

**Denver and Rio Grande Western
Railroad Company**

SYSTEM

TIME-TABLE

No. 1

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

SATURDAY, JANUARY 1, 1972

**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

Rio Grande
the ACTION railroad

COLORADO DIVISION

A. H. Nance	Superintendent	Denver
W. A. Henderson	Assistant Superintendent	Denver
G. S. D. McCall	Division Trainmaster	Denver
E. R. Moran	Division Trainmaster	Grand Junction
J. P. Spiess	Trainmaster	Denver
H. W. Dearing	Trainmaster	Pueblo
M. B. Davis	Trainmaster	Grand Junction
D. W. Pope	Terminal Trainmaster	Denver
R. L. Fisher	Terminal Trainmaster	Pueblo
W.D. Lucore	Road Foreman of Equipment	Denver
S. A. Dougherty	Road Foreman of Equipment	Denver
L. P. Urquhart	Road Foreman of Equipment	Pueblo
R.F. Crane	Road Foreman of Equipment	Grand Junction
H.P. Keele	Road Foreman of Equipment	Salida
H. V. Meek	Roadmaster & Trainmaster	Alamosa
J. M. Rentfrow	Roadmaster & Trainmaster	Durango
M. E. Wood	Chief Dispatcher	Denver
Subdivisions 1, 1-A, 1-B, 2, 8, 10-A, 11, 12-B & Joint Line		
J. K. Brackett	Chief Dispatcher	Grand Junction
Subdivisions 3, 3-A, 4, 4-A and 4-B.		

UTAH DIVISION

J. A. Greener	Superintendent	Roper
R. F. Spurling	Assistant Superintendent	Roper
J. E. Aberton	Division Trainmaster	Roper
E. R. Moran	Division Trainmaster	Grand Junction
V. I. Griffith	Trainmaster	Provo
M. M. Kanderis	Trainmaster	Helper
L. O. Ficklin	Trainmaster	Grand Junction
S. F. Tezak	Terminal Trainmaster	Roper
C. W. Hearn	Terminal Trainmaster	Grand Junction
A. Henke	Road Foreman of Equipment	Roper
R. C. Williams	Road Foreman of Equipment	Roper
R. G. Buffalow	Road Foreman of Equipment	Helper
E. H. Twehous	Road Foreman of Equipment	Grand Junction
A. R. Johnson	Chief Dispatcher	Roper
Subdivisions 6, 6-B, 6-C, 6-D, 6-E, 6-J, 6-K, 6-L, 7 and 7-A.		
J. K. Brackett	Chief Dispatcher	Grand Junction
Subdivisions 5, 5-A, 5-B, 16 and 16-A.		

When there are no other means of communication available, the following offices may be reached by commercial telephone:

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
Minturn, Roundhouse and Depot.....	827-5766
Alamosa, Yard Office.....	589-4981
Durango, Roundhouse.....	247-1491
Grand Junction, East Yard.....	242-3893
Grand Junction, Chief Dispatcher.....	242-5153
Helper, Yard Office.....	472-5871
Roper, Master Mechanic.....	486-1387
Roper, Yard Office.....	486-1202
Roper, Chief Dispatcher.....	486-9811
Roper, Superintendent's Office.....	486-2126
Salt Lake City, Ticket Office.....	363-7172

Condensed Freight Train Schedules (For Information Only)	WESTWARD										EASTWARD									
	87	83	85	97	89	81	95	99	79	77	75	71	STATIONS	54	34	42	48	36	52	
515A	600A	1000A	1201P	1210P	500P	800P	800P					North Yard	600P	630P	800A	900A	900A	900A	600P	
900A	1000A	145P	520P	410P	930P	1215A	125A					Bond	140P	235P	200A	400A	400A	510A	100P	
								815A	300P	900P	1130P	Pueblo	700P	800P	1000A	1100A	1100A	1100A	700P	
								1055A	540P	1210A	210A	Salida	430P	520P	630A	800A	820A	820A	415P	
								150P	905P	420A	535A	Minturn	155P	250P	230A	430A	430A	535A	115P	
1210P	115P	455P	920P	720P	1250A	330A	555A	500P	1215A	800A	845A	Grand Jct.	8-1025A	8-1130A	8-930P	8-1201A	8-200A	8-835A		
1215P	120P	500P	950P	725P	1255A	350A	630A	505P	1225A	830A	855A		6-1020P	6-1130A	6-1000P	6-1210A	6-150A	6-830A		
340P	455P	825P	300A	1100P	455A	740A	1150A	825P	430A	120P	100P	Helper	905A	1125A	730P	1000P	1240A	700A		
630P	800P	1115P	700A	210A	800A	1100A	400P	1130P	800A	500P	430P	Roper	510A	800A	230P	500P	905P	200A		
800P	630A	1155P	200P	630A	200P	200P	800P	1155P	200P	800P	800P		145A	500A	900A	1230P	600P	930P		
900P	730A	100A	300P	730A	300P	300P	900P	100A	300P	900P	900P	Ogden	1230A	300A	600A	1000A		800P		
WP 730P	WP 900P	WP1215A	WP 800A	WP 310A	WP 900A	WP1201P	WP 500P	WP1230A	WP 900A	WP 600P	WP 530P	Delivered to	BN 700P	BN 700P	BN 900A	BN1000A		BN 700P		
SP 900P	SP 730A	SP 100A	SP 300P	SP 730A	SP 300P	SP 300P	SP 900P	SP 100A	SP 300P	SP 900P	SP 900P	Connection	RI 600P	RI 630P	RI 800A	RI 900A		RI 600P		
													MP 800P	MP 900P	MP 1100A	MP 1201P	ATSF-100P		MP 800P	
SOUTH AND WEST													NORTH AND EAST							
67	400P	830P											STATIONS	62	68	66				
													Denver		1100P	300A				
													Pueblo	1000A	500P	1000P				
													Alamosa	400A						

FIRST CLASS	Zone Speeds Westward	Mile Post	Zone Speeds Eastward	Station Number	COLORADO DIVISION Subdivision 1-A (in part, also see page 10) and 4-A Stations	Siding Turnout Speeds		Capacity of Siding	FIRST CLASS	
						MPH				Passenger
						E. Sw.	W. Sw.				Arrive Tues, Fri, Sun.
17 Passenger									18 Passenger	
Leave Mon, Thur, Sat	MPH		MPH							
7 30 AM	↓	0.0	↑	.....	DENVER BKR				9 00 PM
7 35	↓	1.0	↑	0001	PROSPECT DNJ				8 50	
	↓	1.5	↑	0002	FOX JCT } Two Main Tracks					
	↓	2.5	↑	0003	NORTH YARD . DNBKR	30	30	Yard		
	↓	3.2	↑	0004	UTAH JCT					
	↓	3.8	↑							
	↓	4.8	↑	60	C & S JCT.					
	↓	7.0	↑							
	↓	12.0	↑	45	7.6					
	↓	12.4	↑	0012	LEYDEN	30	30	106		
	↓	18.0	↑	0018	ROCKY	30	30	95		
	↓	21.2	↑	0021	CLAY	30	30	112		
	↓	25	↑	0025	PLAIN	30	30	128		
	↓	31.2	↑	0031	CRESCENT	30	30	109		
	↓	37.5	↑	0037	CLIFF W	30	30	134		
	↓	42.1	↑	0042	ROLLINS	30	30	84		
	↓	47.1	↑	0047	TOLLAND	30	30	110		
	↓	50.1	↑	0050	EAST PORTAL . . WY	30	15	120		
9 30	↓	56.9	↑	0057	WINTER PARK	30	30	138	7 05	
	↓	58.6	↑							
	↓	62.2	↑	0062	FRASER	30	30	93		
	↓	66.0	↑	0066	TABERNASH . . . WY	30	30	195		
	↓		↑		9.8					
S 10 00	↓	75.8	↑	0076	GRANBY W	30	30	E89 W94	S 6 35	
	↓	86.2	↑	0086	SULPHUR	30	30	150		
	↓	93.0	↑	0093	FLAT	30	30	136		
	↓	98.0	↑	0098	TROUBLESOME	30	30	111		
	↓	103.5	↑	0103	KREMMLING	30	30	116		
	↓	106.0	↑	0106	GORE	30	30	131		
	↓	106.3	↑							
	↓	111.3	↑	0111	AZURE	30	30	95		
	↓	116.0	↑							
	↓	116.4	↑	0116	RADIUM	30	30	167		
	↓	123.0	↑	0123	YARMONY	30	30	88		
	↓	128.0	↑							
	↓	128.8	↑	0129	ORESTOD J					
S 11 30 AM	↓	129.3	↑	2302	BOND RDNBKRWY	30	30	E165 W155	S 5 00 PM	
	↓	142.1	↑	2306	DELL	30	30	144		
	↓	155.2	↑	2314	RANGE W	30	30	156		
	↓	166.8	↑	2276	DOTSERO JY				4 00 PM	
Arrive Mon, Thur, Sat					(166.8)				Leave Tues, Fri, Sun.	

Exceptions:

Zone Speeds:	MPH
"Coal Trains" (See Rule 5) MP 50.1 - 7.0 (Eastward)	25
Belt Line, Utah Jct - UP Transfer, MP4	20
Rocky Spur	20
Turnout Speeds:	
Fox Jct., End of Two Main Tracks	30
Orestod, Jct. Switch	30
Dotsero, Junction switch	40
All other turnout speeds	15
Siding - Tabernash	20

Zone Speeds Westward	Mile Post	Zone Speeds Eastward	Station Number	COLORADO DIVISION Subdivisions 2 & 3 Stations	Siding Turnout Speeds		Capacity of Siding
					MPH		
					E. Sw.	W. Sw.	
↓	120.5	↑	4000	PUEBLO DNBKR			Yard
↓	123.0	↑	1702	GOODNIGHT			
↓	130.8	↑	1712	SWALLOWS	30	30	135
↓	139.6	↑	1714	HOBBSON	30	30	134
↓	145.8	↑	1720	PORTLAND			Yard
↓	147.1	↑	1722	ADOBE	30	30	121
↓	151.9	↑	1724	FLORENCE	30	30	134
↓	158.0	↑	1740	CANON CITY OWY	30	30	145
↓	160.8	↑					
↓	171.2	↑	1754	PARKDALE	30	30	95
↓	175.9	↑	1756	SPIKEBUCK	30	30	92
↓	184.1	↑	1762	TEXAS CREEK	30	30	118
↓	191.7	↑	1782	COTOPAXI W	30	30	116
↓	198.1	↑	1784	VALLIE	30	30	117
↓	208.0	↑	1792	SWISSVALE	30	30	124
↓	214.7	↑					
↓	215.1	↑	2002	SALIDA DNBKRWY	30	30	Yard
↓	222.2	↑	2010	BROWN CANON	30	15	130
↓	230.0	↑	2016	NATHROP	30	30	130
↓	232.9	↑	2020	BUENA VISTA W			
↓	240.0	↑	2026	AMERICUS	30	15	129
↓	240.3	↑	2032	PRINCETON	30	30	145
↓	252.1	↑	2040	KOBE	30	30	158
↓	262.0	↑	2100	MALTA JWY	30	30	Yard
↓	263.6	↑	2208	TENNESSEE PASS	30	15	151
↓	271.0	↑	2216	PANDO	30	30	158
↓	280.3	↑	2232	BELDEN	15	15	201
↓	288.5	↑					
↓	296.2	↑					
↓	298.0	↑					
↓	301.7	↑					
↓	302.0	↑	2250	MINTURN DBFKRSWY	30	30	Yard
				(181.9)			

Exceptions:

Zone Speeds:	MPH
Light Locomotive with Operative Dynamic Brake:	
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, End of Two Main Tracks	60
All other turnout speeds	15
City Ordinances:	
Florence	40
Buena Vista	25

FIRST CLASS 17 Passenger	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Subdivision 4 Stations	Siding Turnout Speeds		Capacity of Siding	FIRST CLASS 18 Passenger
						E Sw.	W. Sw.		
Leave Mon,Thur,Sat.									Arrive Tues,Fri,Sun.
	20	302.0	20	2250	MINTURN . DBFKRSWY	30	30	Yard	
		302.6			6.2				
		308.2		2256	AVON	30	30	166	
					10.8				
		319.0		2260	WOLCOTT	30	30	150	
					13.0				
		332.0		2270	SAGE	30	30	150	
					9.9				
12 25 PM		341.9		2276	DOTSERO JY	30	30	136	4 00 PM
					5.6				
	50	347.5	50	2282	ALLEN	30	30	107	
					3.0				
		350.5		2284	SHOSHONE	30	15	75	
					4.5				
		355.0		2288	GRIZZLY	30	30	95	
					5.1				
S 1 05		360.1		2290	GLENWOOD JRWY	30	30	E223 W147	S 3 25
					7.8				
		367.9		2508	CHACRA	30	30	96	
		367.0			4.8				
		372.7		2512	NEWCASTLE	30	30	119	
					6.8				
		379.5		2520	SILT	30	30	110	
					7.1				
S 1 40		386.6		2528	RIFLE Y	30	30	116	S 2 50
					11.2				
	70	399.1	70	2538	DOS	30	30	111	
					4.9				
		404.0		2540	GRAND VALLEY	30	30	99	
					4.7				
		408.7		2542	UNA	30	30	116	
		412.0			7.9				
		416.6		2546	DE BEQUE	30	30	89	
					6.7				
		423.3		2552	AKIN	30	30	120	
					4.4				
	55	427.7	55	2554	TUNNEL	30	30	89	
					4.9				
		432.6		2560	CAMEO	30	30	82	
					4.4			E 94	
		437.0		2572	PALISADE	15	30	W121	
					5.5				
		442.5		2578	CLIFTON	30	30	99	
					2.8				
	70	445.0	70	2580	FRUITVALE				
					2.0				
		447.3		2582	EAST YD DNBKR			Yard	
S 3 05 PM		449.0			2.3				
	25	450.0	25	5000	GRAND JCT. BJKR			Yard	1 30 PM
Arrive Mon,Thur,Sat.					(147.6)				Leave Tues,Fri,Sun.

