



**Denver and Rio Grande Western
Railroad Company**

SYSTEM

TIME-TABLE

No. 2

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

TUESDAY, JANUARY 1, 1974

**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

COLORADO DIVISION

| | | |
|-----------------|----------------------------|----------------|
| A. H. Nance | Superintendent | Denver |
| J. E. Spiess | Assistant Superintendent | Denver |
| H. W. Dearing | Division Trainmaster | Denver |
| E. R. Moran | Division Trainmaster | Grand Junction |
| R. G. Buffalow | Road Foreman & Trainmaster | Denver |
| R. L. Fisher | Trainmaster | Pueblo |
| M. B. Davis | Trainmaster | Grand Junction |
| D. W. Pope | Terminal Trainmaster | Denver |
| A. L. Marzano | Terminal Trainmaster | Pueblo |
| V. Sacco | Road Foreman of Equipment | Denver |
| S. A. Dougherty | Road Foreman of Equipment | Denver |
| A. Henke | Road Foreman of Equipment | Pueblo |
| R. F. Crane | Road Foreman of Equipment | Grand Junction |
| H. P. Keele | Trainmaster & Road Foreman | Pueblo |
| J. P. Moran | Roadmaster & Trainmaster | Alamosa |
| J. M. Rentfrow | Roadmaster & Trainmaster | Durango |

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 |
| E. C. Anderson | Assistant Trainmaster | Helper |
| L. O. Ficklin | Trainmaster | Grand Junction |
| G. L. Openshaw | Assistant Trainmaster | Grand Junction |
| S. F. Tezak | Terminal Trainmaster | Roper |
| C. W. Hearn | Terminal Trainmaster | Grand Junction |
| H. D. Gibbs | Assistant Road Foreman of Equipment | Roper |
| R. C. Williams | Road Foreman of Equipment | Roper |
| E. H. Twehous | Road Foreman of Equipment | Helper |
| W. D. Lucore | Road Foreman of Equipment | Grand Junction |

SYSTEM

| | | |
|----------------|---------------------------|--------|
| O. W. Geisler | Manager of Transportation | Denver |
| M. E. Wood | Chief Dispatcher | Denver |
| A. R. Johnson | Chief Dispatcher | Denver |
| J. K. Brockett | Chief Dispatcher | Denver |

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

| Office | Location | Numbers |
|-------------------------------|----------------|-------------------|
| General Office-Control Center | Denver | 222-5533 222-1334 |
| System Train Dispatcher | Denver | 222-5533 222-2170 |
| Colo. Divn. Supt. | Denver | 222-2286 |
| North Yard, Yard Office | Denver | 477-8845 |
| Burnham, Master Mechanic | Denver | 222-9168 |
| Pueblo, Yard Office | Pueblo | 544-7814 |
| Minturn | Minturn | 827-5766 |
| Alamosa, Yard Office | Alamosa | 589-4981 |
| Durango, Roundhouse | Durango | 247-1491 |
| Grand Jct. East Yard | Grand Jct. | 245-2111 |
| Grand Jct. Trainmaster | Grand Jct. | 242-5160 |
| Helper, Yard Office | Helper | 472-5871 |
| Roper, Master Mechanic | Salt Lake City | 486-1387 |
| Roper, Yard Office | Salt Lake City | 486-1202 |
| Utah Divn. Supt., Roper | Salt Lake City | 486-2126 |

| | | WESTWARD ↓ | | | | | | | | | | EASTWARD ↑ | | | | | | |
|----|------|--|----|----|------|----|----|------|------|------|------|------------|------|------|------|--|--|--|
| | | Condensed Freight Train Schedules (For Information Only) | | | | | | | | | | STATIONS | | | | | | |
| 87 | 0515 | 0900 | 81 | 95 | 99 | 79 | 77 | 75 | 71 | 54 | 34 | 42 | 48 | 36 | 52 | | | |
| | 1210 | 1215 | | | | | | | | 1800 | 1830 | 0800 | 0900 | 0900 | 1800 | | | |
| | | | | | | | | | | 1340 | 1435 | 0200 | 0400 | 0510 | 1300 | | | |
| | | | | | 0830 | | | | 2330 | 1900 | 2000 | 1000 | 1100 | 1100 | 1900 | | | |
| | | | | | 1405 | | | 0420 | 0535 | 1355 | 1450 | 0230 | 0430 | 0535 | 1315 | | | |
| | | | | | 1715 | | | 0800 | 0845 | 1025 | 1130 | 2130 | 0001 | 0200 | 0835 | | | |
| | | | | | 1720 | | | 0830 | 0855 | 1020 | 1130 | 2200 | 0010 | 0150 | 0830 | | | |
| | | | | | | | | | ** | 0905 | 1125 | 1930 | 2200 | 0040 | 0700 | | | |
| | 1540 | | | | 2040 | | | 1320 | 1300 | 0510 | 0800 | 1430 | 1700 | 2105 | 0200 | | | |
| | 1900 | | | | 0030 | | | 1700 | 1630 | 0145 | 0500 | 0900 | 1230 | 1800 | 2130 | | | |
| | 2000 | | | | 1700 | | | 2000 | 2000 | 0135 | 0400 | 0730 | 1100 | | 2115 | | | |
| | 2100 | | | | 0100 | | | 1800 | 2100 | 0030 | 0300 | 0600 | 1000 | | 2000 | | | |

** 3 - Pueblo via Minturn
2 - Denver via Bond
1 - Arrive Grand Junction

| | | SOUTH & WEST ↓ | | | | NORTH & EAST ↑ | | | |
|----|------|----------------|----|----|------|----------------|------|------|------|
| | | STATIONS | | | | STATIONS | | | |
| 67 | 1600 | 2300 | 65 | 63 | 62 | 68 | 66 | | |
| | 0400 | | | | | | | 2300 | 0300 |
| | 0900 | 1600 | | | 1000 | 1700 | 2200 | | |
| | | 0100 | | | 0400 | | | | |

| SECOND CLASS | Zone Speeds Westward Mile Post Zone Speeds Eastward MPH | Mile Post | Zone Speeds Eastward MPH | Station Number | COLORADO DIVISION Subdivision 1-A (in part, also see page 10) and 4-A Stations | Siding Turnout Speeds | | Capacity of Siding in feet | SECOND CLASS | |
|--|--|-----------|-----------------------------|----------------|---|-----------------------|--------|----------------------------|--|---------------------------|
| | | | | | | MPH | | | | Arrive Tues, Fri, Sun. |
| | | | | | | E. Sw. | W. Sw. | | | |
| 17 Passenger Leave Mon, Thur, Sat | | | | | | | | | 18 Passenger Arrive Tues, Fri, Sun. | |
| 0700 | 0.0 | | | | DENVER BKR | | | | 2100 | |
| 0705 | 1.0 | | | 0001 | PROSPECT DN. } FOX JCT } NORTH YARD . DNBKR } UTAH JCT } C & S JCT. } | | | | 2050 | |
| | 2.0 | | 20 | 0002 | | | | | | |
| | 4.5 | | 45 | 0003 | | | 30 30 | Yard | | |
| | 3.2 | | 45 | 0004 | | | | | | |
| | 3.8 | | 60 | 0005 | | | | | 2035 | |
| | 4.8 | | 45 | | | | | | | |
| | 7.0 | | 30 | | | | | | | |
| | 12.0 | | 30 | 0012 | LEYDEN | | 30 30 | 5400 | | |
| | 12.4 | | 30 | 0018 | ROCKY | | 30 30 | 4900 | | |
| | 18.0 | | 30 | 0021 | CLAY | | 30 30 | 5700 | | |
| | 21.2 | | 25 | 0025 | PLAIN | | 30 30 | 6500 | | |
| | 25 | | 25 | 0031 | CRESCENT | | 30 30 | 5500 | | |
| | 31.2 | | 30 | 0037 | CLIFF W | | 30 30 | 7000 | | |
| | 37.5 | | 30 | 0042 | ROLLINS | | 30 30 | 4300 | | |
| | 42.1 | | 30 | 0047 | TOLLAND | | 30 30 | 5600 | | |
| | 47.1 | | 40 | 0050 | EAST PORTAL . WY | | 30 30 | 6000 | | |
| | 50.1 | | 40 | 0057 | WINTER PARK | | 30 30 | 7200 | | |
| | 56.9 | | 30 | | | | | | | |
| | 58.6 | | 30 | 0062 | FRASER | | 30 30 | 4700 | | |
| | 62.2 | | 55 | 0066 | TABERNASH . . . WY | | 30 30 | 9800 | | |
| | 66.0 | | | | | | | | | |
| S 0930 | 75.8 | | | 0076 | GRANBY W | | 30 30 | E 4800 W 4600 | S 1820 | |
| | 86.2 | | | 0086 | SULPHUR | | 30 30 | 7700 | | |
| | 93.0 | | 70 | 0093 | FLAT | | 30 30 | 7100 | | |
| | 98.0 | | | 0098 | TROUBLESOME | | 30 30 | 5600 | | |
| | 103.5 | | | 0103 | KREMLING W | | 30 30 | 5900 | | |
| | 106.0 | | | 0106 | GORE | | 30 30 | 6700 | | |
| | 106.3 | | 25 | 0111 | AZURE | | 30 30 | 4800 | | |
| | 111.3 | | 45 | 0116 | RADIUM | | 30 30 | 8400 | | |
| | 116.0 | | 45 | 0123 | YARMONY | | 30 30 | 4500 | | |
| | 116.4 | | 30 | | | | | | | |
| | 123.0 | | 30 | 2302 | BOND JRDNBK WY | | 30 30 | E 8100 W 7700 | S 1645 | |
| | 128.0 | | 55 | 2306 | DELL | | 30 30 | 7300 | | |
| S 1100 | 129.3 | | | 2314 | RANGE | | 30 30 | 7600 | | |
| | 142.1 | | | 2276 | DOTSERO JY | | | | | |
| | 155.2 | | | | | | | | | |
| | 166.8 | | | | | | | | | |
| Arrive Mon, Thur, Sat. | | | | | (166.8) | | | | Leave Tues, Fri, Sun. | |

