

**Denver and Rio Grande Western
Railroad Company**

SYSTEM

TIME-TABLE

No. 3

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

SATURDAY, JANUARY 1, 1977

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

A. H. NANCE
General Manager

D. J. BUTTERS
Chief Transportation Officer

Rio Grande
the ACTION railroad

COLORADO DIVISION

L.R. Parsons	Superintendent	Denver
J.P. Spiess	Asst. Superintendent	Denver
M.M. Kanderis	Asst. Superintendent	Grand Jct.
S.A. Dougherty	Supt. of Safety, Rules & Trng.	Denver
R.G. Buffalow	Trainmaster & Road Foreman Eq.	Phippsburg
H.P. Keele	Trainmaster & Road Foreman Eq.	Minturn
M.B. Davis	Trainmaster & Roadmaster	Alamosa
L.H. Pennington	Trainmaster	Pueblo
H.L. True	Trainmaster	Grand Jct.
D.W. Pope	Trainmaster	Denver
A.L. Marzano	Terminal Trainmaster	Denver
G.L. Openshaw	Terminal Trainmaster	Pueblo
J.K. Howard	Road Foreman of Equipment	Denver
N.R. Henke	Road Foreman of Equipment	Denver
A. Henke	Road Foreman of Equipment	Pueblo
M.G. Leonard	Road Foreman of Equipment	Pueblo
V. Sacco	Road Foreman of Equipment	Grand Jct.

UTAH DIVISION

J.A. Greener	Superintendent	Roper
R.F. Spurling	Asst. Superintendent	Roper
M.M. Kanderis	Asst. Superintendent	Grand Jct.
V.I. Griffith	Division Trainmaster	Roper
J.E. Aberton	Supt. of Safety, Rules & Trng.	Roper
K.F. Higham	Trainmaster	Helper
E.C. Anderson	Asst. Trainmaster	Provo
V.J. Fowley	Asst. Trainmaster	Clearfield
J.P. O'Reilly	Asst. Trainmaster	Helper
A.D. Clemons	Asst. Trainmaster	Grand Jct.
N.C. Wiseman	Asst. Trainmaster	Grand Jct.
C.W. Hearn	Terminal Trainmaster	Grand Jct.
S.F. Tezak	Terminal Trainmaster	Roper
H.D. Gibbs	Road Foreman of Equipment	Roper
R.C. Williams	Road Foreman of Equipment	Roper
E.H. Twehous	Road Foreman of Equipment	Helper
D.C. Blevins	Road Foreman of Equipment	Helper
W.D. Lucore	Road Foreman of Equipment	Grand Jct.

SYSTEM

O.W. Geisler	Manager of Transportation	Denver
M.E. Wood	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	629-5533 629-0979
System Train Dispatcher	Denver	629-5533 629-0708
Colo. Divn. Supt.	Denver	629-7053
North Yard, Yard Office	Denver	629-7043
Burnham, Master Mechanic	Denver	629-0715
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	972-1387
Roper, Yard Office	Salt Lake City	972-1019
Utah Divn. Supt., Roper	Salt Lake City	972-1022

Condensed Freight Train Schedules (For Information Only)	WESTWARD ↓					EASTWARD ↑												
	87	83	85	97	81	99	89	79	77	75	71	STATIONS	54	34	42	48	36	52
0515	0600	1030	1201	1201	1800	2000	2200					Denver	1800	1830	0800	0900	0900	1800
0900	1000	1415	1720	2230	2230	0215						Bond	1340	1435	0200	0400	0510	1300
								0930	1500	2100	2330	Pueblo	1900	2000	1000	1100	1100	1900
								1505	2105	0420	0535	Minturn	1355	1450	0230	0430	0535	1315
1210	1315	1725	2120	0150	0555	0600	0600	1815	0015	0800	0845	Grand Junction	1025	1130	2130	0001	0200	0835
1215	1320	1730	2150	0155	0630	0610	0610	1820	0025	0830	0855	**	1020	1130	2200	0010	0150	0830
													0905	1125	1930	2200	0040	0700
1540	1655	2055	0300	0555	1150	1030	1030	2140	0430	1320	1300	Helper	0510	0800	1430	1700	2105	0200
1900	2000	0100	0700	0900	1600	1400	1400	0130	0800	1700	1630	Roper	0145	0500	0900	1230	1800	2130
2000	1700		1700	1700	2000	1700	1700	1700	1700	2000	2000		0135	0400	0730	1100		2115
2100	1800		1800	1800	2100	1800	1800	1800	1800	2100	2100	Ogden	0030	0300	0600	1000		2000

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

SOUTH & WEST ↓		NORTH & EAST ↑	
67	65	63	62
1600	0400		68
2300	0900	0500	66
	1100	2300	0300
		1700	2200
		2300	

SECOND CLASS 17 Passenger Leave Mon, Thur, Sat	Zone Speeds Westward 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 MPH E. Sw. W. Sw.	Capacity of Siding in feet	SECOND CLASS 18 Passenger Arrive Tues, Fri, Sun.
					Stations					
					Stations					
0730	10	0.0	10	0001	DENVER BKR				2100	
0735	20	1.0	20	0002	PROSPECT DNJ } 0.5 } FOX JCT } 1.0 } NORTH YARD . DNBR				2040	
	45	2.5	45	0003	UTAH JCT M					
	65	3.2	60	0004	C & S JCT					
	50	12.0	30	0012	LEYDEN	30	30	5400		
	25	18.0	25	0018	ROCKY	30	30	4900		
	25	21.2	25	0021	CLAY	30	30	5700		
	25	24.5	25	0025	PLAIN	30	30	6500		
	25	31.2	25	0031	CRESCENT	30	30	5500		
	25	37.5	25	0037	CLIFF W	30	30	7000		
	25	42.1	30	0042	ROLLINS	30	30	4300		
	25	47.1	30	0047	TOLLAND	30	30	5600		
	25	50.1	30	0050	EAST PORTAL WY	30	30	6000		
	25	56.4	35	0057	WINTER PARK	30	30	7200		
	25	58.6	25	0062	FRASER	30	30	4700		
	25	62.2	55	0066	TABERNASH WY	30	30	9800		
S 0955	30	73.0	30	0076	GRANBY W	30	30	E 4800 W 4600	S 1820	
	70	86.2	70	0086	SULPHUR	30	30	7700		
	70	93.0	70	0093	FLAT	30	30	7100		
	70	98.0	70	0098	TROUBLESOME	30	30	5600		
	70	103.5	70	0103	KREMMLING W	30	30	5900		
	70	106.0	70	0106	GORE	30	30	6700		
	25	106.3	25	0111	AZURE	30	30	4800		
	25	111.3	25	0116	RADIUM W	30	30	8400		
	25	116.0	25	0123	YARMONY	30	30	4500		
S 1130	35	123.0	35	2302	BOND JRWY	30	30	E 8100 W 7700	S 1650	
	55	142.1	55	2306	DELL	30	30	7300		
	55	155.2	55	2314	RANGE W	30	30	7600		
	55	166.8	55	2276	DOTSERO JY					
Arrive Mon, Thur, Sat.					(166.8)				Leave Tues, Fri, Sun.	

Exceptions:

Zone Speeds:

Psg'r Trains & Light Loco with Operative Dynamic Brake.