Exceptions: MPH

Grand Junction Siding, between 10th St. and West Wye Switch 10

Turnout Speeds:

Dotsero, Junction switch -- MP 341.9 40

Glenwood, Crossover MP 360.5 30

Fruitvale, MP 445.0 30

All other turnout speeds 15

City Ordinances:

Palisade and Grand Junction 25

Note: Mile Post sign 394 eliminated on Subdivision 4. Distance between Mile Post sign 393 and Mile Post sign 395 is 3,550 feet.

SECOND CLASS 17 Passenger	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Subdivision 5 Stations	Siding Turnout Speeds		Capacity of Siding	SECOND CLASS 18 Passenger
						E Sw.	W. Sw.		
Leave Mon,Thur,Sat.									Arrive Tues,Fri,Sun.
	3 20 PM	450.0		5000	GRAND JCT. . DNRBKJ	30	30	Yard	S 1 15 PM
					2.1				
		451.7		2802	DURHAM	30	30	96	
					8.8			E120	
		460.5		2808	FRUITA	30	30	W129	
					8.4				
		468.9		2812	MACK	30	30	148	
					4.2				
		473.1		2816	RUBY	30	30	145	
					4.9				
		478.0		2818	SHALE	30	30	85	
					5.3				
		483.3		9920	UTALINE	30	30	116	
					5.1				
		488.4		9922	WESTWATER	30	30	98	
					9.7				
		498.1		9926	AGATE	30	30	150	
					6.3				
		504.4		9928	CISCO	30	30	91	
					6.1				
		510.5		9930	WHITEHOUSE	30	30	123	
					5.1				
		515.6		9932	ELBA	30	30	104	
					5.1				
		520.7		9934	SAGERS	30	30	149	
					7.4				
f 4 40		528.1		9938	THOMPSON WY	30	30	137	f 11 55
					5.7				
	70	533.8	70	9940	BRENDEL J	30	30	96	
					6.6				
		540.4		9942	FLOY	30	30	112	
					6.5				
		546.9		9944	SOLITUDE	30	30	150	
					8.3				
f 5 05		555.2		9950	GREEN RIVER WY	30	30	133	f 11 25
					6.3				
		561.5		9003	SPHINX	30	30	116	
					6.1				
		567.6		9004	DESERT	30	30	115	
					6.6				
		574.2		9006	CLIFF	30	30	115	
					7.2				
		581.4		9008	WOODSIDE	30	30	123	
					5.2				
		586.6		9010	GRASSY	30	30	118	
					6.5				
		593.1		9012	CEDAR W	30	30	114	
					6.2				
		599.3		9014	VERDE	30	30	98	
					3.9				
		603.2		9016	MOUNDS J	30	30	111	
					7.9				
		611.1		9021	WASH	30	30	185	
					1.9				
		613.0		9022	WELLINGTON	30	30	117	
					6.1			E120	
S 6 15		619.1		9026	PRICE W.	30	15	W 81	S 10 20
					3.0				
		622.1		9028	MAXWELL	30	30	114	
					4.3				
S 6 30 PM		626.4		9032	HELPER DNRBK			Yard	S 10 05 AM
Arrive Mon,Thur,Sat.					(176.8)				Leave Tues,Fri,Sun.

Exceptions: MPH

MP 625.3 Wheel Checker & Dragging Equipment Detector 25

Helper - End of Two Main Tracks 30

All Other Turnout Speeds 15

Siding Speeds: Verde, Mounds, Wellington 10

City Ordinances: Price 40

SECOND CLASS 17 Passenger	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Subdivision 6 Stations			Siding Turnout Speeds MPH	Capacity of Siding	SECOND CLASS 18 Passenger		
					E. Sw.	W. Sw.	Capacity of Siding					
											E. Sw.	W. Sw.
6 30 PM	60	626.4	25	9032	HELPER				Yard	5 10 05 AM		
		628.8		9038	2.4	UTAH RY JCT.	J					
		630.4		9044	1.6	CASTLE GATE				Yard		
		638.9		9050	8.5	KYUNE	W			102		
		644.4		9054	5.5	COLTON	WJ			Yard		
		651.4		9056	7.0	SOLDIER SUMMIT	Y	30	30	E156		
					9.6			30	30	W152		
7 30		30		661.0	30	9060	GILLULY	W	30	30	150	
				665.6								
		40		672.2	60	9066	NARROWS		10	10	E116	8 34
7 47	35	676.0	40									
8 02	40	680.9	60	9070	THISTLE	JWY	10	10	E123	8 18		
		695.8		9302	SPRINGVILLE	J				8 01		
		698.9		9306	U.P. CROSSING							
S 8 30		701.1		9310	PROVO	RD B F J KOSWY			Yard	5 7 55		
		705.7		9318	U.P. CROSSING							
		707.2		9317	GENEVA							
	70	708.4	70	9319	PIPE MILL							
		715.0		9321	AMERICAN FORK		30	30	175			
		720.3		9325	MESA		30	30	150			
		728.6		9328	RIVERTON		30	30	130			
		734.9		9332	MIDVALE	JWY	15	30	Yard E143			
		740.7		9348	EAST ROPER							
9 10		742.0										
	30	742.5	30	6000	ROPER	DNRBK			Yard			
		744.2		9354	U.P. CROSSING							
9 30 PM	12	745.1	12	6000	SALT LAKE CITY	BK			Yard	7 00 AM		
Arrive Mon,Thur,Sat.					Eastward 119.7 Westward 118.7					Leave Tues,Fri,Sun.		

Exceptions:

Zone Speeds:	MPH
Eastward Main Track East Roper-East Midvale	40
Eastward Main Track Pipe Mill-Provo	50
Light Locomotive with Operative Dynamic Brake:	
MP 638.9 - Helper (Eastward)	30
Coal Trains: (See Rule 5)	
MP 651.4-MP 665.6 (Westward)	20
MP 665.6-MP 672.2 (Westward)	25
MP 672.2-MP 676.0 (Westward)	20
MP 676.0-MP 680.9 (Westward)	30
MP 638.9-Helper (Eastward)	20
Turnout Speeds:	
Colton-End of Two Main Tracks	60
Soldier Summit-End of Two Main Tracks	30
Pipe Mill-End of Two Main Tracks	55
Midvale-End of Two Main Tracks	30
All other turnout speeds	15
Siding Speeds:	
Kyune	15
Narrows and Thistle	10
City Ordinances:	
Provo	30
Salt Lake City, 9th South-4th North	25
Geneva Steel Plant Yard	10
Geneva Steel Plant Yard, when weighing cars	3
U.P. Crossing Ironton, (MP 698.9)	50

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Subdivision 7 Stations			Siding Turnout Speeds MPH	Capacity of Siding
				E. Sw.	W. Sw.	Capacity of Siding		
	745.1		6000	SALT LAKE CITY	BK			Yard
25	2nd So.	25		0.4				
	745.5	15	9808	GRANT TOWER				
	1st No.			3.2				
	748.7		9812	U.P. CROSSING				
				1.6				
	750.3		9814	U.P. CROSSING				
				3.6				
70	753.9	70	9824	WOODS CROSS		30	30	150
				16.5				
	770.4		9847	CLEARFIELD		30	30	150
				0.9				
	771.3		9848	U.P. CROSSING				
				8.0				
30	779.3	30	9856	O.U.R. & D. CROSSING				
				1.8				
	781.1		9886	TRANSFER	DNRB			Yard
				0.9				
	782.0		9886	OGDEN				
				[36.9]				

Exceptions:

U.P. Crossing, MP 771.3	50
Transfer, East end outbound lead	30
All other turnout speeds	15
City Ordinance, Salt Lake City (9th So.-4th No.)	25
Sidings - Woods Cross, when passing Phillips Petroleum unloading tracks	10

**YOUR SAFETY AWARENESS
MAY SAVE YOUR LIFE**

Zone Speeds Westward ↓ MPH	Mile Post	Zone Speeds Eastward ↑ MPH	Station Number	COLORADO DIVISION Craig Branch Subdivision 1-A (in part, also see page 4) and 1-B Stations	Siding Turnout Speeds MPH		Capacity of Siding
					E. Sw.	W. Sw.	
	128.8		0129	ORESTOD J	...	...	...
	138.7	20	0139	9.9 CRATER Y	15	15	68
20	142.7	20	0143	4.0 VOLCANO	15	15	96
	150.1		0150	7.4 EGERIA	15	15	50
	153.3	40	0153	3.2 TOPONAS	15	15	45
40	161.8	40	0162	8.5 YAMPA	15	15	68
	168.0		0168	6.2 PHIPPSBURG DBFKRSWY	15	15	Yard
25	174.0	25		7.2			
	175.2		0175	HAYBRO	15	15	47
	178.2	40	0178	3.0 PARK	15	15	38
40	183.9	40	0184	5.7 SIDNEY	15	15	90
	191.1		0191	7.2 STEAMBOAT W	15	15	69
	200.0	25	0200	8.9 HITCHENS . . . . .	...	...	...
25	201.2	25	0201	1.2 MILNER	15	15	83
	208.0		0208	6.8 HARRIS	15	15	38
	215.1	30	0215	7.1 HAYDEN	15	15	49
30	231.7	30	0232	16.6 CRAIG DBKWY	...	...	Yard
				(102.9)			

Exceptions:		MPH
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	COLORADO DIVISION Monarch Spur Stations	Siding Turnout Speeds MPH		Capacity of Siding
					E. Sw.	W. Sw.	
	215.1		2002	SALIDA DNBKRWY	...	...	Yard
	215.4	10		9.5			
20	224.6	20	3014	MAYSVILLE	15	15	28
	228.5	12		8.8			
12	233.4	8	3020	GARFIELD	10	10	9
	236.5		3028	3.1 MONARCH . . . . .	...	...	Yard
				(21.4)			

Exceptions:		MPH
Zone Speeds:		
Light Loco. with operative dynamic brake and Loco. with operative dynamic brake & caboose only:		
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	COLORADO DIVISION Leadville Branch Subdivision 3-A Stations	Siding Turnout Speeds MPH		Capacity of Siding
					E. Sw.	W. Sw.	
	271.0		2100	MALTA JWY	...	...	Yard
	273.3	15	2104	2.3 EILERS . . . . .	...	...	Yard
15	275.9	15	2120	2.6 LEADVILLE . . . . .	...	...	Yard
				(4.9)			

All turnout speeds		MPH
		15

Zone Speeds Westward ↓ MPH	Mile Post	Zone Speeds Eastward ↑ MPH	Station Number	COLORADO DIVISION Aspen Branch Subdivision 4-B Stations	Siding Turnout Speeds MPH		Capacity of Siding
					E. Sw.	W. Sw.	
	360.1		2290	GLENWOOD BJRY	...	...	...
30	373.0	25	2416	12.9 CARBONDALE W	...	...	Yard
20	392.9	20	2437	19.9 WOODY CREEK . . . . .	...	...	Yard
				(32.8)			

