

**Denver and Rio Grande Western  
Railroad Company**

**TIME-TABLE**

**OF THE  
COLORADO DIVISION**

**No.**

**9**

**EFFECTIVE AT 12:01 A.M.  
MOUNTAIN STANDARD TIME**

**SUNDAY, APRIL 19, 1970**

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

**W. J. HOLTMAN**

**Executive Vice President - General Manager**

**D. J. BUTTERS**

**Chief Transportation Officer**

**J. E. TIMBERLAKE**

**Superintendent**



### ASSISTANT SUPERINTENDENT

W. A. Henderson ..... Denver

### DIVISION TRAINMASTERS

G. S. D. McCall ..... Denver  
E. R. Moran ..... Grand Junction

### TRAINMASTERS

J. P. Spiess ..... Denver  
H. W. Dearing ..... Pueblo  
M. D. Kenyon ..... Glenwood

### TERMINAL TRAINMASTERS

D. W. Pope ..... Denver  
R. L. Fisher ..... Pueblo

### ROAD FOREMEN OF EQUIPMENT

R. F. Crane ..... Denver  
S. A. Dougherty ..... Denver  
L. P. Urquhart ..... Pueblo  
J. R. Pearce ..... Pueblo  
H. P. Keele ..... Grand Junction

### ROAD FOREMAN OF EQUIPMENT - TRAINMASTER

R. C. Williams ..... Salida

### TRAINMASTER - ROADMASTERS

H. V. Meek ..... Alamosa  
J. M. Rentfrow ..... Durango

### CHIEF DISPATCHERS

M. E. Wood ..... Denver  
Subdivisions 1, 1A, 1B, 2, 8, 10A, 11, 12B  
and Joint Line Denver - Pueblo  
J. K. Brockett ..... Grand Junction  
Subdivisions 3, 3A, 4, 4A and 4B

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 .....	222-2170
North Yard, Yard Office .....	477-8845
Burnham, Master Mechanic .....	222-9168
Pueblo, Yard Office .....	544-7814
Salida, Telegraph Office .....	539-2454
Grand Junction, Chief Dispatcher .....	242-5153
Grand Junction, East Yard .....	242-3983
Alamosa, Yard Office .....	589-4981
Durango, Roundhouse .....	247-1491

Radio Shops—North Yard, Pueblo, Grand Junction

### AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

4 miles per hour <input type="checkbox"/>	<b>SAFE COUPLING SPEED</b>
5 miles per hour <input type="checkbox"/>	Damage begins
6 miles per hour <input type="checkbox"/>	2 1/4 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!**

STATIONS	EASTWARD										WESTWARD									
	42	46	52	54	34	75	71	77	89	95	81	97	89	83	87	Delivered to Connection				
North Yard.....	800A	900A	800P	800P	830P				800P	800P	500P	1201P	1201P	600A	515A					
Bond.....	200A	400A	100P	140P	235P				125A	1215A	930P	520P	410P	1000A	900A					
Pueblo.....	1000A	1100A	700P	700P	800P	900P	400P	1230P												
Salida.....	690A	800A	415P	430P	520P	1210A	640P	310P												
Minerm.....	230A	430A	115P	155P	250P	420A	1005P	635P												
Grand Junction.....	8-830P 6-1000P 730P	8-1201A 6-1210A 1000P	8-835A 6-830A 700A	8-1015A 6-1010A 855A	8-1120A 6-1120A 1115A	800A 830A	125A 135A	955P 1005P	555A 630A	340A 400A	100A 105A	920P 960P	730P 735P	125P 130P	1220P 1235P					
Helper.....	230P	500P	200A	510A	800A	120P	530A	200A	1180A	740A	445A	300A	1100P	455P	810P					
Roper.....	900A 730A	1230P 1100A	930P 915P	145A 135A	500A 400A	500P 800P	900A 200P	530A 200P	400P 800P	1100A 200P	900A 200P	700A 200P	210A 400A	800P 400A	630P 800P					
Ogden.....	600A	1000A	800P	1230A	300A	900P	300P	300P	900P	300P	300P	300P	500A	500A	900P					
Delivered to Connection.....	Q 900A RI 800A MP 1100A	Q 1000A RI 900A MP 1201P	Q 700P RI 600P MP 800P	Q 700P RI 600P MP 800P	Q 700P RI 630P MP 900P	WP 600P SP 800P	WP 1000A SP 300P	WP 630A SP 300P	WP 500P SP 900P	WP 1201P SP 300P	WP 900A SP 300P	WP 800A SP 300P	WP 310A SP 500A	WP 900P 500A	WP 700P SP 900P					

FIRST CLASS	Zone Speeds Westward		Mile Post	Zone Speeds Eastward		Station Number	Subdivision 1-A (in part, also see page 7) and 4-A Stations		Siding Turnout Speeds		Capacity of Siding	FIRST CLASS
	MPH	MPH		MPH	MPH		E. Sw.	W. Sw.	MPH	MPH		
17							TIME-TABLE No. 9 April 19, 1970					18
Passenger												Passenger
Leave Mon, Thur, Sat.												Arrive Tues, Fri, Sun.
6 30AM	↓	0.0	↑				DENVER.....BER					1190PM
6 35	↓	1.0	↑	20		0001	PROSPECT DNB					1050
	↓	1.5	↑	45		0002	FOX JCT.....					
	↓	2.5	↑	65		0003	NORTH YARD DNB	30	30	Yard		
	↓	3.2	↑	7.0		0004	UTAH JCT.....					
	↓	3.8	↑	12.0		0005	C & S JCT.....					
	↓	4.8	↑	12.4		0012	LEYDEN.....	30	30	106		
	↓	7.0	↑	18.0		0018	ROCKY.....	30	30	95		
	↓	12.0	↑	21.2		0021	CLAY.....	30	30	112		
	↓	12.4	↑	24.5		0025	PLAIN.....	30	30	128		
	↓	18.0	↑	31.2		0031	CRESCENT.....	30	30	109		
	↓	25	↑	37.5		0037	CLIFF.....W	30	30	134		
	↓	30	↑	42.1		0042	ROLLINS.....	30	30	84		
	↓	40	↑	47.1		0047	TOLLAND.....	30	30	110		
	↓	50.1	↑	50.1		0050	EAST PORTAL...WY	30	15	120		
8 30	↓	56.9	↑	58.6		0057	WINTER PARK...W	30	30	138		9 05
	↓	62.2	↑	66.0		0062	FRASER.....	30	30	93		
	↓	70	↑	75.8		0066	TABERNASH...WY	30	30	195		
	↓	83	↑	86.2		0076	GRANBY.....	30	30	W 94		8 35
	↓	90.5	↑	88.2		0086	SULPHUR.....	30	30	E 89		
	↓	98.0	↑	93.0		0093	FLAT.....	30	30	150		
	↓	103	↑	98.0		0098	TROUBLESOME...W	30	30	136		
	↓	106.0	↑	103.5		0103	KREMMLING...W	30	30	111		
	↓	106.3	↑	106.0		0106	GORE.....	30	30	116		
	↓	111.3	↑	106.3		0111	AZURE.....	30	30	131		
	↓	116.0	↑	111.3		0116	RADIUM.....	30	30	95		
	↓	123.0	↑	116.4		0123	YARMONY.....	30	30	187		
	↓	128.0	↑	123.0		0129	ORESTOD.....J	30	30	88		
	↓	128.8	↑	128.0		2302	BOND.....RDNBKWY	15	30	Yard		7 00PM
1030AM	↓	129.3	↑	128.8		2306	DELL.....	30	30	144		
	↓	142.1	↑	129.3		2314	RANGE.....W	30	30	156		
	↓	155.2	↑	142.1		2276	DOTSERO.....JY					5 55PM
1125AM	↓	166.8	↑	155.2								Leave Tues, Fri, Sun.

