



R. E. DAVIS
Assistant Superintendent
Denver

J. A. GREENER, JR.
Division Trainmaster
Denver

H. W. DEARING
Terminal Trainmaster
Denver

R. F. SPURLING
Terminal Trainmaster
Pueblo

G. S. D. McCALL
Trainmaster
Denver

J. E. ABERTON
Trainmaster
Pueblo

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

HARRY BROOKS
Trainmaster
Grand Junction

P. H. FOLEY
S. M. LANGFORD
Road Foremen of Equipment
Denver

W. A. HENDERSON
Road Foreman of Equipment
Grand Junction

H. W. EGLEY
Chief Dispatcher
Denver

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.

1

EFFECTIVE AT 12:01 A. M.
MOUNTAIN STANDARD TIME
Sunday, April 16, 1961

DESTROY ALL TIME TABLES
OF PREVIOUS DATE

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

L. H. HALE
Vice President & General Manager

C. V. COLSTADT
Superintendent of Transportation

C. E. McENANY
Superintendent

WESTWARD			MAIN LINE			EASTWARD			
FIRST CLASS			Station Numbers	Sub-Division 1-A STATIONS TIME-TABLE No. 1 APRIL 16, 1961	Mile Posts	Capacity of Sidings	FIRST CLASS		
7 Prospector	9 Passenger Mail & Exp.	17 California Zephyr					8 Prospector	10 Passenger Mail & Exp.	18 California Zephyr
Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily
6 25 PM	9 05 AM	8 40 AM		DS DU DENVER BK	0.0		8 00 AM	3 20 PM	7 20 PM
6 30 PM	9 10 AM	8 45 AM		1.0					
			3	Two Main Tracks OX PROSPECT DNJ 0.5 FOX JCT. } 1.0	1.0		7 54 AM	3 14 PM	7 14 PM
			4	NY NORTH YARD BK	2.5	Yard			
			7	UTAH JCT.	3.2				
	f 9 17		12	C&S JCT.	4.8	160			
			18	ARVADA	7.1			f 3 03	
	f 9 28		21	LEYDEN	12.4	106			
			25	ROCKY	18.0	95		f 2 45	
7 08	f 9 44	9 24	21	CLAY	21.2	112			
			31	PLAIN	24.5	128	7 07	f 2 29	6 28
			37	CRESCENT	31.3	109			
7 37	s 10 16	9 53	37	CLIFF W	37.0	W 56 E 114	6 33	s 1 57	5 59
	s 10 25		42	ROLLINS	41.7	84		s 1 49	
	f 10 33		47	TOLLAND	46.9	110		f 1 40	
	s 10 41		50	EAST PORTAL Y	50.1	120		s 1 35	
f 8 07	s 10 52	10 27	57	WINTER PARK	56.9	138	f 6 00	s 1 22	5 27
	s 11 04		62	FRASER	62.2	93		s 1 11	
	f 11 08		66	TABERNASH BP SWY	66.0	195		f 1 05	
s 8 43	s 11 30	x 10 59	76	B GRANBY	75.8	W 94 E 89	s 5 29	s 12 49	x 4 58
	s 11 45		86	SULPHUR	86.2	190		s 12 32	
			93	FLAT	98.0	136			
			98	TROUBLESOME	98.0	111			
s 9 22	s 12 14	11 31	103	K KREMLING	103.5	116	s 4 53	s 12 05	
			106	GORE	106.0	131			
	f		111	AZURE	111.3	95		f	
	s 12 40		116	RADIUM	116.4	167		s 11 33	
			123	YARMONY	123.0	88			
10 13 PM	s 1 05	12 18 PM	129	ORESTOD J	128.8		4 00 AM	11 10 AM	3 36 PM
	f 1 19		134	McCOY	134.4	54		f 10 47	
	f 1 30		139	CRATER Y	138.7	68		f 10 35	
	f 1 41		143	VOLCANO	142.7	134		f 10 24	
	f 2 00		150	EGERIA	150.1	67		f 10 06	
	s 2 05		153	TOPONAS Y	153.3	45		s 10 02	
	2 11		158	TRAPPER	157.9	65		9 56	
	s 2 18		162	WA YAMPA D	161.8	68		s 9 51	
	s 2 28 PM		168	BG PHIPPSBURG DNBFKO SWY	168.0	Yard		9 42 AM	
Arrive Daily	Arrive Daily	Arrive Daily		(168.0)			Leave Daily	Leave Daily	Leave Daily

Trains operate eastward by Centralized Traffic Control between ABS 1288-A, Bond Connection; ABS 1296 Sub-Division 1A and ABS 11E and 11W Prospect; westward between ABS 11E and 11W Prospect and ABS 1287, Orestod.

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.

WESTWARD

CRAIG BRANCH

EASTWARD

FIRST CLASS			Station Numbers	Mile Posts	Sub-Division 1-B STATIONS		Miles from Craig	Capacity of Sidings	FIRST CLASS	
9 Passenger Mail & Exp.					TIME-TABLE No. 1				10 Passenger Mail & Exp.	
Leave Daily					APRIL 16, 1961				Arrive Daily	
	2 28 PM		168	168.0	BG	PHIPPSBURG	DNBFKO SWY	63.7	Yard	s 9 42 AM
s	2 35		171	171.4		3 4 OAK CREEK		60.3		s 9 35
f	2 39		174	173.6		2 2 ROUTT		58.1	28	f 9 29
f	2 42		175	175.2		1 6 HAYBRO		56.5	47	f 9 26
	2 47		178	178.2		3 0 PARK		53.5	38	9 21
f	2 56		184	183.9		5 7 SIDNEY		47.8	75	f 9 12
s	3 13		191	191.1	s	7 2 STEAMBOAT	D	40.8	69	s 9 03
s	3 27		201	201.2		10 1 MILNER		30.5	73	s 8 46
	3 35		206	206.6		5 4 BEAR		25.1	65	8 39
f	3 38		208	208.0		1 4 HARRIS		23.7	58	f 8 37
s	3 50		215	215.1	HN	7 1 HAYDEN	D	16.6	49	s 8 27
	4 20 PM		232	231.7	CG	16 8 CRAIG	DBPKWY	0.0	Yard	8 05 AM
Arrive Daily					(63.7)					Leave Daily

