
St. Mary's - Corwin.....	Pueblo
Parkview Episcopal.....	Pueblo
St. Joseph's.....	Florence
St. Thomas - Moore.....	Canon City
St. Vincent's.....	Leadville
Salida Hospital.....	Salida
Valley View Hospital.....	Glenwood
St. Mary's.....	Grand Junction

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 whether 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 3922—All Personal Injuries and all Vehicular Accidents.
- Form 4009—When an accident occurs on train, to be filled out by passengers.
- Form 4012—Inspection of equipment (Mechanical Department).
- Form 4119—Fire Report (Section Foreman).
- Form 3511—Stock Struck Report (Enginemen).
- Form 4117—Stock Report (Section Foremen).
- Form 3949—Enginemen: Break-in-Two Report.

**CONDITIONAL STOPS**

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

Nos. 9 and 10 will stop at **Parshall**; and will stop on flag at **State Bridge, Coppertown, and Cary**.

No. 17 will stop at **Granby** to discharge revenue passengers from Omaha, Nebraska and east thereof and to pick up revenue passengers for Sacramento, California and west thereof.

No. 18 will stop at **Granby** to discharge revenue passengers from Sacramento, California or west thereof and to pick up revenue passengers for Omaha, Nebraska or east thereof.

Trains No. 1 and No. 2 will, unless otherwise provided, stop ten (10) minutes at **Hanging Bridge**.

No. 1 will stop Sundays on flag only at stations shown as regular stops between **Glenwood** and **Grand Junction** except **Rifle**.

No. 1 will stop Sundays on flag only at **Gypsum**.

No. 2 will stop Mondays on flag only at **Red Cliff**.

**13. SPRING SWITCHES**

Miles from Denver	Location	Normal Position
119.7	Pueblo	Westward Main Track
120.5	Pueblo	Roger Lead to Eastward Main Track
120.6	Pueblo	Westward Main Track
120.6	Pueblo	Eastward Main Track to So. yard lead
122.3	Goodnight	Eastward Main Track
134.6	West Switch Swallows	Main Track
146.5	East Switch Adobe	Main Track
151.8	East Switch Florence	Main Track
161.2	West Switch Canon City	Main Track
164.9	West Switch Gorge	Main Track
171.3	West Switch Parkdale	Main Track
185.0	West Switch Texas Creek	Main Track
198.3	West Switch Vallie	Main Track
203.9	West Switch Howard	Main Track
222.9	West Switch Brown Canon	Main Track

## 13. SPRING SWITCHES—(Cont'd)

Miles from Denver	Location	Normal Position
232.9	East Switch Nathrop	Main Track
245.2	West Switch Americas	Main Track
262.8	East Switch Kobe	Main Track
284.6	West Switch Mitchell	Main Track
309.0	West Switch Avon	Main Track
317.7	East Switch Wolcott	Main Track
332.7	West Switch West	Main Track
445.6	East Switch East Yard	East Yard
446.9	East Switch Departure Track East Yard	East Long Lead
447.3	Entering Track to East Yard	East Yard
449.3	East Switch Depot #1 Track	Depot Running Track

## LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

SUB-DIVISION 2		SUB-DIVISION 4	
Miles from Denver	Points	Miles from Denver	Points
119.9	Facing	448.6	Trailing
120.6	Trailing	449.0	Facing
120.7	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

## HEADLIGHTS OF DIESEL LOCOMOTIVES

16. Headlight of diesel locomotives must be kept burning at all times when in road service except when necessary to comply with Operating Rules.

## 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  
RESTRICTION OF TRACK

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

18-A. D&RGW yard locomotives are authorized to operate over C&S yard track from **Prospect Junction, Denver**, to connect with trackage of D&RGW, with turnout off C&S freight lead, switch located approximately 300 feet north of 20th Street Viaduct. D&RGW trackage connecting with above described trackage serves Northwest Terminal Area. Movement of D&RGW yard locomotives over C&S trackage will be made as prescribed by Burlington Lines Rules of the Operating Department. Normal position of switch of turnout off C&S freight lead is lined and locked for C&S freight lead.

Employee in charge of movement will call Operator, **Prospect**, from telephone located under 20th St. Viaduct to secure permission to re-enter the C&S trackage.

18-B. Second and inferior class trains moving between Main Street switch shanty and **East Roger** switch shanty, **Pueblo**, over Denver Division eastward main track will be governed by signals from switch tenders.