## Exceptions:

## Zone speeds:

Passenger	MPH
MP 50.1-37.0 (Eastward)	40
MP 18.0-12.0 (Eastward)	50
MP 12.0-7.0 (Eastward)	60
"Coal" trains (see Rule 5) MP 50.1-7.0 (Eastward)	25
Bellline, Utah Jct. - UP Transfer, MP 4	20
Rocky Spur	20

## Turnout speeds:

Fox Jct. End of two main tracks	30
Orestod, Jct. switch	30
Bond, River track, East and West end	30
Dotsero, Jct. switch	40
All other turnout speeds	15
Siding - Tabernash	20

FIRST CLASS	Zone Speeds Westward		Mile Post	Zone Speeds Eastward		Station Number	Subdivision 4 Stations		Siding Turnout Speeds		Capacity of Siding	FIRST CLASS
	MPH	MPH		MPH	MPH		E. Sw.	W. Sw.	MPH	MPH		
17							TIME-TABLE No. 9 April 19, 1970					18
Passenger												Passenger
Leave Mon, Thur, Sat.												Arrive Tues, Fri, Sun.
	↓	301.7	↑				MINTURN.....					
	↓	302.0	↑	20		2250	DNBFRSWY	30	30	Yard		
	↓	302.6	↑	45		2256	AVON.....	30	30	166		
	↓	308.2	↑	65		2260	WOLCOTT.....	30	30	150		
	↓	318.0	↑	7.0		2270	SAGE.....	30	30	150		
	↓	332.0	↑	12.0		2276	DOTSERO.....JY	30	30	136		5 55PM
1125AM	↓	341.9	↑	12.4		2282	ALLEN.....	30	30	107		
	↓	347.5	↑	18.0		2284	SHOSHONE.....W	30	15	75		
	↓	350.5	↑	21.2		2288	GRIZZLY.....	30	30	95		
	↓	355.0	↑	24.5		2290	GLENWOOD...JRWY	30	30	N 147 S 223		5 20
	↓	360.1	↑	25		2508	CHACRA.....	30	30	96		
	↓	367.9	↑	30		2512	NEWCASTLE...W	30	30	119		
	↓	369.0	↑	37.5		2520	SILT.....	30	30	110		
	↓	372.7	↑	42.1		2528	RIFLE.....Y	30	30	116		4 45
	↓	379.5	↑	47.1		2538	DOS.....	30	30	111		
	↓	386.6	↑	50.1		2540	GRAND VALLEY...W	30	30	99		
	↓	399.1	↑	56.9		2542	UNA.....	30	30	116		
	↓	404.0	↑	58.6		2546	DEBEQUE.....	30	30	89		
	↓	408.7	↑	62.2		2552	AKIN.....	30	30	120		
	↓	412.0	↑	66.0		2554	TUNNEL.....	30	30	89		
	↓	416.6	↑	75.8		2560	CAMEO.....	30	30	82		
	↓	423.3	↑	86.2		2572	PALISADE...W	15	30	E 94 W 121		
	↓	427.7	↑	98.0		2578	CLIFTON.....	30	30	99		
	↓	432.6	↑	103		2580	FRUITVALE...W					
	↓	437.0	↑	106.0		5000	EAST YARD DNBKR			Yard		
	↓	442.5	↑	106.3			GRAND JCT. BJKR			Yard		3 25PM
	↓	445.0	↑	106.3								
	↓	447.3	↑	111.3								
	↓	448.6	↑	116.0								
	↓	449.6	↑	123.0								
	↓	450.6	↑	128.0								
2 00PM	↓	20	↑	20								Leave Tues, Fri, Sun.
Arrive Mon, Thur, Sat.							(147.6)					

## Exceptions:

Turnout Speeds:	MPH
Dotsero, Jct. switch MP 341-9	40
Glenwood, Crossover, MP 360.5	30
Fruitvale, MP 445.0	30

## City Ordinances:

Palisade	25
Grand Jct.	25

All other turnout speeds  
Mile Post sign 394 eliminated on Subdivision 4. Distance between Mile Post sign 393 and Mile Post sign 395 is 3,550 feet.

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Subdivisions 2 and 3 Stations		Siding Turnout Speeds		Capacity of Siding
				TIME-TABLE No. 9 April 19, 1970		MPH		
				E. Sw.	W. Sw.	E. Sw.	W. Sw.	
	120.5		4000					Yard
	123.0		1702					
70	130.8	70	1712			30	30	135
	139.6		1714			30	30	134
	145.8		1720					Yard
60	147.1	60	1722			30	30	121
	151.9		1724			30	30	134
	158.0		1740			30	30	145
	160.8		1754			30	30	95
	171.2		1756			30	30	92
45	175.9	45	1762			30	30	118
	184.1		1782			30	30	116
	191.7		1784			30	30	117
	198.1		1792			30	30	124
	208.0		2020					
20	214.7	20	2002			30	30	Yard
	215.1		2010			30	15	130
50	222.2	50	2016			30	30	130
	230.0		2020					
60	232.9	60	2026			30	15	129
	240.0		2032			30	30	145
	240.3		2040			30	30	158
50	244.7	50	2100			30	30	Yard
	252.1		2208			30	15	151
60	262.0	60	2218			30	30	158
	263.6		2232			15	15	201
45	271.0	45	2250			30	30	Yard
	280.3							
20	288.5	20						
	296.2							
30	301.7	30						
20	302.0	20						
	302.6							

## Exceptions:

Zone Speeds:	MPH
Passenger, MP 280.3-298.0 (Westward)	25
"Coal" trains (see Rule 5) MP 280.3-215.1 (Eastward)	40
MP 280.3-302.0 (Westward)	15
Over crossover switch MP 280.3	20

## Turnout Speeds:

Goodnight, Main track, MP 123.0	60
All other turnout speeds	15

## City ordinances:

Florence	40
Buena Vista	25

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Subdivision 1-A (in part, also see page 4) and 1-B Craig Branch Stations		Siding Turnout Speeds		Capacity of Siding
				TIME-TABLE No. 9 April 19, 1970		MPH		
				E. Sw.	W. Sw.	E. Sw.	W. Sw.	
	128.8		0129					
	138.7		0139			15	15	68
20	142.7	20	0143			15	15	96
	150.1		0150			15	15	50
	153.3		0153			15	15	45
40	161.8	40	0162			15	15	68
	168.0		0168			15	15	Yard
25	174.0	25	0175			15	15	47
	175.2		0178			15	15	38
	178.2		0184			15	15	90
40	183.9	40	0191			15	15	69
	191.1		0200					
25	200.0	25	0201			15	15	83
	201.2		0208			15	15	38
	208.0		0215			15	15	49
30	215.1	30	0232					Yard
	231.7							

Exceptions: Zone Speeds—Energy Spur	25
Turnout Speeds: Orestod, Jct switch MP 128.8	30
All other turnout speeds	15
Sidings	15

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Monarch Spur Stations		Siding Turnout Speeds		Capacity of Siding
				TIME-TABLE No. 9 April 19, 1970		MPH		
				E. Sw.	W. Sw.	E. Sw.	W. Sw.	
	215.1		2002					Yard
10	215.4	10						
	224.6		3014			15	15	28
	228.5		3020			10	10	9
12	233.4	12	3028					Yard
	236.5							

Exceptions: Zone Speeds:	MPH
Passenger, MP 236.5-228.5 (Eastward)	12
MP 228.5-224.6 (Eastward)	20
All other turnout speeds	15
Sidings	15

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Subdivision 3-A Leadville Branch Stations		Siding Turnout Speeds		Capacity of Siding
				TIME-TABLE No. 9 April 19, 1970		MPH		
				E. Sw.	W. Sw.	E. Sw.	W. Sw.	
	271.0		2100					Yard
15	273.3	15	2104					Yard
	275.9		2120					Yard

All turnout speeds	15
Sidings	15

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Subdivision 4-B Aspen Branch Stations TIME-TABLE No. 9 April 19, 1970		Siding Turnout Speeds MPH	Capacity of Siding
				E. Sw.	W. Sw.		
30	360.1	25	2290	GLENWOOD..BWKY			
20	373.0	20	2416	CARBONDALE...W		Yard	
	392.9		2437	WOODY CREEK....		Yard	
				(32.8)			

Exceptions:	MPH
Speed over weigh-in-motion scale MP 374.2	
Passing over	10
Weighing-in-motion	3
Zone speeds, over Wingo Bridge MP 384.9	10
All other turnout speeds	15
Sidings	15