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

MP 67.0 - 73.0 25

Bond - MP 116 25

Over West Switch Transfer track, MP 129 20

Belt Line, Utah Jct - UP Transfer, MP 4 20

Rocky Spur 20

Road Crossings within Arvada City Limits 45

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:

Tabernash 20

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Subdivision 3			Siding Turnout Speeds MPH E. Sw. W. Sw.	Capacity of Siding in feet
				Stations				
				Stations				
70	120.5	70	4000	2 Main Tracks } PUEBLO DNBR			Yard	
70	123.0	70	1702	GOODNIGHT				
70	130.8	70	1712	SWALLOWES	30	30	7300	
70	139.6	70	1714	HOBSON	30	30	6700	
60	145.8	60	1720	PORTLAND			Yard	
60	147.1	60	1722	ADOBE	30	30	6000	
60	151.9	60	1724	FLORENCE	30	30	6800	
60	158.0	60	1740	CANON CITY ROWY	30	30	7200	
60	160.8	60	1754	PARKDALE	30	30	5100	
60	171.2	60	1756	SPIKEBUCK	30	30	4700	
45	175.9	45	1762	TEXAS CREEK	30	30	6100	
45	184.1	45	1782	COTOPAXI W	30	30	5800	
45	191.7	45	1784	VALLIE	30	30	6000	
45	198.1	45	1792	SWISSVALE	30	30	6500	
45	208.0	45	2002	SALIDA KRWY	30	30	Yard	
50	215.1	50	2010	BROWN CANON	30	15	6600	
50	222.2	50	2016	NATHROP	30	30	6700	
50	230.0	50	2026	AMERICUS	30	15	6700	
50	232.9	50	2032	PRINCETON	30	30	7500	
50	240.0	50	2040	KOBE	30	30	7900	
50	244.7	50	2100	MALTA JWY	30	30	Yard	
60	252.1	60	2208	TENNESSEE PASS	30	15	7800	
60	262.0	60	2216	PANDO	30	30	8100	
60	263.6	60	2232	BELDEN	15	15	9900	
45	271.0	45	2250	MINTURN DBFRSWY	30	30	Yard	
20	280.3	20						
20	288.5	20						
20	296.2	20						
20	298.0	20						
30	301.7	30						
20	302.0	20						
				(181.9)				

Exceptions:

Zone Speeds:

Light Locomotive with Operative Dynamic Brake:

MP 280.3 - 298.0 (Westward) 25

"Bulk" Trains (see Rule 5) MP 280.3 - 302.0 (Westward) 15

MP 280.3 - 120.5 (Eastward) 40

Over crossover switch MP 280.3 20

Turnout Speeds:

Goodnight, End of Two Main Tracks 60

All other turnout speeds 15

Siding Speeds:

Adobe 10

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, MPH		Capacity of Siding in feet	SECOND CLASS 18 Passenger Arrive Tues,Fri,Sun.
						E. Sw.	W. Sw.		
						MPH			
	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	
	40	319.0	40	2270	13.0 SAGE	30	30	7600	
		332.0		2276	9.9 DOTSERO	30	30	6200	
		341.9		2282	5.6 ALLEN	30	30	5500	
		347.5		2284	3.0 SHOSHONE	30	15	3900	
	50	350.5	50	2288	4.5 GRIZZLY	30	30	4900	
S 1310		355.0		2290	5.1 GLENWOOD	30	30	E10400 W7400	S 1510
		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 1340		379.5		2528	7.1 RIFLE	30	30	6000	S 1435
	70	386.6	70	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		2546	7.9 DE BEQUE	30	30	4600	
		412.0		2552	6.7 AKIN	30	30	6200	
	50	416.6	50	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	
	70	437.0	70	2580	2.8 FRUITVALE				
		442.5		2582	2.0 EAST YD			Yard	
S 1455		445.0		5000	2.3 GRAND JCT.			Yard	1325
Arrive Mon,Thur,Sat.	25	450.0	25		(147 6)				Leave Tues,Fri,Sun.

Exceptions:

MPH

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

MP 448.8 Wheel checker & Dragging Equip. Detector 25

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, over lead switch MP 301.7 15

Wolcott 12

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, MPH		Capacity of Siding in feet	SECOND CLASS 18 Passenger Arrive Tues,Fri,Sun.
						E. Sw.	W. Sw.		
						MPH			
1510		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 1630	70	528.1	70	9938	7.4 THOMPSON	30	30	7100	f 1140
		533.8		9940	5.7 BRENDEL	30	30	5000	
		540.4		9942	6.6 FLOY	30	30	5800	
		546.9		9944	6.5 SOLITUDE	30	30	7600	
f 1655		555.2		9950	8.3 GREEN RIVER	30	30	6900	f 1115
		561.5		9003	6.3 SPHINX	30	30	6000	
		567.6		9004	6.1 DESERT	30	30	5900	
		574.2		9006	6.6 VISTA	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	30	30	5900	
		602.9		9016	9.8 MOUNDS	30	30	8900	
		611.3		9021	8.4 WASH	30	30	11000	
		613.0		9022	1.7 WELLINGTON	30	30	6000	
S 1805		619.1		9026	6.1 PRICE	30	30	E 6200 W 4200	S 1010
		622.1		9028	3.0 MAXWELL	30	30	6400	
S 1820		626.4		9032	4.3 HELPER			Yard	1000
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		Mile Post	Zone Speeds		Station Number	UTAH DIVISION Subdivision 6 Stations	Siding & Xover turn- out speeds		Capacity of Siding in feet	SECOND CLASS	
	Westward	MPH		Eastward	MPH			MPH				Passenger
								E. Sw.	W. Sw.				Arrive Tues, Fri, Sun.
17 Passenger											18 Passenger	
Leave Mon, Thur, Sat.											Arrive Tues, Fri, Sun.	
1820	60	626.4	25	60	9032	HELPER			Yard	S 1000		
		627.3				HELPER XOVER	30	30				
		628.8			9038	UTAH RY JCT	15	15				
		630.4				XOVER						
		632.0			9044	CASTLE GATE			Yard			
		638.9				LYNN XOVER	30	30				
		644.4			9050	KYUNE	15	15	5200			
		651.4			9054	COLTON			Yard			
		651.4			9056	SOLDIER SUMMIT	30	30	E8580			
		661.0			9060	GILLULY	30	30	W8300			
		665.6										
		672.3				NARROWS XOVER	30	30				
		676.0				RIO XOVER	30	30				
		676.7				THISLE XOVER	30	30	Yard			
		681.0			9070	W 15.0 E 16.0						
		695.8			9302	SPRINGVILLE						
		698.6			9306	IRON TON XOVERS	30	30				
S 2025		701.1			9310	PROVO			Yard	S 0750		
		705.7			9318	LAKOTA XING						
		707.1			9317	GENEVA XOVER	30	30				
		708.4			9319	PIPE MILL						
		715.0			9321	AMERICAN FORK	30	30	8700			
		720.3			9325	MESA	30	30	7100			
		728.6			9328	RIVERTON	30	30	6500			
		734.9			9332	MIDVALE	15	30	E 6600			
		735.9				MIDVALE XOVER	30	30				
2105		740.8			9348	EAST ROPER	30	30				
		742.0				ROPER			Yard			
		742.5			6000	UP 9TH SO XING						
		744.2			9354	SALT LAKE CITY			Yard	0700		
2130		745.1			6000							
Arrive Mon, Thur, Sat.						Eastward 119.7 Westward 118.7				Leave Tues, Fri, Sun.		