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

**THE SAFE WAY
IS THE RIGHT WAY**

SECOND CLASS	Zone Speeds Westward	Mile Post	Zone Speeds Eastward	Station Number	COLORADO DIVISION Subdivision 8			Siding Turnout Speeds	Capacity of Siding	SECOND CLASS
					Stations					
					MPH		Ar. Daily			
E. Sw.	W. Sw.	MPH								
63									62	
Lv. Daily	MPH		MPH							
12 05 PM		118.9		7134	PUEBLO DNBKJ			Yard	9 00 AM	
	30	121.4	30	1136	2.5 MINNEQUA			Yard		
		122.9		1140	1.5 SOUTHERN JCT.					
	*		*	1153	19.1 CEDARWOOD			*		
				1158	11.5 LASCAR			*		
1 30 PM		175.0			16.4 WALSENBURG			Yard	7 21 AM	
	30		30		15.3 LA VETA BWY			Yard	6 50	
2 10		190.3								
	20		20							
2 32		195.0		1560	6.5 OCCIDENTAL	15	15	30	6 25	
	15	196.8	15	1564	10.4 FIR Y	15	15	35	5 43	
3 14		207.2		1570	7.4 SIERRA	15	15	68	5 15	
	20	213.0	20	1576	13.1 FORT GARLAND	15	15	77	4 44	
3 42		214.6		1578	4.7 BLANCA	15	15	68	4 37	
	20	222.0	20	1584	7.4 BALDY	15	15	20	4 25	
4 13		227.7			11.9 ALAMOSA DBKR			Yard	4 01 AM	
4 20		232.4								
4 32		239.8								
	40	241.0	40							
4 56 PM		251.7		1590				Yard		
	30		30							
Ar. Daily					(132.8)				Lv. Daily	

No. 63 is superior to No. 62

Exceptions: MPH
Speed of locomotives with SD 45 units in consist and trains handling Moly Ore on D&RGW Container Flats series 20050 to 20056, restricted as follows:

Alamosa - MP 241	20
MP 241 - MP 222	30
All other turnout speeds	15
Sidings	15

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

REMEMBER -

DO IT THE SAFE WAY

Zone Speeds Westward	Mile Post	Zone Speeds Eastward	Station Number	COLORADO DIVISION Creede Branch Subdivision 10-A			Siding Turnout Speeds	Capacity of Siding
				Stations				
				MPH		Ar. Daily		
E. Sw.	W. Sw.	MPH						
	251.7		1590	ALAMOSA RDBJK			Yard	
			1604	11.4 PARMA	15	15	14	
30	263.1	30	1606	3.0 ZINZER	15	15	76	
	266.1		1612	2.9 MONTE VISTA			Yard	
	269.0		1624	13.8 DEL NORTE	15	15	60	
	282.8		1628	6.1 HANNA	15	15	14	
20	288.9	20	1638	9.3 SOUTH FORK	15	15	21	
	298.2		1640	0.9 DERRICK Y				
	299.1		1650	13.0 WAGON WHEEL GAP	10	10	11	
	300.0		1654	6.0 WASSON Y	10	10	20	
12	312.1	12	1661	2.6 CREEDE			Yard	
	318.1							
	320.7							
				(69.0)				

Exceptions: MPH
All other turnout speeds 15
Sidings 15

Zone Speeds Westward	Mile Post	Zone Speeds Eastward	Station Number	COLORADO DIVISION Subdivision 11			Siding Turnout Speeds	Capacity of Siding
				Stations				
				MPH		Ar. Daily		
E. Sw.	W. Sw.	MPH						
	251.7		1590	ALAMOSA RDBJK			Yard	
	257.0		3542	5.3 HENRY	15	15	14	
	259.6		3544	2.6 ESTRELLA	15	15	35	
30	266.2	30	3546	6.6 LA JARA			Yard	
	273.3		3555	7.1 ROMEO	15	15	39	
	280.3		3557	7.0 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	COLORADO DIVISION Silverton Branch Subdivision 12-B Stations	Capacity of Siding	Eastward ↑	
SECOND CLASS					SECOND CLASS	
463	461				462	464
Mixed	Mixed				Mixed	Mixed
Lv. Daily	Lv. Daily			Ar. Daily	Ar. Daily	
9 30AM	8 30AM	451.5	DURANGO DBJK 11.0	Yard	5 30PM	6 30PM
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
f 11 05	f 10 05	472.3	TACOMA 1.7	18	f 3 54	f 4 54
f 11 14	f 10 14	474.0	AH WILDERNESS 4.0		f 3 45	f 4 45
f 11 35	f 10 35	478.0	TEFT 6.0		f 3 29	f 4 29
f 12 01	f 11 01	484.0	NEEDLETON W 6.5	13	f 3 05	f 4 05
f 12 32	f 11 32	490.5	ELK PARK Y 6.2	14	f 2 35	f 3 35
1 01PM	12 01PM	496.7	SILVERTON Y	Yard	2 05PM	3 05PM
Ar. Daily	Ar. Daily		(45.2)		Lv. Daily	Lv. Daily

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

	MPH
Zone Speeds	15
Exceptions -- Loop Track Durango	5
Rockwood MP 469.1-Bridge 471.23	8
Bridge 471.23	5
Bridges 495.64 and 496.12	10
K-36, K-37 types over Bridge 452.42	10
All turnout speeds	15
Sidings	15

MAKE SAFETY A HABIT

Zone Speeds Westward ↓	Mile Post	Zone Speeds Eastward ↑	Station Number	UTAH DIVISION Montrose Branch Subdivision 16 Stations		Siding Turnout Speeds		Capacity of Siding
				MPH		E. Sw.	W. Sw.	
				MPH	MPH			
30	351.5	30	2650	MONTROSE DBROY 5.4	15	15	Yard	
	356.9		2644	ROE 5.3	15	15	15	
	362.2		2638	OLATHE 5.3	15	15	15	
	367.5		2634	CHIPETA 5.3	15	15	23	
	372.8		2630	DELTA DRBJKY 4.7	15	15	Yard	
	377.5		2624	ROUBIDEAU 20.2	15	15	60	
	397.7		2614	BRIDGEPORT 26.6	15	15	75	
	424.3		5000	GRAND JCT. DNBRJKY	...	...	Yard

Exceptions:	MPH
Zone Speed, Montrose-Ridgway Spur	15
All other turnout speeds	15
Sidings	15
City Ordinance -- Montrose	15

Zone Speeds Westward ↓	Mile Post	Zone Speeds Eastward ↑	Station Number	UTAH DIVISION North Fork Branch Subdivision 16-A Stations		Siding Turnout Speeds		Capacity of Siding
				MPH		E. Sw.	W. Sw.	
				MPH	MPH			
12	417.4	12	2744	OLIVER 2.1	...	...	Yard
	415.3		2740	SOMERSET 9.4	15	15	Yard	
20	405.9	20	2728	PAONIA D 8.1	15	15	26	
	405.0		2718	HOTCHKISS 5.3	15	15	21	
25	397.8	25	2714	ROGERS MESA 11.6	15	15	62	
	392.5		2710	AUSTIN 8.1	15	15	14	
30	380.9	30	2630	DELTA DBRJKY	15	15	Yard	
	380.19							

Exceptions:	MPH
All other turnout speeds	15
Sidings	15
Bowie yard tracks	5

Zone Speeds Westward ↓ MPH	Miles from Mounds	Zone Speeds Eastward ↑ MPH	Station Number	UTAH DIVISION Sunnyside Branch Subdivision 5-A Stations	Siding Turnout Speeds		Capacity of Siding
					E. Sw.	W. Sw.	
	17.5		9106	SUNNYSIDE WY	...	...	Yard
10	15.0	↑ 20		4.3			
15	13.2		9104	COLUMBIA JCT. J	...	...	Yard
25	6.0	↑ 30		13.2			
30			9016	MOUNDS J	...	...	Yard

Automatic Block Signals . . . Mounds - MP 1.3

Exceptions:	MPH
Turnout Speeds:	
Mounds, Jct. Switch Subdivision 5-A	30
All other turnout speeds	15

Zone Speeds Westward ↓ MPH	Miles from Brendel	Zone Speeds Eastward ↑ MPH	Station Number	UTAH DIVISION Cane Creek Branch Subdivision 5-B Stations	Siding Turnout Speeds		Capacity of Siding
					E. Sw.	W. Sw.	
	35.8		9943	POTASH . . . . .	...	...	Yard
30	28.5	↑ 30		7.3			
↓	22.0		9941	EMKAY R	15	15	10
40	21.3	↑ 40		7.2			
↓			9939	SEVEN MILE	15	15	Yard
			9940	BRENDEL J	...	...	...

Exceptions:	MPH
All other turnout speeds	15
Sidings	15

Zone Speeds Westward ↓ MPH	Miles from Colton	Zone Speeds Eastward ↑ MPH	Station Number	UTAH DIVISION Pleasant Valley Branch Subdivision 6-C Stations	Siding Turnout Speeds		Capacity of Siding
					E. Sw.	W. Sw.	
	21.1		9170	CLEAR CREEK . . . . .	...	...	Yard
10	15.2	↑ 10		5.9			
↓	9.0		9156	SCOFIELD	15	15	...
15		↑ 15		15.2			
			9054	COLTON JW	...	...	Yard

Exceptions:	MPH
All other turnout speeds	15
Sidings	15

Zone Speeds Westward ↓ MPH	Miles from Thistle	Zone Speeds Eastward ↑ MPH	Station Number	UTAH DIVISION Marysville Branch Subdivision 6-D Stations	Siding Turnout Speeds		Capacity of Siding
					E. Sw.	W. Sw.	
	132.2		9297	MARYSVALE . . . . .	...	...	Yard
↓	120.6	↑		11.6			
	111.7		9294	SEVIER	15	15	16
	110.0		9291	ELSINORE	15	15	23
	103.7		9289	NIBLEY	15	15	55
25	100.1	25		1.7			
↓	96.3		9284	RICHFIELD	15	15	Yard
	92.2		9279	KEMA	15	15	30
	86.4		9275	SIGURD	15	15	34
	82.5		*9271	AURORA	15	15	51
	81.0		9262	SALINA DBFKWY	15	15	Yard
	75.0		9260	REDMOND	15	15	9
	60.8		9256	SPEARMINT	15	15	38
30	53.4	30		14.2			
↓	52.5		9251	MANTI . . . . .	...	...	Yard
	38.6		9228	EPHRAIM Y	15	15	Yard
	32.0		9227	WEST EPHRAIM	15	15	61
	23.3		9216	MT. PLEASANT	15	15	17
	14.8		9214	FAIRVIEW	15	15	19
			9209	HILL TOP	15	15	28
			9206	INDIANOLA	15	15	23
			9070	THISTLE JWY	...	...	Yard

Exception:	MPH
Zone Speeds	
Moroni Spur	25
All other turnout speeds	15
Sidings	15

**KNOW YOUR RULES —
FOLLOW THEM FOR SAFETY**

Zone Speeds Westward MPH	Miles from Springville	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Tintic Branch Subdivision 6-E Stations	Siding Turnout Speeds MPH		Capacity of Siding
					E. Sw.	W. Sw.	
10	33.8	15	9438	IRON KING	15	15	9
	32.4		9436	BURGIN	15	15	18
	31.3		9437	FLORA . . . . .	...	...	...
25	27.5	25	9435	PEARL	15	15	8
	16.0		9421	KEIGLEY	15	15	Yard
	15.4		9420	SANTAQUIN	15	15	35
	10.8		9418	PAYSON	15	15	28
	3.8		9408	SPANISH FORK	15	15	23
.....	.....	.....	9302	SPRINGVILLE	15	15	Yard

Exceptions: MPH

Zone Speeds:

Spanish Fork Sugar Factory 10

All other turnout speeds 15

Sidings 15

TAKE PRIDE IN RULES OBSERVANCE

FOR MEN TO BE SAFE THEY MUST BE TAUGHT BY A COMPETENT, COURTEOUS TEACHER.

EACH CONDUCTOR, ENGINEER AND FOREMAN IS A TEACHER AND HAS THE OBLIGATION TO REQUIRE RULES OBSERVANCE AND SAFETY IN THE PERFORMANCE OF DUTY BY MEN UNDER THEIR SUPERVISION.

Zone Speeds Westward MPH	Miles from Midvale	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Bingham Branch Subdivision 6-J Stations	Siding Turnout Speed MPH		Capacity of Siding
					E. Sw.	W. Sw.	
15	11.9	20	9630	LEAD MINE . . . . .	...	...	Yard
	7.5		.....	DALTON JCT. . . . .	...	...	.....
	5.1		9624	WELBY	15	15	47
	2.0		9622	WEST JORDAN	15	15	23
.....	.....	.....	9332	MIDVALE . . . . .	...	...	Yard

Exceptions: MPH

Zone Speed:

Highway crossing at MP 9.03 near Proler 10

All other turnout speeds 15

Sidings 15

Zone Speeds Westward MPH	Miles from Welby	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Garfield Branch Subdivision 6-K Stations	Siding Turnout Speed MPH		Capacity of Siding
					E. Sw.	W. Sw.	
20	6.0	20	9676	MAGNA . . . . .	...	...	.....
			9670	KEARNS	15	15	9
			9624	WELBY	15	15	47

Exceptions: MPH

Zone Speeds:

Bacchus Spur 20

All other turnout speeds 15

Sidings 15

Zone Speeds Westward MPH	Miles from Dalton Jct.	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Lark Branch Subdivision 6-L Stations	Siding Turnout Speed MPH		Capacity of Siding
					E. Sw.	W. Sw.	
12	5.5	20	9628	LARK . . . . .	...	...	Yard
.....			.....	DALTON JCT. . . . .	...	...	.....