SECOND CLASS 63	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Subdivision 8 Stations TIME-TABLE No. 9 April 19, 1970		Siding Turnout Speeds MPH	Capacity of Siding	SECOND CLASS 62
					E. Sw.	W. Sw.			
Lv. Daily									Ar. Daily
	30	118.9	30	7134	PUEBLO..DNBJK		Yard		
	30	121.4	30	1136	MINNEQUA....		Yard		
		122.9		1140	SOUTHERN JCT				
				1153	CEDARWOOD..		*		
				1158	LASCAR.....		*		
		175.0			WALSENBURG UD				
		175.1			D&RGW JCT..				
3 30 PM	30	175.2	30	1180	WALSENBURG.		Yard	7 21 AM	
4 10	20	190.3	20	1550	LA VETA...BWR		Yard	6 50	
		195.0			OCCIDENTAL..	15 15	30	6 25	
4 32	15	196.8	15	1560	FIR.....Y	15 15	35	5 43	
5 14	20	207.2	20	1564	SIERRA.....	15 15	68	5 15	
5 42	20	213.0	20	1570	FORT GARLAND..W	15 15	77	4 44	
6 13	40	222.0	40	1576	BLANCA.....	15 15	68	4 37	
6 20	40	232.4	40	1578	BALDY.....	15 15	20	4 25	
6 32	30	239.8	30	1584	ALAMOSA DNBK		Yard	4 01 AM	
6 56 PM	30	241.0	30	1590					
Ar. Daily		251.7							Lv. Daily
					(132.8)				

No. 63 is superior to No. 62

Schedule and train order times Westward trains, Subdivision 8, at Walsenburg apply at D&RGW Jct switch.

Exceptions:	MPH
Speed of Locomotives with SD 45 units in consist and/or eastward trains handling Moly ore on D&RGW Container Plats series 20050 to 20056, restricted as follows:	

Alamosa—MP 241	20
MP 241—MP 222	30
All other turnout speeds	15
City Ordinance—Walsenburg	15
Sidings	15

\*See Colorado and Southern, Denver Division Time-table.

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Subdivision 10-A Creede Branch Stations TIME-TABLE No. 9 April 19, 1970		Siding Turnout Speeds MPH	Capacity of Siding
				E. Sw.	W. Sw.		
	251.7		1590	ALAMOSA...IDBJK			Yard
	263.1		1604	PARMA.....	15 15		14
	266.1		1606	ZINZER.....	15 15		70
	269.0		1612	MONTE VISTA...W			Yard
	282.8		1624	DEL NORTE.....	15 15		60
	288.9		1628	HANNA.....	15 15		14
	298.2		1638	SOUTH FORK...W	15 15		21
	299.1		1640	DERRICK.....Y			
	300.0		1650	WAGON WHEEL GAP	10 10		11
	312.1		1654	WASSON.....Y	10 10		20
	318.1		1661	CREEDE.....			Yard
	320.7						
				(69.0)			

Exceptions:	MPH
All other turnout speeds	15
Sidings	15

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Subdivision 11 Stations TIME-TABLE No. 9 April 19, 1970		Siding Turnout Speeds MPH	Capacity of Siding
				E. Sw.	W. Sw.		
	251.7		1590	ALAMOSA...RDBJK			Yard
	257.0		3542	HENRY.....	15 15		14
	259.6		3544	ESTRELLA.....	15 15		35
	266.2		3546	LA JARA.....			Yard
	273.3		3555	ROMEO.....	15 15		39
	280.3		3557	ANTONITO...DY			Yard
				(28.6)			

Exceptions:	MPH
All other turnout speeds	15
Sidings	15
City Ordinances: La Jara	15
Antonito, MP 279.7-280.6	12

Westward		Mile Post	Subdivision 12-B Silverton Branch Stations TIME-TABLE No. 9 April 19, 1970	Capacity of Staging	Eastward	
SECOND CLASS					SECOND CLASS	
463 Mixed	461 Mixed				462 Mixed	464 Mixed
Lv. Daily	Lv. Daily			Ar. Daily	Ar. Daily	
9 30 AM	8 30 AM	451.5	DURANGO.....DBJK 11.0	Yard	5 30 PM	6 30 PM
10 15	9 15	462.5	HERMOSA.....W 6.6	13	4 42	5 42
10 44	9 44	469.1	ROCKWOOD.....Y 3.2	24	4 15	5 15
11 05	10 05	472.3	TACOMA..... 1.7	18	3 54	4 54
11 14	10 14	474.0	AH WILDERNESS..... 4.0	13	3 45	4 45
11 35	10 35	478.0	TEFT..... 6.0	13	3 29	4 29
12 01	11 01	484.0	NEEDLETON.....W 8.5	13	3 05	4 05
12 32	11 32	490.5	ELK PARK.....Y 6.2	14	2 35	3 35
1 01 PM	12 01 PM	496.7	SILVERTON.....Y (45.2)	Yard	2 05 PM	3 05 PM
Ar. Daily	Ar. Daily				Lv. Daily	Lv. Daily

No. 461 and No. 463 are superior to No. 462 and No. 464

Zone Speeds	MPH
Exceptions—Loop Track Durango	15
Rockwood MP 469.1-Bridge 471.23	8
Over Bridge 471.23	5
Over Bridges 495.64 and 496.12	10
K-36, K-37 types over Bridge 462.42	10
All turnout speeds	15
Sidings	15

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

Sub-division	Name	Mile Post	Station Number	Car Capacity	Switch Con-nection
1-A...	Stock Yard Spur	B.L.2.2	1001	Yard	West
1-A...	Rocky Spur	18.0	0018	Yard	West
1-B...	Roult	173.6	0174	30	East
1-B...	Edna	174.2	0174	Yard	E. & W.
1-B...	Energy Spur	200.1	0200	Yard	East
1-B...	Bear	206.6	0206	59	West
1-B...	Colute	209.9	0210	10	E. & W.
2.....	Water Works	121.9	1701	91	West
2.....	Burnito	161.4	1746	40	East
2.....	Pleasanton	195.4	1783	60	E. & W.
2.....	Wellsville	208.8	1796	22	E. & W.
2.....	English	210.3	1797	4	West
2.....	Cleora	213.2	1800		E. & W.
3.....	Buena Vista	240.3	2020	32	E. & W.
4.....	Eagle	329.0	2268	31	E. & W.
4.....	Gypsum	335.8	2272	21	E. & W.
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...	Mid-Continent	375.0	2416	Yard	E. & W.
4-B...	Wingo	385.1	2432	9	E. & W.
4-B...	Bates	387.4	2436	21	E. & W.
8.....	Chamblin	146.9	1155	3	West
10-A...	Agro	263.6	1605	10	West
10-A...	S.L.C. Jct	267.0	1612	Yard	E. & W.
10-A...	Pleasant Spur	267.4	1611	12	West
10-A...	Continental Oil	268.3	1610	2	West
10-A...	Evansville	280.8	1623	17	E. & W.
10-A...	Gerrard	296.3	1632	20	E. & W.
11.....	La Fruto	256.0	3541	7	E. & W.
11.....	Hartner	257.4	3543	13	E. & W.
11.....	Bountiful	269.7	3548	21	E. & W.

# Special Time-Table Rules

SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

## SUPERIORITY AND MOVEMENT OF TRAINS

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

1-A. Train orders may be issued at Walsenburg UD or Alamosa effecting the through movement of a train on Subdivision 8 between these stations and such train orders will govern each conductor and engineman of this train until fulfilled, superseded or annulled.

## CLEARANCES

2. Trains will secure Clearance at Bond instead of Orestod.

2-A. All Southward trains will secure at Pueblo C&S Clearance Form "A", and necessary train orders for movement Southern Jct to D&RGW Jct.

C&S train order and Clearance forms will be used, issued over signature D&RGW Chief Dispatcher on Southward Track; C&S Chief Dispatcher on Northward Track.

2-B. There is no train order signal at Walsenburg UD. Trains must not leave Walsenburg UD without a Clearance unless otherwise provided.