Exceptions:

Zone Speeds:

Psgr Trains & Light Loco with Operative Dynamic Brake:

MP 638.9 - Helper (Eastward)	30
MP 651.4 - MP 665.6 (Both Directions)	30
MP 672.3 - MP 676.0 (Westward)	40
Westward Main Track Provo - Pipe Mill	60
"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 681.0 (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
Thistle Jct. Switch MP 681.0	30
Pipe Mill - End of Two Main Tracks	55
Midvale - End of Two Main Tracks	70
All other turnout speeds	15

City Ordinances:

Provo	30
Salt Lake City, 9th South-4th North	25
Geneva Steel Plant Yard	10

Zone Speeds Westward	Mile Post	Zone Speeds Eastward	Station Number	UTAH DIVISION Subdivision 7 Stations	Siding Turnout Speeds		Capacity of Siding in feet
					MPH		
					E. Sw.	W. Sw.	
25	745.1	25	6000	SALT LAKE CITY	B		Yard
	2nd So.			0.4			
15	745.5	15	9808	GRANT TOWER	M		
	1st No.			3.2			
	748.7		9812	UP BECKS XING	M		
				1.6			
	750.3		9814	UP NO. SALT LAKE XING . M			
				3.6			
70	753.9	70	9824	WOODS CROSS		30	30
				16.5			
	770.4		9847	CLEARFIELD		30	30
				0.9			
	771.3		9848	UP SYRACUSE XING . . . M			
				8.0			
30	779.3	30	9856	UP SUGAR WORKS XING M			
				1.8			
	781.1		9886	TRANSFER	DNRB		Yard
				0.9			
	782.0		9886	OGDEN			
				(36.9)			

Exceptions:

UP Syracuse Xing, 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 & Other turn- out speeds		Capacity of tracks in feet	
				E. Sw.	W. Sw.	Siding	Other		
20	128.8	20	0129	BOND J	30	30	5100	...	...
	138.7		0139	CRATER Y					
30	142.7	30	0143	VOLCANO	15	15	4800	...	...
	149.5		0152	TOPONAS					
25	152.0	25	0162	YAMPA	15	15	3400	...	...
	161.8		0168	PHIPPSBURG DBFKRSWY					
20	168.0	20	0175	HAYBRO	15	15	2300	...	...
	174.0		0178	PARK					
30	175.5	30	0184	SIDNEY	30	30	4700	...	...
	178.2		0191	STEAMBOAT W					
25	183.9	25	0200	HITCHENS	15	15	4100	...	...
	191.1		0201	MILNER					
20	191.1	20	0206	BEAR RIVER	15	15	3500	...	...
	200.0		0208	HARRIS					
30	200.0	30	0215	HAYDEN	15	15	3400	...	...
	201.2		0232	CRAIG DBKWY					
25	206.0	25							
	208.0								
	215.1								
	231.7								
				(102.9)					

Exceptions:	MPH
Zone Speeds:	
Energy Spur	25
Colute Spur, MP 209.9	10
Ute Spur, MP 232.0	25
Weigh in motion scale, MP 13 Energy Spur: Weighing	3
Passing over	10
Turnout Speeds:	
Bond, Jct. switch MP 128.8	30
Hitchens, MP 200	30
All other turnout speeds	15
Sidings: Milner & Hayden	10

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Monarch Spur Stations		Siding Turnout Speeds		Capacity of Siding
				E. Sw.	W. Sw.			
10	215.1	10	2002	SALIDA JKRWY	...	...	Yard
	215.4							
20	224.6	20	3014	MAYSVILLE	15	15	28	
	228.5							
12	233.4	8	3020	GARFIELD	10	10	9	
	236.5		3028	MONARCH				
				(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	10
Sidings	10

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Leadville Branch Subdivision 3-A Stations		Siding Turnout Speeds		Capacity of Siding
				E. Sw.	W. Sw.			
15	271.0	15	2100	MALTA JWY	...	...	Yard
	273.3		2104	EILERS				
	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		Capacity of Siding
				E. Sw.	W. Sw.			
30	360.1	25	2290	GLENWOOD JRY	...	...	Yard	
	373.0		2416	CARBONDALE W				
20	392.9	20	2437	WOODY CREEK . . . . .	...	...	Yard	
								(32.8)

Exceptions:	MPH
Speed over weigh-in-motion scale MP 374.2	5
Passing over	3
Weighing-in-motion	10
Wingo Bridge MP 384.9	15
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 MPH		Capacity of Siding
				E. Sw.	W. Sw.	E. Sw.	W. Sw.	
↓ 20	118.9	↑ 20	4000	PUEBLO DNBKJ	...	...	Yard
	121.4	↑ 20	1136	MINNEQUA . . . . .	...	...	Yard
↓ *	122.9	↑ *	1140	SOUTHERN JCT. . . . .	...	...	...
↓ *		↑ *	1153	CEDARWOOD . . . . .	...	...	*
↓ *		↑ *	1158	LASCAR . . . . .	...	...	*
↓ 25	175.0	↑ 25	1180	WALSENBURG DJ	...	...	Yard
↓ 20	190.3	↑ 20	1550	LA VETA WY	...	...	Yard
↓ 12	195.0	↑ 12	1560	OCCIDENTAL	15	15	30	
↓ 20	207.2	↑ 20	1564	FIR Y	15	15	35	
↓ 20	213.0	↑ 20	1570	SIERRA	15	15	68	
↓ 30	222.0	↑ 30	1578	BLANCA	15	15	68	
↓ 30	232.4	↑ 30	1590	ALAMOSA DBKR	...	...	Yard
	251.7	↑ 30						
				(127.7)				

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, Colorado 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 MPH		Capacity of Siding
				E. Sw.	W. Sw.	E. Sw.	W. Sw.	
	251.7	↑	1590	ALAMOSA RDBJK	...	...	Yard
↓ 30	263.1	↑ 30	1604	PARMA	15	15	14	
↓ 30	266.1	↑ 30	1606	ZINZER	15	15	76	
↓ 20	269.0	↑ 20	1612	MONTE VISTA W	...	...	Yard
↓ 20	288.9	↑ 20	1628	HANNA	15	15	14	
↓ 20	298.2	↑ 20	1638	SOUTH FORK	15	15	21	
↓ 10	299.1	↑ 10	1640	DERRICK Y	...	...	...
↓ 10	300.0	↑ 10	1650	WAGON WHEEL GAP	10	10	11	
↓ 10	312.1	↑ 10	1654	WASSON Y	10	10	20	
↓ 10	318.1	↑ 10	1661	CREEDE . . . . .	...	...	Yard
	320.7							
				(69.0)				

Exceptions: MPH

All other turnout speeds	10
Sidings	10

Zone Speeds Westward ↓ MPH	Mile Post	Zone Speeds Eastward ↑ MPH	Station Number	COLORADO DIVISION Subdivision 11 Stations		Siding Turnout Speeds MPH		Capacity of Siding
				E. Sw.	W. Sw.	E. Sw.	W. Sw.	
	251.7	↑	1590	ALAMOSA RDBJK	...	...	Yard
↓ 25	257.0	↑ 25	3542	HENRY	15	15	10	
↓ 25	259.6	↑ 25	3544	ESTRELLA	15	15	35	
↓ 25	266.2	↑ 25	3546	LA JARA . . . . .	...	...	Yard
↓ 25	273.3	↑ 25	3555	ROMEO	15	15	39	
↓ 25	280.3	↑ 25	3557	ANTONITO DY	...	...	Yard
				(28.6)				