18-C. Westward freight trains entering **East Yard** will head in receiving yard as indicated by Track Indicator, located at M.P. 445.6.

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

18-D. At **Milner**, inferior westward trains will enter siding via crossover, and at **Sidney** inferior eastward trains will enter siding via crossover.

18-E. Switch point derail at M.P. 214.6 on Barrel lead No. 2, **Salida**, must be left in derail position when not in use. Switches must be lined for Barrel lead No. 2 when not in use to provide derail protection for the yard.

Westward trains or other movements departing **Salida** yard, other than No. 1 track, must secure verbal permission from dispatcher before fouling or lining No. 1 track switch. Telephone is located south of main track, opposite west end No. 3 track switch.

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

18-G. Switch leading from Leadville Branch to west leg of wye at **Malta** and west wye switch at connection to No. 5 track, must be kept lined for west leg of wye at all times when not in use.

Trains or engines from Sub-Division 3-A will not occupy siding **Malta** without permission from dispatcher.

18-H. Inside yard track switches at **Minturn** will be lined and locked for siding when not in use. Normal routing for trains heading in at **Minturn** will be through siding.

Eastward trains will use crossover between Track 1 and siding to cut in helper and Track 1 must be left clear of cars.

If repeater signal does not display proceed when eastward train ready to depart, dispatcher must be contacted.

In case of opposing movements on siding, westward trains or locomotives will be stopped at east switch **Minturn** and given instructions by dispatcher. Trains or locomotives in **Minturn** yard will not occupy siding without permission from dispatcher.



### Tracks or Stations Not Shown as Stations in Time-Table

Sub-Division	Name	Mile Post	Station Numbers	Car Capacity	Switching Connection
1-A.....	Rocky Spur.....	18.0		Yard	West
1-A.....	Espy.....	42.7	43	43	West
1-A.....	Parshall.....	91.1	92	40	E. & W.
1-A.....	State Bridge.....	126.4			
1-A.....	Coppertown.....	132.2	132		
1-B.....	Oak Creek.....	171.4	171	20	East
1-B.....	Oak Ridge.....	174.2	174	Mine Track	West E. & W.
1-B.....	Energy Spur.....	200.1		Yard	East
1-B.....	Tow Creek.....	203.8	204		
1-B.....	Cary.....	219.5	219	10	West
2.....	Water Works.....	121.9	1701	91	West
2.....	Concrete.....	144.6	1718	70	E. & W.
2.....	Rockvale Spur.....	153.2		AT&SF	East
2.....	Penitentiary.....	161.1	1744	30	West
2.....	Burnito.....	161.4	1746	34	East
2.....	Fink.....	170.3	1752	38	E. & W.
2.....	Pleasanton.....	195.4	1783	60	E. & W.
2.....	Wellsville.....	208.9	1796	15	East
2.....	English.....	210.3	1797	5	West
3.....	Monarch Spur.....	214.9		Yard	East
3.....	Tie Plant.....	216.8	2002	381	East
3.....	Buena Vista.....	240.3	2020	32	E. & W.
3.....	Yale.....	257.4	2034	34	E. & W.
3.....	Red Cliff.....	294.0	2220	22	E. & W.
4.....	Eagle.....	329.0	2268	31	E. & W.
4.....	Gypsum.....	335.8	2272	21	E. & W.
4.....	Higby.....	353.5	2286	7	West
4.....	Rock Spur Akin.....	423.3	2552	20	East
4-A.....	Burns.....	144.6	2310	10	E. & W.
4-A.....	Sweetwater.....	158.0	2316	33	E. & W.
4-B.....	Flour Mill.....	362.8	2404	4	East
4-B.....	Wingo.....	385.1	2432	9	E. & W.
4-B.....	Bates.....	387.4	2436	21	E. & W.

### DOUBLEHEADING AND PLACING OF HELPER AND DEAD LOCOMOTIVES IN TRAIN

19. Dead locomotives moving in trains will be handled as provided for by Air Brake Rules No. 30-A to 31-E, inclusive.

When one unit FT, F-3, F-7, F-9 or GP-30 is used to doublehead another locomotive in freight service, the single unit must be placed behind the other locomotive.