2-C. Trains will leave the following stations without a Clearance:

Subdivision	Station	Remarks
4-A	Dotsero	Eastward and Westward trains Subdivision 4-A.
8	Walsenburg UD	No 63 when no Opr on duty.
8	Alamosa	No 62 when no Opr on duty.
12-B	Silverton	All trains

## TRAIN REGISTERS

3. Eastward trains may register arrival on D&RGW train register Walsenburg UD with register ticket.

## YARD LIMITS

4. Orestod (Subdivision 1-A, from MP 130.6 to sign "Beginning of CTC")	Walsenburg
Crater	LaVeta
Phippsburg	Occidental
Haybro-Roult	Fir
Steamboat	Sierra
Hitchens	Fort Garland
Hayden	Blanca
Craig	Alamosa
Subdivision 3-A	Subdivision 10-A
Subdivision 4-B	Subdivision 11
Pueblo-Southern Jct.	Durango
	Ah Wilderness
	Silverton

4-A. Protection as prescribed by Operating Rule 99 is not required as follows:

Location	Limits	Trains
East Portal-Winter Park	ABS 489—ABS 566	All trains
Bond-Orestod	ABS 1279—ABS 1308	Freight trains
Salida	ABS 2127—ABS 2162	Freight trains
Tennessee Pass	ABS 2818—Crossover MP 280.3	Eastward freight trains
Minturn	ABS 3009—ABS 3034	Freight trains
Grand Jct	ABS 4449—ABS 4512	Freight trains

4-B. Unless otherwise provided all train, yard and other locomotive movements between Pueblo and Southern Jet must be made with the current of traffic. Movements against the current of traffic must be authorized by Yardmaster Pueblo.

4-C. There are no tracks designated as main track at:

Alamosa: MP 250—Junction Creede Branch Subdivision 10-A.

Pueblo: West end Pueblo UD, MP 119.6—ABS 1207W, Subdivision 2.

#### AIR BRAKE AND RETAINER OPERATION, CAR LIMITS AND INSPECTION STOPS

5. Freight trains will be considered "Coal" trains if average weight per car is more than 80 actual tons, and in addition, the actual tonnage per unit with operative dynamic brake exceeds:

F-7, GP-7, F-9, GP-9, SD-7, SD-9 .....	600 tons
GP-30, GP-35, GP-40 .....	900 tons
SD-45 .....	1200 tons

These trains must not be operated in excess of 50 MPH.

5-A. When stopped on grade and locomotive brakes will not hold train standing, the train must be held with hand brakes, or a sufficient number of retainers placed in operative position to hold train, before the air brakes are released and recharged.

5-B. Dynamic brake must not be used on more than 4 units of a locomotive on the head end of a train with an SD-45 unit in locomotive consist or on more than 5 units if there are no SD-45 units in locomotive consist.

#### North Yard

5-C. Sign at MP 2 on Inbound-Outbound Lead, North Yard bears word "APEX." This sign 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.

#### Crater to Orestod, Winter Park to Fraser and East Portal to North Yard

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

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

	Coal Trains	Other Trains
F-7, GP-7, GP-9, F-9.....	1400 tons	1600 tons
GP-30, GP-35, GP-40.....	1500 tons	1700 tons
SD-7, SD-9, SD-45.....	2100 tons	2500 tons

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative retainers will be used on all cars.

5-D. On "Coal" trains (see Rule 5) if dynamic brake is inoperative or if use of full dynamic brake and 18 pound brake pipe reduction will not control train at the allowable speed, train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. Train must not proceed except as instructed by Chief Dispatcher or other proper authority.

#### Tennessee Pass to Minturn

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

	Coal Trains	Other Trains
F-7, GP-7, GP-9, F-9.....	900 tons	1000 tons
GP-30, GP-35, GP-40.....	1000 tons	1400 tons
SD-7, SD-9, SD-45.....	1300 tons	1500 tons

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative retainers will be used on all cars.

5-F. On "Coal" trains (see Rule 5) if dynamic brake is inoperative or if use of full dynamic brake and 18 pound brake pipe reduction will not control train at the allowable speed, train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. Train must not proceed except as instructed by Chief Dispatcher or other proper authority.

#### Leadville Branch

5-G. Before descending grades, air brake test must be made in accordance with Air Brake Rule 6 and retainers must be used as prescribed by Time-table Rules 5-E and 5-F.

#### Monarch Spur

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

Car limits, excluding caboose:

Monarch, MP 236.5 to Maysville, MP 224.6:

One unit .....	24 loads
Two units .....	29 loads

Before departing Monarch, MP 236.5 or Garfield, MP 233.4 (descending grade movements), 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 on all cars.

Before departing Monarch, MP 236.5, or Garfield, MP 233.4 (descending grade movements), air brake system must be charged to at least 105 pounds. This is to be determined as provided by Air Brake Rule 57-I.

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

Not more than one car having inoperative brakes will be handled in rock trains Monarch, MP 236.5 to Maysville, MP 224.6.

5-I. On "Coal" trains (see Rule 5) if dynamic brake is inoperative or if use of full dynamic brake and 18 pound brake pipe reduction will not control train at the allowable speed, train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. Train must not proceed except as instructed by Chief Dispatcher or other proper authority.

#### Fir to Sierra

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

F-7, GP-7, GP-9, F-9.....	1200 tons
GP-30, GP-35, GP-40.....	1500 tons
SD-7, SD-9, SD-45.....	1800 tons

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative retainers will be used on all cars.

#### Fir to LaVeta

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

	Coal Trains	Other Trains
F-7, GP-7, GP-9, F-9.....	900 tons	900 tons
GP-30, GP-35, GP-40.....	1000 tons	1100 tons
SD-7, SD-9, SD-45.....	1300 tons	1400 tons

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative retainers will be used on all cars.

5-L. On "Coal" trains (see Rule 5) if dynamic brake is inoperative or if use of full dynamic brake and 18 pound brake pipe reduction will not control train at the allowable speed, train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. Train must not proceed except as instructed by Chief Dispatcher or other proper authority.

#### Subdivision 12-B

5-M. On descending grade movements retainers will be used in 10 pound position. If it is found that retaining power is excessive a few retainers may be turned to release position to avoid slack action or stalling on the grade.

### RAILROAD CROSSING AT GRADE, ABS, CTC, AND OTHER SIGNALS

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

Sub-division	MP	Tracks Governed	Remarks
1	118.5	ATSF Main Track D&RGW Main Track	Manual Interlocking controlled by D&RGW Train Dispatcher, Denver.  Each railroad governed by its own Interlocking Rules and Special Instructions.  If Interlocking Signals display other than proceed indication, crew member must contact D&RGW Train Dispatcher, Denver, and be governed by his instructions.  Telephones are located near Interlocking for this purpose.

#### Railroad crossings at grade protected by signals (cont'd):

Sub-division	MP	Tracks Governed	Remarks
1-A	3.2	C&S, CB&Q-Belt line.	CTC and Manual Interlocking. Each road governed by its own rules and special instructions.
1-A	3.2	Main Track-Belt Line	
2	119.6	D&RGW Yard Track and Frt House Lead and AT&SF crossings	Color light signals for normal movements. Controlled by ATSF Train Disp. D&RGW and AT&SF governed by their own rules and special instructions. Switch at West end depot tracks is dual controlled.
8	121.9	C&W-D&RGW	Semi-Automatic Interlocking. Each road governed by D&RGW Rules and its own Special Instructions. Normal position of all switches is for D&RGW. Approach signals for normal direction on D&RGW main tracks. (See Instructions in phone box)

#### Operation Belt Line

6-A. Trains, yard and other locomotives operate by CTC between Utah Jet (West end of North Yard) and Belt (CRIP connection switch) and between Belt and UP Transfer MP 4 as indicated by CTC signs. Movements over these tracks are controlled by D&RGW Train Disp.

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 Co. on D&RGW lead. Derail is equipped with UP and D&RGW switch locks.

6-B. Crossing signal protection is provided on Continental Baking Co. Spur at North Broadway. All movements over this crossing on spur must stop before entering crossing, and crossing signal actuated by placing switch key in key switch and turning key to right as far as possible then remove key. Key switch located on side of signal case on west side of North Broadway. Crossing signal will return to normal after movement over crossing.

#### Operation Rocky Spur

6-C. Gate across track at Rocky Plant 1200 feet west of switch is handled by AEC Security Guards. At crossing of Highway No. 93, 3200 feet from main track connection and crossing of Highway No. 72, 4400 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.