Exceptions:

| | |
|---|-----|
| Zone Speeds: | MPH |
| Psg'r Trains: MP 50.1 - 37.5 (Eastward) | 40 |
| MP 18.0 - 12.0 (Eastward) | 50 |
| MP 12.0 - 7.0 (Eastward) | 60 |
| "Bulk" Trains (See Rule 5) MP 50.1 - 7.0 (Eastward) | 20 |
| Belt Line, Utah Jct - UP Transfer, MP 4 | 20 |
| Rocky Spur | 20 |
| Turnout Speeds: | |
| Fox Jct., End of Two Main Tracks | 30 |
| Bond Junction Switch, MP 128.8 | 30 |
| Dotsero Junction Switch | 40 |
| All other turnout speeds | 15 |
| Sidings: | |
| Clay | 10 |
| Tabernash | 20 |

| Zone Speeds Westward Mile Post Zone Speeds Eastward MPH | Mile Post | Zone Speeds Eastward MPH | Station Number | COLORADO DIVISION Subdivision 3 Stations | Siding Turnout Speeds | | Capacity of Siding in feet |
|--|-----------|-----------------------------|----------------|--|-----------------------|--------|----------------------------|
| | | | | | MPH | | |
| | | | | | E. Sw. | W. Sw. | |
| | | | | | | | |
| | 120.5 | | 4000 | PUEBLO . DNBKR | | | Yard |
| | 123.0 | | 1702 | GOODNIGHT | | | |
| 70 | 130.8 | 70 | 1712 | SWALLOWS | 30 30 | | 7300 |
| | 139.6 | | 1714 | HOBSON | 30 30 | | 6700 |
| | 145.8 | | 1720 | PORTLAND | | | Yard |
| | 147.1 | 60 | 1722 | ADOBE | 30 30 | | 6000 |
| | 151.9 | | 1724 | FLORENCE | 30 30 | | 6800 |
| | 158.0 | | 1740 | CANON CITY | 30 30 | | 7200 |
| | 160.8 | | 1754 | PARKDALE | 30 30 | | 5100 |
| | 171.2 | | 1756 | SPIKEBUCK | 30 30 | | 4700 |
| | 175.9 | | 1762 | TEXAS CREEK | 30 30 | | 6100 |
| 45 | 184.1 | 45 | 1782 | COTOPAXI W | 30 30 | | 5800 |
| | 191.7 | | 1784 | VALLIE | 30 30 | | 6000 |
| | 198.1 | | 1792 | SWISSVALE | 30 30 | | 6500 |
| | 208.0 | | 2002 | SALIDA KR WY | 30 30 | | Yard |
| 50 | 215.1 | 50 | 2010 | BROWN CANON | 30 15 | | 6600 |
| | 222.2 | | 2016 | NATHROP | 30 30 | | 6700 |
| 60 | 230.0 | 60 | 2026 | AMERICUS | 30 15 | | 6700 |
| | 232.9 | | 2032 | PRINCETON | 30 30 | | 7500 |
| 50 | 240.0 | 50 | 2040 | KOBE | 30 30 | | 7900 |
| | 244.7 | | 2100 | MALTA JWY | 30 30 | | Yard |
| 60 | 252.1 | 60 | 2208 | TENNESSEE PASS | 30 15 | | 7800 |
| | 262.0 | | 2216 | PANDO | 30 30 | | 8100 |
| 45 | 263.6 | 45 | 2232 | BELEDEN | 15 15 | | 9900 |
| 20 | 271.0 | 20 | | | | | |
| | 280.3 | | | | | | |
| 20 | 288.5 | 20 | | | | | |
| | 296.2 | | | | | | |
| 30 | 298.0 | 30 | | | | | |
| | 301.7 | | | | | | |
| 20 | 302.0 | 20 | 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 |
| "Bulk" 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 |
| MP 120.6 Wheel Checker & Dragging Equipment Detector, W.B. main | 25 |

| SECOND CLASS 17 Passenger Leave Mon,Thur,Sat. | Zone Speeds Westward MPH | Mile Post | Zone Speeds Eastward MPH | Station Number | COLORADO DIVISION Subdivision 4 Stations | | Siding Turnout Speeds | | Capacity of Siding in feet | SECOND CLASS 18 Passenger Arrive Tues,Fri,Sun. |
|---|--------------------------------|-----------|--------------------------------|----------------|--|-----------|-----------------------------|-----------------|-------------------------------|--|
| | | | | | E. Sw. | W. Sw. | E. Sw. | W. Sw. | | |
| | | | | | | | | | | |
| | 20 | 302.0 | 20 | 2250 | MINTURN DBFKRSWY | 30 | 30 | Yard | | |
| | ↓ | 302.6 | | 2256 | 6.2 AVON | 30 | 30 | 8200 | | |
| | ↓ | 308.2 | | 2260 | 10.8 WOLCOTT | 30 | 30 | 7200 | | |
| | ↓ | 319.0 | | 2270 | 13.0 SAGE | 30 | 30 | 7600 | | |
| | ↓ | 332.0 | | 2276 | 9.9 DOTSERO JY | 30 | 30 | 6200 | | |
| | ↓ | 341.9 | | 2282 | 5.6 ALLEN | 30 | 30 | 5500 | | |
| | ↓ | 347.5 | | 2284 | 3.0 SHOSHONE | 30 | 15 | 3900 | | |
| | ↓ | 350.5 | | 2288 | 4.5 GRIZZLY | 30 | 30 | 4900 | | |
| S 1235 | ↓ | 355.0 | | 2290 | 5.1 GLENWOOD JRWY | 30 | 30 | E10400 W7400 | S 1515 | |
| | ↓ | 360.1 | | 2508 | 8.0 CHACRA | 30 | 30 | 6100 | | |
| | ↓ | 368.1 | | 2512 | 4.6 NEWCASTLE | 30 | 30 | 6100 | | |
| | ↓ | 372.7 | | 2520 | 6.8 SILT | 30 | 30 | 5700 | | |
| S 1305 | ↓ | 379.5 | | 2528 | 7.1 RIFLE Y | 30 | 30 | 6000 | S 1440 | |
| | ↓ | 386.6 | | 2538 | 11.2 DOS | 30 | 30 | 5700 | | |
| | ↓ | 399.1 | | 2540 | 4.9 GRAND VALLEY | 30 | 30 | 5100 | | |
| | ↓ | 404.0 | | 2542 | 4.7 UNA | 30 | 30 | 6000 | | |
| | ↓ | 408.7 | | 2544 | 7.9 DE BEQUE | 30 | 30 | 4600 | | |
| | ↓ | 412.0 | | 2552 | 6.7 AKIN | 30 | 30 | 6200 | | |
| | ↓ | 416.6 | | 2554 | 4.4 TUNNEL | 30 | 30 | 4600 | | |
| | ↓ | 423.3 | | 2560 | 4.9 CAMEO | 30 | 30 | 4300 | | |
| | ↓ | 427.7 | | 2572 | 4.4 PALISADE | 30 | 30 | 12100 | | |
| | ↓ | 432.6 | | 2578 | 5.5 CLIFTON | 30 | 30 | 5200 | | |
| | ↓ | 437.0 | | 2580 | 2.8 FRUITVALE | | | | | |
| | ↓ | 442.5 | | 2582 | 2.0 EAST YD DNBKR | | | Yard | | |
| S 1425 | ↓ | 445.0 | | 5000 | 2.3 GRAND JCT. BJKR | | | Yard | 1325 | |
| | ↓ | 447.3 | | | | | | | | |
| | ↓ | 449.0 | | | | | | | | |
| | ↓ | 450.0 | | | | | | | | |
| 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 |
| Siding Speeds: Minturn | 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 Leave Mon,Thur,Sat. | Zone Speeds Westward MPH | Mile Post | Zone Speeds Eastward MPH | Station Number | UTAH DIVISION Subdivision 5 Stations | | Siding Turnout Speeds | | Capacity of Siding in feet | SECOND CLASS 18 Passenger Arrive Tues,Fri,Sun. |
|---|--------------------------------|-----------|--------------------------------|----------------|--|-----------|-----------------------------|------------------|-------------------------------|--|
| | | | | | E. Sw. | W. Sw. | E. Sw. | W. Sw. | | |
| | | | | | | | | | | |
| 1440 | | 450.0 | | 5000 | GRAND JCT. DNRBKJ | 30 | 30 | Yard | S 1310 | |
| | | 451.7 | | 2802 | 2.1 DURHAM | 30 | 30 | 5000 | | |
| | | 460.5 | | 2808 | 8.8 FRUITA | 30 | 30 | E 6600 W 6200 | | |
| | | 468.9 | | 2812 | 8.4 MACK | 30 | 30 | 7500 | | |
| | | 473.1 | | 2816 | 4.2 RUBY | 30 | 30 | 7400 | | |
| | | 478.0 | | 2818 | 4.9 SHALE | 30 | 30 | 4400 | | |
| | | 483.3 | | 9920 | 5.3 UTALINE | 30 | 30 | 6000 | | |
| | | 488.4 | | 9922 | 5.1 WESTWATER | 30 | 30 | 5100 | | |
| | | 498.1 | | 9926 | 9.7 AGATE | 30 | 30 | 7400 | | |
| | | 504.4 | | 9928 | 6.3 CISCO | 30 | 30 | 4800 | | |
| | | 510.5 | | 9930 | 6.1 WHITEHOUSE | 30 | 30 | 6000 | | |
| | | 515.6 | | 9932 | 5.1 ELBA | 30 | 30 | 5400 | | |
| | | 520.7 | | 9934 | 5.1 SAGERS | 30 | 30 | 7600 | | |
| f 1600 | 70 | 528.1 | 70 | 9938 | 7.4 THOMPSON WY | 30 | 30 | 7100 | f 1150 | |
| | | 533.8 | | 9940 | 5.7 BRENDLE J | 30 | 30 | 5000 | | |
| | | 540.4 | | 9942 | 6.6 FLOY | 30 | 30 | 5800 | | |
| | | 546.9 | | 9944 | 6.5 SOLITUDE | 30 | 30 | 7600 | | |
| f 1625 | | 555.2 | | 9950 | 8.3 GREEN RIVER WY | 30 | 30 | 6900 | f 1120 | |
| | | 561.5 | | 9003 | 6.3 SPHINX | 30 | 30 | 6000 | | |
| | | 567.6 | | 9004 | 6.1 DESERT | 30 | 30 | 5900 | | |
| | | 574.2 | | 9006 | 6.6 CLIFF | 30 | 30 | 5900 | | |
| | | 581.4 | | 9008 | 7.2 WOODSIDE | 30 | 30 | 6200 | | |
| | | 586.6 | | 9010 | 5.2 GRASSY | 30 | 30 | 6100 | | |
| | | 593.1 | | 9012 | 6.5 CEDAR W | 30 | 30 | 5900 | | |
| | | 602.9 | | 9016 | 9.8 MOUNDS J | 30 | 30 | 8900 | | |
| | | 611.3 | | 9021 | 8.4 WASH | 30 | 30 | 11000 | | |
| | | 613.0 | | 9022 | 1.7 WELLINGTON | 30 | 30 | 6000 | | |
| S 1735 | | 619.1 | | 9026 | 6.1 PRICE W. | 30 | 30 | E 6200 W 4200 | S 1015 | |
| | | 622.1 | | 9028 | 3.0 MAXWELL | 30 | 30 | 6400 | | |
| S 1750 | | 626.4 | | 9032 | 4.3 HELPER DNRBK | | | Yard | 1005 | |
| Arrive Mon,Thur,Sat. | | | | | (176.8) | | | | Leave Tues,Fri,Sun. | |