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS			FIRST CLASS	Station Numbers	Mile Posts	Sub-Division 2 STATIONS		Miles from Salida	Capacity of Sidings	FIRST CLASS		SECOND CLASS	
81 California Fast Freight	61 California Fast Freight		1 Royal Gorge			TIME-TABLE No. 1				2 Royal Gorge		44 Fast Freight	46 Fast Freight
Leave Daily	Leave Daily		Leave Daily	APRIL 16, 1961		Arrive Daily				Arrive Daily	Arrive Daily		
			12 15 PM	7134	119.4	Sb	PUEBLO U. D.	BK	95.7		11 45 AM		
					119.6		0 2 A.T.&S.F. CROSSING		95.5				
7 00 PM	11 10 AM			4000	120.1		0 5 ID PUEBLO YD.	BK	95.0	Yard		12 10 PM	10 00 PM
7 08	11 18		12 22		122.3		2 2 GOODNIGHT		92.8		11 35	11 58	9 52
7 17	11 28 2		12 29	1706	127.3		5 0 LIVESBY		87.8	105	11 28 61	11 49	9 48
7 27	11 40 44		12 37	1712	134.6		7 3 SWALLOWS		80.5	143	11 18	11 40 61	9 39
7 34	11 46		12 44	1714	139.6		5 0 HOBSON		75.5	88	11 10	11 34	9 31
7 42	11 54		f 12 52	1720	145.8	nd	6 2 PORTLAND	D	69.3		f 11 01	11 27	9 19
7 45	11 57		12 54	1722	147.1		1 3 ADOBE		68.0	121	10 59	11 25	9 17
7 51	12 03		s 1 02	1724	151.9	Fe	4 8 FLORENCE	D	63.2	146	s 10 53	11 19	9 11
8 03	12 15		s 1 23	1740	180.0	on	8 1 CANON CITY	DNOWY	55.1	191	s 10 40	11 10	9 01
8 13	12 25		1 32	1748	164.8		4 8 GORGE		50.3	85	10 31	11 01	8 51
			s 1 36	1749	166.3		1 5 HANGING BRIDGE		48.8		10 27		
			1 46	1750	167.8		1 5 SAMPLE		47.3	65	10 13	10 51	8 41
8 22	12 34		1 50	1754	171.2		3 4 PARKDALE		43.9	89	f 10 05	10 42	8 32 61
8 32 46	12 43		f 1 57	1756	175.7		4 5 SPIKEBUCK		39.4	89	9 58	10 35	8 25
8 40	12 52		2 05	1760	180.2		4 5 ECHO		34.9	89	9 51	10 28	8 18
8 49	1 01		2 12	1762	184.1	KG	3 9 TEXAS CREEK	D	31.0	115	s 9 45	10 21	8 11
8 55	1 07		s 2 20	1762	184.1		7 6 COTOPAXI	W	23.4	116	s 9 34	10 09	7 59
9 06	1 19		s 2 34	1783	195.4		3 7 PLEASANTON		19.7	89	9 29	10 03	7 53
9 12	1 24		f 2 41	1784	198.1		2 7 VALLIE		17.0	119	9 25	9 59	7 49
9 16	1 28		2 45	1786	203.4		5 3 HOWARD		11.7	95	9 19	9 51	7 41
9 24	1 36		2 53	1792	208.0		4 6 SWISSVALE		7.1	92	9 13	9 44	7 34
9 31	1 43		3 00	1800	213.2		5 2 CLEORA		1.9	161	9 05	9 37	7 27
9 39	1 51		3 07	2002	215.1	s	1 9 SALIDA	BK	0.0	Yard	9 00 AM	9 30 AM	7 20 PM
Arrive Daily	Arrive Daily		Arrive Daily			(95.7)					Leave Daily	Leave Daily	Leave Daily

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 California Fast Freight	81 California Fast Freight	1 Royal Gorge						2 Royal Gorge	34 Fast Freight	36 Fast Freight
Leave Daily	Leave Daily	Leave Daily			TIME-TABLE No. 1			Arrive Daily	Arrive Daily	Arrive Daily
2 00 PM	10 00 PM	3 25 PM	2002	215.1	SALIDA	86.9	Yard	8 50 AM	1 00 PM	7 05 PM
2 12	10 12	3 31	2008	218.4	BELLEVIEW	83.6	88	8 45	12 55	6 57
2 19	10 19	3 35	2010	222.2	BROWN CANON	79.8	88	8 41	12 49	6 51
2 31	10 31	3 45	2014	227.7	SWAN	74.3	92	8 31	12 37	6 39
2 40	10 40	3 52	2016	232.9	NATHROP	69.1	90	8 24	12 29	6 31
2 45	10 45	3 57	2018	236.2	MIDWAY	65.8	89	8 20	12 25	6 27
2 53	10 53	4 04	2020	240.3	BUENA VISTA	61.7	80	8 15	12 20	6 22
3 01	11 01	4 10	2026	244.7	AMERICUS	57.3	91	8 08	12 13	6 15
3 09	11 09	4 14	2028	247.7	RIVERSIDE	54.3	90	8 04	12 09	6 11
3 20	11 20	4 20	2032	252.1	PRINCETON	49.9	115	7 59	12 03 PM	6 05
3 35	11 35	4 29	2034	257.4	YALE	44.6	111	7 52	11 54	5 55
3 45 PM	11 45 PM	4 37	2040	263.8	KOBE	38.4	158	7 44	11 45 AM	5 45 PM
		4 52	2100	271.0	MALTA	31.0	Yard	7 36		
		5 15	2208	280.3	TENNESSEE PASS	21.7	151	7 11		
			2210	283.8	MITCHELL	18.2	158			
		5 37	2216	288.6	PANDO	13.5	158	6 51		
		5 52	2220	294.0	RED CLIFF	8.0		6 39		
			2232	296.2	BELDEN	5.8	371			
5 50 PM	1 50 AM	6 15 PM	2250	302.0	MINTURN		Yard	6 22 AM	10 00 AM	3 55 PM
Arrive Daily	Arrive Daily	Arrive Daily			(86.9)			Leave Daily	Leave Daily	Leave Daily

Trains operate by Centralized Traffic Control between Minturn and Westward ABS 2627, Kobe.