Exceptions: MPH

All other turnout speeds	10
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	f1005	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		Capacity of Siding
					MPH		
					E. Sw.	W. Sw.	
	351.5		2650	MONTROSE DBROY 5.4	15	15	Yard
↓ 25	356.9	↑ 25	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
↓ 30	377.5	↑ 30	2624	ROUBIDEAU 46.8	15	15	60
	424.3		5000	GRAND JCT. DNBRJKY			Yard

Exceptions:	MPH
All other turnout speeds	10
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		Capacity of Siding
					MPH		
					E. Sw.	W. Sw.	
	417.4		2744	OLIVER 2.1			Yard
20	415.3	20	2740	SOMERSET 8.2	15	15	Yard
	409.0		2731	CONVERSE 1.2	15	15	Yard
	405.9	25	2728	PAONIA 8.1	15	15	26
	404.5		2718	HOTCHKISS 5.3	15	15	21
↓ 30	397.8	↑ 30	2714	ROGERS MESA 19.7	15	15	62
	392.5						
	372.8		2630	DELTA DRBJKY	15	15	Yard

Exceptions:	MPH
All other turnout speeds	10
Sidings	10

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 Y	...	...	Yard
15	15.0			4.3	...	...	...
25	13.2	30	9104	COLUMBIA JCT J	...	...	Yard
30	6.0			8.2	...	...	...
	5.0		9101	BANNING	15	15	55
			9016	MOUNDS J	...	...	Yard

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			7.3	15	15	10
	22.0	40	9939	EMKAY R	...	...	Yard
	21.3			7.2	15	15	Yard
			9940	SEVEN MILE . . . . .	...	...	Yard
				BRENDEL J	...	...	Yard

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	17.0			4.1	15	15	95
	15.2	20	9156	VALCAM . . . . .	...	15	...
				1.8	...	15	...
			9054	SCOFIELD . . . . .	...	...	Yard
				COLTON JW	...	...	Yard

Exceptions: MPH
 All other turnout speeds 15
 Sidings 15

Zone Speeds Westward MPH	Miles from Thistle	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Marysville Branch Subdivision 6-D Stations	Siding Turnout Speeds MPH		Capacity of Siding
					E. Sw.	W. Sw.	
	132.2	25	9297	MARYSVALE . . . . .	...	...	Yard
	120.6			11.6	15	15	16
	111.7	25	9291	SEVIER . . . . .	...	...	23
	110.0			8.9	15	15	55
	103.7	25	9289	ELSINORE . . . . .	...	...	Yard
	100.1			1.7	15	15	30
	96.3	25	9275	NIBLEY . . . . .	...	...	34
	92.2			6.3	15	15	51
	86.4	25	9262	RICHFIELD DKBR	...	...	Yard
	75.0			3.6	15	15	38
	60.8	25	9251	KEMA . . . . .	...	...	40
	53.4			11.4	15	15	Yard
	52.5	25	9227	SPEARMINT . . . . .	...	...	61
	38.6			14.2	15	15	17
	34.0	25	9216	MANTI . . . . .	...	...	19
	32.0			7.4	15	15	28
	24.0	25	9209	EPHRAIM . . . . .	...	...	23
	23.3			0.9	15	15	Yard
	14.8	25	9206	WEST EPHRAIM Y	...	...	Yard
				13.9	...	...	Yard
			9070	MT. PLEASANT . . . . .	...	...	Yard
				FAIRVIEW . . . . .	...	...	Yard
				HILL TOP . . . . .	...	...	Yard
				INDIANOLA . . . . .	...	...	Yard
				THISTLE JWY	...	...	Yard

Exceptions: MPH
 Zone Speeds:
 Moroni Spur 25
 All other turnout speeds 10
 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		Capacity of Siding
					MPH		
					E. Sw.	W. Sw.	
10 ↓	32.4	15 ↑	9436	BURGIN	15	15	18
					4.9		
15 ↓	27.5	15 ↑	9435	PEARL	15	15	8
					11.5		
25 ↓	16.0	25 ↑	9421	KEIGLEY	15	15	Yard
	17.0				0.6		
40 ↓	15.4	40 ↑	9420	SANTAQUIN	15	15	35
					4.6		
10.8 ↓	10.0	10.0 ↓	9418	PAYSON	15	15	28
	3.8				7.0		
40 ↓		40 ↑	9408	SPANISH FORK	15	15	23
					3.8		
			9302	SPRINGVILLE J	15	15	Yard

Exceptions: MPH

All other turnout speeds	10
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		Capacity of Siding
					MPH		
					E. Sw.	W. Sw.	
15 ↓	11.9	20 ↑	9630	LEAD MINE . . . . .	...	...	Yard
	7.5				4.4		
15 ↓	5.1	20 ↑	9624	DALTON JCT. J	...	...	...
	2.0				2.4		
15 ↓	5.1	20 ↑	9624	WELBY JY	15	15	47
					3.1		
15 ↓	2.0	20 ↑	9622	WEST JORDAN	15	15	23
					2.0		
			9332	MIDVALE JWY	...	...	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 Midvale	Zone Speeds Eastward ↑ MPH	Station Number	UTAH DIVISION Garfield Branch Subdivision 6-K Stations	Siding Turnout Speed		Capacity of Siding
					MPH		
					E. Sw.	W. Sw.	
20 ↓	17.9	20 ↑	9676	MAGNA . . . . .	...	...	...
					6.8		
30 ↓	11.1	30 ↑	9670	KEARNS	15	15	.9
					6.0		
	5.1		9624	WELBY JY	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		Capacity of Siding
					MPH		
					E. Sw.	W. Sw.	
12 ↓	5.5	20 ↑	9628	LARK	Yard
	0.0				5.5		
			DALTON JCT. J

Exceptions: MPH

All turnout speeds	15
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TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE

Sub Divn	Name	Mile Post	Stn No.	Car Cpty	Switch Connection
1-A	Stock Yard Spur.....	BL.2.2	1001	Yard	West
	Chem	15.5	0015	40	West
	Rocky Spur:.....	18.0	0018	Yard	West
	A E C.....	18.0	0017	Yard	West
	G W A.....	18.0	0019	Yard	West
	AMAX.....	102.0	0102	Yard	East & West
	Toponas House track	153.0	0153	45	East & West
	Yampa Stock track.....	161.8	0162	35	East & West
1-B	Edna.....	174.2	0174	Yard	East & West
	Energy Spur:.....	200.1	0200	Yard	East
	Energy No. 1 & 2.....	12.5		Yard	East & West
	Energy No. 3.....	6.0		126	East & West
	Colute.....	209.9	0210	10	East & West
	Ute Spur:.....	232.0		Yard	East
Utè.....	238.2	0238	Yard	East	
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
	Union Carbide.....	388.2	2530	Yard	East & West
	ARCO.....	404.0	2539	40	West
	Public Service.....	433.3	2562	Yard	East
4-B	Flour Mill.....	362.8	2404	4	East
	Anschutz.....	372.9	2415	40	East & West
	Mid-Continent.....	375.0	2416	Yard	East & West
	Wingo.....	385.1	2432	10	East & West
	Bates.....	387.4	2436	21	East & West
5	Fibreboard.....	462.0	2807	20	West
	Gilsonite.....	463.8	2809	Yard	East & West
	Loma.....	465.2	2810	40	East & West
	C. V. Spur.....	615.8	9024	Yard	West
	Acco.....		9025	80	East & West
5-B	Arch.....	10.3	9935	12	East & West
	Lee.....	18.3	9937	12	East & West
6	Lynn, Eastward track.....	632.5	9047	70	East & West
	Detour, Eastward track.....	665.0	9062	35	East
	Narrows, Westward track.....	672.7	9066	5	West
	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