Exceptions:

MPH

| | |
|--|----|
| Zone Speeds: | |
| C.V. Spur | 25 |
| MP 625.3 Wheel Checker & Dragging Equipment Detector | 25 |
| Helper - End of Two Main Tracks | 30 |
| All Other Turnout Speeds | 15 |
| City Ordinances: Price | 40 |

| SECOND CLASS | | Zone Speeds Westward | Mile Post | Zone Speeds Eastward | Station Number | UTAH DIVISION Subdivision 6 Stations | | | Siding Turnout Speeds | Capacity of Siding in feet | SECOND CLASS | |
|------------------------|--|----------------------|-----------|----------------------|----------------|--|-------------|--------|-----------------------|----------------------------|------------------------|--|
| 17 | | | | | | 18 | | | | | | |
| Passenger | | | | | | Passenger | | | | | | |
| Leave Mon, Thur, Sat. | | MPH | | MPH | | | | E. Sw. | W. Sw. | MPH | Arrive Tues, Fri, Sun. | |
| 1750 | | | 626.4 | | 9032 | HELPER | 2.4 | | | Yard | S 1005 | |
| | | | 628.8 | | 9038 | UTAH RY JCT. | 1.6 | | | | | |
| | | 60 | 630.4 | | 9044 | CASTLE GATE | 8.5 | | | Yard | | |
| | | | 638.9 | | 9050 | KYUNE | 5.5 | | | 5200 | | |
| | | | 644.4 | | 9054 | COLTON | 7.0 | | | Yard | | |
| | | | 651.4 | | 9056 | SOLDIER SUMMIT | 9.6 | 30 | 30 | W8300 | | |
| 1852 | | 30 | 661.0 | | 9060 | GILLULY | 11.2 | 30 | 30 | 7900 | | |
| | | | 665.6 | | | | | | | | | |
| 1910 | | 40 | 672.2 | | 9066 | NARROWS | 8.7 | 10 | 10 | 5660 | 0834 | |
| | | 35 | 676.0 | | | THISTLE | W14.9 E15.9 | 10 | 10 | E 5680 | 0818 | |
| 1926 | | 40 | 680.9 | | 9070 | SPRINGVILLE | 3.1 | | | | 0801 | |
| | | | 695.8 | | 9302 | U.P. CROSSING | 2.2 | | | | | |
| | | | 698.9 | | 9306 | PROVO | 4.6 | | | Yard | S 0755 | |
| S 1955 | | | 701.1 | | 9310 | U.P. CROSSING | 1.5 | | | | | |
| | | | 705.7 | | 9318 | GENEVA | 1.2 | | | | | |
| | | | 707.2 | | 9317 | PIPE MILL | 6.6 | | | | | |
| | | 70 | 708.4 | | 9319 | AMERICAN FORK | 5.3 | 30 | 30 | 8700 | | |
| | | | 715.0 | | 9321 | MESA | 8.3 | 30 | 30 | 7100 | | |
| | | | 720.3 | | 9325 | RIVERTON | 6.3 | 30 | 30 | 6500 | | |
| | | | 728.6 | | 9328 | MIDVALE | 5.8 | 15 | 30 | E 6600 | | |
| | | | 734.9 | | 9332 | EAST ROPER | 1.8 | | | | | |
| 2037 | | | 740.7 | | 9348 | ROPER | 1.7 | | | Yard | | |
| | | 30 | 742.0 | | 6000 | U.P. CROSSING | 0.9 | | | | | |
| | | | 742.5 | | | SALT LAKE CITY | BK | | | Yard | 0700 | |
| | | | 744.2 | | 9354 | | | | | | | |
| 2100 | | 12 | 745.1 | | 6000 | | | | | | | |
| Arrive Mon, Thur, Sat. | | | | | | Eastward 119.7 | | | | | Leave Tues, Fri, Sun. | |
| | | | | | | Westward 118.7 | | | | | | |

Exceptions:

| Zone Speeds: | MPH |
|--|-----|
| Westward Main Track East Midvale - East Roper | 60 |
| Westward Main Track Provo - Pipe Mill | 60 |
| Light Locomotive with Operative Dynamic Brake: | |
| MP 638.9 - Helper (Eastward) | 30 |
| "Bulk" 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 | 70 |
| 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 | Mile Post | Zone Speeds Eastward | Station Number | UTAH DIVISION Subdivision 7 Stations | | | Siding Turnout Speeds | | Capacity of Siding in feet |
|----------------------|---------------|----------------------|----------------|--|--------|--------|-----------------------|------|----------------------------|
| | | | | MPH | | MPH | | | |
| | | | | E. Sw. | W. Sw. | E. Sw. | W. Sw. | | |
| | | | | | | | | | |
| 25 | 745.1 | 25 | 6000 | SALT LAKE CITY | BK | | | Yard | |
| | 0.4 | | | | | | | | |
| 15 | 745.5 | 15 | 9808 | GRANT TOWER | | | | | |
| | 1st No. 748.7 | | | | | | | | |
| | | | 9812 | U.P. CROSSING | | | | | |
| | | | | | | | | | |
| | 750.3 | | 9814 | U.P. CROSSING | | | | | |
| | | | | | | | | | |
| 70 | 753.9 | 70 | 9824 | WOODS CROSS | | 30 | 30 | 7000 | |
| | | | | | | | | | |
| | 770.4 | | 9847 | CLEARFIELD | | 30 | 30 | 7900 | |
| | | | | | | | | | |
| | 771.3 | | 9848 | U.P. CROSSING | | | | | |
| | | | | | | | | | |
| 30 | 779.3 | 30 | 9856 | O.U.R. & D. CROSSING | | | | | |
| | | | | | | | | | |
| | 781.1 | | 9886 | TRANSFER | DNRB | | | Yard | |
| | | | | | | | | | |
| | 782.0 | | 9886 | OGDEN | | | | | |
| | | | | (36.9) | | | | | |

Exceptions:

| | MPH |
|--|-----|
| 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 |

**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 | BOND 9.9 | ... | ... | ... |
| ↓ 20 | 138.7 | ↑ 20 | 0139 | CRATER 4.0 | 15 | 15 | 68 |
| | 142.7 | | 0143 | VOLCANO 7.4 | 15 | 15 | 96 |
| | 150.1 | | 0150 | EGERIA 3.2 | 15 | 15 | 50 |
| ↓ 40 | 153.3 | ↑ 40 | 0153 | TOPONAS 8.5 | 15 | 15 | 45 |
| | 161.8 | | 0162 | YAMPA 6.2 | 15 | 15 | 68 |
| ↓ 25 | 168.0 | ↑ 25 | 0168 | PHIPPSBURG . . . DBFKRSWY 7.2 | 15 | 15 | Yard |
| | 174.0 | | 0175 | HAYBRO 3.0 | 15 | 15 | 47 |
| ↓ 40 | 175.2 | ↑ 40 | 0178 | PARK 5.7 | 15 | 15 | 38 |
| | 183.9 | | 0184 | SIDNEY 7.2 | 15 | 15 | 86 |
| ↓ 25 | 191.1 | ↑ 25 | 0191 | STEAMBOAT W 8.9 | 15 | 15 | 69 |
| | 200.0 | | 0200 | HITCHENS 1.2 | ... | ... | ... |
| ↓ 30 | 201.2 | ↑ 30 | 0201 | MILNER 6.8 | 15 | 15 | 83 |
| | 208.0 | | 0208 | HARRIS 7.1 | 15 | 15 | 38 |
| ↓ 30 | 215.1 | ↑ 30 | 0215 | HAYDEN 16.6 | 15 | 15 | 49 |
| | 231.7 | | 0232 | CRAIG DBKWY | ... | ... | Yard |
| | | | | (102.9) | | | |