Access gates are located 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.

Between the hours of 7 AM and 8 AM and during night hours, arrange to stop and flag all train movements over AEC



private road crossing GWA Spur. During night hours leave burning fusee on grade crossing while train moving over this road crossing.

Crews setting out USAX cars or any similar type cars with two (2) hand brakes at AEC Rocky Flats must set up both hand brakes.

#### Operation Through Moffat Tunnel

**6-D.** Operating Rule 285 is amended to extent that a speed of 40 MPH instead of medium speed will apply as follows:

Eastward—ABS 566 and 566-A, Winter Park to ABS 502, East Portal.

Westward—ABS 501 and 501-A, East Portal to ABS 565, Winter Park.

**6-E.** Not more than one train at a time will be permitted to occupy track in Moffat Tunnel between East switch Winter Park and West switch East Portal, except a helper locomotive may be uncoupled from the rear of an Eastward train inside Moffat Tunnel or east of East switch Winter Park. After helper locomotive is uncoupled from rear of train, reverse movement will be made at restricted speed to next ABS.

Helper locomotive cutting off westward train at East Portal, must not shove beyond ABS 501 or 501-A. After helper locomotive is uncoupled from rear of train, reverse movement will be made at restricted speed to next ABS.

**6-F.** ABS governing movements over West switch East Portal, in addition to their ABS function, will not indicate Proceed unless ventilation curtain is raised.

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

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

**6-G.** A bell at ABS 506 provides audible warning to Eastward trains should ABS 506 be obscured by smoke or fog.

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

**6-I.** Eastward trains must not exceed a speed of 25 MPH from a point 1750 feet west of curtain at east portal of Moffat Tunnel until the locomotive has cleared the east portal of Moffat Tunnel.

**6-J.** If train or locomotive is delayed in Moffat Tunnel for any reason, Train Disp should be promptly notified from nearest refuge telephone. Telephones located in Moffat Tunnel as follows:

Refuge No	MP	Refuge No	MP
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

**6-K.** Emergency oxygen tanks and masks are located in fan house East Portal and depot office Winter Park. Should the use of emergency oxygen be required, be governed by instructions posted on containers of this equipment.

Emergency breathing masks are located near telephones at refuges 8 and 11. This equipment is to be used only in emergency when necessary to evacuate Moffat Tunnel.

Use of the above equipment must be reported to Superintendent immediately.

#### Operation at Orestod

**6-L.** All Positive ABS and dual controlled switches between West River track switch Bond, Subdivision 4-A, and East River track switch Orestod, Subdivision 1-A, inclusive, are controlled by Opr Bond.

When lower signal ABS 1287 Orestod displays approach indication it is authority to proceed on Subdivision 1-A to train order signal Bond.

#### Operation at Carbondale

**6-M.** Mid-Continent Coal & Coke Company's loading tipple at Carbondale, Subdivision 4-B, is equipped with indicator lights governing locomotive movements in either direction through the tipple.

A green light indicates that the loading chute is fully retracted and locked in that position. Locomotives may proceed through the tipple in either direction when the green lights are displayed.

If no green light is displayed, locomotives must not proceed through the tipple.

Iron ore from Woody Creek will weigh on weigh-in-motion scales at Mid-Continent. Conductor will furnish Mid-Continent weighmaster with a switch list in train order of cars to be weighed. It is also necessary that weighmaster at the Mid-Continent office be notified that train is ready to weigh so he can go to the scale house ahead of the train.

Weighmaster on duty Mid-Continent 8:00 AM - 4:00 PM Monday through Friday; 8:00 AM - 1:00 PM Saturday and Sunday.

#### Operation at Tennessee Pass

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

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

Instructions for manual operation are posted at each tunnel portal.

#### Operation at Minturn

**6-O.** Dual controlled derailing switch West end Minturn siding MP 303.3 normally lined for derailing spur. Positive ABS 3033-A governs movements over derailing switch and through West switch Minturn siding. Trains must occupy release section beginning 490 feet east of ABS 3033-A for 45 seconds before dual controlled switches can be positioned for departure.

**6-P.** Repeater signals located on north side of Main track and on south side of siding, in vicinity of YMCA crossing Minturn repeat indication of Positive ABS 3010 or 3010-A. If governing repeater signal does not display proceed when Eastward train is ready to depart, Train Disp must be contacted immediately.

#### Operation at Grand Jct

**6-Q.** 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 vicinity of the hump at East Yard and to which ABS and CTC 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.

**6-R.** Dual controlled switch point derail on middle track, 10th Street Grand Jct located between opposing Positive ABS 4487-FE and 4488-F, normal position for derail. Westward trains or locomotives must occupy release section approaching Positive ABS 4487-FE one minute before Train Disp can position signal and dual controlled switch.

6-S. Depot Running Track between dual controlled switches at MP 449.0 and MP 450.1 Grand Jct. connects with Westward Main track. 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 when Repeater Signal MP 449.8 Westward, or MP 449.3 Eastward displays proceed indication. If Repeater Signal does not indicate proceed when train is ready to depart, Train Disp. must be contacted immediately.

6-T. Repeater signals located to left of track:

Subdiv.	Location	MP	Direction	Track
1-A	West end Moffat Tunnel	56.4	Westward	Main
4-A	Bond	130.4	Westward	Main
3	Minturn Yard	301.7	Eastward	Main
3	Belden	296.2	Westward	Siding

6-U. Eastward ABS 2812 and 2818, Tennessee Pass are located to left of Main Track.

Westward ABS 1215E and Eastward ABS 1216W between Pueblo and Goodnight, are located to left of governing route.

### PASSENGER TRAINS

7. Rear Trainman out of Denver will see that marker lens display red and yellow in accordance with D&RGW Operating Rules.

7-A. If passenger equipment has rear red and white lights, they will not be used. Trainmen will see that they are turned off before departing Denver.

### MAXIMUM SPEEDS MPH

10. Zone and other prescribed speeds must not be exceeded.

10-A. Turnouts equipped with spring switches see Timetable Rule 13.

Other turnouts equipped with spring switches ..... 15

Trailing through spring switches on straight track ..... 30

In or out of other turnouts ..... 15

10-B. Maximum speeds permissible in any service by various types of locomotives and equipment as follows:

Diesel locomotives 130-149 .....	40
Other diesel locomotives .....	70
Steam Derricks .....	35
Russell Snow Plow X-67 (handled in trains) .....	30
Clamshells, Scale Test Cars, (except Scale Test Car X-450) and Pile Drivers moving on own wheels .....	25
Flat cars loaded with Rip Rap .....	25
Welded rail trains under load .....	25
Cars stenciled "Beet" or "Tie" service .....	40
D&RGW 24000-25000 and 46000-47000 series cars, loaded or empty .....	40
Trains handling Minnequa Ore .....	40
Trains handling 20" or larger diameter pipe on flat cars or bulk head flats .....	40
Scale Test Car X-450 .....	35
Spreaders and Flangers handled in trains (not working) .....	35
Steam Derrick 028 must not be used west of Carbondale, Aspen Branch; when used on other branches speed must be restricted to 15 miles per hour over wooden trestles.	

### MEDICAL TREATMENT

11. Suggested doctors for care of sick or injured passengers:

R. L. Beshore, M.D. ....	422-2814	Denver
Floyd Bralliar, M.D. ....	722-5769	Denver
Robert Horner, M.D. ....	722-5769	Denver
J. J. Humm, M.D. ....	222-7741	Denver
D. M. McEndaffer, M.D. ....	377-5711	Denver
F. W. Barrows, M.D. ....	543-4016	Pueblo
C. N. Caldwell, M.D. ....	543-4016	Pueblo
L. J. Leonardi, M.D. ....	539-6637	Salida
Glenwood Medical Associates. ....	945-5441	Glenwood
T. D. Burleigh, M.D. ....	243-3518	Grand Junction
K. E. Prescott, M.D. ....	242-4056	Grand Junction
H. C. Graves, M.D. ....	243-0378	Grand Junction

11-A. Suggested hospitals for care of injured passengers:

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

11-B. Hospital Association Doctors for care of sick or injured employees.