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

Sub Divn	Name	Mile Post	Stn No.	Car Cpty	Switch Connection
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
	Plastronics.....	3.7	9621	8	West
	Balkamp.....	4.3	9623	9	East
	Interstate Brick.....	6.6	9625	22	East
	Bagley.....	6.7	9627	Yard	East
	Proler Steel.....	9.5	9626	Yard	East
6-K	Bacchus Spur.....	11.2	9672	Yard	West
	East Magna Spur.....	10.7	9674	8	East
	Bonne Spur.....	14.4	9675	4	West
6-L	Snyder.....	3.5	9629	9	East & West
7	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
	Roy.....	775.1	9854	70	East & West
	Ogden Sugar Works.....	779.3	9885	Yard	East
8	Fort Garland.....	227.7	1576	Yard	East & 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
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
	Bridgeport.....	397.7	2614	50	East
16-A	Whitewater.....	411.8	2608	38	West
	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
Phippsburg	Continuous	8:00AM to 4:00PM	8:00AM to 4:00PM
Craig	8:00AM to 5:00PM	8:00AM to 5:00PM	Closed
Pueblo	Continuous	Continuous	Continuous
Portland	9:00AM to 6:00PM	Closed	Closed
Canon City	8:00AM to 5:00PM	8:00AM to 5:00PM	8:00AM to 5:00PM
Salida	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
Glenwood	7:30AM to 4:30PM	7:30AM to 4:30PM	7:30AM to 4:30PM
Minnequa	8:00AM to 5:00PM	8:00AM to 5:00PM	8:00AM to 5:00PM
Walsenburg	7:30AM to 12N	Closed	Closed
	1:00PM to 4:30PM	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
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
Salina	8:00AM to 5:00PM	Closed	Closed
Richfield	8:00AM to 5:00PM	Closed	Closed
Magna	8:00AM to 5:00PM	8:00AM to 5:00PM	Closed

Following are holidays: New Year's Day, Washington's Birthday, Good Friday, Decoration Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day, Christmas Eve 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 & 4.

Train orders may be issued at Prospect, North Yard, Phippsburg or Grand Junction affecting the through movement of trains on Subdivisions 1-A, 4 & 4-A.

Such train orders will govern train & enginemen of these trains until fulfilled, superseded or annulled.

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

CLEARANCES

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

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

YARD LIMITS

4. Phippsburg	Subdivision 16-A
Hitchens - Craig	Delta-Montrose
Subdivision 3-A	Subdivision 5-A
Subdivision 4-B	Subdivision 5-B
Pueblo-Southern Jct.	Helper
Walsenburg-Alamosa	Subdivision 6-C
Subdivision 10	Subdivision 6-D
Subdivision 11	Subdivision 6-E
Durango	Subdivision 6-J
Ah Wilderness	Subdivision 6-K
Silverton	Subdivision 6-L
Monarch Spur	East Roper-Salt Lake City
Grand Jct. (Subdivn 16 only)	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
Haybro	MP 173 - MP 176	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
Utah Railway Jct. - Lynn	ABS 6287W - 6319W Westward track	Freight trains
Soldier Summit	ABS 6501 - ABS 6520E, 6520-W.	Freight trains
Thistle	ABS 6837 - ABS 6789	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 road loco. unit with operative dynamic brake exceeds:

GP-9, SD-7, SD-9.....	600 tons
GP-30, GP-35, GP-40.....	900 tons
SD-40, SD-45.....	1200 tons
Utah Ry 300 Series.....	600 tons
Utah Ry 400 Series.....	1200 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:

GP-9.....	1400 tons
GP-30, GP-35, GP-40.....	2000 tons
SD-7, SD-9, SD-40, 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:

GP-9.....	1000 tons
GP-30, GP-35, GP-40.....	1500 tons
SD-7, SD-9, SD-40, 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:

GP-9.....	900 tons
GP-30, GP-35, GP-40.....	1000 tons
SD-7, SD-9, SD-40, 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 90 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 85 pounds. This is to be determined as provided by Air Brake Rule 57-1. Caboose air gauge must be observed and proceed signal must not be given until caboose gauge indicates at least 85 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:

GP-9.....	1200 tons
GP-30, GP-35, GP-40.....	1500 tons
SD-7, SD-9, SD-40, 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:

GP-9.....	900 tons
GP-30, GP-35, GP-40.....	1100 tons
SD-7, SD-9, SD-40, 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 Castle Gate

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

GP-9.....	1300 tons
GP-30, GP-35, GP-40.....	1800 tons
SD-7, SD-9, SD-40, SD-45.....	2200 tons
Utah Ry 300 Series.....	1700 tons
Utah Ry 400 Series.....	2200 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.

**Castle Gate to Helper
and****Soldier Summit to Thistle**

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

GP-9.....	1400 tons
GP-30, GP-35, GP-40.....	2000 tons
SD-7, SD-9, SD-40, SD-45.....	3000 tons
Utah Ry. 300 Series.....	2400 tons
Utah Ry. 400 Series.....	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.

Pleasant Valley Branch

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

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

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

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:

GP-9.....	900 tons
GP-30, GP-35, GP-40.....	1000 tons
SD-7, SD-9, SD-40, 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. 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 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.
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	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	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. Railroad crossings at grade protected by signals or signals and derails (continued):

Sub Divn	MP	Location	Tracks Governed	Remarks
6	....	13th South Salt Lake City	D&RGW yard track & UP main track	Signals & derails. 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	<p>CTC and Manual Interlocking controlled by D&RGW train dispatcher. Normal position of derails and signals against UP. Each road governed by its own rules and special instructions. D & R G W Operating rules 509A, 663 and 663A.</p> <p>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.</p> <p>Lower signal governing movement from Cudahy Spur will display lunar indication for movement to Bee Line Spur or yellow for movement to UP track.</p>
7	771.3	Syracuse	D&RGW main track and UP branch track.	CTC and Manual Interlocking controlled by D&RGW train dispatcher. Normal position of derails and signals against UP. Each road governed by its own rules and special instructions. D & R G W Operating rules 509-A, 663 and 663-A.

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

Sub Divn	MP	Location	Tracks Governed	Remarks
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. Signals and derails. Normal position of signals and derails 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.	<p>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.</p> <p>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.</p>

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.

USAX cars or any similar type cars equipped with two (2) hand brakes, being set out at AEC Rocky Flats, must have both hand brakes applied.

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 by Radio or nearest telephone. Dispatcher's telephones are located in all Refuges in Moffat Tunnel, No. 1 thru No. 21.

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.

Two Emergency Breathing Equipment Cases are located in refuges No. 1 thru No. 21 in Moffat Tunnel near the dispatcher's telephone. Each case contains one assembled mask and spare canister for emergency use. Caution: Remove seal tape from bottom of canister before placing mask over face.

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

Operation Bond - Craig

7-K. Westward trains must not pass ABS 1665 and Eastward trains must not pass ABS 1690 to Phippsburg Yard until advice received from Operator Phippsburg or Train Dispatcher as to track to be used.

Whenever eastward Stop and Proceed ABS 1296, Subdivision 1-A indicates other than proceed, eastward trains must remain in clear of road crossing and contact train dispatcher for instructions.