Exceptions: MPH

Zone Speeds -- Energy Spur 25

Turnout Speeds: Bond, Jct switch MP 128.8 30

All other turnout speeds 15

Sidings 10

| 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. | |
| ↓ 10 | 215.1 | ↑ 10 | 2002 | SALIDA JKRWY 9.5 | ... | ... | Yard |
| ↓ 20 | 215.4 | ↑ 20 | 3014 | MAYSVILLE 8.8 | 15 | 15 | 28 |
| ↓ 12 | 224.6 | ↑ 12 | | | | | |
| ↓ 12 | 228.5 | ↑ 8 | 3020 | GARFIELD 3.1 | 10 | 10 | 9 |
| ↓ 12 | 233.4 | ↑ 8 | | | | | |
| | 236.5 | | 3028 | 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 2.3 | ... | ... | Yard |
| ↓ 15 | 273.3 | ↑ 15 | 2104 | EILERS 2.6 | ... | ... | Yard |
| | 275.9 | | 2120 | 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. | |
| ↓ 30 | 360.1 | ↑ 25 | 2290 | GLENWOOD JRY 12.9 | ... | ... | ... |
| ↓ 20 | 373.0 | ↑ 25 | 2416 | CARBONDALE W 19.9 | ... | ... | Yard |
| ↓ 20 | 392.9 | ↑ 20 | 2437 | WOODY CREEK | ... | ... | Yard |
| | | | | (32.8) | | | |

Exceptions: MPH

Speed over weigh-in-motion scale MP 374.2

Passing over 5

Weighing-in-motion 3

Wingo Bridge MP 384.9 10

All other turnout speeds 15

Sidings 15

**THE SAFE WAY
IS THE RIGHT WAY**

| Zone Speeds Westward ↓ MPH | Mile Post | Zone Speeds Eastward ↑ MPH | Station Number | COLORADO DIVISION Subdivision 8 Stations | | Siding Turnout Speeds | | Capacity of Siding |
|-------------------------------------|-----------|-------------------------------------|----------------|--|-----------|-----------------------------|-----------|-----------------------|
| | | | | | | MPH | | |
| | | | | E. Sw. | W. Sw. | E. Sw. | W. Sw. | |
| | 118.9 | | 4000 | PUEBLO DNBJK | | | | Yard |
| ↓ 20 | 121.4 | ↑ 20 | 1136 | MINNEQUA | | | | Yard |
| ↓ | 122.9 | ↑ | 1140 | SOUTHERN JCT. | | | | |
| ↓ * | | ↑ * | 1153 | CEDARWOOD | | | | * |
| ↓ | | ↑ | 1158 | LASCAR | | | | * |
| ↓ 30 | 175.0 | ↑ 30 | 1180 | WALSENBURG DJ | | | | Yard |
| ↓ 20 | 190.3 | ↑ 20 | 1550 | LA VETA WY | | | | Yard |
| ↓ 15 | 195.0 | ↑ 15 | 1560 | OCCIDENTAL | 15 | 15 | | 30 |
| ↓ | 196.8 | ↑ | 1564 | FIR Y | 15 | 15 | | 35 |
| ↓ 20 | 207.2 | ↑ 20 | 1570 | SIERRA | 15 | 15 | | 68 |
| ↓ | 213.0 | ↑ | 1578 | BLANCA | 15 | 15 | | 68 |
| ↓ 30 | 214.6 | ↑ 30 | | | | | | |
| ↓ | 222.0 | ↑ | | | | | | |
| ↓ | 232.4 | ↑ | | | | | | |
| ↓ | 251.7 | ↑ | 1590 | ALAMOSA DBKR | | | | Yard |
| | | | | (132.8) | | | | |

Exceptions: MPH
 Trains handling Moly Ore on D&RGW Container Flats series
 20050 to 20056:
 Alamosa - MP 241 20
 All other turnout speeds 10
 Sidings 10

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

REMEMBER -

DO IT THE SAFE WAY

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

Exceptions: MPH
 All other turnout speeds 15
 Sidings 10

| Zone Speeds Westward ↓ MPH | Mile Post | Zone Speeds Eastward ↑ MPH | Station Number | COLORADO DIVISION Subdivision 11 Stations | | Siding Turnout Speeds | | Capacity of Siding |
|-------------------------------------|-----------|-------------------------------------|----------------|---|-----------|-----------------------------|-----------|-----------------------|
| | | | | | | MPH | | |
| | | | | E. Sw. | W. Sw. | E. Sw. | W. Sw. | |
| | 251.7 | | 1590 | ALAMOSA RDBJK | | | | Yard |
| ↓ | 257.0 | ↑ | 3542 | HENRY | 15 | 15 | | 14 |
| ↓ | 259.6 | ↑ | 3544 | ESTRELLA | 15 | 15 | | 35 |
| ↓ 25 | 266.2 | ↑ 25 | 3546 | LA JARA | | | | Yard |
| ↓ | 273.3 | ↑ | 3555 | ROMEO | 15 | 15 | | 39 |
| ↓ | 280.3 | ↑ | 3557 | ANTONITO DY | | | | Yard |
| | | | | (28.6) | | | | |

Exceptions: MPH
 All other turnout speeds 15
 Sidings 10
 City Ordinances: La Jara 15
 Antonito, MP 279.7-280.6 12

| Westward ↓ | | Mile Post | COLORADO DIVISION Silverton Branch Subdivision 12 Stations | Capacity of Siding | Eastward ↑ | |
|---------------------------|---------------------------|-----------|---|-----------------------|---------------------------|---------------------------|
| SECOND CLASS | | | | | SECOND CLASS | |
| 463 Mixed Lv. Daily | 461 Mixed Lv. Daily | | | | 462 Mixed Ar. Daily | 464 Mixed Ar. Daily |
| 0930 | 0830 | 451.5 | DURANGO DBJK 11.0 | Yard | 1730 | 1830 |
| 1015 | 0915 | 462.5 | HERMOSA W 6.6 | 13 | 1642 | 1742 |
| 1044 | 0944 | 469.1 | ROCKWOOD Y 3.2 | 24 | 1615 | 1715 |
| f1105 | f11005 | 472.3 | TACOMA 1.7 | 18 | f1554 | f1654 |
| f1114 | f1014 | 474.0 | AH WILDERNESS 4.0 | | f1545 | f1645 |
| f1135 | f1035 | 478.0 | TEFT 6.0 | | f1529 | f1629 |
| f1201 | f1101 | 484.0 | NEEDLETON W 6.5 | 13 | f1505 | f1605 |
| f1232 | f1132 | 490.5 | ELK PARK Y 6.2 | 14 | f1435 | f1535 |
| 1300 | 1200 | 496.7 | SILVERTON Y | Yard | 1405 | 1505 |
| 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 | 10 |
| Sidings | 10 |

MAKE SAFETY A HABIT

| Zone Speeds Westward ↓ MPH | Mile Post | Zone Speeds Eastward ↑ MPH | Station Number | UTAH DIVISION Montrose Branch Subdivision 16 Stations | Siding Turnout Speeds MPH | | Capacity of Siding |
|-------------------------------------|-----------|-------------------------------------|----------------|--|------------------------------------|-----------|-----------------------|
| | | | | | E. Sw. | W. Sw. | |
| 30 ↓ | 351.5 | 30 ↑ | 2650 | MONTROSE DERoy 5.4 | 15 | 15 | Yard |
| | 356.9 | | 2644 | ROE 5.3 | 15 | 15 | 15 |
| | 362.2 | | 2638 | OLATHE 10.6 | 15 | 15 | 15 |
| | 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 | 10 |
| All other turnout speeds | 15 |
| Sidings | 10 |
| City Ordinance - Montrose | 15 |

| Zone Speeds Westward ↓ MPH | Mile Post | Zone Speeds Eastward ↑ MPH | Station Number | UTAH DIVISION North Fork Branch Subdivision 16-A Stations | Siding Turnout Speeds MPH | | Capacity of Siding | |
|-------------------------------------|-----------|-------------------------------------|----------------|--|------------------------------------|-----------|-----------------------|----|
| | | | | | E. Sw. | W. Sw. | | |
| 30 ↓ | 417.4 | 30 ↑ | 2744 | OLIVER 2.1 | ... | ... | Yard | |
| | 415.3 | | 2740 | SOMERSET 9.4 | 15 | 15 | Yard | |
| | 409.0 | | 25 | 2728 | PAONIA 8.1 | 15 | 15 | 26 |
| | 404.5 | | 2718 | HOTCHKISS 5.3 | 15 | 15 | 21 | |
| | 397.8 | | 2714 | ROGERS MESA 11.6 | 15 | 15 | 62 | |
| | 392.5 | | 2710 | AUSTIN 8.1 | 15 | 15 | 14 | |
| | 380.9 | | 2630 | DELTA DBRJKY | 15 | 15 | Yard | |

| Exceptions: | MPH |
|------------------------------------|-----|
| All other turnout speeds | 15 |
| Sidings | 10 |
| 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 MPH | | Capacity of Siding |
|--------------------------------|----------------------|--------------------------------|----------------|--|------------------------------------|-----------|-----------------------|
| | | | | | E. Sw. | W. Sw. | |
| 10 | 17.5 | 20 | 9106 | SUNNYSIDE WY | ... | ... | Yard |
| 15 | 15.0 | | 9104 | 4.3 COLUMBIA JCT. J | ... | ... | Yard |
| 25 | 13.2 | 30 | 9016 | 13.2 MOUNDS J | ... | ... | Yard |
| 30 | 6.0 | | | | | | |