### HELPER LOCOMOTIVES—GENERAL

19-A. When helper consisting of more than two units ML-4, four units GP-30, or five units of other types, is used on rear of train, all units in excess of two, four and five, respectively, will be isolated.

19-B. Coupler must be blocked on SD-7 and SD-9 units when used behind other type units in helping service.

19-C. One unit ML-4 or two units of other types may be placed behind caboose, provided coupler is blocked on shoving unit.

19-D. D&RGW scale test cars, cars placarded "Rear End" or "Handle on Rear of Train Only," and other cars designated as "Rear Ender," must be trained behind helper, when helper is on rear of train.

### HELPER LOCOMOTIVES—Sub-Divisions 1-A and 1-B

19-E. Helpers turning on wye at East Portal when there is snow or ice on the track will head in and back out.

19-F. Unless otherwise instructed, helper will be coupled behind cabooses from **Tabernash** to **Winter Park**.

19-G. Tonnage handled by units on head end of train must not exceed:

4300 adjusted tons, North Yard to East Portal

4500 adjusted tons, Tabernash to Winter Park

4300 adjusted tons, Orestod to Crater

5800 adjusted tons, Phippsburg to Toponas

If train consists of more than this tonnage, helper will be placed on rear or cut into train.

### HELPER LOCOMOTIVES—Sub-Divisions 2, 3 and 4

19-H. When two helpers are used, the larger helper will be placed behind road locomotive's tonnage, and the smaller helper just ahead of caboose.

19-I. When one helper of four units or less supplying power is used, train just ahead of caboose; if helper of more than four units supplying power is used, train ahead of 1600 tons.

19-J. Tonnage handled by units on head end of train must not exceed:

6000 adjusted tons, Canon City to Tennessee Pass

3000 adjusted tons, Minturn to Tennessee Pass

6500 adjusted tons, Glenwood to Dotsero

6200 adjusted tons, Dotsero to Minturn

If train consists of more than this tonnage, helper will be placed on rear or cut into train.

### JOINT OPERATIONS

20. C&S Denver Terminal Division Time-Table governs movements between **Prospect** and **Denver Union Terminal Railway Co.** tracks, Denver. Within these limits Rules and Regulations of Burlington Lines govern.

**Denver Union Terminal Railway Co.** General and Interlocking Rules governs trains and locomotives while on the Denver Union Terminal Railway Co. tracks.

20-A. D&RGW "Rules and Regulations of the Operating Department, 1948," will govern train and locomotive movements within yard limits, **Pueblo**.

20-B. Trainmen, Enginemen, Hostlers and Yardmen must have in their possession to cover **Pueblo Terminal**, current time tables and supplements thereto or re-issues thereof as follows:

AT&SF-D&RGW, Denver Division.  
D&RGW, Colorado Division.  
MP, Colorado Division.  
PUD&RR Co.

20-C. Trains or locomotives while on Union Depot tracks, **Pueblo**, will be governed by rules and regulations of Pueblo Union Depot timetable, except D&RGW Operating Rules will govern use of spring switches and protective signals in Pueblo Union Depot Yard.

20-D. D&RGW trains entering **Pueblo U.D.** from the West will be governed by track indicator at Spring Switch 5.

Yard and other locomotives will disregard track indicators.

20-E. Track indicator governing M.P. trains entering **Pueblo U.D.** will normally display track "2." When displays "X" trains will proceed through crossover and be governed by track indicator at Spring Switch 5.

20-F. Trains departing **Pueblo U.D.** Westward will not foul lead until receive signal indication permitting departure.

## 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.

21-A. Conductors will arrange for track behind last car to be observed at intervals while moving out of tracks and between stations for fresh wheel or other marks that may have been made by the train or cars being handled and take such action as circumstances may warrant.

21-B. When RS-3, GP-7, GP-9, SD-7, SD-9 or GP-30 locomotives are being operated together, or coupled with other units, or when "A" units are being operated coupled between other units, and an alarm sounds, train will be stopped and units given inspection, when necessary.

21-C. 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.

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

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

21-F. Riding, getting on or off Scale Test Car while same is in motion, is prohibited.

21-G. D&RGW "X" cars, except those stencilled with an "AX" prefix, are rear enders and must not be handled more than 20 cars ahead of rear end of of train.

Cars with an "AX" stencilling have no restriction and may be handled at any location in train.