Exceptions: MPH

All turnout speeds 15

Zone Speeds Westward MPH	Miles from Roy	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Hooper Branch Subdivision 7-A Stations	Siding Turnout Speed MPH		Capacity of Siding
					E. Sw.	W. Sw.	
10	4.0	10	9876	HOOPER . . . . .	...	...	Yard
	1.1		9864	BARTON	10	10	30
	.....		9854	ROY . . . . .	...	...	.....

Exceptions: MPH

All other turnout speeds 10

Sidings 10

TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE

Sub Divn	Name	Mile Post	Stn No.	Car Cpty	Switch Connection
1-A	Stock Yard Spur	BL2.2	1001	Yard	West
	Chem.....	15.5	0015	40	West
	Rocky Spur.....	18.0	0018	Yard	West
1-B	Roult.....	173.6	0174	30	East
	Edna.....	174.2	0174	Yard	East & West
	Energy Spur.....	200.1	0200	Yard	East
	Bear.....	206.6	0206	59	West
	Colute.....	209.9	0210	10	East & West
2	Burnito.....	161.4	1746	40	East
	Pleasanton.....	195.4	1783	60	East & West
	Wellsville.....	208.8	1796	22	East & West
	Cleora.....	213.2	1800	....	East & West
3	Buena Vista.....	240.3	2020	32	East & West
3-A	AS&R Spur.....	274.3	2106	8	East
4	Eagle.....	329.0	2268	31	East & West
	Gypsum.....	335.8	2272	21	East & West
4-A	Burns.....	144.6	2310	10	East & West
	Sweetwater.....	158.0	2316	33	East & West
4-B	Flour Mill.....	362.8	2404	4	East
	Mid-Continent.....	375.0	2416	Yard	East & West
	Wingo.....	385.1	2432	5	East & West
	Bates.....	387.4	2436	21	East & West
5	Gilsonite.....	463.8	2809	65	East & West
	Loma.....	465.2	2810	40	East & West
5-B	Arch.....	10.3	9935	12	East & West
	Lee.....	18.3	9937	12	East & West
6	Lynn, Eastward track.....	632.5	9047	70	East & West
	Detour, Eastward track.....	665.6	9062	75	East
	Gomex, Westward track.....	688.6	9078	Yard	East
	Sutro, Eastward track.....	690.7	9082	71	East & West
	Ironton, Industrial park.....	698.2	9308	Yard	West
	Gatex, Eastward track.....	704.2	9316	Yard	East
	Scalley, Eastward track.....	704.6	9315	15	East
	Pipe Mill Spur.....	710.1	9319	94	West
	Lehi.....	717.0	9324	4	East
	Nash.....	722.8	9326	195	West
	Newcastle Indy, Eastward track...	736.4	9336	4	East
	Sampler, Westward track.....	737.4	9336	92	East & West
	Murray, Eastward track.....	738.4	9336	Yard	East
	Boise Cascade Lbr, Westward trk	738.6	9336	3	West
	Titan Steel, Eastward track.....	738.9	9336	4	East
	Fire Clay, Westward track.....	739.0	9340	5	East
	Pappas Lbr, Eastward track.....	740.5	9352	4	East
	Sugar House.....	742.5	9710	Yard	West
	6-D	Moroni Spur.....	52.8	9231	Yard	East
Larsen.....		9.3	9231	Yard	East
Gunnison.....		72.9	9254	10	East & West
Gunnison Sugar Factory.....		75.0	9254	Yard	West
Ivie - Mill Spur.....		90.2	9270	12	West
Ivie - Beet Spur.....		90.3	9270	17	East
Jumbo Mill.....		97.6	9276	Yard	West
Gramse.....	101.6	9282	40	East & West	
6-E	Spanish Fork Sugar Factory.....	5.1	9409	93	East & West
	Townsend.....	17.3	9423	13	East & West
	Elberta.....	25.1	9432	20	East & West
6-J	U. S. Smelter.....	0.5	9332	Yard	West
	Boise Cascade.....	1.5	9616	7	East
	Ireco.....	3.5	9618	9	East
	Continental Copper.....	3.5	9620	20	West
	Interstate Brick.....	6.6	9625	22	East
	Proler Steel Co.	9.5	9626	Yard	East

TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE (Continued)

Sub Divn	Name	Mile Post	Stn No.	Car Cpty	Switch Connection
6-K	Bacchus Spur	6.1	9672	Yard	West
	East Magna Spur.....	10.7	9674	8	East
6-L	Robbe Spur.....	1.7	9634	Yard	East
	Snyder.....	3.5	9629	9	East & West
7	Griffin Wheel.....	746.9	9810	Yard	West
	North Salt Lake.....	750.3	9816	Yard	East
	Utah Emulsions.....	752.0	9822	8	West
	Fry.....	752.8	9824	10	East
	Layton.....	767.6	9840	47	East & West
	Layton Sugar Works.....	768.0	9842	90	West
	Roy.....	775.1	9854	70	East & West
	Ogden Sugar Works.....	779.3	9885	Yard	East
	Evona.....	779.9	9884	30	East
	10-A	Agro.....	263.6	1605	10	West
S.L.C. Junction.....		267.0	1612	Yard	East & West
Pleasant Spur.....		267.4	1611	12	West
Continental Oil.....		268.3	1610	2	West
Evansville.....		280.8	1623	17	East & West
11	Gerrard.....	296.3	1632	20	East & West
	LaFruto.....	256.0	3541	7	East & West
16	Hartner.....	257.4	3543	13	East & West
	Bountiful.....	269.7	3548	21	East & West
	Colorado Core Co. Spur.....	353.2	2650	6	East
16-A	Meade Lumber Spur.....	353.5	2648	4	West
	Coors, Roe.....	356.2	2644	16	East & West
	Ridgway Spur:				
	Vernal.....	358.5	2652	42	East & West
	Ridgway.....	377.1	2664	Yard	East & West
	Whitewater.....	411.8	2608	38	West
	Bowie.....	412.2	2736	Yard	East
Bear Mine.....	416.6	2742	Yard	East & West	
Hawksnest.....	417.0	2744	12	East & West	

THE POINT IS NOT WHERE YOU WORK

— IT'S HOW YOU WORK

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

OPEN HOURS

Stations	Week Days	Saturdays	Sunday and Holidays
Prospect	Continuous	Continuous	Continuous
North Yard	Continuous	Continuous	Continuous
Kremmling	7:30AM to 4:30PM	Closed	Closed
Bond	Continuous	Continuous	Continuous
Phippsburg	7:45AM to 3:45PM 5:00PM to 1:00AM	7:45AM to 3:45PM 5:00PM to 1:00AM	7:45AM to 3:45PM
Craig	7:40AM to 4:40PM	7:40AM to 4:40PM	7:40AM to 4:40PM
Pueblo	Continuous	Continuous	Continuous
Portland	8:00AM to 5:00PM	Closed	Closed
Canon City	8:00AM to 5:00PM	8:00AM to 5:00PM	8:00AM to 5:00PM Closed Sundays
Salida	Continuous	Continuous	Continuous
Leadville	8:00AM to 5:00PM	Closed	Closed
Minturn	8:00AM to 5:00PM	8:00AM to 5:00PM	8:00AM to 5:00PM Closed Sundays
Glenwood	7:00AM to 4:00PM	7:00AM to 4:00PM	7:00AM to 4:00PM Closed Sundays
Rifle	8:00AM to 5:00PM	Closed	Closed
Minnequa	4:00PM to 1:00AM	4:00PM to 1:00AM	4:00PM to 1:00AM
Walsenburg	7:30AM to 11:30AM 12:30PM to 4:30PM	7:30AM to 11:30AM 12:30PM to 4:30PM	7:30AM to 11:30AM 12:30PM to 4:30PM
Alamosa	Closed Monday 8:00AM to 5:00PM	Closed	Closed
Antonito	9:00AM to 6:00PM	Closed	Closed
Durango	8:00AM to 5:00PM	Closed	Closed
Grand Jct.	Continuous	Continuous	Continuous
Delta	8:00AM to 5:00PM	8:00AM to 5:00PM	Closed
Montrose	8:00AM to 5:00PM	8:00AM to 5:00PM	Closed
Paonia	8:00AM to 5:00PM	Closed	Closed
Thompson	9:30AM to 5:30PM	Closed	Closed
Price	8:00AM to 5:00PM	8:00AM to 5:00PM	Closed
Helper	Continuous	Continuous	Continuous
Provo	7:30AM to 4:30PM	7:30AM to 4:30PM	Closed
Geneva	7:00AM to 11:59PM	7:00AM to 11:59PM	7:00AM to 11:59PM
Midvale	7:00AM to 4:00PM	Closed	Closed
Roper	Continuous	Continuous	Continuous
Grant Tower	Continuous	Continuous	Continuous
Clearfield	7:30AM to 11:00PM	Closed	Closed
Transfer	Continuous	Continuous	Continuous
Salina	8:00AM to 5:00PM	Closed	Closed
Sigurd	8:00AM to 5:00PM	Closed	Closed
Richfield	8:00AM to 5:00PM	Closed	Closed
Moroni	9:00AM to 6:00PM	Closed	Closed
Magna	8:00AM to 5:00PM	8:00AM to 5:00PM	Closed
Sugar House	8:30AM to 5:30PM	Closed	Closed

Following are legal holidays: New Year's Day, Washington's Birthday, Decroation 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).

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 Pueblo, Walsenburg or Alamosa affecting the through movement of trains on Subdivision 8. Also train orders may be issued at Salida or Grand Junction affecting the through movement of trains on Subdivisions 3 and 4. Such train orders will govern train & enginemmen of these trains until fulfilled, superseded or annulled.

CLEARANCES

2. Westward trains, Subdivision 1-A, must not leave Orestod (Bond train order office) without a Clearance.

2-A. Trains will secure Clearance at Transfer instead of Ogden.

2-B. Trains must not leave Walsenburg without a Clearance unless otherwise provided. Westward trains must not leave Salina without a Clearance unless otherwise provided.

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

Subdivn	Station	Remarks
3 & 4	Minturn	When authorized by train disp.
4-A	Dotsero	All trains Subdivn 4-A.
6, 7	Salt Lake City	When authorized by train disp.
8	Walsenburg	No. 63 when no operator on duty.
8	Alamosa	No. 62 when no operator on duty.
12-B	Silverton	All Trains.
16, 16A	Delta	When no operator on duty.

YARD LIMITS

4. Orestod (Subdivn 1-A, from MP 130.6 to sign "Beginning of CTC")	GrandJct (Subdivn 16 only)
Crater	Austin
Phippsburg	Hotchkiss
Haybro-Routt	Paonia-Oliver
Steamboat	Delta
Hitchens	Olathe
Hayden	Montrose
Craig	Subdivision 5-A
Subdivision 3-A	Subdivision 5-B
Subdivision 4-B	Helper
Pueblo-Southern Jct.	Subdivision 6-C
Walsenburg	Thistle
LaVeta	Fairview
Occidental	Mt. Pleasant
Fir	Ephraim-West Ephraim
Sierra	Manti
Fort Garland	Gunnison
Blanca	Spearmint
Alamosa	Redmond
Subdivision 10-A	Salina-Marysvale
Subdivision 11	Subdivision 6-E
Durango	Subdivision 6-J
Ah Wilderness	Subdivision 6-K
Silverton	Subdivision 6-L
Monarch Spur	East Roper-Salt Lake City
	Subdivision 7-A
	Ogden-Transfer

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

Location	Limits	Trains
North Yard	Prospect - C&S Jct.	Freight 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 Junction	ABS 4449 - ABS 4512	Freight trains
Soldier Summit	ABS 6501 - ABS 6520E, 6520-W.	Freight trains
Provo	ABS 7014 - ABS 6972	Freight trains

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

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

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
Utah Ry 300 Series.....	600 tons

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

5-A. On "Coal" trains (see Rule 5) in territories shown below:

Crater to Orestod	Monarch Spur
Winter Park to Fraser	Fir to LaVeta
East Portal to North Yard	Sunnyside Branch
Tennessee Pass to Minturn	Kyune to Helper
Leadville Branch	Soldier Summit to Thistle

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.