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 MPH | | Capacity of Siding |
|--------------------------------|-----------------------|--------------------------------|----------------|---|------------------------------------|-----------|-----------------------|
| | | | | | E. Sw. | W. Sw. | |
| 30 | 35.8 | 30 | 9943 | POTASH | ... | ... | Yard |
| 40 | 28.5 | | 9941 | 7.3 EMKAY R | 15 | 15 | 10 |
| | 22.0 | 40 | 9939 | 7.2 SEVEN MILE | 15 | 15 | Yard |
| | 21.3 | | | 9940 | | | |

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 MPH | | Capacity of Siding |
|--------------------------------|----------------------|--------------------------------|----------------|--|------------------------------------|-----------|-----------------------|
| | | | | | E. Sw. | W. Sw. | |
| 10 | 21.1 | 10 | 9170 | CLEAR CREEK | ... | ... | Yard |
| 15 | 15.2 | | 9156 | 5.9 SCOFIELD | 15 | 15 | ... |
| | 9.0 | 15 | 9054 | 15.2 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 Marysvale Branch Subdivision 6-D Stations | Siding Turnout Speeds MPH | | Capacity of Siding |
|--------------------------------|-----------------------|--------------------------------|----------------|--|------------------------------------|-----------|-----------------------|
| | | | | | E. Sw. | W. Sw. | |
| 25 | 132.2 | 25 | 9297 | MARYSVALE | ... | ... | Yard |
| | 120.6 | | 9294 | 11.6 SEVIER | 15 | 15 | 16 |
| | 111.7 | | 9291 | 8.9 ELSINORE | 15 | 15 | 23 |
| | 110.0 | | 9289 | 1.7 NIBLEY | 15 | 15 | 55 |
| | 103.7 | | 9284 | 6.3 RICHFIELD DKBR | 15 | 15 | Yard |
| | 100.1 | | 9279 | 3.6 KEMA | 15 | 15 | 30 |
| | 96.3 | | 9275 | 3.8 SIGURD | 15 | 15 | 34 |
| | 92.2 | | 9271 | 4.1 AURORA | 15 | 15 | 51 |
| | 86.4 | | 9262 | 5.8 SALINA DFWYR | 15 | 15 | Yard |
| | 81.0 | | 9256 | 11.4 SPEARMINT | 15 | 15 | 38 |
| | 75.0 | | 9251 | 14.2 MANTI | 15 | 15 | 40 |
| | 60.8 | | 9228 | 7.4 EPHRAIM Y | 15 | 15 | Yard |
| | 53.4 | | 9227 | 0.9 WEST EPHRAIM | 15 | 15 | 61 |
| | 52.5 | | 9216 | 13.9 MT. PLEASANT | 15 | 15 | 17 |
| 30 | 38.6 | 30 | 9214 | 6.6 FAIRVIEW | 15 | 15 | 19 |
| | 32.0 | | | 8.7 HILL TOP | | | |
| | 23.3 | | | 8.5 INDIANOLA | | | |
| | 14.8 | | | 14.8 THISTLE JWY | | | |
| | ... | | 9070 | ... | ... | ... | Yard |

Exception: MPH
Zone Speeds
Moroni Spur 25
All other turnout speeds 15
Sidings 10

**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 | 32.4 | 15 | 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 | SANTAGUIN | 15 | 15 | 35 |
| 40 | 10.8 | 40 | 9418 | PAYSON | 15 | 15 | 28 |
| | 10.0 | | 9408 | SPANISH FORK | 15 | 15 | 23 |
| | 3.8 | | 9302 | SPRINGVILLE | 15 | 15 | Yard |

Exceptions: MPH

Zone Speed:

Spanish Fork Sugar Factory 10

All other turnout speeds 15

Sidings 10

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 RE-
QUIRE 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 | 12.8 | 20 | 9676 | MAGNA . . . . . | ... | ... | ..... |
| | | | 9670 | KEARNS | 15 | 15 | 9 |
| | 30 | | 30 | 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. . . . . | ... | ... | ..... |

All turnout speeds MPH

15

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 | Routt..... | 173.6 | 0174 | 30 | East |
| | Edna..... | 174.2 | 0174 | Yard | East & West |
| | Energy Spur | 200.1 | 0200 | Yard | East |
| | Colute..... | 209.9 | 0210 | 10 | East & West |
| 3 | Burnito..... | 161.4 | 1746 | 40 | East & West |
| | Pleasanton..... | 195.4 | 1783 | 60 | East & West |
| | Wellsville..... | 208.8 | 1796 | 22 | East & West |
| | Cleora..... | 213.2 | 1800 | 25 | West |
| | Buena Vista | 240.3 | 2020 | 32 | East & West |
| 3-A | AS&R Spur..... | 274.3 | 2106 | 8 | East |
| 4 | Kaibab..... | 327.8 | 2266 | 5 | East & West |
| | Eagle..... | 329.0 | 2268 | 31 | East & West |
| | Gypsum..... | 335.8 | 2272 | 21 | East & West |
| 4-B | Flour Mill | 362.8 | 2404 | 4 | East |
| | Mid-Continent..... | 375.0 | 2416 | Yard | East & West |
| | Wingo..... | 385.1 | 2432 | 10 | East & West |
| | Bates..... | 387.4 | 2436 | 21 | East & West |
| 5 | Gilsonite..... | 463.8 | 2809 | 65 | East & West |
| | Loma..... | 465.2 | 2810 | 40 | East & West |
| | C. V. Spur..... | 615.8 | 9024 | Yard | 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 |
| | Pipe Mill Spur..... | 710.1 | 9319 | 94 | West |
| | 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 |
| 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 |
| 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 |

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

| Sub Divn | Name | Mile Post | Stn No. | Car Cpty | Switch Connection |
|-----------------|-----------------------------|-------------------|---------|----------|-------------------|
| 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 |
| | 8 | Fort Garland..... | 227.7 | 1576 | 45 | West |
| 10 | 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 |
| | Gerrard | 296.3 | 1632 | 20 | East & West |
| 11 | LaFruto..... | 256.0 | 3541 | 7 | East & West |
| | Bountiful | 269.7 | 3548 | 21 | East & West |
| 16 | Colorado Core Co. Spur..... | 353.2 | 2650 | 6 | East |
| | 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 | |
| 16-A | 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 Closed Sundays |
| Craig | 8:00AM to 6:00PM | 9:00AM to 6:00PM | Closed |
| 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 | 8:00AM to 5:00PM | 8:00AM to 5:00PM | 8:00AM to 5:00PM Closed Sundays |
| 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 |
| Minnequa | 4:00PM to 1:00AM | 4:00PM to 1:00AM | 4:00PM to 1:00AM |
| Walsenburg | 7:30AM to 12N 1:00PM to 4:30PM | Closed Closed | Closed Closed |
| Alamosa | 6:00AM to 3:00PM | 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 | 8:30AM to 4:30PM | 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 |
| Salida | 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 |

Following are legal holidays: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day and Christmas. 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 or Grand Junction affecting the through movement of trains on Subdivisions 3 and 4. Such train orders will govern train & enginemen of these trains until fulfilled, superseded or annulled.

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

CLEARANCES

3. Westward trains, Subdivision 1-A, must not leave Bond without a Clearance.

3-A. Trains will leave the following stations without a Clearance:

| Subdivn | Station | Remarks |
|---------|------------------|--------------------------------------|
| 3, 4 | Minturn | When authorized by train dispatcher. |
| 4, 4-A | Dotsero | All trains Subdivision 4-A |
| 6, 7 | Salt Lake City | When authorized by train dispatcher. |
| 7 | Ogden - Transfer | All trains. |
| 12 | Durango | No. 461 and 463 |
| 12 | Silverton | All trains. |

YARD LIMITS

4. Bond (Subdivn 1-A, from MP 130.6 to sign "Beginning of CTC")
Crater
Phippsburg - Haybro
Steamboat
Hitchens
Hayden - Craig
Subdivision 3-A
Subdivision 4-B
Pueblo - Southern Jct.
Walsenburg - Alamosa
Subdivision 10
Subdivision 11
Durango
Ah Wilderness
Silverton

Monarch Spur
Grand Jct. (Subdivn 16 only)
Subdivision 16-A
Delta - Montrose
Subdivision 5-A
Subdivision 5-B
Helper
Subdivision 6-C
Thistle
Subdivision 6-D
Subdivision 6-E
Subdivision 6-J
Subdivision 6-K
Subdivision 6-L
East Roper - Salt Lake City
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 | ABS 1279 - ABS 1308 | 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 |

AIR BRAKE AND RETAINER OPERATION, CAR LIMITS AND INSPECTION STOPS

5. Freight trains will be considered "Bulk" 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 "Bulk" trains (see Rule 5) in territories shown below:

| | |
|---------------------------|---------------------------|
| Crater to Bond | Monarch Spur |
| Winter Park to Fraser | Fir to LaVeta |
| East Portal to Leyden | Sunnyside to MP 6 |
| 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 Bond, Winter Park to Fraser and East Portal to Leyden

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-I. Caboose air guage 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. Burgin 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. |
| 3 | 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. |

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 fusee on grade crossing while train moving over this road crossing.

Crews setting out USAX cars or any similar type cars with two (2) hand brakes at AEC Rocky Flats must apply 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 506, 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.

7-F. 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.

In case of a curtain failure and the "3" position emergency switch fails to operate, a manual emergency tunnel curtain raising device, including control mechanism and operating instructions, is provided on the east wall of the anteroom adjacent to Fan House Office.

The emergency exit route as mentioned in Rule 7-G is also the route to the manual operating control panel and is identified with yellow painted doors and yellow painted directional arrows.