WESTWARD		MAIN LINE				EASTWARD		
FIRST CLASS		Station Numbers	Mile Posts	Sub-Division 4-A STATIONS	Miles from Dotsero	Capacity of Siding	FIRST CLASS	
7 Prospector	17 California Zephyr						8 Prospector	18 California Zephyr
Leave Daily	Leave Daily			TIME-TABLE No. 1			Arrive Daily	Arrive Daily
10 13 PM	12 18 PM	129	128.8	ORESTOD	38.2		4 00 AM	3 36 PM
10 15	12 20	2302	129.3	BOND	37.5	Yard	3 58	3 34
10 23	12 26	2308	142.1	DELL	24.7	144	3 53	3 31
10 45		2310	144.6	BURNS	22.2		3 19	
		2314	155.2	RANGE	11.6	156		
11 16 PM	1 19 PM	2276	166.8	DOTSERO		136	2 47 AM	2 37 PM
Arrive Daily	Arrive Daily			(38.2)			Leave Daily	Leave Daily

Trains operate by Centralized Traffic Control between westward ABS 1287, Orestod and Dotsero.

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.

WESTWARD			MAIN LINE		EASTWARD				
FIRST CLASS			Sub-Division 4		FIRST CLASS				
7 Prospector	1 Royal Gorge	17 California Zephyr	Station Numbers	Mile Posts	STATIONS		8 Prospector	2 Royal Gorge	18 California Zephyr
Leave Daily	Leave Daily	Leave Daily			TIME-TABLE No. 1		Arrive Daily	Arrive Daily	Arrive Daily
					APRIL 16, 1961				
	6 25 PM		2260	302.0	BD	MINTURN BK	147.6	Yard	
	f 6 35		2266	308.2		6.2 AVON	141.4	166	f 6 02
	f 6 50		2260	319.0	BU	10.8 WOLCOTT	130.6	150	f 5 46
	s 7 04		2268	329.0	GX	10.0 EAGLE	120.6		s 5 31
			2270	332.0		3.0 WEST	117.6	150	
	s 7 13		2272	335.8	GP	3.8 GYPSUM D	113.8		f 5 21
11 16 PM	7 22	1 19 PM	2276	341.9		6.1 DOTSERO JY	107.7	136	2 47 AM
			2282	347.6		5.6 ALLEN	102.1	107	
			2284	350.6		3.0 SHOSHONE	99.1	75	
			2288	355.0		4.5 GRIZZLY	94.6	95	
s 11 53	s 8 00	s 1 55	2290	360.1	GN	5.1 GLENWOOD BK	89.5	35	s 2 15
			2502	361.3		1.2 FUNSTON Y	88.3	Yard	s 4 40
			2508	367.9		6.6 CHACRA	81.7	108	s 2 05
	s 8 17		2512	372.7		4.8 NEWCASTLE	78.9	119	f 4 09
	s 8 27		2520	379.5		6.8 SILT	70.1	110	f 4 02
s 12 25 AM	s 8 50	2 25	2528	386.6	RF	7.1 RIFLE Y	63.0	116	s 1 40
			2532	391.4		4.8 LACY	58.2	123	s 3 55
			2538	399.1		7.7 DOS	50.5	111	1 21
	s 9 11		2540	404.0		4.9 GRAND VALLEY	45.6	99	
			2542	408.7		4.7 UNA	40.9	116	f 3 35
	s 9 28		2546	416.6		7.9 DE BEQUE	33.0	89	f 3 20
			2552	423.3		6.7 AKIN	26.3	120	
			2554	427.7		4.4 TUNNEL	21.9	89	
			2560	432.6		4.9 CAMEO	17.0	82	
1 25	s 10 03	3 20	2572	437.0	PD	4.4 PALISADE	12.6	E 94 W 121	f 2 55
	s 10 15		2578	442.6	FN	5.5 CLIFTON	7.1	99	
			2580	445.3		2.8 FRUITVALE	4.3		
				447.3		2.0 EAST YARD BK	2.3	Yard	
1 40 AM	10 30 PM	3 40 PM	5000	449.6		2.3 GRAND JCT. BK		Yard	12 20 AM
Arrive Daily	Arrive Daily	Arrive Daily				(147.6)			2 40 AM
									12 08 PM
									Leave Daily

Trains operate by Centralized Traffic Control between Minturn and Grand Junction.

WESTWARD		LEADVILLE BRANCH		EASTWARD		WESTWARD		ASPEN BRANCH		EASTWARD	
Sub-Division 3-A		Sub-Division 4-B		STATIONS		STATIONS		TIME-TABLE No. 1		TIME-TABLE No. 1	
APRIL 16, 1961		APRIL 16, 1961		Station Numbers	Mile Posts	Station Numbers	Mile Posts	Station Numbers	Mile Posts	Station Numbers	Mile Posts
2100	271.0	MT	MALTA DNY	4.9	Yard	2290	360.1	GN	GLENWOOD P	41.2	Yard
2104	273.3		2.3 EILERS	2.6	Yard	2408	367.9		7.8 CATTLE CREEK	33.4	14
2120	275.9	Q	2.6 LEADVILLE DFKOS		Yard	2416	373.0		8.1 CARBONDALE D	28.3	Yard
			(4.9)			2424	379.4		6.4 LEON	21.9	9
						2428	382.0		2.6 EMMA	19.3	24
						2437	392.9		10.9 WOODY CREEK	8.4	25
						2440	401.3		8.4 ASPEN Y		Yard
									(41.2)		

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.

1-A. Schedule time and train orders westward trains will apply at the end of two main tracks at **Goodnight**.

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

1-C. Schedule time and train orders, train No. 2, will apply at station, **Buena Vista**.