North Yard

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

F-7, GP-7, GP-9, F-9.....	1400 tons
GP-30, GP-35, GP-40.....	2000 tons
SD-7, SD-9, SD-45.....	3000 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.

Tennessee Pass to Minturn

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

F-7, GP-7, GP-9, F-9.....	1000 tons
GP-30, GP-35, GP-40.....	1500 tons
SD-7, SD-9, SD-45.....	2000 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.

Leadville to Malta

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

F-7, GP-7, GP-9, F-9.....	900 tons
GP-30, GP-35, GP-40.....	1000 tons
SD-7, SD-9, SD-45.....	1300 tons

beginning at head end of train, use ten retainers plus one retainer for each additional 200 tons.

Monarch Spur

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

Car limits, excluding caboose:

Monarch to Maysville:

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

Before departing Monarch or Garfield (descending grade movements), application and release test of air brakes must be made. Train crew will observe that brakes apply and release properly.

Retainers must be used on all cars Monarch to Maysville.

Before departing Monarch or Garfield (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 57-1. 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 to Maysville.

Fir to Sierra

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

F-7, GP-7, GP-9, F-9..... 900 tons
 GP-30, GP-35, GP-40.....1100 tons
 SD-7, SD-9, SD-45.....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.

Silverton Branch

5-I. 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.

Sunnyside Branch

5-J. Sunnyside to Columbia Jct: Use retainers on all loaded cars.

Columbia Jct. Westward: If dynamic brake is inoperative use retainers in forward one-half of train.

Kyune to Helper

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

F-7, GP-7, GP-9, F-9.....1300 tons
 GP-30, GP-35, GP-40.....1800 tons
 SD-7, SD-9, SD-45.....2200 tons
 Utah Ry 300 Series.....1700 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.

Soldier Summit to Thistle

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

F-7, GP-7, GP-9, F-9.....1400 tons
 GP-30, GP-35, GP-40.....2000 tons
 SD-7, SD-9, SD-45.....3000 tons
 Utah Ry. 300 Series.....2400 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.

Pleasant Valley Branch

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

F-7, GP-7, GP-9, F-9..... 900 tons
 GP-30, GP-35, GP-40.....1000 tons
 SD-7, SD-9, SD-45.....1300 tons

beginning at head end of train use ten retainers plus one retainer for each additional 200 tons Clear Creek to Scofield.

If dynamic brake is inoperative, the forward one-half of retainers will be used Clear Creek to Scofield and forward one-third of retainers will be used Scofield to Colton.

Tintic Branch

5-N. Iron King to Pearl: Use retainers on all loaded cars.

Bingham Branch

and

Lark Branch

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

F-7, GP-7, GP-9, F-9..... 900 tons
 GP-30, GP-35, GP-40.....1000 tons
 SD-7, SD-9, SD-45.....1300 tons

beginning at head end of train use ten retainers plus one retainer for each additional 100 tons Lark-Leadmine to Welby. If dynamic brake is inoperative, retainers will be used on all cars.

Clearfield

5-P. At Freeport Center, Clearfield, when handling cars on North or South main switching lead west of Rio Grande connection switch, sufficient air brakes must be cut in and operative to control movement on descending grade with at least one air brake cut in for every six loads.

RAILROAD CROSSINGS AT GRADE, ABS, CTC AND OTHER SIGNALS

6. Railroad crossings at grade protected by signals or signals and derrails:

Sub Divn	MP	Location	Tracks Governed	Remarks
1	118.5	Pueblo	AT&SF Main track. D&RGW Main track.	Manual Interlocking controlled by D&RGW train dispatcher, Denver. Each railroad governed by its own Rules and Special Instructions. D&RGW Operating Rules 663 and 663-A.
1-A	3.2	Denver	C&S, BN-Belt line. Main track -- Belt Line.	CTC and Manual Interlocking. Each road governed by its own rules & special instructions. D&RGW Operating Rules 509A, 663 and 663-A.
2	119.6	Pueblo	D&RGW Yard track and Freight house lead & AT&SF crossings.	Manual Interlocking Controlled by AT&SF train dispatcher. Each railroad governed by its own rules and special instructions. D&RGW Operating Rules 663 and 663A.
6	698.9	Ironton	D&RGW main tracks and UP switch tracks.	CTC and Manual Interlocking Controlled by D&RGW train dispatcher. Each road governed by its own rules and special instructions. D&RGW Operating rules 509-A, 663 and 663-A.
6	705.7	Lakota	D&RGW main tracks and UP main track.	Automatic Interlocking. Each road governed by its own rules and special instructions. D&RGW Operating rule 667.

6. Railroad crossings at grade protected by signals or signals and derails (continued):

Sub Divn	MP	Location	Tracks Governed	Remarks
6	744.2	9th South Salt Lake City	D&RGW running tracks and UP main track. D&RGW main track & UP main track.	Automatic Interlocking. Each road governed by its own rules and special instructions. D&RGW Operating rule 667. To receive signal for reverse movement over crossing after having cleared the home signal limits, depress pushbutton in box on home signal and hold for 5 seconds, then release.
6	....	13th South Salt Lake City	D&RGW yard track & UP main track	Manual Interlocking. Normal position of signals and derails against D&RGW. Instructions for operation of derails on D&RGW are posted inside electric lock case.
7	745.5	Grant Tower	D&RGW main track & UP switch track WP running track, D&RGW running tracks & UP main track.	Manual Interlocking controlled by leverman Grant Tower. Each road governed by its own rules and special instructions. D&RGW Operating rules 663 and 663-A.
7	748.7 750.3	Becks North Salt Lake	D&RGW main track & UP switch track D&RGW main track & UP switch track	CTC and Manual Interlocking. Normal position of derails and signals against UP. Each road governed by its own rules and special instructions. D&RGW Operating rules 509A, 663 and 663A. Bee Line Spur leads from Cudahy Spur track and is equipped with pipe connected mechanical lock. Normal position of switch is to Bee Line Spur. Before movement is made to or from D&RGW main track and Cudahy Spur, main track switch must be reversed. Bee Line Spur switch will then be unlocked to permit lining. When restoring switches to normal, Bee Line Spur switch must be normal before main track switch is placed normal. Lower signal governing movement from Cudahy Spur will display lunar indication for movement to Bee Line Spur or yellow for movement to UP track.

6. Railroad crossings at grade protected by signals or signals and derails (continued):

Sub Divn	MP	Location	Tracks Governed	Remarks
7	771.3	Clearfield	D&RGW main track and UP branch track.	CTC and Manual Interlocking. Normal position of derails and signals against UP. Each road governed by its own rules and special instructions. D&RGW Operating rules 509-A, 663 and 663-A.
7	779.3	Sugar Works	D&RGW main track & OUR&D yard track.	CTC and Manual Interlocking. Controlled by D&RGW train dispatcher. Each road governed by its own rules and special instructions. D&RGW Operating rules 509-A, 663 and 663-A.
7	781.3	Transfer	D&RGW main track, SP main track & OUR&D yard tracks.	Manual Interlocking. Normal position of signals and derails against D&RGW. See Instructions posted on inside of door on release mechanism.
7	781.7	Ogden	D&RGW yard track & UP main track.	Manual Interlocking. Normal position of signals against D&RGW. See instructions posted on inside of door on release mechanism.
8	121.9	Pueblo	C&W - D&RGW	Automatic Interlocking. Each road governed by D&RGW Rules and its own Special Instructions. Normal position of all switches is for D&RGW. D&RGW Operating rule 667. See Special instructions for C&W crews in phone box.

6-A. Railroad crossings at grade not protected by signals:

Sub Divn	MP	Location	Tracks Governed	Remarks
6	0.7 on Spur	Sugar House Spur (Roper)	D&RGW spur and UP main track.	D&RGW trains and engines must stop clear of crossing and after ascertaining that no conflicting movement is approaching may then hand operate and lock gate against movements on UP track. After crossing movement is completed, gate must immediately be restored to normal position and locked. Gate is equipped with two lights, one of which is in center of gate and one on pivot post. These lights will display red when gate is lined AGAINST approaching movement and green when gate is lined FOR approaching movement. At night, if both lights are not burning, stop must be made before fouling crossing.

6-A. Railroad crossings at grade not protected by signals (cont'd):

Sub Divn	MP	Location	Tracks Governed	Remarks
6	3rd West & Van Buren St., Salt Lake City	D&RGW spur & UP spur track.	The gates will normally be lined AGAINST (Red signal) the UP and FOR (Green signal) D&RGW movement. D&RGW crews may use crossing without stopping provided it is seen to be clear. UP crews will stop and line for their movement if no D&RGW movement is in evidence.

6-B. Repeater Signals located to left of track:

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

6-C. ABS located to left of tracks they govern:

Sub Divn	Eastward on Westward Trk	Westward on Eastward Trk	Eastward on Main track	Eastward on Siding
2	1216-W	1215-E		
3			2812 2818	2946-A
6	6336-W 6582-W 6352-W 6598-W 6372-W 6630-W 6420-W 6972-W 6442-W 6998-W 6520-W 7014-W 6542-W 7042-W 6562-W Home signal MP 705.8	6335-E 6541-E 6351-E 6561-E 6371-E 6581-E 6419-E 6615-E 6443-E 6971-E 6521 6999-E 7013-E 7041-E	7424 7434	

Operation Belt Line

7. CTC between Utah Jct (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 dispatcher.

Yard switch movements doubling from BN 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.

7-A. 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

7-B. 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 fuses 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 fuse 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

7-C. 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.

7-D. 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.

7-E. 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 Dispatcher 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.

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

7-G. 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.

7-H. 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.

7-I. If train or locomotive is delayed in Moffat Tunnel for any reason, Train Dispatcher should be promptly notified from nearest 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

7-J. Emergency oxygen tanks and masks are located in fan house East Portal and tool house 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.

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

Operation at Bond - Orestod

7-K. All Positive ABS and dual controlled switches between West switch of East Siding Bond, Subdivision 4-A, and East switch of East Siding Bond, Subdivision 1-A, inclusive, are controlled by operator Bond.

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

Operation at Carbondale

7-L. Locomotives & Caboose must not be operated under Mid-Continent Coal & Coke Company's loading tipple at Carbondale.

Unless otherwise provided, 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

7-M. 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 Dispatcher must be contacted immediately.

Instructions for manual operation are posted at each tunnel portal.

Operation at Belden

7-N. Amber lights are displayed on tipple above car loaders at Belden when loader is in loading position in car.

Do not drop cars or make switching move while light is burning, without consulting mine personnel.

Operation at Minturn

7-O. 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 Dispatcher must be contacted immediately.

Operation at Grand Junction

7-P. 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.

7-Q. Dual controlled switch point derail on middle track, 10th Street Grand Junction 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 dispatcher can position signal and dual controlled switch.

7-R. Depot Running Track between dual controlled switches at MP 449.0 and MP 450.1 Grand Junction, connects with 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 dispatcher must be contacted immediately.

Operation at Helper

7-S. Operator Helper controls all positive ABS, dual controlled switches and dual controlled spring derail governing eastward movements through derail to Snake Lead, at Helper.

ABS 6254-A governs movements from Independent Lead through crossover to main track. Trains entering or leaving Spring Glen Yard must first obtain permission from operator at Helper.

Eastward trains departing on No. 1 lead must occupy release section located 310 feet west of ABS 6258-F, 48 seconds before dual controlled switches can be positioned for departure.

Eastward trains from Coal Yard must communicate with operator when ready to depart and must occupy release section one minute before dual controlled spring derail can be positioned to enter Snake Lead. When proceed indication is displayed it is authority to proceed to Spring Glen on Independent Lead.

7-T. Westward ABS 6257-FS and Eastward ABS 6258-F will normally display a lunar indication. When displaying "STOP", it indicates there is a train approaching and trains, yard and other locomotives must give way without unnecessarily delaying the approaching train or trains.

Operation Gilluly - Roper

7-U. Two Main Tracks between Gilluly and Springville, signaled for movement with current of traffic only. When operating against the current of traffic within these limits, NON-ABS rules apply and trains must not exceed a maximum speed of 49 MPH.

Two Main Tracks at all other locations are signaled for normal and reverse movements.

Schedule and train order time for Eastward trains at Springville apply at "End of CTC" sign.

Freight trains, yard and other locomotives must make way for passenger trains without unnecessary delay.

7-V. Unless otherwise instructed, when Positive ABS 6958-E east end Springville, displays a proceed indication, it is authority for eastward trains to proceed on eastward main track to Gilluly without train order or Clearance authority.

Unless otherwise instructed, when Positive ABS 6615-W or ABS 6615-A, west end Gilluly, display a proceed indication, it is authority for westward trains to proceed on westward main track to Springville without train order or Clearance authority. Operating Rules 83-C, 97 and D-97 modified accordingly.