Eastward trains Subdivision 1-B operating on Energy Spur must obtain permission from train dispatcher before leaving Energy No. 1 & 2 and Energy No. 3.

Operation - Aspen Branch

7-L. At Anschutz, MP 372.9 Blue lights are displayed on tipple above car loader when loader is in loading position. DO NOT drop cars or make switching moves while light is burning without consulting loading personnel.

Eastward trains must obtain permission from train dispatcher before leaving Mid Continent and Anschutz.

Locomotives & Cabooses 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 Walsenburg

7-M. Westward trains Subdivision 8 must obtain permission from train dispatcher before leaving Walsenburg.

Operation Tennessee Pass - Minturn

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

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

Instructions for manual operation are posted at each tunnel portal.

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-1, 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. Eastward signal, D-1, located to left of track governed is 500 feet east of hump foreman's office on hump lead, East Yard Grand Junction, and displays the following:

Lunar aspect if hump lead or conflicting routes are unoccupied for a distance of 450 feet east of signal.

Red aspect if hump lead or conflicting routes are occupied for a distance of 450 feet east of signal.

Signal indication lights are located in hump office & retarder office, Grand Junction.

Unless otherwise instructed, west switch from alternate track to track 5 lead at Receiving yard and west switch from alternate track to track 6 must be lined for alternate track when not in use.

Other switches in the hump area must be left in the same position as they are found.

7-R. 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-S. 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 - Sunnyside Branch

7-T. Westward trains must obtain permission from the train dispatcher before leaving Columbia Jct. and Banning.

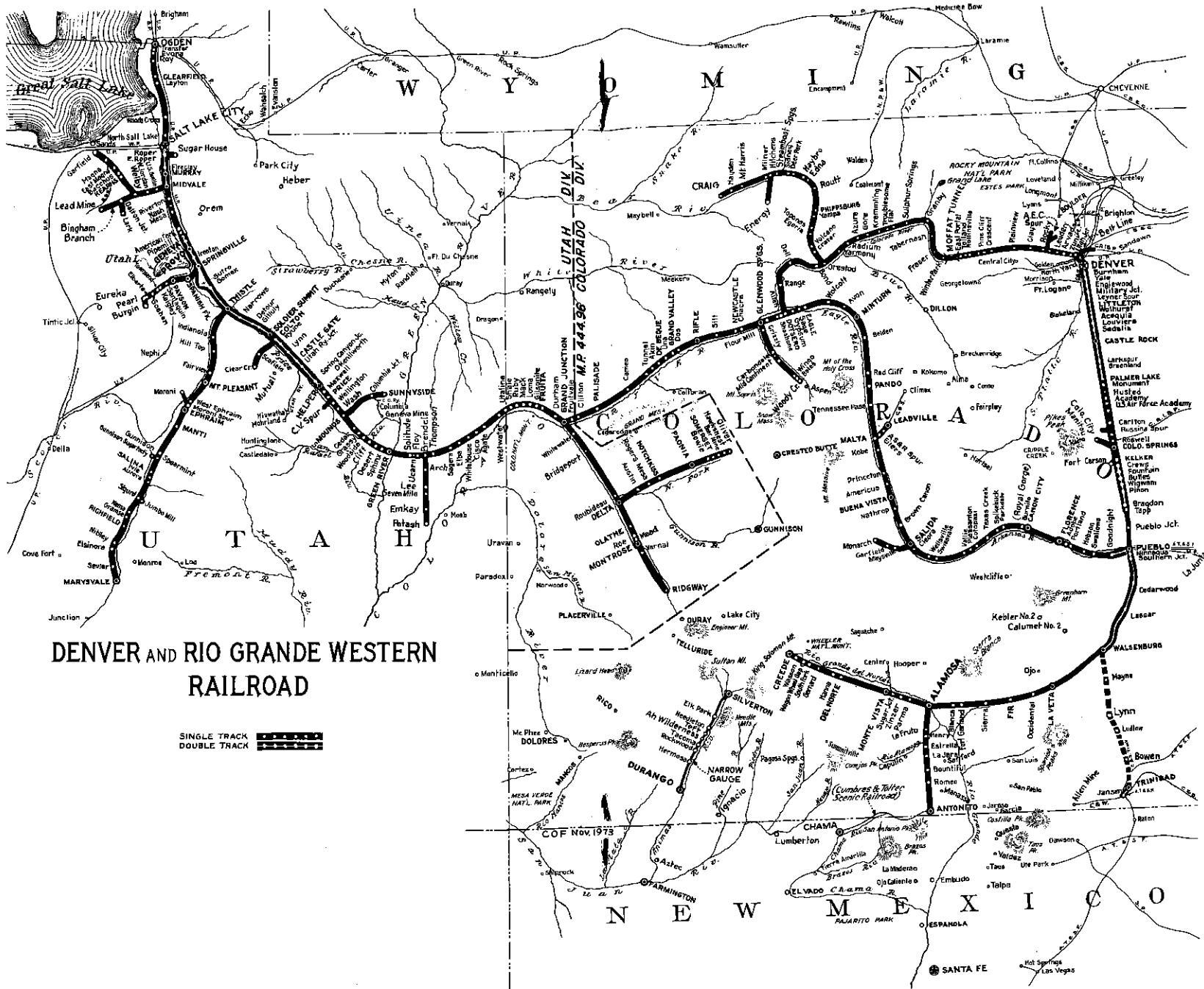
Operation at Helper

7-U. 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.



DENVER AND RIO GRANDE WESTERN RAILROAD

SINGLE TRACK 
 DOUBLE TRACK 

COF NOV 1973

7-V. 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-W. 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 and 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-X. 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. Freight Trains.....		60
8-B. Turnouts equipped with spring switches see Time-table Rules No. 9 & 10.		
Other turnouts equipped with spring switches.....		15
Trailing through spring switches on straight track.....		30
In or out of other turnouts.....		15
8-C. Maximum speeds permissible in any services by various types of locomotives and equipment as follows:		
Diesel Locomotives 130 - 149.....		40
Other Diesel Locomotives.....		70
Derricks with boom leading, Scale Test Cars (except Scale Test Car X-450) & Pile Drivers.....		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 with boom trailing, Spreaders, Plows and Flangers.....		35
D & RGW 24000-25099 series cars.....		40
UP 26000-27000 series ore cars, loaded or mty.....		40
Monarch Rock, pipe or lumber on flat cars (including bulkhead flats), mty bulkhead flats and tank cars containing Liquid Petroleum Gas.....		50
"Bulk" trains (See rule 5).....		50
8-D. Unless otherwise provided, over weigh in motion scales:		
Weighing.....		3
Passing over.....		10

SPRING SWITCHES

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

Sub Divn	MP	Location	Normal Position	MPH
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
	672.3	Trailing	Dual Controlled	30
	676.7	Facing	Dual Controlled	30
	681.0	Trailing	Dual Controlled	30
	688.6	Trailing	Hand Throw	15
	698.5	Trailing	Dual Controlled	30
	698.6	Facing	Dual Controlled	30
	699.9	Trailing	Hand Throw	15
	700.9	Facing	Hand Throw	15
	707.1	Trailing	Dual Controlled	30
735.9	Trailing	Dual Controlled	30	
740.8	Facing	Dual Controlled	30	
8	119.4	Trailing	Hand Throw	15
	120.7	Trailing	Hand Throw	15
	121.5	Trailing	Hand Throw	15
	121.8	Trailing	Dual Controlled	15
	121.9	Facing	Hand Throw	15
	122.7	Trailing	Hand Throw	15