623-8443 .....	Denver and vicinity	R. E. Smith .....	Canon City
Craig Medical Center .....	Craig	E. C. Budd .....	Salida
R. O. Murray .....	Craig	Leo J. Leonardi .....	Salida
Ray G. Witham .....	Craig	W. T. Gipson .....	Salida
L. E. Bare .....	Granby	Thomas Sandell (DDS) .....	Salida
E. G. Ceriani .....	Kremmling	William Mehos .....	Salida
William F. Rosene .....	Oak Creek	R. A. Hoover .....	Salida
H. S. Richards .....	Steamboat	V. A. Veltri .....	Salida
Pueblo Surgical Group .....	Pueblo	J. M. Kehoe .....	Leadville
Parkview Medical Center .....	Pueblo	V. E. Kelley .....	Leadville
David L. Crosson .....	Pueblo	G. B. Stanley .....	Gilman
A. Demshki .....	Pueblo	E. G. Ceriani (Kremmling) .....	Bond
(Ear, Nose and Throat)		F. D. Law (DDS) .....	Glenwood
T. A. Gunther (Dentist) .....	Pueblo	B. E. Nutting .....	Glenwood
H. S. Rusk .....	Pueblo	Roy W. Day .....	Glenwood
(Eye, Ear, Nose and Throat)		(Ear, Nose and Throat)	
W. M. Lewallen, Jr. .....	Pueblo	R. W. Viehe .....	Glenwood
L. L. Ward .....	Pueblo	Glenwood Medical Associates .....	Glenwood
R. L. McKittrick .....	Pueblo	Jerome F. Christiansen (DDS) .....	Glenwood
John McKittrick .....	Pueblo	H. O. Hendrick .....	Carbondale
John Hurby (DDS) .....	Pueblo	Max Word .....	Rifle
J. Harvey Johnston .....	Pueblo	William Henry .....	Rifle
(Dermatologist)		243-3545 .....	Grand Junction
R. W. Dingle .....	Pueblo	J. M. Lamme, Jr. ....	Walsenburg
J. S. Norman .....	Pueblo	Earle Carmichael .....	Trinidad
L. Pettitti .....	Pueblo	A. E. Duncan .....	Alamosa
James Pollard .....	Pueblo	S. D. Nichols .....	Alamosa
H. C. Zaenger .....	Pueblo	J. W. Ruddell .....	Alamosa
W. Hilt .....	Pueblo	J. H. Hurley .....	Alamosa
G. N. Grant .....	Pueblo	W. C. Riley .....	Alamosa
R. M. Wexler .....	Pueblo	D. R. Strong (Dentist) .....	Alamosa
F. E. Stander .....	Pueblo	E. J. Zayac .....	Del Norte
Harvey W. Phelps .....	Pueblo	Edward Manning .....	Del Norte
William C. Shontz .....	Pueblo	V. A. Johnson .....	LaJara
W. W. Boucher .....	Pueblo	H. Dale Thomas .....	LaJara
Dulio A. Stricca, DDS .....	Pueblo	G. R. Davis .....	Antonito
Mario J. Stricca, DDS .....	Pueblo	Gordon Johnson .....	Durango
A. A. Harrington .....	Pueblo	T. W. Halley .....	Durango
P. J. Gamache .....	Florence	L. W. Lloyd .....	Durango
John V. Buglewicz .....	Florence	Forrest D. Brown (DDS) .....	Durango
H. C. Grabow .....	Canon City	Robert C. Pivonka .....	Durango
J. C. Fish .....	Canon City		
E. L. Ley .....	Canon City		

## 11-C. Assigned hospitals of the Hospital Association:

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 Jct.

## 12. LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

Subdivision 4		Subdivision 8	
MP	Points	MP	Points
448.6	Trailing	119.4	Trailing
449.0	Facing	120.7	Trailing
		121.3	Facing
		121.9	Trailing
		122.7	Trailing

## 13. SPRING SWITCHES

MP	Location	Normal Position	MPH
222.9	Brown Canon, West Switch	Main Track	15
245.2	Americus, West Switch	Main Track	15
262.8	Kobe, East Switch	Main Track	30
309.0	Avon, West Switch	Main Track	30
317.7	Wolcott, East Switch	Main Track	30
332.7	Sage, West Switch	Main Track	30
445.6	East Yard, East Switch	East Yard	15
446.9	East Yard, East Switch Departure Track	East Long Lead	15
447.3	East Yard, Entering Track	East Yard	15
448.5	Grand Jct Westward Departure Track to Alternate Inbound	Crossover	15
451.5	West End Passenger Main No. 2, Durango	Loop Track	5
451.6	West End Passenger Main 1 and Loop Track, Durango	Loop Track	5

14. WATER TANKS OR CRANES BETWEEN STATIONS  
Subdivision 12-B: MP 474.6

## 15. AUXILIARY LINES

Dotsero .....	Subdivision 4-A
Orestod .....	Subdivision 4-A

DESIGNATION OF TRACKS — POSITION OF SWITCHES  
RESTRICTION OF TRACKS

16. Yard track indicator located west end North Yard indicates track by number on which Eastward trains will be yarded.

16-A. Westward MOP freight trains will use either MOP inbound-outbound or D&RGW inbound-outbound track Pueblo Junction to East Roger as routed by D&RGW Dispatcher, Den-

ver. Normal position of switches on MOP inbound-outbound is lined for MOP inbound-outbound, except switch to D&RGW Subdivision 8 which may be left lined for route of last movement.

16-B. Eastward MOP freight trains will use MOP inbound-outbound from East Roger to Pueblo Junction, unless otherwise instructed by Pueblo Tower Yardmaster.

16-C. Eastward MOP Freight Trains and Northward D&RGW Freight Trains must advise Pueblo Tower Yardmaster when ready to leave Pueblo Yard. Pueblo Tower Yardmaster must inform D&RGW Dispatcher, Denver, that train in leaving and designate track that train is occupying approaching Pueblo Junction.

16-D. D&RGW Train Dispatcher, Denver, will advise Pueblo Tower Yardmaster of Westward MOP trains and/or D&RGW Southward trains when train or trains are approaching Pueblo Junction and Pueblo Tower Yardmaster will advise which track to advance train on Pueblo Junction to East Roger.

16-E. D&RGW rules apply to MOP crews in Pueblo Yard, including Pueblo Junction Interlocking.

16-F. D&RGW Subdivision 8 trains will use MOP Inbound-Outbound track from East Roger to Subdivision 8 connection at Main Street. Trains entering Pueblo from Subdivision 8 must obtain permission from Pueblo Tower Yardmaster prior to fouling MOP Inbound-Outbound track. Permission may be obtained by use of radio or by telephone located at Main Street.

16-G. D&RGW freight trains to Subdivision 1 will use D&RGW Inbound-Outbound track from East Roger to Pueblo Junction unless otherwise instructed by Pueblo Tower Yardmaster.

16-H. Switch leading from Leadville Branch, Subdivision 3-A, 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.

16-I. Track No. 1 Minturn must be left clear of cars.

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

Track Indicator for Westward trains is located at MP 445.6.

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

At East Yard permission must be obtained from Train Disp before entering long lead at east end receiving yard.

16-K. Trains departing Monarch must leave crossover switch at tiple lined for Load track, and switch to Derailing Spur lined for Derailing Spur.

16-L. SD-7, SD-9, and SD-45 locomotives must not be operated on Wye at LaVeta, and Wye at Stock Yards Alamosa.

16-M. Locomotives of K-36 or K-37 type must not go beyond Rockwood, Subdivision 12-B. Arrangements must be made to train an empty car behind the locomotive.

16-N. Location where trains or locomotives must not clear the main track. (See Operating Rule 563.)