In ABS territory between Springville and Gilluly, trains moving with the current of traffic and designated in train orders and Clearances by any unit in locomotive consist, will be considered properly addressed. Operating Rule 206 modified accordingly.

7-W. Trains from Subdivision 6, must obtain permission from train dispatcher, before occupying eastward siding at Thistle.

Trains from Subdivision 6-D (Marysvale Branch) must obtain permission from the train dispatcher, before occupying Eastward main track or Eastward siding, Thistle.

7-X. At Provo, levers on side of electric switch lock boxes at switch from westward main track to east end pocket and yard track, MP 699.9 and from westward main track to west end pocket and yard tracks MP 700.7 are to be used when westward main track is occupied and it is desired to line switch to yard tracks. Following will govern:

- (1) Secure permission from train dispatcher
- (2) Remove switch lock and open door
- (3) Push lever on side of box and hold depressed for one minute
- (4) Wait two minutes for time controlled unlocking device
- (5) Move electric lock lever and line switch

When circuit is not occupied, operation of this electric switch lock will be in accordance with Operating Rule 585.

Operation at Bacchus Spur

7-Y. Trains entering Kennecott Corporation track MP 1.8 Bacchus Spur, must call Kennecott Corporation train dispatcher, Copperton, for permission to operate electric locks.

After switches have been lined and signals indicate proceed, movement across Kennecott Corporation main track may be made. Movement must be continuous and switches restored to normal position on completion of movement.

Trains entering Hercules property at Bacchus will operate within plant as follows:

Derail located 287 feet west of building No. 2241 normally lined for derailing position, is locked with private lock when trucks are being loaded or unloaded. Barricades on track with flashing warning lights, indicate track is fouled by trucks. Sound whistle and guard will remove barricade and unlock derail when track is clear.

Prior to crossing main track roadways make a complete stop before proceeding. Should vehicular traffic be present, provide a flagman with proper equipment to control movement of train or vehicles based on the following requirements: Vehicles transporting nitroglycerin, live missiles or other hazardous cargo, shall have the right of way at all times. These may be easily identified. They are equipped with rotating or flashing red lights, clearly visible, and generally are preceded by an escort with similar flashing lights. All ordinary vehicular traffic will yield right of way when trains are present.

MAXIMUM SPEEDS		MPH
8. Zone and other prescribed speeds must not be exceeded.		
8-A. Turnouts equipped with spring switches see Time-table Rules No. 9 & 10.		
Other turnouts equipped with spring switches.....		15
Trailing through spring switches on straight track ...		30
In or out of other turnouts		15
8-B. Maximum speeds permissible in any services by various types of locomotives and equipment as follows:		
Diesel Locomotives 130 - 149.....		40
Other Diesel Locomotives.....		70
Clamshells, Scale Test Cars (except Scale Test Car X-450) & Pile Drivers moving on own wheels.....		25
Scale Test Car X-450.....		35
Flat Cars loaded with rip-rap and X-Flat Cars in rip-rap service, loaded or empty		25
Welded Rail Trains, under load.....		25
Derricks, Spreaders, Plows and Flangers.....		35
D&RGW 24000-25000, 46000-47000 series cars, and UP 26000-27000 series ore cars, loaded or empty.....		50
Trains handling Minnequa ore.....		50

SPRING SWITCHES

9.

Sub Divn	MP	Location	Normal Position	MPH
3	245.2	Americus, west switch	Main track	15
	262.8	Kobe, east switch	Main track	30
4	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
	447.3	East Yard, entering track	East yard	15
6	625.7	Helper, east end Independent lead	Independent Lead	15
	627.4	Helper, westward lead	Westward main track	15
12B	451.5	West End Passenger Main No. 2, Durango	Loop track	5
	451.6	West End Passenger Main No. 1 & Loop track, Durango	Loop track	5

DUAL CONTROLLED SPRING SWITCHES

10.

5	625.8	Helper	Snake lead	15
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CROSSOVERS ON TWO MAIN TRACKS

11.

Sub Division	MP	Points	Description	MPH
5	626.0	Trailing	Hand Throw	15
6	626.6	Trailing	Hand Throw	15
	627.0	Facing	Hand Throw	15
	628.8	Trailing	Dual Controlled	15
	632.0	Trailing	Dual Controlled	30
	665.0	Facing	Hand Throw	15
	666.1	Trailing	Hand Throw	15
	671.6	Trailing	Hand Throw	15
	675.9	Facing	Hand Throw	15
	681.0	Trailing	Hand Throw	15
	682.3	Trailing	Hand Throw	15
	682.3	Facing	Hand Throw	15
	688.6	Trailing	Hand Throw	15
	698.5	Trailing	Dual Controlled	30
	698.6	Facing	Dual Controlled	30
	699.9	Trailing	Hand Throw	15
	700.9	Facing	Hand Throw	15
707.1	Trailing	Dual Controlled	30	
735.9	Trailing	Dual Controlled	30	
740.8	Facing	Dual Controlled	30	
8	119.4	Trailing	Hand Throw	15
	120.7	Trailing	Hand Throw	15
	121.5	Trailing	Hand Throw	15
	121.8	Trailing	Dual Controlled	15
	121.9	Facing	Hand Throw	15
	122.7	Trailing	Hand Throw	15

12. Locations of permanent details on main track or sidings:

Sub Divn	Location	Description
1-A	Crater.....	East and siding
	Toponas.....	East and siding
1-B	Park.....	West and siding
	Haybro.....	West end siding
	Hayden.....	West end siding
5-B	Seven Mile.....	Both ends siding
	Emkay.....	East end siding
6	Narrows.....	West end siding
6-D	Hill Top.....	Both ends siding
	Spearmint.....	West end siding
	Axtell.....	West end siding
	Redmond.....	East end siding
	Aurora.....	East end siding
	Kema.....	West end siding
	Elsinore.....	West end siding
Sevier.....	West end siding	
6-F	Burgin.....	West end siding
6-J	MP 9.2.....	Main track
8	Sierra.....	West end siding
	Fort Garland.....	West end siding
	Blanca.....	West end siding
10-A	Creede.....	East end siding
	Wasson.....	East end siding
	Wagon Wheel Gap.....	East end siding
	South Fork.....	East end siding
	Hanna.....	East end siding
	Del Norte.....	East end siding
	Zinzer.....	East end siding
11	Henry.....	East end siding
	La Jara.....	East end siding
	Romeo.....	East end siding

12. Locations of permanent details on main track or sidings:
(continued)

Sub Divn	Location	Description
12-B	Rockwood.....	East end siding
	Tacoma.....	East end siding
	Needleton.....	East end siding
	Silverton.....	East end siding
16	Chipeta.....	West end siding
	Olathe.....	West end siding
	Roe.....	West end siding
	Montrose.....	Main track
16-A	Austin.....	West end siding
	Paonia.....	West end siding
	Somerset.....	Main track

13. Location of Hot Box Detectors & Readout Graphs:

Subdivn	MP	Indicator	Readout Point
1-A	80.1	No	Denver train dispatcher's office
2	141.5	No	Denver train dispatcher's office
3	239.7	No	Grand Jct train dispatcher's office
4	344.6	No	Grand Jct train dispatcher's office
	375.4	No	Grand Jct train dispatcher's office
	406.5	No	Grand Jct train dispatcher's office
	444.2	No	Grand Jct Car foreman's office
5	452.3	No	Grand Jct Car foreman's office
	508.3	No	Grand Jct train dispatcher's office
	549.0	No	Grand Jct train dispatcher's office
	578.9	No	Grand Jct train dispatcher's office
	606.1	No	Grand Jct train dispatcher's office
	625.2	No	Helper telegraph office
6	647.5	No	Roper train dispatcher's office
	711.7	No	Roper train dispatcher's office

14. Locations of car skids, rerailling frogs and slewing cables for emergency use:

Sub Divn	Symbol	Locations	Sub Divn	Symbol	Locations	
1	*	Littleton	4	* x ♦	Minturn	
	* x ♦	Colorado Springs		*		Wolcott
1-A	*	Leyden	*		Eaglewood	
	* x	Plain	*		Rifle	
	* x	Cliff	*		Debeque	
	*	Rollins	*		Palisade	
	* x	East Portal	4-A	* x ♦	Bond	
	* x	Winter Park		*		Range
	*	Tabernash	5	* x ♦	Grand Junction	
	*	Granby		*		Cisco
	* x ♦	Sulphur		*		Floy
	*	Kremmling		* x		Greenriver
*	Radium	6	* x ♦	Helper		
1-B	* x ♦		Phippsburg	*		Thistle
2	* x ♦		Pueblo	* x ♦		Provo
	*	Canon City	*		American Fork	
	*	Parkdale	* x ♦		Roper	
	*	Cotopaxi	8	*		Walsenburg
* x ♦	Salida	*			La Veta	
*	Buena Vista	* x ♦			Alamosa	
*	Malta					
*	Red Cliff					

Symbols: Skids *, Cables x, Frogs ♦

AUXILIARY LINES

15.

Subdivision	Location
4-A.....	Orestod
4-A.....	Dotsero
6-D.....	Thistle
16.....	Grand Junction
16-A.....	Delta

16. Omitted.

**DESIGNATION OF TRACKS - POSITION OF SWITCHES
RESTRICTION OF TRACKS**

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

17-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 train dispatcher. 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.

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

17-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 train dispatcher that train is leaving and designate track that train is occupying approaching Pueblo Junction.

17-D. D&RGW train dispatcher 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.

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

17-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.

17-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.

17-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.

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

17-J. Trains departing Monarch must leave crossover switch at tipple lined for Load track, and switch to Derailing Spur lined for Derailing Spur.

17-K. Locomotives must not be doubleheaded and K-36 or K-37 types must not go beyond Rockwood.

17-L. 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 Dispatcher before entering long lead at east end receiving yard.

Westward trains must obtain permission from train dispatcher before leaving Receiving Yard Track to enter long lead in vicinity of the hump.

17-M. Junction switch at west end Delta must be left lined and locked for Subdivision 16-A.

17-N. Switch off west end siding, Montrose, leading to stockyards, must be normally lined and locked for the stock track, to provide derail protection.

17-O. Industry trackage at Seven Mile on the Cane Creek Branch (Subdivision 5-B) designated as follows from the main track:

Ore Track..... (Derail near switch)
Gas No. 1—6-car spot..... (Derail near switch)
Gas No. 2—4-car spot..... (Derail below lead switch;
normal line of switch for Gas No. 2)

Cars must not be left between Main Track and Lead Switch on Gas Track Lead on curve and descending grade.

Gate at Gas Plant is secured by private lock and key is in possession of attendant. Switching will not be performed at Pure Oil Gas loading facilities without attendant being present except in emergency.

17-P. When making pickup from Finished Coal Yard at Wash and washery is operating, a member of the crew must contact the Retarder Operator and advise him of movements to be made. An understanding must be had that Retarder Operator will not drop cars while train is occupying lead to Finished Coal Yard. The first crossover switch east of the retarder must be lined for No. 3 Track while pickup is being made. When not in use switches at east end of Finished Coal Yard must be left lined for derail spurs. Cars set in Raw Coal Yard must be in clear of crossover switches at east end of yard.

17-Q. Westward freight trains arriving Helper will be governed by track indicator designating track to be used, located just opposite ABS 6257-FS east end of Helper:

M. Main Track
1-7 Inclusive; Tracks as indicated.

17-R. Wye switches Welby must be lined and locked for Garfield Branch when not in use.

17-S. Sevier siding is used as main track. Montrose siding and yard track No. 1 are used as main track.

17-T. All freight trains, switch and light locomotive movements, including interchange deliveries between UP North Yard, and D&RGW Roper, will, unless otherwise provided, use the two running tracks extending from D&RGW main track, Subdivision 7, between 1st North Street and North Temple Street to 21st South Street, Roper.

Between crossover leading to WP connection just south of 1st South Street, Salt Lake City, and 21st South Street, Roper, all trains, switch, light locomotives, and interchange delivery movements will keep to the right. Movements against the current of traffic will be made only when authorized by yardmaster or on signal indication. Grant Tower operator will obtain authority from yardmaster before positioning signals for reverse movements.

17-U. SD-45 locomotives must not be operated West of Orestod on Subdivisions 1-A and 1-B.

19-B. BN-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 "The Consolidated Code Of Operating Rules", 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 C&S 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 operator Prospect from telephone located under 20th Street Viaduct to secure permission to re-enter C&S trackage.

19-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.

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

19-E. Double track between Southern Jct. and Walsenburg, used jointly by D&RGW and C&S. Westward track (formerly the Northward track) is under C&S operating jurisdiction. Eastward track (formerly Southward track) is under D&RGW operating jurisdiction. C&S timetable and rules of the Operating Department govern train operation on both tracks. C&S form of train orders and Clearance will be used and issued over signature of D&RGW Chief Dispatcher on eastward track; C&S Chief Dispatcher on westward track.