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

Sub Divn	Location	Description
5-A	Banning.....	West end siding
5-B	Seven Mile.....	Both ends siding
	Emkay.....	East end siding
6-C	Valcam.....	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
	West Jordan.....	East end siding
8	LaVeta.....	East end siding
	Occidental.....	East end siding
	Fir.....	Both ends siding
	Sierra.....	West end siding
	Blanca.....	West end siding
10	Creede.....	East end siding
	Wasson.....	East end siding
	Wagon Wheel Gap.....	Both ends siding
	South Fork.....	East end siding
	Hanna.....	East end siding
	Zinzer.....	East end siding
11	Henry.....	East end siding
	La Jara.....	East end siding
	Romeo.....	East end siding
	Antonito MP 281.5.....	Main track

12. Locations of permanent details 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	Paonia.....	West end siding
	Somerset.....	Main track

13. Omitted.

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

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

Symbols: Skids *, Cables x, Frogs ♦ Blocking ●.

AUXILIARY LINES

15.

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

16. Locomotives and cabooses have assigned radio channels and, unless otherwise provided, must be used as follows:

Channel 1 - Road Service
 Channel 2 - Yard Service
 Channel 3 - Moffat Tunnel

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

17. Westward MOP freight trains will use either MOP inbound-outbound or D&RGW inbound-outbound track Pueblo Jct. to East Roger as routed by D&RGW train dispatcher.

17-A. 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 on the following tracks:

Subdivision	Tracks
1-A	West of Bond
6-C	East of MP 1
16	East of MP 422

17-V. SD-7, SD-9, SD-40 and SD-45 locomotives must not be operated on the following tracks:

Sub Divn	Tracks
3	Adobe spur Canon City power plant Monarch Spur, west of MP 216
3-A	Leadville branch
6	Fireclay at Murray Nash
6-D	Marysvale Branch
6-E	East of Keigley
6-J	Midvale slag pit from a point 1000 feet east of Bingham branch connection switch
8, 10 & 11	West of Walsenburg
A11	Yard & Industry tracks at stations as designed by Yard Circulars.

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

Sub Divn	Location	Tracks
1-A	Bond MP 128.5..... Yampa, MP 161.8.....	Old Pass.&back track Stock
1-B	Steamboat, MP 191.5..... Steamboat, MP 191.6.....	Stock spur Lumber spur
3	Canon City, MP 160.2..... Canon City, MP 161.6..... Pleasanton, MP 195.4..... Wellsville, MP 208.8..... Salida, MP 215.9.....	Short Lumber track Burnito Load Track Spur Texaco Spur
6	Kyune, westward track, MP 639.2..... Gilluly, eastward track, MP 660.8..... Detour, eastward track MP 665.0..... Narrows, eastward track MP 672.3..... Narrows, westward track MP 672.7.. Springville, eastward track MP 695.9 Provo, westward track, joint industry MP 701.0..... Provo, westward track, Utah Whole- sale MP 701.3..... Gatex, eastward track, MP 704.2..... Newcastle industry, eastward track, MP 736.4..... Lumber yard, westward track, MP 738.6..... Murray, eastward track, MP 739.0.... Fireclay, westward track, MP 739.1.. East Roper, eastward track, MP 740.6.....	Spur Spur Spur Spur Spur Spur Spur Spur Spur Spur Spur Spur Spur Spur Spur Spur Spur Spur Spur Spur
7	General Distributing, MP 746.2..... Utah Emulsions, MP 752.0.....	Spur Spur

DOUBLEHEADING AND PLACING OF HELPER LOCOMOTIVES IN TRAIN

18. Unless otherwise provided, adjusted tonnage handled by units on head end of trains must not exceed:

Sub- Division	Territory	CAR COUPLER TYPE	
		Standard	High Strength
1-A	North Yard to East Portal.....	5000	8000
	Tabernash to Winter Park.....	5000	8000
	Bond to Crater.....	5000	8000
	Phippsburg to Toponas.....	6000	9000
3	Canon City to Tennessee Pass.	6500	9500
	Minturn to Tennessee Pass.....	3300	5000
4	Glenwood to Dotsero.....	7000	11000
	Dotsero to Minturn.....	7000	11000
6	Helper to Kyune.....	4000	6500
	Thistle to Soldier Summit.....	5000	8000
8	Pueblo to Minnequa.....	7000	11000
	Sierra to Fir.....	4000	6500
	La Veta to Fir.....	3300	5000

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

18-A. Unless otherwise instructed, helper locomotives will be trained as follows:

Location in Train	Maximum Number of Helper Units
Behind caboose	One unit of any type or two units if no SD-40 or SD-45 in helper locomotive consist.
Ahead of 1700 adj. tons.	More than two units Minturn to Tennessee Pass.
Ahead of one-half the tonnage rating for helper locomotive consist.	All Others.

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

18-B. Unless otherwise instructed, when it can be avoided, cars 70 feet or longer, or cars less than 50 gross tons each must not be nearer than 5 cars ahead of helper locomotive when helper locomotive consists of more than 2 operating units. If necessary, placement of helper locomotive may be varied a few cars in either direction to comply with the provisions of this rule.

18-C. Unless otherwise instructed, on trains exceeding 4000 adjusted tons, each of the head 5 cars must have gross weight of 50 tons or more and cars 70 feet or longer must not be nearer than 5 cars behind road locomotive.

18-D. Both couplers must be blocked on SD-7 and SD-9 units when used in helping service.

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

JOINT OPERATIONS

19. Trainmen, Enginemen, Hostlers and Yardmen must have in their possession current time-tables and supplements thereto or reissues thereof as follows:

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

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

19-B. BN-C&S Time-table Colorado Division governs movements between Prospect and Denver Union Terminal Railway Co. tracks, Denver; South Denver Interlocking and movements to and from BN-C&S at 38th Street Yard. Within these limits D&RGW RR crews will be governed by the following BN-C&S Consolidated Code of Operating Rules and Special Instructions, in addition to D&RGW Rules of the Operating Department, while working on BN-C&S trackage in the Denver territory.

Definition: ABSOLUTE SIGNAL: A block or interlocking signal designated by an "A" marker, or by the absence of a number plate.

Rule 269. (CTC territory) When a train or engine has been stopped by a Stop indication, if no conflicting movement is evident, a member of the crew must immediately communicate with the control operator and be governed by instructions received. The instructions must be repeated to the control operator. When the control operator has ascertained there is no opposing train or engine movement between that signal and the next controlled signal in advance, the control operator may authorize the train or engine to proceed as follows: "Proceed at restricted speed to the next signal". If it cannot be ascertained that there is no opposing train or engine movement between that signal and the next controlled signal in advance, the control operator may authorize the train or engine to proceed as follows: "You may proceed under flag protection to the next clear or approach signal". When flagging from a Stop signal, train must wait ten minutes after flagman has started.

Note: The Stop indication referred to in Rule 269 is an Absolute Signal as defined above.

19-C. 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-D. D&RGW crews will be governed by UP Operating Rules 269, 269(A) and 275 shown on page 44 of this time-table, in addition to D&RGW Rules of the Operating Department, while working on UP trackage in the Denver territory.

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

19-G. 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 Superintendent on westward track.