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

7-K. When lower signal ABS 1287 Bond 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 - Salt Lake City

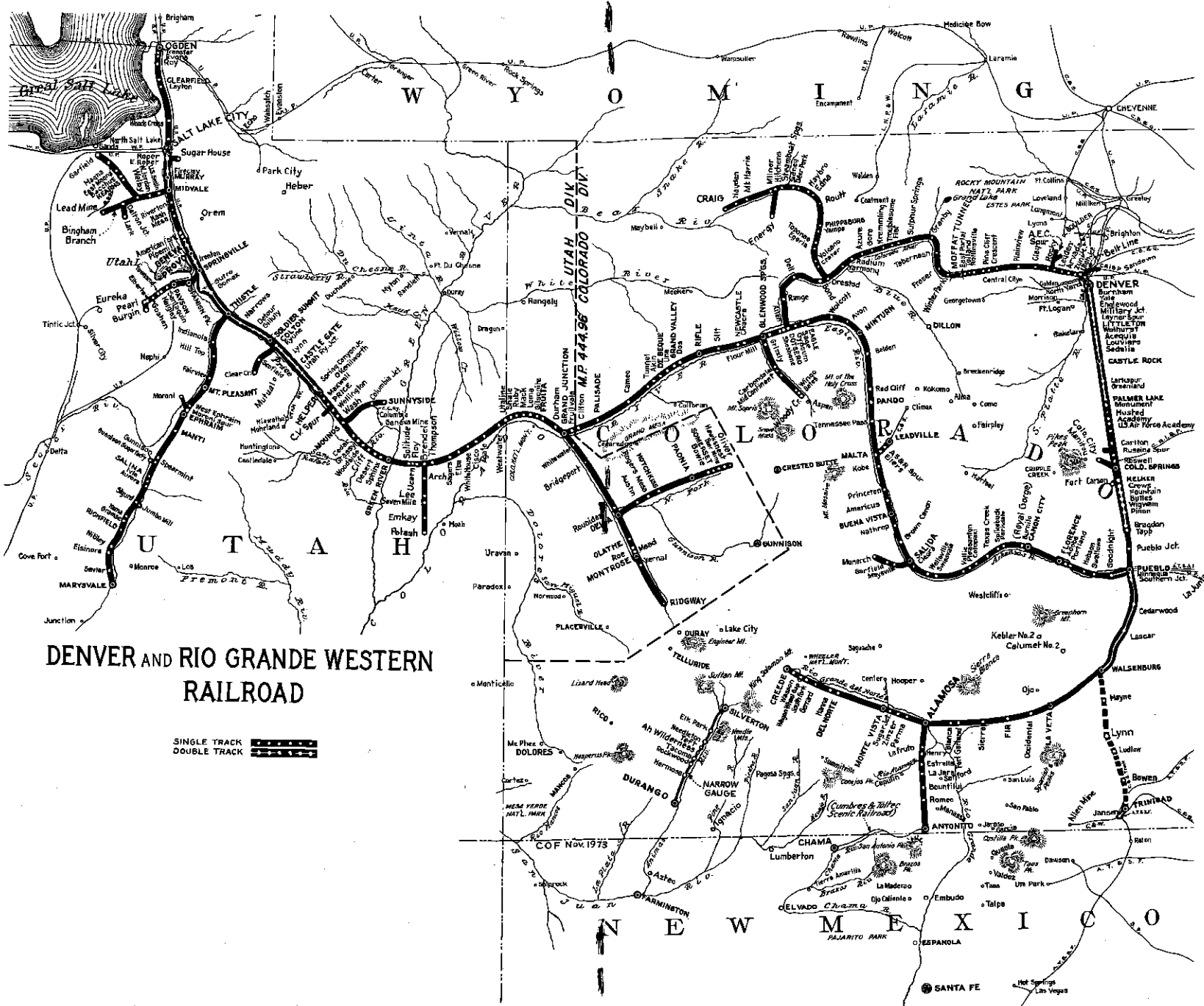
7-U. Two Main Tracks between Gilluly and Springville, signaled for movement with current of traffic only. When operating against the current of traffic within these limits, NON-ABS rules apply and trains must not exceed a maximum speed of 49 MPH.

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.

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.



DENVER AND RIO GRANDE WESTERN RAILROAD

SINGLE TRACK 
 DOUBLE TRACK 

COF Nov. 1973

SANTA FE

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.

Verbal permission from train dispatcher is authority for trains from Subdivn. 6-D to proceed on Westward main track Thistle to Springville without train-order or Clearance authority. Operating Rules 83-C, 97 & D-97 are modified accordingly.

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 Timetable 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 24000-25099, 46000-47000 series cars, and UP 26000-27000 series ore cars, loaded or empty..... | | 50 |
| Trains handling Minnequa ore, Monarch Rock, pipe or lumber on flat cars (including bulkhead flats), and tank cars containing Liquid Petroleum Gas... "Bulk" trains (See Rule 5)..... | | 50 |

SPRING SWITCHES

9.

| Sub Divn | MP | Location | Normal Position | MPH |
|----------|-------|---|------------------|-----|
| 4 | 445.6 | East Yard, east switch | East yard | 15 |
| | 447.3 | East Yard, entering track | East yard | 15 |
| | 448.5 | Grand Jct westward departure track to Alternate Inbound | Crossover | 15 |
| 6 | 625.7 | Helper, east end Independent lead | Independent Lead | 15 |
| 12 | 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 |
|---|-------|--------|------------|----|

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 |
| | 627.3 | Facing | Dual Controlled | 30 |
| | 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 derrails on main track or sidings:

| Sub Divn | Location | Description |
|----------|----------------------|------------------|
| 1-A | Crater..... | East end siding |
| | Toponas..... | East end siding |
| 1-B | Park..... | West end siding |
| | Harris..... | 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 |
| | Aurora..... | East end siding |
| | Kema..... | West end siding |
| | Elsinore..... | West end siding |
| | Sevier..... | West end siding |
| 6-E | 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 | 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 derrails on main track or sidings: (continued)

| Sub Divn | Location | Description |
|----------|----------------|-----------------|
| 12 | Rockwood..... | East end siding |
| | Tacoma..... | East end siding |
| | Needleton..... | East end siding |
| | Silverton..... | East end siding |
| 16 | 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. Omitted.

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

| Sub Divn | Symbol | Locations | Sub Divn | Symbol | Locations | |
|----------|-------------|------------------|------------|---------|---------------|----------------|
| 1 | * | Littleton | 4 | * x ♦ | Minturn | |
| | * x ♦ | Colorado Springs | | * x ♦ | Wolcott | |
| 1-A | * | Leyden | 4-A | * | Eagle | |
| | * x | Plain | | * | Glenwood | |
| | * x | Cliff | | * | Rifle | |
| | * | Rollins | | * | Debeque | |
| | * x | East Portal | | * | Palisade | |
| | * x ♦ | Winter Park | | * x ♦ | Bond | |
| | * x | Tabernash | | * | Range | |
| | * | Granby | | 5 | * x ♦ | Grand Junction |
| | * x ♦ | Sulphur | | | * | Cisco |
| | * | Kremmling | | | * | Floy |
| * | Radium | * | Greenriver | | | |
| 1-B | * x ♦ | Phippsburg | 6 | * x ♦ | Helper | |
| 3 | * x ♦ | Pueblo | | * x | Thistle | |
| | * | Canon City | | * x ♦ | Provo | |
| | * | Parkdale | | * | American Fork | |
| | * | Cotopaxi | * x ♦ | Roper | | |
| | * x ♦ | Salida | 8 | * | Walsenburg | |
| * | Buena Vista | * x ♦ | | La Veta | | |
| * | Malta | * x ♦ | | Fir | | |
| * | Red Cliff | * x ♦ | | Alamosa | | |

Symbols: Skids *, Cables x, Frogs ♦

AUXILIARY LINES

15.

| Subdivision | Location |
|-------------|----------------|
| 4-A..... | Bond |
| 4-A..... | Dotsero |
| 16..... | Grand Junction |

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. On Subdivision 12 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 Inbound 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 Bond 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 Superintendent 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 269, 269(A) and 275 reading:

UP Rule 269: When a train or engine is stopped by a Stop signal and no conflicting movement is evident, a member of the crew must immediately communicate with the control operator and be governed by his instructions. Authority to proceed will be given by Form C Clearance which must be copied by a member of the crew, repeated to the control operator and delivered to the engineer.

When authorized to proceed, train or engine may proceed at once at Restricted Speed to the next signal except that when so instructed by the control operator, train or engine must be moved forward until leading wheels are 100 feet past the Stop signal, wait ten minutes, then proceed at Restricted Speed to the next signal. (Exception) Clearance Form C will not be required when movement is leaving the main track, is leaving CTC territory, or the entire movement is within yard limits.

UP Rule 269(A): When stopped by a Stop signal and communication with the control operator has failed, train or engine must not proceed except on signal indication or until communication is restored and authority is received from the control operator. (Exception) A train or engine stopped by a Stop signal at the entering signal at a station and unable to communicate with the control operator may move forward, when preceded by a flagman, to the leaving signal at that station, clearing main track when practicable.

UP Rule 275: DUAL CONTROL SWITCHES. When a train or engine is stopped by a signal governing movement over a dual control switch and no conflicting movement is evident, a member of the crew must immediately communicate with the control operator and be governed by his instructions. Such instructions must include information as the route to be used.

When authorized to proceed, movement must be made as required by Rule 269 in CTC territory, or Rules 609 and 614 outside of CTC territory. Before proceeding, selector level on all dual control switches over which movement is to be made must be placed in "HAND" position. Hand throw lever on each such switch must be operated until switch points are seen to move with the movement of the lever. Switches must be lined for the route to be used. As soon as leading wheels are 100 feet past the Stop signal, selector levers on all switches may be restored to "MOTOR" position and locked.