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

19-G. Between C&S Crossing (AT&SF MP 635.8) and Jansen, AT&SF Ry Rules and Regulations and AT&SF Colorado Division Time-table govern operations.

TCS between C&S Crossing (AT&SF MP 635.8) and Jansen.

AT&SF Operating Rule 97 governs movements C&S Crossing (AT&SF MP 635.8) - Jansen. Trains must secure permission from Control Station by telephone nearest to signal which controls movement.

19-H. At Jansen, Colorado and Wyoming Rules and Regulations govern operations.

19-I. Within limits specified below Operating Rule 93 of the D&RGW governs all train or engine movements:

Limits	Roads Governed
Columbia Junction	Carbon County Railway and D&RGW
Magna Yard	Kennecott Corporation and D&RGW
Clearfield Freeport Center	UP and D&RGW

19-J. Trains entering Magna Yard must occupy release section approaching block signal at west end of yard. If signal does not display proceed indication, a member of the crew must operate "release" located at entrance switch to yard. After operating "release" and signal fails to indicate proceed, movement may proceed under flag protection, according to Operating Rule 99 to the next block signal.

19-K. Dual-controlled derail located opposite ABS 7072-F on Geneva Steel Plant Lead. Within limits of Geneva Steel Plant trains and locomotives will move prepared to stop short of any obstruction, including occupied track or improperly lined switches.

19-L. D&RGW Rules and Regulations of the Operating Department govern train and locomotive movements through the Salt Lake City Union Depot.

Unless otherwise instructed, track assignments SLUD are as follows:

D&RGW Passenger trains.....Track No. 3
UP interchange deliveries.....Any track
other than No. 3, or as directed by Yardmaster.

Trains, yard engines, light engines and others using SLUD tracks will leave switches as found, except switches will be left lined for No. 3 track. Switch connection with WP main track and SLUD track just east of 1st South Street will be left lined for Fence track.

19-M. When operating in TCS territory west of Pollard Jct. to absolute signal "A" at MP 926.7 switch crews Roper-Salt Lake Terminal will be governed by WP Rule 547, reading:

"When work is to be done by any train, engine, roadway gang, or other employee within a block or blocks requiring movements in both directions, authority must be obtained from Dispatcher who will specify work limits and when necessary, time limits.

Within work limits, unless main track is continuously occupied, a main-track switch left open, or dual-control switch left in hand throw position, train or engine must secure renewed authority from dispatcher before returning to main track.

Train dispatcher must be notified when work is completed. Before releasing clocktime, employee holding such authority must know that all his equipment and men are clear of limits and roadway foreman must know that track or structure is safe for passage of trains."

19-N. All employees while using UP tracks, Salt Lake City, and U. S. Smelter tracks at Midvale, including D&RGW delivery and receiving tracks, will be under the jurisdiction of UP supervisors and will obey their instructions.

19-O. All signals, switches, and electric locked switches between Ninth West Street and Thirteenth West Street are controlled by the UP train dispatcher. Switch crews Roper-Salt Lake Terminal will be governed by instructions posted in telephone booth and by the UP train dispatcher who will specify time and working limits. Crews leaving General Brewery must leave switch lined for Mountain Fuel Co. All movements west of absolute signal "A" MP 926.7 are governed by UP Rules 267 and 528 reading:

UP Rule 267. When a train or engine is stopped by a stop signal and no conflicting train movement is evident, a member of crew must communicate with dispatcher or operator and be governed by his instructions. If authorized to proceed, clearance Form C must be copied by a member of the crew and delivered to the engineer. After complying with Rule 528, train or engine may then proceed at restricted speed to next signal, but, when so instructed by dispatcher or operator, flagman must be sent ahead.

When flagging from a stop signal, train or engine must wait ten minutes after flagman has started ahead, then proceed at restricted speed following flagman to next point of communication or to the next signal displaying Approach, Advance Approach, or clear indication.

Exceptions: Clearance form C will not be required as authority to proceed from a stop indication when movement is leaving main track or leaving CTC territory or for movement entirely within yard limits.

When instructed by dispatcher or operator to send flagman ahead and no brakeman is available to provide protection, train will move forward until leading wheels are one car length past stop signal, wait ten minutes and then proceed at restricted speed to next signal.

When stopped by a stop signal and communication has failed, train or engine must not proceed, except when not standing between stop signals at a station, train or engine must move forward under flag protection to a point where they will be between stop signals at a station, clearing main track when practicable.

- UP Rule 528. When authorized to proceed from a stop indication of a signal governing movement over remote control or dual control switches and hand operation of switches is not necessary, selector lever on switches over which movement is to be made must be placed in Hand position, and even though switch points appear to be in proper position, before making first movement over switch the switch operating lever must be moved back and forth until switch points are seen to move with movement of lever. Switch must then be lined for route to be used. Selector lever may be restored to motor position as soon as any part of train passes the signal.

19-P. D&RGW crews will be governed by the following UP Operating and Special Rules, in addition to D&RGW Rules of the Operating Department, while working in UP territory.

UP Rule 103(C). When a train, engine or switching movement is to be made against the normal current of traffic over a public crossing protected by automatic crossing signals, bells or gates, a member of the crew must protect the crossing, unless a crossing watchman is on duty.

UP Rule 103(D). At public crossings protected by crossing watchmen and crossing gates, yard crews must know gates are down and crossing protected before making movement onto or over the crossing. When not so protected, the crossing must be protected by a member of crew.

UP Bulletin No. A-9 of January 26, 1970, reads: "All trains and engines will handle their own switches for movement in vicinity 2nd South and 1st North Streets. Unless otherwise instructed, all passenger trains will use Track No. 3 at Salt Lake passenger station, and all switches at both ends of passenger yard must be left lined for No. 3 track after being used.

Switches will be set normally at:
2nd South Street--

Crossover just east of 2nd South, for movement from Provo Main to Grant Tower.

Switch from passenger line to passenger yard just west of 2nd South, for passenger yard.

Switch from Provo Main to passenger yard just west of 2nd South for Provo Main.

Derail near switch tender's shanty on passenger lead, south end Salt Lake passenger station has been removed. Derails have been installed at south end No. 1 track just south of post office annex switch; No. 2 track just south of 1st South Street and south end passenger lead just south of No. 7 track switch.

UP Rule 104(X). At Salt Lake City, eastward trains and engines on main track must stop to clear 5th North Street unless proceed signal is received from switch tender. Switch tender must receive verbal permission from north end dispatcher before giving proceed signal. At Salt Lake City, in addition to receiving Clearance Form 2643, conductors of westward first subdivision passenger trains must receive permission from dispatcher before starting train.

Other trains and road engines, including D&RGW switch engines, must stop to clear 5th North Street unless proceed signal is received from switch tender.

Unless otherwise directed, trains and engines, including D&RGW switch engines, moving to North Yard tracks from freight line must stop on straight track to clear 4th North Street crossover, unless proceed signal is received from 5th North switch tender.

UP Rule 802-B. Road engines, trains and yard movements approaching leads in terminal yards must stop before fouling lead unless it is known that switches are properly lined and lead is clear.

Before a train or yard movement starts out of a yard track, a trainman will precede the movement to a point where it is known route is clear.

Before a light engine starts out of a yard track, both the engineer and fireman must know that switches are properly lined and route is clear.

19-Q. D&RGW crews will deliver all passenger equipment to the UP Depot yard. In event the equipment is in solid trains and the trains have to be turned, instead of delivering to the UP on the leg of the wye, this equipment will be handled into their passenger depot.

To effect delivery and turning D&RGW switch crews will use joint facilities of Grant Tower interlocking then proceed on Pedro No. 2 to 2nd South and 3rd West, thereafter moving only as directed by UP yardmaster at South yard, who will designate the track in the UP Depot on which the delivery is to be made.

19-R. Grant Tower annunciator is located 430 feet west of 13th South Street, Salt Lake City. Following whistle signals will be given at this annunciator:

WP trains and engines departing - - 4 short
Ogden trains & engines departing - 1 long
D&RGW to UP deliveries - - - - - 2 short
UP light engines returning - - - - - 1 long, 1 short

19-S. All employes will be governed by OUR&D Co. rules and regulations and will have in their possession copy of current time-table and rules, while using Southern Pacific tracks at Ogden.

MISCELLANEOUS

20. 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.

21. LOCAL WATCH INSPECTORS

Company	Location
Mayer Jewelers.....	Denver
Sundman Jewelers.....	Denver
W. L. Sather.....	Denver
Kester Jewelry Company.....	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
Page-Parsons Jewelry Store.....	Grand Junction
T. E. Dever.....	Glenwood
Lombard Jewelers.....	Walsenburg
Jones Jewelry Company.....	Alamosa
McKnight Brothers.....	Durango
McKnight Brothers.....	Delta
G. J. DeVinny.....	Montrose
Woody Jewelry Store.....	Helper
G. H. Heindselman.....	Provo
H. B. Miller Company.....	Salt Lake City
L. C. West & Sons.....	Ogden

RADIO

Shops	Instructions
North Yard Pueblo Grand Junction Roper	Radio communication Train to Dispatcher, is on Channel 1. Throw toggle switch to "Disp. 1" or "Disp. 2" momentarily. A tone burst in speaker indicates train dispatcher has been alerted. Wait for him to acknowledge, then use handset in normal manner. "Disp. 1" covers territory Ogden to Helper, Grand Junction to Bond, Grand Junction to Pueblo and Pueblo to Denver. "Disp. 2" covers territory Helper to Grand Junction and Denver to Craig.

23.

ADDITIONS, REVISIONS AND/OR MODIFICATION OF AIR BRAKE RULES, SAFETY RULES & RULES & REGULATIONS OF THE OPERATING DEPARTMENT.

Operating:

281-B. Revised to read - Aspect: Red over Flashing Yellow; Name: Diverging Approach Medium; Indication: Proceed authorized speed until entire train is through turnout, approaching next signal medium speed.

Safety:

386. Revised to read - Unless otherwise authorized by proper authority, push cars or trailers must be pulled, not pushed. Employees are prohibited from riding on a push car that is being pushed. When necessary to couple motor cars, push cars and other track cars, standard motor car couplers must be used.

Air Brake:

36-F. Modified to include the following cars and locomotive units:

Cars - UP 32000 - 32099
Units - RG 5326, 5327, 5328, 5338
UP 3638, 3639, 3640, 3641, 3642, 3643

36-G. Revised to read - Unit trains using retainers actuated from the locomotive as provided in Air Brake Rule 36-F, must not exceed a speed of 20 MPH. Other trains using retainers must not exceed a speed of 15 MPH.

55. Revised to read - In multiple unit operation, if necessary to operate locomotive for any appreciable distance or time with engine dead on controlling unit, the following steps must be taken to avoid running down battery which would result in loss of electrical control:

1. ON LEADING UNIT
 - a. Open battery switch on fuse panel.
 - b. Close control, fuel pump and generator field switches on control stand.
 - c. Turn off all lights except one headlight and any other lights necessary for train operation.
 - d. Avoid use of cab heaters, strip heaters, defrosters, etc.
2. ON TRAILING UNIT
 - a. Close control switch on control stand.

56-A. Revise paragraph (6) to read: For movement of locomotive units beyond service tracks or shop area, air hoses must be properly connected between all units of the consist and cut out cocks and angle cocks opened as required. Air test must be made as required in Rule 4.

For movement of two or more locomotives consists (such as doubleheading) beyond service tracks or shop area, the brake pipe must be connected throughout and angle cocks or cut out cocks open, as well as cab controls properly positioned for movement. An application and release test of air brakes must be made

from the automatic brake valve of the controlling unit and inspection made to see that brakes on all units apply and release properly.

MEDICAL TREATMENT

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

Doctor	Phone Number	Locations
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
D. L. Province	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
A. R. Demman, M.D.	472-3312	Helper
C. M. Smith Sr., M.D.	373-8860	Provo
Scott Wallace, M.D.	373-5420	Provo
J. D. Brewerton, M.D.	484-8539	Salt Lake City
A. H. Cottam, M.D.	484-4374	Salt Lake City
M. R. Davis, M.D.	484-5283	Salt Lake City
Harper Pearse, M.D.	363-5848	Salt Lake City
R. J. Stearman, M.D.	484-4356	Salt Lake City

27-A. Suggested Hospitals for care of injured passengers:

Hospital	Location
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
City-County Hospital.....	Price
Utah Valley Hospital.....	Provo
Holy Cross.....	Salt Lake City
St. Mark's.....	Salt Lake City

27-B. Assigned hospitals of the Hospital Association:

Hospital	Location
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 Hospital.....	Pueblo
Parkview Episcopal.....	Pueblo
St. Joseph's.....	Florence
St. Thomas - Moore.....	Canon City
St. Vincent's.....	Leadville
Salida Hospital.....	Salida
Valley View Hospital.....	Glenwood
St. Mary's.....	Grand Junction
City - County.....	Price
Utah Valley.....	Provo
Holy Cross.....	Salt Lake City
Thomas D. Dee Memorial.....	Ogden

27-C. Hospital Association Doctors for care of sick or injured employees.