STATIONS OPEN FOR COMMUNICATION  
(Also For Train Orders In Train Order Territory)

STATION	OPEN HOURS		
	WEEK DAYS	SATURDAYS	SUNDAYS & HOLIDAYS
Prospect	Continuous	Continuous	Continuous
North Yard	Continuous	Continuous	Continuous
Granby	8:00 AM to 5:00 PM	Closed	Closed
Kremmling	7:30 AM to 4:30 PM	Closed	Closed
Bond	Continuous	Continuous	Continuous
Phippsburg	7:45 AM to 3:45 PM	7:45 AM to 3:45 PM	7:45 AM to 3:45 PM
Phippsburg	6:00 PM to 2:00 AM	(Tuesday only)	
Steamboat	8:00 AM to 5:00 PM	Closed	Closed
Hayden	8:00 AM to 5:00 PM	Closed	Closed
Craig	7:40 AM to 4:40 PM	7:40 AM to 4:40 PM	7:40 AM to 4:40 PM
Pueblo U.D.	Continuous	Continuous	Continuous
Pueblo Yd.	Continuous	Continuous	Continuous
Portland	8:30 AM to 5:30 PM	Closed	Closed
Florence	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM	Closed
Canon City	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM
Texas Creek	7:45 AM to 4:45 PM	7:45 AM to 4:45 PM	7:45 AM to 4:45 PM
Salida	Continuous	Continuous	Continuous
Buena Vista	7:30 AM to 4:30 PM	Closed	Closed
Leadville	8:00 AM to 5:00 PM	Closed	Closed
Minturn	Continuous	Continuous	Continuous
Eagle	7:15 AM to 4:15 PM	Closed	Closed
Carbondale	9:00 AM to 6:00 PM	Closed	Closed
Glenwood	Continuous	Continuous	Continuous
Rife	8:30 AM to 4:30 PM	8:30 AM to 4:30 PM	8:30 AM to 4:30 PM
Rife	8:30 PM to 4:30 AM	8:30 PM to 4:30 AM	8:30 PM to 4:30 AM
Palisade	8:00 AM to 5:00 PM	Closed	Closed
Grand Junction	Continuous	Continuous	Continuous

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).

## SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
—	36	100	—	58	62.6	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.2	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	30	24.0
—	51	70.6	1	26	41.9	2	45	21.8
—	52	69.2	1	28	40.9	3	—	20.0
—	53	67.9	1	30	40.0	3	30	17.1
—	54	66.6	1	32	39.1	4	—	15.0
—	55	65.5	1	34	38.3	5	—	12.0
—	56	64.2	1	36	37.5	6	—	10.0
—	57	63.2	1	38	36.8			

## REVISIONS AND/OR MODIFICATION OF OPERATING AND AIR BRAKE RULES

The following rules were revised and/or modified prior to discontinuance of practice of issuing stickers for individual rule books:

Rule No.	Definitions for:
2	Grade Signal
2-A	Dwarf Signal
8-A	Medium Speed
9	New pages issued:
19	85 to 96, inclusive
19-A	101 and 102
21	53 to 68, inclusive, in Air Brake Rule Book.
103-A	
105	
829	
890	

(All Rule Books in service have been checked and the above corrections to each book have been made.)

Rules shown below have been revised and/or modified subsequent to those listed above and the revisions and/or modifications are as follows:

G. The use of intoxicants or narcotics by employees on duty, when subject to or available for duty or having in possession while on duty, is prohibited.

H. The use of tobacco by train service employees in uniform, or station employees, on duty, while in the presence of patrons, is prohibited.

Smoking is prohibited on railroad property where danger of fire therefrom exists, and where designated by officers in charge.

15. The explosion of two torpedoes is a signal to proceed at restricted speed for one-half mile, unless the track is seen to be clear, and is to be acknowledged as prescribed by Rule 14(g). The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes must be placed on the rail approximately 100 feet apart, on engineman's side of track.

16-E. "\_\_\_\_\_ " — when standing, release air brakes.

19. (Addition). It will not be necessary for engines in helping service with "B" unit trailing to display markers when trained behind caboose or returning light to terminal when operating in CTC territory or in ABS territory where two main tracks are in service.

When engine is trained behind caboose, markers on caboose will indicate rear of train.

103-C. Trains, engines or cars must in no case block a public crossing longer than five minutes, when it can be avoided.