Location	Tracks
Subdivision 1-A, MP 6.25.....	Hotchkiss Lbr. Spur
Orestod, MP 128.5.....	House
Bond, MP 129.....	Transfer
Salida, MP 215.9.....	Texaco Spur
Canon City, MP 160.2.....	Short Lumber Track
Canon City, MP 161.3.....	East End Burnito
Canon City, MP 161.6.....	Cross Over Burnito
Pleasanton, MP 195.4.....	Load Track
Wellsville, MP 208.8.....	Spur
English, MP 210.3.....	Spur
Avon, MP 308.2.....	Stock

## 16-O. Location of permanent derrails on main track or sidings:

Sub-division	Location	Description
1-A 1-A	Crater Toponas	East end siding East end siding
1-B 1-B 1-B	Park Haybro Hayden	West end siding West end siding West end siding
8 8 8	Sierra Fort Garland Blanca	West end siding West end siding West end siding
10-A 10-A 10-A 10-A 10-A 10-A 10-A	Creede Wasson Wagon Wheel Gap South Fork Hanna Del Norte Zinzer	East end siding East end siding East end siding East end siding East end siding East end siding East end siding
11 11 11	Henry La Jara Romeo	West end siding West end siding East end siding
12-B 12-B 12-B 12-B	Rockwood Tacoma Needleton Silverton	East end siding East end siding East end siding East end siding

16-P. Crews using Spur tracks at Zinzer and South Fork will be governed as follows: Before crossing main highway, trains or locomotives serving these warehouses will stop to clear the highway. A member of crew with proper flagging equipment will proceed ahead of locomotive or cars and protect train movement over highway. Movement over the highway will be made only on his signal. Red fuses will be used to flag highway traffic during night hours and during periods of poor visibility. The movement across highway should be a continuous one and the highway will not be blocked by standing equipment if it can be avoided. At Zinzer, cars will not be left on Spur track between main track and highway or between highway and warehouse. At South Fork, cars will not be left on spur track between siding and highway.

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

17. Tonnage handled by units on head end of train must not exceed:

Territory	Adjusted tons
North Yard to East Portal.....	5000
Tabernash to Winter Park.....	5000
Orestod to Crater.....	5000
Phippsburg to Toponas.....	6000
Canon City to Tennessee Pass.....	6500
Minturn to Tennessee Pass.....	3300
Glenwood to Dotsero.....	7000
Dotsero to Minturn.....	6500
Sierra to Fir.....	4000
La Veta to Fir.....	3300

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

17-A. D&RGW scale test cars, cars placarded "Rear End" or "Handle on Rear of Train Only" and other cars designated as "Rear Enders" must be trained behind helper.

17-B. Unless otherwise provided, diesel helper locomotives will be trained as follows:

Location in Train	Maximum Number of Helper Units
Behind caboose	(a) One unit of any type or (b) Two units if no SD-45 unit in helper locomotive consist
	(a) Three units of any type or (b) Five units if no SD-45 unit in helper locomotive consist

Helper locomotives of more than three units will be trained ahead of 1700 adjusted tons from Minturn to Tennessee Pass.

Helper locomotives exceeding the number of units specified may be used on rear of train provided excess units are isolated.

17-C. Coupler must be blocked on leading end of diesel helper locomotive. Both couplers must be blocked on SD-7 and SD-9 units when used in helping service.

#### Helper Locomotives Subdivision 12-B

17-D. Unless otherwise provided, helper must be placed on head end of train.

17-E. Helper locomotive must not be trained behind narrow gauge caboose.

17-F. Locomotives must not be doubleheaded over Bridges 452.42 and 471.23, Subdivision 12-B, and must not be operated over these bridges unless separated by at least one hundred feet. This separation must consist of lightly loaded equipment. It is not permissible to operate two locomotives over these bridges with flanger between them.

#### JOINT OPERATIONS

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

D&RGW yard locomotives are authorized to operate over C&S yard track from Prospect to connect with trackage of D&RGW serving Northwest Terminal area. Turnout switch off C&S Freight Lead located approximately 300 feet north of 20th Street Viaduct. D&RGW yard locomotive movements over C&S trackage will be made as prescribed by CB&Q Rules of the Operating Department. Normal position of switch off C&S Freight Lead is lined and locked for C&S Freight Lead.

Employee in charge of movement will call Opr Prospect from telephone located under 20th Street Viaduct to secure permission to re-enter C&S trackage.

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

18-A. D&RGW Rules of the Operating Department govern train and locomotive movements within yard limits, Pueblo.

18-B. Trainmen, Enginemen, Hostlers and Yardmen must have in their possession current time-tables and supplements thereto or re-issues thereof as follows:

Pueblo Terminal	Denver Terminal
AT&SF-D&RGW, Joint Line D&RGW, Colorado Division PUD&RR Co.	AT&SF-D&RGW, Joint Line D&RGW, Colorado Division C&S, Denver Division DUT Ry Co., General and Interlocking Rules

18-C. Trains or locomotives while on Union Depot Tracks, Pueblo will be governed by rules and regulations of PUD&RR Co. Time-table, except D&RGW Rules of the Operating Department govern use of spring switches and protective signals in PUD&RR Co. yard.

18-D. D&RGW and C&S Joint Track extend between Southern Jct and D&RGW Jct. Northward Track is under C&S operating jurisdiction. Southward Track is under D&RGW operating jurisdiction. C&S Denver Division Time-table and Burlington Lines Rules and Regulations of the Operating Department govern train operation on both tracks.

18-E. On Subdivision 8 at MP 175.1, Walsenburg, C&S trains use D&RGW main track for a distance of 25 feet entering and leaving D&RGW main track at this point. Normal position of switches set for C&S.

18-F. Trains between Walsenburg and Trinidad are operated under the Time-table Rules and Regulations of Denver Division, C&S Railway.

18-G. Between Trinidad and Jansen, AT&SF Ry Rules and Regulations and ATSF Colorado Division Time-Table govern operations.

TCS between AT&SF Connection and Jansen.

AT&SF Operating Rule 97 governs movements Trinidad-Jansen. Trains must secure permission from Control Station by telephone nearest to signal which controls movement.

At Jansen, Colorado and Wyoming Rules and Regulations govern operations.

#### MISCELLANEOUS

19. Trains are prohibited from blocking crossing at Granby longer than 15 minutes, except trains picking up and setting out at Granby are permitted under court order to block crossing not in excess of 25 minutes. Violation of court order subjects the company and/or its employes to contempt of court action.

19-A. Caboose must not be handled on head end of trains consisting of more than forty cars.

19-B. If an employe is injured while on duty or while on company property, prompt verbal report must be made to immediate supervisor or other proper authority.

#### LOCAL WATCH INSPECTORS

Hansen & Hansen Jewelry Co. ....	Denver
Sundman Jewelers .....	Denver
W. L. Sather .....	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
Donnahue's .....	Salida
Parker Jewelry Store .....	Leadville
Parsons' Jewelers .....	Grand Junction
T. E. Dever .....	Glenwood
R. W. Gritz .....	Walsenburg
Jones Jewelry Co. ....	Alamosa
McKnight Bros. ....	Durango

#### STATIONS OPEN FOR COMMUNICATION (Also for Train Orders in Train Order Territory)

#### OPEN HOURS

STATION	WEEK DAYS	SATURDAYS	SUNDAY & 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
Steamboat	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 Yard	Continuous	Continuous	Continuous
Portland	8:00 AM to 5:00 PM	Closed	Closed
Canon City	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM Closed Sundays
Salida	Continuous	Continuous	Continuous
Leadville	8:00 AM to 5:00 PM	Closed	Closed
Minturn	Continuous	Continuous	Continuous
Glenwood	7:00 AM to 4:00 PM	7:00 AM to 4:00 PM	7:00 AM to 4:00 PM
Rifle	8:00 AM to 5:00 PM	Closed	Closed
Grand Junction	Continuous	Continuous	Continuous
Minnequa	4:00 PM to 1:00 AM	4:00 PM to 1:00 AM	4:00 PM to 1:00 AM
Walsenburg	7:30 AM to 11:30 AM 12:30 PM to 4:30 PM Closed Monday	7:30 AM to 11:30 AM 12:30 PM to 4:30 PM	7:30 AM to 11:30 AM 12:30 PM to 4:30 PM
Alamosa	8:00 AM to 5:00 PM	Closed	Closed
Monte Vista	9:00 AM to 6:00 PM	Closed	Closed
Del Norte	9:00 AM to 6:00 PM	Closed	Closed
Antonito	9:00 AM to 6:00 PM	Closed	Closed
Durango	8:00 AM to 5:00 PM	Closed	Closed

Following are legal holidays: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas (provided when any of the above holidays fall on Sunday, the day observed by the State, Nation, or by proclamation shall be considered the holiday).