623-8443.....Denver and vicinity
 Craig Medical Clinic.....Craig
 R. O. Murray.....Craig
 Ray G. Witham.....Craig
 L. E. Bare.....Granby
 E. G. Ceriani.....Kremmling
 William F. Rosene.....Oak Creek
 H. S. Richards.....Steamboat
 David L. Crosson.....Pueblo
 D. J. Williams.....Pueblo
 A. Demshki.....Pueblo
 (Ear, Nose and Throat)
 T. A. Gunther (Dentist).....Pueblo
 H. S. Rusk.....Pueblo
 (Eye, Ear, Nose and Throat)
 W. M. Lewallen, Jr.Pueblo
 John McKittrick.....Pueblo
 John Hurby (DDS).....Pueblo
 J. Harvey Johnston.....Pueblo
 (Dermatologist)
 R. W. Dingle.....Pueblo
 J. S. Norman.....Pueblo
 L. Pettiti.....Pueblo
 James Pollard.....Pueblo
 W. Hilst.....Pueblo
 R. M. Wexler.....Pueblo
 F. E. Stander.....Pueblo
 Harvey W. Phelps.....Pueblo
 William C. Shontz.....Pueblo
 W. W. Boucher.....Pueblo
 Dullo A. Stricca, DDS.....Pueblo
 Mario J. Stricca, DDS.....Pueblo
 A. A. Harrington.....Pueblo
 P. J. Gamache.....Florence
 John V. Buglewicz.....Florence
 H. C. Grabow.....Canon City
 J. C. Fish.....Canon City
 E. L. Ley.....Canon City
 G. L. Merkert.....Canon City
 R. E. Carlton.....Canon City
 C. H. Waldron.....Canon City
 R. E. Smith.....Canon City
 E. C. Budd.....Salida
 Leo J. Leonardi.....Salida
 F. B. Finnigan.....Salida
 W. T. Gipson.....Salida
 Thomas Sandell (DDS).....Salida
 William Mehos.....Salida
 V. A. Veltri.....Salida
 J. M. Kehoe.....Leadville
 V. E. Kelley.....Leadville
 G. B. Stanley.....Gilman
 T. I. Steinberg.....Vail
 E. G. Ceriani.....(Kremmling) Bond
 F. D. Law (DDS).....Glenwood
 B. E. Nutting.....Glenwood
 Roy W. Day.....Glenwood
 (Ear, Nose and Throat)
 Robt. W. Viehe.....Glenwood
 Glenwood Medical
 Associates.....Glenwood
 Jerome F. Christiansen
 (DDS).....Glenwood
 H. O. Hendrick.....Carbondale
 W. M. Hayes.....Rifle
 J. Connelly.....Rifle
 J. M. Lamme, Jr.Walsenberg
 Earle Carmichael.....Trinidad
 A. E. Duncan.....Alamosa
 S. D. Nichols.....Alamosa
 J. W. Ruddell.....Alamosa
 J. H. Hurley.....Alamosa
 W. C. Riley.....Alamosa
 C. L. Sage (DDS).....Alamosa

N. L. Wolfe (DDS).....Alamosa
 E. J. Zayac.....Del Norte
 V. A. Johnson.....Lajara
 G. R. Davis.....Antonito
 Gordon Johnson.....Durango
 T. W. Halley.....Durango
 L. W. Lloyd.....Durango
 Forrest D. Brown (DDS).....Durango
 Robert C. Pivonka.....Durango
 J. P. Hayhurst (DDS).....Durango
 Gordon Johnson.....Durango

Call 243-3545.....Grand Junction
 N. A. Brethouwer, GP.....Montrose
 Robert J. Bennett, GP.....Delta
 Woodrow E. Brown, GP. Hotchkiss
 E. Robert Orr, GP.....Fruita
 H. T. Barton, GP.....Green River
 Paul R. Mayberry, Surg.Moab
 Jay P. Munsey, GP.....Moab
 Alfred James, Surg.Dragerton
 J. E. Dorman, Ophthal.Price
 W. M. Gorishek, Surg.Price
 O. W. Hardy, GP.....Price
 S. L. Oliveto, Dentist.....Price
 J. Ruggeri (DDS).....Price
 John K. Wright, Internal.....Price
 J. J. Dalpiaz, Dentist.....Helper
 A. R. Demman, GP.....Helper
 O. W. Phelps, GP.....Helper
 Harlow B. McQuarrie.....Ephraim
 Proctologist

Halvard J. Davidson, GP.....Manti
 L. H. Stewart, GP.....Gunnison
 Rae E. Noyes, GP.....Salina
 H. Asa Dewey, GP.....Richfield
 W. R. Worley, Jr.Richfield
 Surg.

R. H. Nightingale.....Springville
 Internist

Clair W. Judd, GP.....Springville
 P. E. Brockbank.....Spanish Fork
 (DDS)

P. G. Hughes, GP.....Spanish Fork
 Milo C. Moody, GP.....Spanish Fork
 Thomas M. Hall, GP.....Payson
 J. N. Aaron, Dermo.....Provo
 DeCosta Clark, Dentist.....Provo
 M. D. Gardner, Internist.....Provo
 R. E. Jorgenson, Ophthal.....Provo
 Richard A. Nimer.....Provo
 Internist

V. J. Parker, Internist.....Provo
 M. C. Oaks, Ophthal.....Provo
 H. David Rees, Surg.Provo
 C. M. Smith, Sr., GP.....Provo
 C. M. Smith, Jr.Provo
 Orthopedic Surg.

Jesse J. Weight, GP.....Provo
 J. B. Westwood, GP.....Provo
 Boyd Larsen, GP.....Lehi
 Val Sundwall, GP.....Murray
 Harold E. Young, GP.....Midvale
 N. R. Beck, Ortho.....Salt Lake
 C. F. Behle, Ophthal.....Salt Lake
 Harry Berman.....Salt Lake
 Ear, Nose, Throat

R. P. Bigelow.....Salt Lake
 Internist

Peter Chiodo, Dentist.....Salt Lake
 R. M. Crowder.....Salt Lake
 Radiologist

D. Dahl - Urologist.....Salt Lake
 I. Dean Day, Ob.-Gyn.Salt Lake

Hospital Association Doctors for care of sick or injured employees (continued).

K. L. Dedekind.....Salt Lake
 Dentist
 Robert Despain.....Salt Lake
 Ophthal.
 Robert G. Evans.....Salt Lake
 Internist
 Robert T. Ferguson.....Salt Lake
 Ear, Nose, Throat
 H. E. Fisher, Jr.Salt Lake
 Urologist
 Dean W. Gray.....Salt Lake
 Ear, Nose, Throat
 George D. Gross.....Salt Lake
 Internist
 Whitney J. Haight.....Salt Lake
 Ear, Nose, Throat
 Charles C. Hall.....Salt Lake
 Ortho.
 Don Handy, Dentist.....Salt Lake
 J. E. Hansen.....Salt Lake
 Ear, Nose, Throat
 W. M. Hebertson.....Salt Lake
 Neurologist
 P. M. Howard, Surg.Salt Lake
 Lewis Kirkman.....Salt Lake
 Derma.
 S. A. Lawson.....Salt Lake
 Internist
 A. W. Middleton.....Salt Lake
 Urologist
 R. C. Mohr, Psych.Salt Lake
 E. B. Muir, Ophthal.Salt Lake
 A. Namba, Internist.....Salt Lake
 Stanley Neff, GP.....Salt Lake

E. D. Nusbaum.....Salt Lake
 Neurologist
 Charles M. Parrish.....Salt Lake
 Cardio-Thoracic
 C. B. Powell.....Salt Lake
 Neurosurgeon
 James H. Quinn.....Salt Lake
 Ophthal.
 Owen H. Reichman.....Salt Lake
 Neurologist
 C. W. Springer.....Salt Lake
 Dentist
 G. S. Tanner, Ophthal.Salt Lake
 Jack L. Tedrow.....Salt Lake
 Psychiatrist-Neurologist
 Robert G. Thompson.....Salt Lake
 Derma.
 J. Whitten.....Salt Lake
 Psychiatrist
 G. S. Diument, GP.....Bountiful
 Joseph Amano, GP.....Clearfield
 R. C. Peterson.....Clearfield
 H. V. DeMars.....Ogden
 Ear, Nose, Throat
 Chelton S. Feeny.....Ogden
 Internist
 James A. McMurrin, Surg. ...Ogden
 Donald M. Moore.....Ogden
 Internist
 Dean W. Packard.....Ogden
 Urologist
 D. M. Peterson, Internist.....Ogden
 A. W. Petty, Dentist.....Ogden
 R. W. Pugmire, Ophthal.Ogden

**PRACTICE SAFETY TODAY —
 TOMORROW MAY BE TOO LATE**

ADJUSTED TONNAGE RATINGS

FROM	TO	SD-7, 5300-5304 SD-9, 5305-5314	F-7 555-575 5761, 5764 F-9, 577 5762-5763 GP-7, 5100-5113 GP-9, 5901-5954	GP-30 3001-3028 GP-35, 3029-3050	GP-40 3051-3106	SD-45 5315-5340	ADJUST- MENT FACTOR
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 Jct.....	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
Malla.....	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.....	1800	1200	1400	1500	2100	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
Grand Jct.....	Mounds.....	2600	1600	1900	2000	3000	6
Potash.....	Brendel.....	2400	1450	1750	1900	2600	6
Brendel.....	Emkay.....	1900	1200	1400	1500	2100	5
Mounds.....	Helper.....	2700	1800	2000	2150	3400	6
Helper.....	Grand Jct.....	2700	1800	2000	2150	3050	6
Mounds.....	Columbia Jct.....	1700	1075	1250	1350	1850	3
Columbia Jct.....	Sunnyside.....	900	550	650	700	980	2
Grand Jct.....	Delta.....	6500	4400	5200	5600	7500	10
Delta.....	Montrose.....	2800	1850	2150	2300	3250	5
Delta.....	Somersel.....	2800	1850	2150	2300	3250	5
Hotchkiss.....	Rogers Mesa.....	5000	3350	3800	4100	6000	8

ADJUSTED TONNAGE RATINGS
(Continued)

FROM	TO	SD-7, 5300-5304 SD-9, 5305-5314	F-7 555-575 5761, 5764 F-9, 577 5762-5763 GP-7, 5100-5113 GP-9, 5901-5954	GP-30 3001-3028 GP-35, 3029-3050	GP-40 3051-3106	SD-45 5315-5340	ADJUST- MENT FACTOR
Montrose.....	Ridgway.....	.....	1800	2000	2150	.....	.....
Subdiv. 16 Wye..	East Yard.....	6000	4000	4700	5000	7000	.....
Helper.....	Castle Gate.....	1350	860	1050	1125	1520	.....
Castle Gate.....	Kyune.....	1150	725	800	900	1300	3
Kyune.....	Soldier Summit.....	2600	1650	1950	2050	2900	3
Provo.....	Thisle.....	3300	2150	2500	2700	3800	3
Thisle.....	Soldier Summit.....	1400	890	1050	1125	1600	3
Provo.....	Geneva.....	.....	4500	5400	5800	.....	8
Salt Lake.....	Ogden.....	4300	2900	3500	3700	5100	8
Ogden.....	Salt Lake.....	4300	2900	3500	3700	5100	8
Colton.....	Scofield.....	1420	950	1150	1200	1650	3
Scofield.....	Clear Creek.....	850	550	650	700	950	2
Midvale.....	Welby.....	1200	800	950	1000	1400	2
Welby.....	Dalton Jct.....	900	550	650	700	1350	2
Dalton Jct.....	Lead Mine.....	800	520	600	650	950	1
Dalton Jct.....	Lark.....	800	520	600	650	950	1
Garfield.....	Welby.....	3150	2100	2450	2650	3700	3
Springville.....	Santaquin.....	2600	1600	1900	2050	2850	5
Goshen.....	Santaquin.....	2600	1600	1900	2050	2850	5
Goshen.....	Iran King.....	650	400	470	500	700	1
Thisle.....	Hilltop.....	1800	1300	1500	1625	2100	4
Salina.....	Hilltop.....	2700	1800	2000	2150	3050	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.

29.

SPEED TABLE

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

30. AVOID DAMAGE -- SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING -- Here's what happens

4 miles per hour	SAFE COUPLING SPEED
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!

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