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

1-E. 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**.

1-F. Schedule time and train orders train No. 10 will apply at **Station Steamboat**.

CLEARANCE CARDS

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

There is no Train Order Signal at **Malta**. Eastward trains will not leave **Malta** without a clearance card.

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

Subdivision	Station	
4-A	Dotsero	Eastward and Westward trains, Sub-division 4-A.
4	Grand Junction, West Yard or passenger station	When verbally authorized by dispatcher.

TRAIN REGISTERS

3. Register stations are shown in body of the Time Table in **FULL FACED TYPE**.

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 Yard Office** 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 Yard**.

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 registering ticket at **Bond**.

3-E. Eastward trains will receive Form T Train Order, at **Malta** covering overdue trains at **Kobe**, and will not pass East switch at **Kobe** until train orders and clearance card are read and understood.

3-F. Use of Form 3948 (train register check) discontinued between **Kobe** 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 Yards Spur

Rocky Spur	Salida-Monarch	Haybro
Pueblo-Minnequa	Malta-Leadville	Steamboat
Portland	Glenwood-Aspen	Milner-Osage Spur
Canon City	Crater	Hayden
Cleora-Salida	Phippsburg	Craig

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
3	Salida	East end track No. 1, M.P. 214.5 and eastward A.B.S. 2156, Salida yard.
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.

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 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. 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.

5-B. In the application of rules pertaining to car limits and use of retainers on freight trains, one unit SD-7 or SD-9 class locomotive will be considered the equivalent of two units; two units will be considered the equivalent of four units; and three units will be considered the equivalent of six units.

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.

CRATER TO ORESTOD AND EAST PORTAL TO NORTH YARD

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

5-F. On freight trains, if tonnage exceeds 1500 actual tons per unit with dynamic brake operative, beginning at head end of train place ten retainers in 10 pound position, plus one additional retainer in 10 pound position for each 50 tons in excess of 1500 actual tons per unit.

5-G. 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-H. 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**.

TENNESSEE PASS TO MINTURN

5-I. On freight trains, if tonnage exceeds 900 actual tons per unit with dynamic brake operative, beginning at head end of train place ten retainers in 10 pound position, plus one additional retainer in 10 pound position for each 50 tons in excess of 900 actual tons per unit.

5-J. 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-K. When double-heading Westward freight trains **Tennessee Pass** to **Minturn**, engineer on second locomotive will not use to exceed 300 amperes on dynamic brake.

Engineer 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 engine train.

5-L. 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-M. **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-N. **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-O. 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-P. 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-Q. Standard brake pipe pressure on **Monarch Spur** is 110-pounds.

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

6. Railroad crossings at grade protected by signals.

Sub-Division	Mile	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.

See instructions posted in telephone boxes for details for operation of Interlocking Plant.

Yard engines making moves from Southward Main to "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**.

When yard engine is ready to leave "C" Street Industrial Area, the Operator at **Pueblo Junction** or **Block 2** must again be contacted and permission received before opening switch or fouling A.T. & S.F. main line track crossing at Grade. When movement out of "C" Street Industrial Area is completed Operator must be notified.

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

A.B.S.

C.T.C.

6-A. Dual controlled switches are located at **Fox Junction, Utah Junction, C & S Junction, Arvada**, all siding and crossover switches **Leyden** to and including Switch M.P. 128.7, **Orestod** (except crossover switches at **East Portal**).

6-B. Mainline hand operated switch at crossover, **East Portal**, protected by Electric Lock. Hand operated switch on siding through crossover operated without electric lock. Hand operated switch on siding must not be thrown until electric lock is unlocked to make movement from siding to Main track.

6-C. OPERATION BELT LINE.

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&RGW dispatcher, **Denver**.

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

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

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

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

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

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

6-D. 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.

6-E. TRAIN OPERATION THROUGH MOFFAT TUNNEL.

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**

Rules 509 and 513-B are amended as follows:

Rule 509. When trains or locomotives are authorized by permissive card to proceed according to Rule 509 through **Moffat Tunnel** they will proceed at restricted speed.

Rule 513-B is amended to the extent that when a train or locomotive or a portion of a train or locomotive has passed ABS 566 Eastward, **Winter Park**, displaying a yellow aspect and is then delayed such train or locomotive when again starting may proceed at normal speed.

Not more than one train will be permitted to occupy track in **Moffat Tunnel** between east siding switch at **Winter Park** and east switch at **East Portal** (either on siding or main track, according to how

the west siding switch at **East Portal** may be lined) except that a helper may be uncoupled from the rear of an eastward train inside tunnel or east of **East Switch Winter Park** and proceed in the opposite direction at restricted speed. Protection as per Rule 99 is not required between east switch **East Portal** and east switch **Winter Park**.

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

Eastward signal 504 located inside tunnel 680 feet west of ABS 502) repeats indications of ABS 502 by displaying green when upper signal 502 displays green or yellow, and yellow when upper signal 502 displays red. Signal 504 will not display "Stop" indication.

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

A "3-Position" switch is located on south side of **Moffat Tunnel** approximately fifteen (15) 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 twenty (20) 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 trains must not exceed a speed of ten (10) miles per hour from a point 1750 feet west of ventilation curtain until the locomotive has cleared **Moffat Tunnel**.

Telephones in Moffat Tunnel.

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

These telephones 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-F. 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 authority to proceed on Sub-division 1-A to Train Order Office at **Bond**.

6-G. 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.

6-H. ABS No. 001 is located to the right of A. T. & S. F. track at **Dry Creek** and governs the movement of westward trains from A. T. & S. F. track to D. & R. G. W. westward main track when A. T. & S. F.-D. & R. G. W. crossover is reversed.

6-I. 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.

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

6-K. Ventilation control curtains at East Portal and at West Portal **Tennessee Pass** tunnel in service and controlled by Dispatcher, **Grand Junction**.

A.B.S. 2818 governs curtains for eastward movements through tunnel.

A.B.S. 2811, 2811-A and 2811-B govern curtains for westward movements through tunnel.

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

Instructions for manual operation are posted at each tunnel portal.