**ADDITIONS, REVISIONS AND/OR MODIFICATION OF  
RULES AND REGULATIONS  
OF THE  
OPERATING DEPARTMENT**

3. Unless otherwise provided, watches of conductors, engineers, yardmasters and hostlers, must be compared with a standard clock before commencing each day's work.

82. Time-table schedules are in effect for 12 hours after their time at each station unless:

- (1) Fulfilled, or
- (2) Annulled by train order, or
- (3) Abolished by bulletin for the life of the time-table.

Regular trains more than 12 hours behind either their schedule arriving or leaving time at any station lose both right and schedule, and can thereafter proceed only as authorized by train order or as provided by Rule 550.

**83-B.** Except in CTC territory, a train must not leave a register station until employe in charge of train has checked the register and filled out proper form, furnishing a copy to each engineman.

**S-83-B.** When a train is required to meet, or wait for, an opposing extra train or when an extra train has been made superior to an opposing train, the train register must not be used as evidence of the arrival of such extra train, except as provided by Form T train order (Change in Clearance or Register Requirements), examples (5) or (6).

**101-A.** During foggy and stormy weather, employes will be expected to exercise extraordinary precaution, especially approaching switches and where authority to proceed depends on signals.

**104-H.** Trains and locomotives are authorized to make trailing movements through semi-automatic (rubber) switches, without lining them for movement. Reverse movement must not be made unless entire car or locomotive has passed over the switch, or switch has been lined by hand to assure that switch has completed movement to proper position. During periods of accumulation of snow and ice, these switches must be properly lined by hand before being used in either direction.

**FORM T  
Train Order Check of Trains**

(1) At four naught one 401 PM (train)-----  
or all----- class trains have arrived or  
departed (or passed)-----

This form may be modified by adding:

"Except-----"

Form T to be used to avoid stopping trains to check register at register stations or to give a check of overdue trains at outlying points. Trains receiving this order will register by Train Registering Ticket, at station named, (if register station) and operator will record same in train register.

**Change in Clearance or Register Requirements**

- (1) -----will not (register) or (require a Clearance) at C.
- (2) -----will not require a Clearance at C if train order signal indicates proceed.
- (3) -----will register at C by register ticket.
- (4) Extra 37 west register at C on Order No.....
- (5) Extra 38 east may check register at C against Extra 37 west on Order No. ....
- (6) No. 2 may check register at C against Extra 37 west on Order No.....

Examples (1), (2) and (3) must be used when it is desired to modify register or Clearance requirements.

When Example (3) is used, a copy of the order must be addressed to the operator at the station specified.

Examples (4), (5) and (6) must be used when it is desired to permit a train to accept the train register as evidence of the arrival of an extra train in accordance with Operating Rule S-83-B.

When Example (4) is used, number and date of the order specified must be inserted in column of train register captioned "Signals."

**281-B.** Red over Flashing Yellow, Diverging Approach Medium—Proceed authorized speed until entire train is through turnout, approaching next signal medium speed.

570-(1). When a train or locomotive is stopped by a signal governing movement over a dual controlled switch, if no conflicting movement is evident, a member of the crew must immediately communicate with the train dispatcher or operator and be governed by his instructions. Such instructions must include information as to the route to be used. The instructions must be repeated to insure correct understanding.

(2) Train dispatcher or operator may authorize movement over dual controlled switches at Restricted Speed, if CTC machine indicates that the dual controlled switches are lined and locked for the route to be used. If CTC machine does not indicate that the dual controlled switches are lined and locked for the route to be used, the train dispatcher will instruct the crew member to operate the switches to be used by hand, and movement over switches must not be made until after selector lever has been taken out of "power" position and placed in "hand" position. Hand throw lever must be operated until switch points are seen to move with the movement of hand throw lever. Switch must then be lined for the route to be used. Selector lever may be restored to "power" position and locked as soon as leading wheels of locomotive or car have moved onto the switch points. In all cases, before movement is made over switch-point, crew member must see switch is properly lined and must observe whether the switch points fit properly.

815. Employees are prohibited from having firearms or other weapons in their possession while on duty or on company property, except those employees authorized to do so in the performance of their duties or those given special permission by the proper authority.

1100. In Radio conversation, the following terms will be used:

<u>TERM</u>	<u>MEANING</u>
Over .....	End of transmission, over to you
Out .....	End of conversation
Roger .....	Your transmission received and understood

### ADJUSTED TONNAGE RATINGS

FROM	TO	F-7 555-575 5761, 5784 F-9, 577 5782-5783		GP-30 3001-3028 GP-35 3029-3050	GP-40 3051-3085	SD-45 6315-6340	Adjust- ment Factor
		SD-7 5300-5304 SD-9 5305-5314	GP-7 6100-6113 GP-8 5901-5954				
Denver....	East Portal...	1350	850	1000	1075	1500	3
Tabernash..	Winter Park..	1400	890	1050	1125	1600	4
Orestod....	Tabernash....	2000	1650	1950	2050	2900	6
Orestod....	Toponas.....	1350	850	1000	1075	1520	3
Phippsburg.	Toponas.....	1800	1200	1400	1500	2100	4
Phippsburg.	Pallas.....	2850	1900	2200	2350	3350	6
Haybro....	Phippsburg...	1800	1200	1400	1500	2100	4
Steamboat..	Haybro.....	2850	1900	2200	2350	3350	6
Craig.....	Steamboat....	5200	3550	4000	4300	6000	9
Hitchens...	Energy.....	2400	1450	1750	1900	2600	6
Pueblo.....	Swallows....	3000	1950	2300	2500	3450	6
Swallows..	Canon City...	4800	3200	3600	3900	5600	6
Hobson....	Pueblo.....	6500	4400	5200	5600	7500	6
Canon City.	Salida.....	2100	1400	1650	1750	2450	4
Salida.....	Tennessee Pass	1800	1200	1400	1500	2100	4
Minturn....	Tennessee Pass	850	550	625	675	950	2
Grand Jet..	Glenwood....	2800	1850	2150	2300	3250	6
Glenwood..	Minturn.....	1950	1300	1525	1650	2300	6
Glenwood..	Bond.....	2100	1400	1650	1750	2450	6
Glenwood..	Mid Cont....	2600	1650	1950	2050	2900	2
Mid Cont...	Woody Creek..	1200	800	950	1000	1400	2
Malta.....	Eilers.....	1000	650	750	800	1150	2
Eilers.....	Leadville....	850	550	625	675	950	2
Salida.....	Maysville....	1100	750	850	950	1350	2
Maysville..	Monarch.....	530	340	400	440	620	1
Pueblo....	Minnequa....	2100	1400	1650	1750	2450	4
Minnequa..	Walsenburg...	2600	1700	1950	2100	2900	6
Walsenburg.	La Veta.....	1650	1100	1300	1400	1950	4
La Veta....	Fir.....	800	520	600	650	950	2
Alamosa....	Russell.....	2700	1800	2000	2150	3050	5
Russell....	Sierra.....	1800	1200	1400	1500	2100	4
Sierra.....	Fir.....	1050	700	775	850	1250	3
Walsenburg.	Trinidad....	2600	1700	1950	2100	2900	5
Trinidad...	Walsenburg...	2600	1700	1950	2100	2900	5

SD-7 units rated the same as F-7 units and SD-9 units rated the same as F-9 units when used on a train with any other type units.

### ADJUSTED TONNAGE RATING STEAM LOCOMOTIVES

FROM	TO	Class K-28 473-478	Adjust- ment Factor
Durango	Hermosa	785	5
Hermosa	Silverton	315	2
Silverton	Durango	800	4

### 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	24	25.0
—	51	70.6	1	26	41.9	2	30	24.0
—	52	69.2	1	28	40.9	2	45	21.8
—	53	67.9	1	30	40.0	3	—	20.0
—	54	66.6	1	32	39.1	3	30	17.1
—	55	65.5	1	34	38.3	4	—	15.0
—	56	64.2	1	36	37.5	5	—	12.0
—	57	63.2	1	38	36.8	6	—	10.0

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