At Public crossings protected by automatic crossing signals, bells, or gates, every effort must be made to avoid unnecessarily occupying controlling circuits or leaving switches open within controlling circuits.

When a train, engine or switching movement has been delayed or stopped within 1,500 feet of such crossing, any further movement, either forward or reverse, toward the crossing must be made at restricted speed until it is determined that the crossing signals are operating for sufficient time to stop highway traffic. In case the crossing signals are not operating for the movement, crossing must be protected by a member of the crew, unless a crossing watchman is on duty.

Yard crews must know gates are down and crossing protected before making movement onto or over the crossing. When not so protected, the crossing must be protected by a member of the crew.

When passenger trains are at stations, freight trains must be opened to allow passageway between platform and passenger train.

Trains, engines or cars must not be permitted to stand across another railroad, when practicable to avoid it.

509. When a train or engine is stopped by a Stop and Proceed ABS, it may proceed at once at restricted speed to the next ABS, expecting to find a train in the block, broken rail, slide warning device plug pulled out, obstruction or switch not properly lined. It must be known that all facing point switches are properly lined for the route to be used.

510. When a lunar light on an ABS mast is illuminated, a train or engine, may pass without stopping, proceeding according to Rule 509.

513-A. A train or engine entering a block between ABS must be protected as required by the rules and must proceed at restricted speed to the next ABS.

513-B. Except in CTC territory, a train or engine having accepted a proceed indication and is stopped or delayed in the next block must proceed at restricted speed until the indication of the next ABS can be plainly seen.

811. (Also Safety Rule 51). Stepping upon the front of approaching cars or engines, jumping on or off equipment moving at unsafe speed, getting between cars in motion to couple or uncouple them, riding on footboards of Diesel engines and all similar imprudences are prohibited.

In Narrow Gauge Territory where steam engines are used, not more than two men will be permitted on the leading footboard at the same time, one on each side of the coupler, at end of footboard outside rail.

932. Enginemen, when leaving diesel-electric engine unattended, must personally see that the independent brake is fully applied and independent brake valve left in application position. In addition, the HAND BRAKE MUST BE APPLIED. Throttle must be in "IDLE" position, transition lever in "OFF", reverse lever in neutral position and handle removed if possible. If equipped with generator field switch it must be in "OPEN" or "OFF" position.

932-A. Enginemen, when leaving steam engine unattended, must personally see that the throttle is entirely closed, independent brakes fully applied, cylinder cocks and relief valves open and reverse lever in central position when on level track, and on light engines, in reverse position to grade tendency when on grade. In addition, when conditions warrant, precautions such as blocking or chaining wheels must be taken.

Page 85, second paragraph of instructions under "SIGNALS". At certain locations, authorized by Bulletin or Time-Table Rule, Automatic Block Signals will be placed to the left instead of to the right of tracks they govern.

General Manager's Bulletin dated July 20, 1960 reads as follows:

"Within C.T.C. limits, written authority to occupy or obstruct main track with heavy maintenance of way equipment must be obtained from train dispatcher by employee in charge of such equipment, which must be properly protected by flagmen in both directions who will be given written instructions by employee in charge. In addition, train order and/or bulletin must be issued to all trains to run carefully, looking out for men and machinery working within the limits.

Train dispatcher will record location, name of employee requesting such authority, and, if granted, will specify time and limits, track or tracks to be used or obstructed, placing all signals governing movements into such limits in stop position, placing red markers on levers controlling the signals and will not remove them until employee receiving such authority has reported track or tracks clear. Train dispatcher will record time employee reports track or tracks clear. If additional time and limits are required it must be authorized by train dispatcher before expiration of previous time limit.

If working limits are on main track between power-operated switches, dispatcher must, before issuing authority to occupy main track, line switches at both ends for siding, protecting same with red markers on levers which will remain in that position until party in charge notifies dispatcher equipment is clear of main track.

### AIR BRAKE RULES:

5. Until further notice, standard brake pipe pressure on D&RGW standard gauge passenger trains is 110 pounds.

This applies to all regular and special passenger trains and trains of deadhead passenger equipment except when such equipment is handled in freight trains.

8-B. Communicating signal system on passenger equipment trains must be tested and known to be in a suitable condition for service before leaving terminal.

When operating air signal, car discharge valve will be held open for one second and allowed to remain closed four seconds between each blast of signal whistle.