6-L. Crossover between main track and siding, located Mile Post 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 engine, to either main track or siding, when cut into train or at rear of train. If permission cannot be obtained to use siding, helper engine may be cut out through east switch of yard track.

6-M. 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 circuit between Repeater and A.B.S. 2979-A may be occupied by another train or engine. (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 circuit between Repeater and A.B.S. 1428 is unoccupied by train or engine. 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 circuit between Repeater and A.B.S. 1428 is occupied by train or engine. Trains receiving this signal will proceed to A.B.S. 1428, being governed by Rule 509.

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 dispatcher can position dual-controlled switches for departure.

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

6-N. Additional signal mounted on mast below 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, displays letter "S". Trains receiving this signal must hand operate switch and take siding.

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.

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

6-O. Eastward A.B.S. 3420, **Dotsero**, has three signals on mast. Upper signal governs movement on main track, sub-division 4. Middle signal governs movement through crossover to sub-division 4-A. Lower signal governs movement through crossover to old storage track.

Eastward A.B.S. 3420-A, **Dotsero**, governs movement to sub-division 4, sub-division 4-A or into old storage track.

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.

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

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

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

6-Q. 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.

OTHER SIGNALS

6-R. Missouri Pacific entering Signal 8959-A, located just east of D&RGW-MP crossing, **Pueblo**, controlled by push button. Before entering upon D&RGW tracks MP 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 MP trains to occupy D&RGW main track.

Signal 8959-A does not govern yard engines.

6-S. Dragging and/or derailed equipment detectors are located at the following Mile Posts; 23.0, 27.3, 29.4, 33.0, 34.1, 35.3, 39.3, 88.2, 108.0, 109.6, 113.0, 114.2, 119.0, 120.6 and 126.0, Sub-Division 1-A; and at MP 162.5, 166.6 and 169.6, Sub-Division 2.

There are telephones at each of these locations.

Normal indication of signals are dark. When signals display 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 signal cases will be opened and report made to dispatcher. Dispatcher must call signal maintainer to restore detector.

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 from first point of communication.

Signal maintainer must be called by dispatcher.

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

6-T. 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 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.

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. 18.5 and 62.0
65.0 and 74.0
86.5 and 89.0
105.5 and 128.8 **Orestod**

Maximum speed for eastward California Zephyr trains, consisting of streamlined equipment **Leyden** to **Pecos St.** M.P. 3.8 is 60 MPH.

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.

California Zephyr trains are equipped with rear red and white light, but these lights will not be in operation between Denver and Salt Lake. Trainmen before departure Denver will see that they are turned off.

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

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."

OVERHEAD CLEARANCES

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

Sub-Division	Mile Post	Description
1A	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
"	29.5	" 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

9. OVERHEAD CLEARANCES—(Cont'd)

Sub-Division	Mile Post	Description
1-A	140.5	Tunnel No. 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
"	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
"	348.6	Mud Chute-Main Track Overhead wires
"	350.0	Shoshone Tunnel No. 1
"	351.0	Shoshone Tunnel No. 2
"	359.0	Glenwood Tunnel
"	360.2	Glenwood-Viaduct
"	360.3	Colorado River Bridge 360.30
4	435.95	East Palisade-Main Track & Siding, Overhead wires
4-A	149.4	West Sylvan-Main Track, 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. 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 with dynamic brake inoperative will be governed by authorized speed for freight trains.

Locomotives running light 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.

10-B. ZONE SPEEDS Passenger Freight

Sub-Divisions 1-A, 1-B	Trains MPH	Trains MPH	Rock or Ore Trains
Prospect-Fox Jct. (Eastward)	20	20	
Prospect-Fox Jct. (Westward)	25	20	
Fox Jct.-Pecos St., MP 3.8	40	30	
Belt Line, Utah Jct.-UP Transfer MP 4	20	20	
Pecos St., MP 3.8-Arvada	60	45	
Arvada-Rocky (Westward)	60	45	
Rocky-MP 12, Leyden (Eastward)	45	25	
MP 12, Leyden-Arvada (Eastward)	60	40	
(If necessary to use retainers under provisions of Special Timetable Rule 5-G, speed of freight trains must be restricted to 25 MPH between MP 12, Leyden and Arvada)			
Rocky-Rocky Plant AEC Spur	20	20	
Rocky-Cliff (Westward)	25	25	
Rocky-Cliff (Eastward)	25	22	
Cliff-East Portal (Eastward)	40	25	
Cliff-East Portal (Westward)	40	40	
East Portal-MP 58.6	40	40	
MP 58.6-Fraser	30	25	
Fraser-East Switch Tabernash	60	45	
East Switch Tabernash-MP 74	40	35	
MP 74-West Switch Sulphur	70	55	
West Switch Sulphur-MP 89	35	25	
MP 89-Gore	70	55	
Gore-East Switch Radium	30	25	
East Switch Radium-River Track Switch Orestod	45	40	
River Track Switch-Jct. Switch Orestod	20	20	
Orestod-Egeria	25	20	
Egeria-Phippsburg	50	40	
Phippsburg-Routt	35	25	
Routt-Park	40	40	
Park-Craig	50	40	

Sub-Division 2:	Passenger Trains MPH	Freight Trains MPH	Rock or Ore Trains
Salida-Canon City	60	45	45
Canon City-Pueblo	65	60	45
(A freight train will be considered a rock or ore train when handling one or more cars of limerock or Minnequa ore.)			