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 104 (S): Switches will be set normally at:

Second South Street -

Cross-over just east of Second South for movement from Provo Main to Grant Tower;

Switch from passenger line to passenger yard for passenger yard;

Switch from Provo Main to passenger yard just west of Second South, for Provo Main.

UP Rule 104(U): At Salt Lake City, all trains and engines on main track must stop to clear Fifth North Street unless proceed signal is received from switch tender.

Unless otherwise directed, trains and engines moving to North Yard tracks from Freight Line must stop on straight track to clear Fourth North Street cross-over unless proceed signal is received from Fifth North switch tender.

All trains and engines moving to diesel shop or tracks in North Yard from points south of Fourth North Street on passenger main tracks must stop to clear Fourth North Street unless proceed signal is received from switch tender at Fifth North Street.

UP Rule 804(Q): Train, engine and yard movements approaching leads in yards must stop before fouling lead unless it is known that switches are properly lined and lead is clear.

19-Q. 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-R. All employees 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.

20. LOCAL WATCH INSPECTORS

| Company | Location |
|---------------------------------|----------------|
| Villa Jewelers..... | Denver |
| Mayer Jewelers..... | Denver |
| Lori'el Jewelers..... | Denver |
| W. L. Sather..... | Denver |
| Kester Jewelry Company..... | Craig |
| W. H. Pettyjohn..... | Pueblo |
| W. Bert Farabee..... | Pueblo |
| Harding Bullock Jewelry..... | Pueblo |
| C. C. Patton..... | Canon City |
| Donnahue's..... | Salida |
| Parker Jewelry Store..... | Leadville |
| Page-Parsons Jewelry Store..... | Grand Junction |
| T. E. Dever..... | Glenwood |
| 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 |

21.

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

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

- Open battery switch on fuse panel.
- Close control, fuel pump and generator field switches on control stand.
- Turn off all lights except one headlight and any other lights necessary for train operation.
- Avoid use of cab heaters, strip heaters, defrosters, etc.

2. ON TRAILING UNIT

- 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.

Operating:

Definition - Hot Box Detector - Revised to read: A device which indicates an overheated journal.

10. Color Signals: Modified to include - - - Flashing Red - See Rule 510-A.

10-(k). New Rule - When Form Y train order is in effect an unattended red sign reading "CONDITIONAL STOP" will be displayed 1,000 feet in advance of where main track is obstructed or impassable. Trains must approach prepared to stop short of this sign unless the engineer is verbally authorized to proceed beyond the stop sign by foreman in charge of work or a proceed signal with a yellow flag or light is received. A yellow sign reading "PROCEED PREPARED TO STOP" will be displayed one and one-half miles in advance of the red sign.

When verbally authorizing a train to proceed, foreman must inform engineer the maximum speed permitted over restricted track.

A reflectorized green flag or disc placed on the right side of the track in direction of movement indicates a point 150 feet beyond the restricted track. Trainman will give proceed signal after rear of train has passed the green flag or disc.

111-E. Revised to read: If hot box is detected during the time train is passing over detector, graph at readout point will indicate car and location in train. Employees reading graphs must notify crew of train when hot box is indicated, giving location of car in train. In all cases, when hot box is indicated, train must be stopped and inspection made. It must be known that locomotives, cars and track are in safe condition before proceeding.

D-153. Third paragraph revised to read, "A third qualified employee will be authorized as pilot and, unless otherwise instructed, will accompany all trains in each direction between the designated points and the trains so piloted will move only on his instructions."

201, 210, 210-A, 223, Form V train order and other rules pertaining to authority for, and signature or initials on train orders and Clearances are modified to be issued by the authority and over the signature of the Superintendent instead of the Chief Dispatcher.

209. Second paragraph revised to read, "When necessary to make additional copies of a train order, the original may be duplicated by use of an approved duplicating machine, or recopied in manifold. When an order is recopied, operator must make other copies from the original and repeat to the train dispatcher from the new copies each time additional copies are made."

Form W train order, example 3 instructions are revised to read, "Trains moving through limits mentioned in order must use warning whistle and bell and maintain close lookout until such time track is seen to be clear."

Form Y train order (NEW): CONDITIONAL STOP SIGN ORDER - DO NOT EXCEED RESTRICTED SPEED BETWEEN MP _____ AND MP _____ BETWEEN _____ AND _____ FROM _____ AM UNTIL _____ PM (date) AND BE PREPARED TO STOP SHORT OF UNATTENDED RED CONDITIONAL STOP SIGN DISPLAYED IN VICINITY OF MP _____ FOR EASTWARD TRAINS AND MP _____ FOR WESTWARD TRAINS UNLESS VERBALLY AUTHORIZED TO PROCEED BEYOND THE STOP SIGN BY FOREMAN IN CHARGE OF WORK OR A PROCEED SIGNAL WITH YELLOW FLAG OR LIGHT IS RECEIVED. RESTRICTED SPEED MUST NOT BE EXCEEDED UNLESS FOREMAN VERBALLY AUTHORIZES A DIFFERENT SPEED. YELLOW PROCEED PREPARED TO STOP SIGNS ARE DISPLAYED ONE AND ONE-HALF MILES IN ADVANCE OF RED CONDITIONAL STOP SIGNS.

When Form Y train order is required, foreman in charge of work must notify chief dispatcher furnishing location, time and date such protection is desired. After train order has been issued to all trains, chief dispatcher will advise foreman the time that train order is in effect.

This order will remain in effect for the time and date specified therein unless cancellation is received by chief dispatcher from foreman. However, when yellow "PROCEED PREPARED TO STOP" or red "CONDITIONAL STOP" signs are displayed and Form Y train order is not in effect or has not been received, such signs must be respected in accordance with Rule 10-k the same as if the train order was in effect or had been received.

At locations specified in this form of train order, Maintenance of Way employees are not required to provide flag protection for Maintenance of Way equipment or track and Rules 10-h and 10-j will not apply.

Signals:

Page 71 Operating Rule Book: Revised to read: The following signals will appear where conditions require their use:

ABS and interlocking signals, as far as practicable, are located adjacent to or directly over the track which they govern.

The aspects shown in these rules are those generally used; other authorized combinations may be used.

510-A. Revised to read: "A Repeater Signal designated by the letter "R" may be located in advance and indicates the aspect of the next ABS, except when no color indication or a flashing red aspect is displayed on a Repeater Signal, it indicates the next ABS is RED.

Note: Repeater Signal indications are for information only.

22. Assigned hospitals of the Hospital Association:

| Hospital | Location |
|-----------------------------------|----------------|
| St. Joseph's..... | Denver |
| St. Anthony's..... | Denver |
| St. Luke's..... | Denver |
| General Rose Memorial..... | Denver |
| 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 |
| Carbon County..... | Price |
| Utah Valley..... | Provo |
| Holy Cross..... | Salt Lake City |
| McKay - Dee Memorial..... | Ogden |