On passenger trains, signal for application of train brakes may be given verbally or by hand or lamp signal. The signal for release of train brakes must be given by one long blast of air whistle which must be obtained by opening car discharge valve on last car in train from which the signal can be given.

8-S. On a freight train, at points where engine crew or train crew is changed, but engine is not detached and no change made in consist of train, incoming engineman will apply train brakes with a 20 pound service brake pipe reduction. Outgoing engineman will note brake pipe leakage (which must not exceed 5 pounds per minute), then release train brakes.

8-T. On a passenger train, at points where engine crew or train crew is changed, but engine is not detached and no change made in consist of train, incoming engineman will apply train brakes immediately after stopping, leaving brakes applied. Outgoing engineman will note brake pipe leakage (which must not exceed 5 pounds per minute), then release train brakes. This test to be followed by running test of brakes in accordance with Air Brake Rule 11, as soon as speed permits after starting train.

9-B. At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds, as indicated by a gauge at the rear of freight train, and on a passenger train to not less than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release. Cars added to a train which has not been inspected in accordance with Rules 8-F through 8-Q must be so inspected and tested at next terminal where facilities are available for such attention.

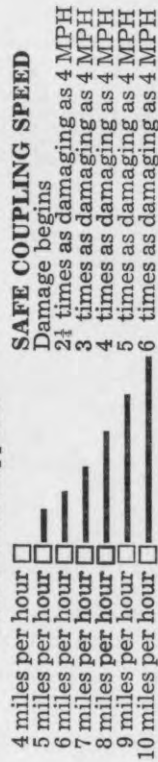
## ADJUSTED TONNAGE RATINGS

FROM	TO	Type F-9 GP-9, 577 5901-5954 5762-5763	Type GP-7, RS-3 5100-5113 5200-5204 FT, F-7 540-547 555-575 5761-5764	Type SD-7-9 5300-5314	Type GP-30 3001-3028	Type ML-4 4001-4003	Adjustment Factor
Denver.....	East Portal.....	920	850	1350	1050	1500	3
Tabernash.....	Winter Park.....	950	890	1400	1100	1600	4
Orestod.....	Tabernash.....	1760	1650	2600	2000	2900	6
Orestod.....	Toponas.....	920	850	1350	1050	1500	3
Phippsburg.....	Toponas.....	1250	1200	1800	1350	2000	4
Phippsburg.....	Pallas.....	1950	1900	2850	2000	2750	6
Haybro.....	Phippsburg.....	1250	1200	1800	1350	2000	4
Steamboat.....	Haybro.....	1950	1900	2850	1950	2750	6
Craig.....	Steamboat.....	3600	3550	5200	4200	5500	9
Hitchens.....	Energy.....	1000	1450	2400	1850	2800	6
Pueblo.....	Portland.....	3500	3350	5000	4000	5500	9
Portland.....	Canon City.....	3350	3200	4800	3800	5200	6
Canon City.....	Salida.....	1500	1400	2000	1700	2400	4
Salida.....	Tennessee Pass.....	1300	1200	1900	1550	2250	4
**Minturn.....	Tennessee Pass.....	600	550	850	700	1000	2
Grand Jet.....	Glenwood.....	2050	1850	2700	2250	3100	6

Glenwood.....	Minturn.....	1400	1300	2050	1500	2400	6
Glenwood.....	Bond.....	1500	1400	2150	1700	2600	6
Glenwood.....	Leon.....	1700	1650		2000	2900	2
Leon.....	Aspen.....	850	800		1050	1500	2
Malta.....	Eilers.....	700	650		800	1200	2
Eilers.....	Leadville.....	600	550		700	1050	2
Salida.....	Maysville.....	800	750	1100	1000	1400	2
Maysville.....	Monarch.....	380	340	530	450	700	1

**AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY**

**OVERSPEED** Couplings are DAMAGING — Here's what happens:



Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR — A BRISK WALK.**

**HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS!**

\*\*Units 6001-6013 rated 430 tons each unit, Minturn to Tennessee Pass.

\*\*Units 5481-2-3-4 rated 320 tons each unit, Minturn to Tennessee Pass.

Tonnage ratings shown for all locomotives are based on single unit. Where more than one unit is used, tonnage will be based on number of units used. SD-7 units will be rated the same as F-7 units, and SD-9 units will be rated the same as F-9 units when used on a train with any other type units.