Sub-Division 3:	Passenger Trains MPH	Freight Trains MPH
Salida-M.P. 230	60	45
M.P. 230-Buena Vista	60	55
Buena Vista-Tennessee Pass	60	45
Except Freight Trains Handling Minnequa Ore:		
Tennessee Pass-Salida (Eastward)		40
Over Cross-over switch at M.P. 280.3,		
Tennessee Pass	20	20
Over east switch and west switch of Yard Track located M.P. 280.2 and M.P. 281.1, Tennessee Pass		
Tennessee Pass-Red Cliff (Westward)	25	17
Except over switches East and West end industry track, Red Cliff, located at M.P. 293.8 and M.P. 294.1		
Red Cliff-M.P. 298 (Westward)	25	20
M.P. 298-Minturn (Westward)	30	25
Minturn-Tennessee Pass (Eastward)	30	25
Except over switches East and West end industry track, Red Cliff, located at M.P. 293.8 and M.P. 294.1		
	20	20
Except M.P. 290.03-M.P. 288.01	30	30

10-B. ZONE SPEEDS—(Continued)

	Passenger Trains MPH	Freight Trains MPH
Sub-Division 3-A	25	15
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-Aspen (Westward)	20	20
Aspen-Carbondale (Eastward)	20	20
Carbondale-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 operative.....		12
M.P. 228.5-Maysville (Eastward).....		12
Maysville-Salida (Eastward)		20
Bridge 215.14 Salida Yard		10
All Sub-Divisions, except where zone speeds require lower speed: Through turn-outs equipped with Dual Controlled switches:		
All Sub-Divisions, except where zone speeds require lower speed:		
Through turn-outs equipped with Dual Controlled switches; and other turnouts:		
Fox Jct. (End of two main tracks).....	40	30
Utah Jct., C. & S. Jct., North Yard Siding.....	30	30
Rocky	25	22
Clay	25	22
Plain	25	22
Crescent	25	22
Arvada	30	25
Leyden	30	25
Cliff	30	25
Rollins	30	25
Tolland	30	25
Fraser	30	25
East Portal	30	25
Tabernash	30	25
Winter Park	30	25
Granby	30	30
Sulphur	30	30
Flat	30	30
Troublesome	30	30
Kremmling	30	30
Gore	30	30
Azure	30	30
Radium	30	30
Yarmony	30	30
Kobe	30	30
Malta	30	30
Tennessee Pass	30	30
Mitchell	30	30
Pando	30	30
Minturn	30	30
Avon	30	30
Wolcott	30	30
West	30	30
Bond	30	30
West end river track.....	30	30
West end siding.....	30	30
East and west end siding.....	30	30
Range	30	30
Dotsero	30	30
Allen	30	30
Shoshone	30	30
Grizzly	30	30
Funston	30	30
West end north siding	30	30
West end south siding.....	30	30
Chacra	30	30
New Castle	30	30
Silt	30	30
Rifle	30	30
Lacy	30	30
Dos	30	30
Grand Valley	30	30
Una	30	30
DeBeque	30	30
Akin	30	30
Tunnel	30	30

10-B. ZONE SPEEDS—(Continued)

	Passenger Trains MPH	Freight Trains MPH
Cameo	30	30
Palisade	30	30
Clifton	30	30
M.P. 445.0	30	30
Railroad Crossing Utah Junction.....	45	45
Through turn-outs equipped with Dual Controlled switches: Dotsero Junction switch for movement to and from Sub-division 4 and Sub-division 4-A. East and West switches of west crossover for movement to and from Sub-division 4 and Sub-division 4-A, or to and from old storage track. Funston East end North siding East end South siding	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, east switch Swan, Riverside, west switch Princeton... Dry Creek, East end of Florence, West end of Gorge, Sample and Vallie sidings.....	15	15
On straight track when trailing through spring switches	30	30
In or out of other turn-outs.....	15	15
Approaching and thru inter-lockers.....	25	20
Over Railroad Crossings not interlocked.....	25	20
Over hand-throw switches M.P. 129 to 129.1, Bond... Between M.P. 301.7 and M.P. 302.6, Minturn.....	20	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

10-C. City ordinances speed limits as follows:

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

10-D. 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	25
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.....	25
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-E. Speed restrictions on sidings named are as follows:

	Miles Per Hour
Tabernash Siding.....	20
Granby East Siding.....	30
Granby West Siding	20
Sulphur	20
Radium	15
Leyden	30
Rocky	25
Clay	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 Assn.....	Glenwood
A. G. Taylor, M.D.....	Grand Junction
F. B. Olsen, 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 EMPLOYES

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
J. M. Fraser.....	Granby
E. G. Ceriani.....	Kremmling
B. M. Sutherland.....	Kremmling
H. S. Richards.....	Steamboat
R. L. Kulp.....	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
A. D. Potestio (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
H. T. Low.....	Pueblo
J. S. Norman.....	Pueblo
F. C. Tice.....	Pueblo
J. L. Williams.....	Pueblo
P. J. Gamache.....	Florence
H. C. Grabow.....	Canon City
E. B. Lynch.....	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
G. B. Stanley.....	Gilman
L. W. Simmons.....	Eagle
E. G. Ceriani (Kremmling).....	Bond
B. E. Nutting.....	Glenwood Springs
Roy W. Day (Ear, Nose, Throat).....	Glenwood Springs

11-B. MEDICAL TREATMENT OF EMPLOYEES—(Cont'd)

F. D. Law (DDS).....	Glenwood Springs
H. O. Hendrick.....	Carbondale
Aspen Medical Center.....	Aspen
H. G. Knapp.....	Rifle
E. E. Echternecht.....	Rifle
R. D. Nichoff.....	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
St. Mary's—Corwin.....	Pueblo
Parkview Episcopal.....	Pueblo
St. Joseph's.....	Florence
St. Thomas—Moore.....	Canon City
Salida Hospital.....	Salida
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 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 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.

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. 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, Brook 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**.

Non-stop dispatch of mail will be made from RPO car on No. 8 daily except Sundays, Mondays and Holidays, at the open area just west of 48th Avenue crossing, at the **North Yard**. However this dispatch of mail will not be made if No. 8 is more than 33 minutes late. No. 8 must not exceed a speed of twenty (20) miles per hour while pouches are being thrown off the train.

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	Swallows	Main Track
146.53	Adobe	Main Track
151.8	Florence	Main Track
161.2	Canon City	Main Track
164.9	Gorge	Main Track
168.2	Sample	Main Track
171.3	Parkdale	Main Track
185.0	Texas Creek	Main Track
198.3	Vallie	Main Track
203.9	Howard	Main Track
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
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 End 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	448.65	Trailing
120.6	Trailing	449.04	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

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.