23. Hospital Association Doctors for care of sick or injured employees.

| | | | |
|--------------------------------|---------------------|-------------------------------|----------------|
| 623-8443..... | Denver and vicinity | R. Culp..... | Alamosa |
| Craig Medical Clinic..... | Craig | B. Erickson..... | Alamosa |
| R. O. Murray..... | Craig | E. J. Zayac..... | Del Norte |
| Ray G. Witham..... | Craig | V. A. Johnson..... | La Jara |
| E. G. Ceriani..... | Kremmling | G. R. Davis..... | Antonito |
| William F. Rosene..... | Oak Creek | Gordon Johnson..... | Durango |
| H. S. Richards..... | Steamboat | T. W. Halley..... | Durango |
| R. G. Lewis..... | Steamboat | L. W. Lloyd..... | Durango |
| David L. Crosson..... | Pueblo | Forrest D. Brown (DDS)..... | Durango |
| D. J. Williams..... | Pueblo | Robert C. Pivonka..... | Durango |
| A. Demshki..... | Pueblo | | |
| (Ear, Nose and Throat) | | Call 243-3545..... | Grand Junction |
| T. A. Gunter (Dentist)..... | Pueblo | N. A. Brethouwer, GP..... | Montrose |
| H. S. Rusk..... | Pueblo | C. R. Shaver..... | Montrose |
| (Eye, Ear, Nose and Throat) | | Robert J. Bennett, GP..... | Delta |
| W. M. Lewallen, Jr. | Pueblo | Woodrow E. Brown, GP..... | Hoitchkiss |
| John McKittrick..... | Pueblo | E. Robert Orr, GP..... | Fruita |
| John Hurby (DDS)..... | Pueblo | Paul R. Mayberry, Surg. | Moab |
| J. Harvey Johnston..... | Pueblo | Jay P. Munsey, GP..... | Moab |
| (Dermatologist) | | J. E. Dorman, Ophthal..... | Price |
| R. W. Dingle..... | Pueblo | W. M. Gorishek, Surg. | Price |
| James Pollard..... | Pueblo | O. W. Hardy, GP..... | Price |
| W. Hilst..... | Pueblo | S. L. Oliveto, Dentist..... | Price |
| R. M. Wexler..... | Pueblo | J. Ruggeri (DDS)..... | Price |
| F. E. Stander..... | Pueblo | John K. Wright, Internal..... | Price |
| Harvey W. Phelps..... | Pueblo | J. J. Dalpiaz, Dentist..... | Helper |
| William C. Shontz..... | Pueblo | A. R. Demman, GP..... | Helper |
| W. W. Boucher..... | Pueblo | O. W. Phelps, GP..... | Helper |
| Dullo A. Stricca, DDS..... | Pueblo | Harlow B. McQuarrie..... | Ephraim |
| Mario J. Stricca, DDS..... | Pueblo | (Proctologist) | |
| A. A. Harrington..... | Pueblo | N. M. Larson (DDS)..... | Ephraim |
| P. J. Gamache..... | Florence | Halvard J. Davidson, GP..... | Manti |
| John V. Buglewicz..... | Florence | L. H. Stewart, GP..... | Gunnison |
| H. C. Grabow..... | Canon City | H. Asa Dewey, GP..... | Richfield |
| J. R. Fish..... | Canon City | W. R. Worley, Jr. | Richfield |
| E. L. Ley..... | Canon City | (Surg.) | |
| L. F. Greenlee..... | Canon City | R. H. Nightingale..... | Springville |
| J. L. Bruffy..... | Canon City | (Internist) | |
| R. E. Smith..... | Canon City | Clair W. Judd, GP..... | Springville |
| Leo J. Leonardi..... | Salida | P. E. Brockbank..... | Spanish Fork |
| W. T. Gipson..... | Salida | (DDS) | |
| Thomas Sandell..... | Salida | P. G. Hughes, GP..... | Spanish Fork |
| William Mehos..... | Salida | Milo C. Moody, GP..... | Spanish Fork |
| V. A. Veltri..... | Salida | J. N. Aaron, Dermo..... | Provo |
| J. M. Kehoe..... | Leadville | DeCosta Clark, Dentist..... | Provo |
| J. L. Ewing..... | Leadville | M. D. Gardner, Internist..... | Provo |
| G. B. Stanley..... | Gilman | R. Petty, Ophthal..... | Provo |
| T. I. Steinberg..... | Vail | D. G. Ririe, Ophthal..... | Provo |
| E. G. Ceriani..... (Kremmling) | Bond | Richard A. Nimer..... | Provo |
| F. D. Law (DDS)..... | Glenwood | (Internist) | |
| B. E. Nutting..... | Glenwood | V. J. Parker, Internist..... | Provo |
| Roy W. Day..... | Glenwood | M. C. Oaks, Ophthal..... | Provo |
| (Ear, Nose and Throat) | | H. David Rees, Surg. | Provo |
| Robt. W. Viehe..... | Glenwood | C. M. Smith, Sr., GP..... | Provo |
| Glenwood Medical | | C. M. Smith, Jr..... | Provo |
| Associates..... | Glenwood | (Orthopedic Surg.) | |
| Jerome F. Christiansen | | J. B. Westwood, GP..... | Provo |
| (DDS)..... | Glenwood | Boyd Larsen, GP..... | Lehi |
| A. T. Waski..... | Carbondale | Val. Sundwall, GP..... | Murray |
| W. M. Haynes..... | Rifle | Harold E. Young, GP..... | Midvale |
| J. Connelly..... | Rifle | N. R. Beck, Ortho. | Salt Lake |
| J. M. Lamme, Jr. | Walsenberg | C. F. Behle, Ophthal..... | Salt Lake |
| A. E. Duncan..... | Alamosa | Harry Berman..... | Salt Lake |
| S. D. Nichols..... | Alamosa | Ear, Nose, Throat | |
| J. W. Ruddell..... | Alamosa | R. P. Bigelow..... | Salt Lake |
| J. H. Hurley..... | Alamosa | Internist | |
| W. C. Riley..... | Alamosa | Peter Chiodo, Dentist..... | Salt Lake |
| J. Griffiee (DDS)..... | Alamosa | D. Dahl, Urologist..... | Salt Lake |
| M. A. Baer (DDS)..... | Alamosa | I. Dean Day, Ob.-Gyn. | Salt Lake |

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

| | |
|---|--|
| Robert Despain..... Salt Lake Ophthal. | Charles M. Parrish..... Salt Lake Cardio-Thoracic |
| D. L. Dingman..... Salt Lake | C. B. Powell..... Salt Lake Neurosurgeon |
| Robert T. Ferguson..... Salt Lake Ear, Nose, Throat | James H. Quinn..... Salt Lake Ophthal. |
| H. E. Fisher, Jr. Salt Lake Urologist | G. R. Moress..... Salt Lake Neurologist |
| George D. Gross..... Salt Lake Internist | C. W. Springer..... Salt Lake Dentist |
| Whitney J. Haight..... Salt Lake Ear, Nose, Throat | G. S. Tanner, Ophthal. Salt Lake |
| Charles C. Hall..... Salt Lake Ortho. | Jack L. Tedrow..... Salt Lake Psychiatrist-Neurologist |
| Don Handy, Dentist..... Salt Lake | Robert G. Thompson..... Salt Lake Derma. |
| J. E. Hansen..... Salt Lake Ear, Nose, Throat | J. Whitten..... Salt Lake Psychiatrist |
| W. M. Hebertson..... Salt Lake Neurologist | G. S. Diument, GP..... Bountiful Surgeon |
| P. M. Howard, Surg. Salt Lake | O. H. Guymon..... Bountiful Surgeon |
| Lewis Kirman..... Salt Lake Dermatologist | Joseph Amano, GP..... Clearfield |
| S. A. Lawson..... Salt Lake Internist | R. C. Peterson..... Clearfield |
| A. W. Middleton..... Salt Lake Urologist | H. V. DeMars..... Ogden Ear, Nose, Throat |
| R. C. Mohr, Psych. Salt Lake | Chelton S. Feeny..... Ogden Internist |
| E. B. Muir, Ophthal. Salt Lake | James A. McMurrin, Surg. Ogden |
| A. Namba, Internist..... Salt Lake | Donald M. Moore..... Ogden Internist |
| Stanley Neff, GP..... Salt Lake | Dean W. Packard..... Ogden Urologist |
| J. N. Henrie, Ortho. Salt Lake | D. M. Peterson, Internist..... Ogden |
| R. O. Hummer, GP..... Salt Lake | A. W. Petty, Dentist..... Ogden |
| R. Wilson, Derma. Salt Lake | P. N. Hale, Ophthal. Ogden |
| Mark Heilman..... Salt Lake Neurosurgeon | |
| N. Nord..... Salt Lake Neurologist | |

ADJUSTED TONNAGE RATINGS

| FROM | TO | SD-7 5300- 5304 | GP-9 5901- 5954 | GP-30 3001- 3028 | GP-35 3029- 3050 | GP-40 3051- 3115 | 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 | |
| Bond..... | Tabernash..... | 2000 | 1650 | 1950 | 2050 | 2900 | 6 | |
| Bond..... | 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 | |
| Malta..... | Eilers..... | 1000 | 650 | 750 | 800 | 1150 | 2 | |
| Eilers..... | Leadville..... | 850 | 550 | 625 | 675 | 950 | 2 | |
| Salida..... | Maysville..... | 1100 | 750 | 850 | 950 | 1350 | 2 | |
| Maysville..... | Monarch..... | 530 | 340 | 400 | 440 | 620 | 1 | |
| Pueblo..... | Minnequa..... | 2000 | 1350 | 1600 | 1750 | 2400 | 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..... | Somerset..... | 2800 | 1850 | 2150 | 2300 | 3250 | 5 | |
| Hotchkiss..... | Rogers Mesa..... | 5000 | 3350 | 3800 | 4100 | 6000 | 8 | |

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

ADJUSTED TONNAGE RATINGS (Continued)

| FROM | TO | SD-7 5300- 5304 SD-9 5305- 5314 | GP-9 5901- 5954 | GP-30 3001- 3028 GP-35 3029- 3050 | GP-40 3051- 3115 | 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..... | Thistle..... | 3300 | 2150 | 2500 | 2700 | 3800 | 3 |
| Thistle..... | 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 |
| Magna..... | Welby..... | 3150 | 2100 | 2450 | 2650 | 3700 | 3 |
| Springville..... | Santaquin..... | 2600 | 1600 | 1900 | 2050 | 2850 | 5 |
| Goshen..... | Santaquin..... | 2600 | 1600 | 1900 | 2050 | 2850 | 5 |
| Goshen..... | Bergin..... | 650 | 400 | 470 | 500 | 700 | 1 |
| Thistle..... | Hilltop..... | 1800 | 1300 | 1500 | 1625 | 2100 | 4 |
| Salina..... | Hilltop..... | 2700 | 1800 | 2000 | 2150 | 3050 | 5 |

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

25.

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 |

26. AVOID DAMAGE -- SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING -- Here's what happens

| | |
|--|----------------------------------|
| 4 miles per hour <input type="checkbox"/> | SAFE COUPLING SPEED |
| 5 miles per hour <input type="checkbox"/> | Damage begins |
| 6 miles per hour <input type="checkbox"/> | 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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RULE 10-k

Verbal authorization and acknowledgments between Foremen and Engineers for trains to pass "RED Conditional Stop" signs must be worded in the following forms:

RG FOREMAN AT MP CALLING RG (Train No.)

(After train answers giving his identification): (i.e.) **RG Train**

Foreman's Response

"THIS IS RG FOREMAN IN CHARGE OF THE WORK BETWEEN MP AND MP RG TRAIN ORDER NO. WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER AT MPH, REPEAT MPH."*

Engineer's Response

"THIS IS ENGINEER RG TRAIN I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. BETWEEN MP AND MP AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows:

RG TRAIN ORDER NO. , BETWEEN MP AND MP , MPH* OK."

*When no speed restriction account above Form "Y" Train Order, tell train engineer "At Maximum Authorized Speed."

"Foreman's verbal authorization for train to pass "RED Conditional Stop" sign in Two or More Track territory on which trains may be authorized to operate in either direction must designate main track on which authority applies, worded in the following form:

FOREMAN'S RESPONSE

THIS IS RG FOREMAN IN CHARGE OF THE WORK BETWEEN MP AND MP , RG TRAIN ORDER NO. WE ARE IN THE CLEAR OF TRACK AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN ON TRACK AND THROUGH THE LIMITS OF ORDER AT MPH, REPEAT MPH.

"Engineer's response and foreman's acknowledgment must indicate main track on which movement is authorized."