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.

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.

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 MPH-447.3. Eastward trains entering alternate eastbound track **East Yard**, will be governed by instructions from Yardmaster.

18-A. TRAIN OPERATION ROCKY SPUR.

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 crossing to permit compliance with above. These gates must be kept closed and latched at all times.

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

18-C. West Switch to Rock Track at **Pleasanton** is spiked and lined for movement through Rock Track. Pleasanton Siding cannot be used except to set out and pickup.

18-D. 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.

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

18-F. 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-G. Unless otherwise instructed, trains proceeding to siding on signal indication at **Minturn** will, after occupying siding, be governed as follows:

Passenger Trains—continue on siding to location where passenger trains ordinarily stop at **Minturn**.

Freight Trains —Westward, continue on siding to clear East and West yard lead switches.
Eastward, use West Yard lead to Track No. 3.

When not in use, hand-operated switch from siding to West Yard lead, and west switches of yard tracks 1, 2 and 3 at **Minturn**, will be left lined for No. 3 track.

Eastward freight trains when ready to depart **Minturn**, will notify Train Dispatcher. Eastward freight trains departing from yard will enter siding through hand-throw switch at M.P. 301.6. Normal position of switch lined for yard lead.

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.

Tracks Not Shown as Stations in Time-Table

SUB-DIVISION	NAME	MILE POST	STATION NUMBERS	CAR CAPACITY	SWITCHING CONNECTION
1-A.....	Plastic.....	17.0	17	3	West End
1-A.....	Rocky Spur.....	18.0		Yard	West End
1-A.....	Epsy.....	42.7	43	43	West End
1-A.....	Parshall.....	91.1	92	40	Both Ends
1-A.....	State Bridge.....	126.4	126	10	West End
1-A.....	Coppertown.....	132.2	132		
1-B.....	Oak Creek.....	171.4	171	20	East End
1-B.....	Oak Ridge.....	174.2	174	Mine Track	Both Ends
1-B.....	Brook.....	197.8	198		
1-B.....	Osage Spur.....	202.3		Mine Track	East End
1-B.....	Tow Creek.....	203.8	204		
1-B.....	Cary.....	219.5	219		
2.....	Water Works.....	121.9	1701	91	West End
2.....	Concrete.....	144.6	1718	70	E&W Ends
2.....	Rockvale Spur.....	153.2		AT&SF	East End
2.....	Penitentiary.....	161.1	1744	30	West End
2.....	Burnito.....	161.4	1746	34	East End
2.....	Fink.....	170.3	1752	74	E&W Ends
2.....	Wellsville.....	208.9	1796	15	East End
2.....	English.....	210.3	1797	5	West End
3.....	Tie Plant.....	218.8	2002	381	East End
3.....	Rock Spur.....	254.1	2031	14	East End
3.....	Red Cliff.....	294.0	2220	22	Both Ends
4.....	Eagle.....	329.0	2268	31	Both Ends
4.....	Gypsum.....	335.8	2272	21	Both Ends
4.....	Higby.....	353.5	2286	7	West End
4.....	Nada.....	385.6	2526	14	East End
4.....	Rock Spur Akin.....	423.3	2552	20	East End
4-A.....	Burns.....	144.6	2310	10	Both Ends
4-A.....	Sweetwater.....	158.0	2316	33	Both Ends
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

DOUBLEHEADING AND PLACING OF HELPER AND DEAD ENGINES 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.

19-A. Cars placarded "Rear end" or "Handle on Rear of Train Only" and other cars designated as "Rear Enders" must be trained behind helper or helpers, when such helpers are on rear of train.

X rock flat cars, either loaded or empty, must be handled on rear of train, except when in work train service.

X cars in X-3800-3867 series assigned to Store Department, Company Material Service, must not be handled more than 20 cars ahead of rear end of train.

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

HELPER LOCOMOTIVES—GENERAL

19-C. When helper locomotive 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.

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

19-E. One or two unit helper may be placed behind caboose, provided coupler is blocked on shoving unit.

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

19-F. If necessary to cut helper into train, **North Yard to East Portal**, it must be cut in 19 cars ahead of caboose when helper engine is to be cut out at East Portal.

19-G. Helper will be placed behind caboose of westward freight trains at **East Portal** to prevent slack running out and assist in starting train if necessary.

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

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

19-J. Unless otherwise instructed, locomotives helping eastward freight trains will be coupled behind 01400 cabooses from **Tabernash to Winter Park**.

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

- 4000 actual tons, North Yard to East Portal
- 4000 actual tons, Tabernash to Winter Park
- 4000 actual tons, Orestod to Crater
- 5500 actual tons, Phippsburg to Toponas

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

HELPER LOCOMOTIVES—Sub-Divisions 2, 3 and 4

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

19-M. When one helper locomotive 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-N. Tonnage handled by units on head end of train must not exceed:

- 5500 actual tons, Canon City to Salida
- 5500 actual tons, Salida to Tennessee Pass
- 2800 actual tons, Minturn to Tennessee Pass
- 5700 actual tons, Glenwood to Minturn

If train consists of more than this tonnage, helper engine 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. Time-Table governs trains and locomotives while on the Denver Union Terminal Railway Co. tracks.

20-A. D. & R. G. W. "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:

- A. T. & S. F.-D. & R. G. W., Denver Division.
- D. & R. G. W., Colorado Division.
- M. P., Colorado Division.
- P. U. D. & R. R. Co.

20-C. Trains or locomotives while on Union Depot tracks, **Pueblo**, will be governed by rules and regulations of Pueblo Union Depot time-table, 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. When RS-3, GP-7, GP-9, SD-7, or SD-9 locomotives are being operated together, or coupled with other units, or when "A" units of "FT" locomotives are being operated coupled between other units, and an alarm sounds, trains will be stopped and units given inspection, when necessary.

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

21-C. Phones in all Section Houses and at Mileposts 23.0, 26.2, 27.2, 28.2, 29.4, 31.4, 33.0, 34.1, 35.3, 39.9, 44.3, 59.4, 68.0, 69.6, 72.2, 73.3, 80.3, 82.3, 87.5, 88.2, 88.9, 95.8, 100.6, 105.7, 108.0, 109.6, 113.0, 113.7, 114.2, 119.0, 120.6, 126.0, 129.6, 132.6, 140.8, 143.7, 145.2, 147.0, 164.1, 176.6, 181.0, 195.0, 197.8, 202.5, and 225.2.

21-D. Train engine and yard service employees are required to have their watches adjusted 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.

Open Hours of Train Order Offices

Station	Monday Through Friday Hours	Saturday Hours	Sunday and Holiday Hours
Prospect.....	Continuous	Continuous	Continuous
North Yard.....	Continuous	Continuous	Continuous
Bond.....	Continuous	Continuous	Continuous
Yampa.....	Closed	Closed	Closed
Phippsburg.....	7:45 AM to 3:45 PM 6:00 PM to 2:00 AM	7:45 AM to 3:45 PM Closed	7:45 AM to 3:45 PM Closed
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
Salida.....	Continuous	Continuous	Continuous
Buena Vista.....	7:30 AM to 4:30 PM	Closed	Closed
Malta.....	Continuous	Continuous	Continuous
Minturn.....	Continuous	Continuous	Continuous
Bond.....	Continuous	Continuous	Continuous
Grand Junction.....	Continuous	Continuous	Continuous
Texas Creek.....	7:45 AM to 4:45 PM	7:45 AM to 4:45 PM	7:45 AM to 4:45 PM
Canon City.....	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM
Florence.....	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM	Closed
Portland.....	8:30 AM to 5:30 PM	Closed	Closed
Pueblo Yard.....	Continuous	Continuous	Continuous
Pueblo U.D.....	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).

SIGNAL MAINTAINERS

Headquarters	Signal District	
Sub-Divisions 1-A and 4-A	From	To
Denver.....	ABS 11 Utah Jct. C&S 1-D	ABS 175 MP-4 Belt Line C&S 2-D's Approach
Cliff.....	ABS 175	ABS 565
Fraser.....	ABS 566	ABS 921
Kremmling.....	ABS 921	ABS 1116
Bond.....	ABS 1187 ABS 1287	ABS 1325 ABS 1428
Sub-Divisions 2, 3 and 4		
Pueblo.....	MP 119.6	MP 134.8 incl.
Canon City.....	MP 134.8	MP 171.3 incl.
Salida.....	MP 171.0	MP 218.9
Buena Vista.....	ABS 2189	ABS 2643
Tennessee.....	ABS 2643	ABS 2945
Minturn.....	ABS 2945	ABS 3312
Dotsero.....	ABS 3312 ABS 1428	ABS 3499 ABS 1667
Glenwood.....	ABS 3499	ABS 3861
Rifle.....	ABS 3861	ABS 4282 incl.
Grand Junction.....	ABS 4282	ABS 4561

LOCAL WATCH INSPECTORS

Hansen & Hansen Jewelry Co.....	Denver
Sundman Jewelers.....	Denver
Cameron Jewelers.....	Denver
R. W. Gumm.....	Denver
Denver Jewelry Co.....	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 Co-Inspector.....	Salida
Parker Jewelry Store.....	Leadville
George R. Parsons.....	Grand Junction
T. E. Dever.....	Glenwood Springs

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.	Hour	Mins.	Sec.	Hour	Mins.	Sec.	Hour
—	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	—	—	—

Adjusted Tonnage Ratings And Car Limits

FROM	TO	Class F-9 GP-9 577 5901-5954	Class FT-F-7 540-547 549-551 555-576	Class F-3 552-554	Class SD-7-9 5300-5314	Class GP-7 RS-3 5100-5113 5200-5204	Adjustment Factor
		Tons	Tons	Tons	Tons	Tons	Tons
Denver.....	East Portal.....	920	850	630	1350	800	3
Tabernash.....	Winter Park.....	950	890	675	1400	885	4
Orestod.....	Tabernash.....	1760	1630	1235	2600	1655	6
Orestod.....	Toponas.....	920	850	630	1350	800	3
Phippsburg.....	Toponas.....	1190	1100	750	1550	1200	4
Phippsburg.....	Pallas.....	1760	1625	1250	2600	1900	6
Haybro.....	Phippsburg.....	1190	1100	750	1550	1200	4
Steamboat.....	Haybro.....	1700	1575	1200	2600	1900	6
Craig.....	Steamboat.....	3400	3150	2400	4300	3550	9
Pueblo.....	Portland.....	3500	3350		4000	3350	9
Portland.....	Canon City.....	3350	3200		3800	3200	6
Canon City.....	Salida.....	1500	1390	1060	2000	1390	4
Salida.....	Tennessee Pass.....	1325	1225	900	1900	1200	4
**Minturn.....	Tennessee Pass.....	595	550	390	900	512	2
Grand Jet.....	Glenwood.....	2025	1875	1500	3100	1800	6
Glenwood.....	Minturn.....	1400	1300	975	2050	1250	6
Glenwood.....	Bond.....	1500	1400	1100	2150	1400	6
Glenwood.....	Leon.....	1700	1650			1650	2
Leon.....	Aspen.....	850	800			800	2
Malta.....	Eilers.....	700	650			650	2
Eilers.....	Leadville.....	600	550			550	2
Salida.....	Maysville.....	800	750		1100	750	2
Maysville.....	Monarch.....	380	340		530	340	1

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

**Units 5482-3-4 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. Where different class units are used in a locomotive, 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.

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.

Eastward trains between Salida and Pueblo handled by locomotive of 3 or more units may handle not over 120 cars, mixed loads and empties. With locomotive consisting of 2 units Class FT-F7, not over 80 cars. A single unit FT-F7 may handle not over 40 cars.

Locomotive consisting of two Class GP-SD units may handle same as 3 or more Class FT-F7 units. A single unit Class GP-SD may handle 60 cars.

Do not handle more than 90 cars of rock or heavier loading with locomotive consisting of 4 or more units Class FT-F7.

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

4 miles per hour <input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/>	Damage begins
6 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH

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!