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

19-I. 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-A 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-J. At Jansen, Colorado and Wyoming Rules and Regulations govern operations.

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

Unless otherwise instructed, track assignments SLUD are as follows:

D&RGW Passenger trains.....Track No. 1
UP interchange deliveries.....Any track
other than No. 1, or as directed by Yardmaster.

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

19-O. 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-P. 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-Q. 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-R. 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.

UNION PACIFIC SPECIAL RULE. All crews arriving Salt Lake City must contact Tower Yardmaster for instructions to enter yard.

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-S. 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-T. All employees operating on tracks within the limits of the OUR&D Company's jurisdiction will be governed by the rules and instructions of their own railroad company insofar as such rules and instructions are not in variance with the rules and instructions of the OUR&D Company.

20.

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

SAFETY:

"G". The use of narcotics, intoxicants or any beverage containing intoxicants by employes while on duty, when subject to or available for duty or having in possession while on duty, is prohibited.

Employes shall not report for duty under the influence of any drug, medication or other substance including those prescribed by a doctor or dentist, that will in any way adversely affect their alertness, coordination, reaction, response or safety; nor shall such drug, medication or other substance be used by employe while on duty.

Safety Rule 64, 64-A & 64-B:
Operating Rule 26, 26-A & 26-B:

64 & 26: A blue signal displayed at one or both ends of an engine(s) and/or car(s) indicates that workmen are on, under or between the equipment, and the equipment must not be coupled to nor moved. Other engine(s) and/or car(s) must not be placed on the same track so as to block or reduce the view of the blue signals.

When a blue signal is displayed at an entrance to a track, engines and/or cars must not be permitted to enter that track.

When workmen are working on, under or between an engine or car(s) coupled to an engine, a blue signal must be attached to the controlling unit of the engine at a location where it is readily visible to the engineman or operator at the controls of that engine.

Blue signals must be displayed by each class or group of workmen and may only be removed by the same class or group that placed them.

When emergency repair work is to be done on, under or between an engine or one or more cars coupled to an engine, and a blue signal is not available, the engineman or operator at the controls of the engine must be notified and appropriate measures must be taken to protect the employes making the repairs.

64-A & 26-A: When workmen are working on, under or between an engine(s) and/or car(s) on a track other than a classification track of a hump yard, a blue signal must be displayed at each end of the equipment to which a coupling can be made, or at each entrance to the track.

When workmen are working on, under or between an engine and/or car(s) on a classification track of a hump yard, the following protection must be provided:

- (a) Each manually-operated switch, including crossover switches, providing access to the track must be lined for movement to another track and a blue signal displayed at or near each such switch; and each remotely controlled switch providing access to the track must be lined against movement to the track and a locking device applied to the control for the switch.
- (b) Workmen must ask for and receive from the operator of the remotely-controlled switches the required protection before the work is begun.
- (c) The operator of the remotely-controlled switches will provide the protection before informing the workmen that it is being provided. He will not remove the locking device until notified that the work is completed.
- (d) The operator will record on a prescribed form and retain for 30 days information as to the date and time he received request for track protection; name and craft of workman who requested the protection; the number or other designation of the track involved; the date and time he notified the workmen that the protection had been provided; the date and time he was informed the work had been completed and the name and craft of the workman who provided this information.

64-B & 26-B: In addition to blue signals, the lead switch to repair tracks on which carmen are working, will be locked with special lock. Such tracks will be switched only after repair track foreman has given permission.

381. Only properly qualified personnel will be permitted to operate track cars. All track car operators, while on duty, must have and use a reliable watch authorized by special instructions as prescribed by Operating rules 2 and 3.

Track cars must not be used for other than company business. No person, except employes in discharge of their duties, or officers in line of duty, will be permitted to ride on a track car without the proper authority. Such persons must be warned insofar as possible, of any appliances in or on such equipment which might cause personal injury.

386. Unless otherwise authorized by proper authority, push cars or trailers must be pulled, not pushed. Employes 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 and safety chains as approved by the D & RGW RR must be used.

387. There must be a thorough understanding as to what action each person is to take in an emergency.

Air Brake:

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

Cars - UP 32000 - 32099
Units - RG 5326, 5327, 5328, 5336, 5337, 5338
UP 3638, 3639, 3640, 3641, 3642, 3643

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

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

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

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

For movement of two or more locomotive 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.

1. Revised to read: Clocks designated by a sign reading "STANDARD CLOCK" will be maintained at locations shown in the time-table.

1-A. Revised to read: Employes responsible for setting and regulating standard clocks must record the correct information on prescribed form as to variation of these clocks. Standard time will be obtained daily from the Bureau of Standards time signal transmitted by telephone. When standard clocks are found to be incorrect, they must be set to correct time.

2. Revised to read: Employes listed below, while on duty, must have and use a reliable watch authorized by special instructions: Train & Engine service; Yard engine foreman; Outside hostlers; Yardmasters; *Station employes; Signal maintenance foremen; Bridge & building foremen; Track foremen; Employes authorized to operate track-cars, and such other employes as may be designated by special instructions.

*Includes only those employes whose duties require them to handle train orders or to record or report train movements from offices not equipped with standard clocks.

Employes must know their watches are wound and running and when found to vary 30 seconds or more from standard time, watches must be set to correct time.

3. Revised to read: Unless otherwise provided, watches of employes listed in Rule 2, must be compared with standard time before commencing each day's work. Employes who do not have access to standard time must obtain correct time from the train-dispatcher or from an employe in Rule 2 who has made such comparison.

3-A. Revised to read: Conductors, when practicable, must compare time with their engineer before starting each trip or day's work. At first opportunity other members of crew must compare time with conductor or engineer.

3-B, 3-C and 3-D cancelled.

6. Modify to include the following letters in the station column of the time-table to indicate:

- A - Automatic Interlocking
- M - Manual Interlocking

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.

26. 26-A & 26-B: Refer Rev. Safety rules 64, 64-A & 64-B.

111-D. Revised to read: Employes must familiarize themselves with location of Dragging Equipment Detectors. These detectors apply to trains in both directions.

Normal indication of Dragging Equipment Detector is dark.

When purple indication is activated by a train, the train must be stopped immediately and inspection made. It must be known that the equipment and track are in safe condition before proceeding. When practicable, detector indication must be deactivated by opening circuit switch located on side of adjacent signal case.

If a detector is illuminated in advance of a train, unless otherwise instructed by the train dispatcher, train must be stopped and circuit switch opened. Movement beyond the detector signal must be made at Restricted Speed for one-half mile watching carefully for evidence of track damage from dragging or derailed equipment.

Report must be made to the train dispatcher by the first available means of communication when purple indication is displayed by dragging equipment detector.

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, 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."

223. Modify to include and authorize the following abbreviations and may be used in train orders and other records:

- ABSS - Automatic Block Signal System
- ABS - Automatic Block Signal
- XOVER - Crossover
- XING - Crossing
- Initials for signature of the Superintendent

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.

1028. Revised to read: IN CTC TERRITORY, track cars operating on the main track must be protected by Positive Stop ABS.

Employee, before placing or operating track car on main track, must identify himself by name and location and secure authority from the train dispatcher or operator, including time and limits. This authority will be written in train dispatcher's or operator's book as transmitted and copied on Form 3289 (Track Car Authority To Operate Within CTC Territory), repeated by the employee receiving it and underscored by the employee granting it as it is repeated.

All signals governing movements into the limits granted must be placed in STOP position and proper blocking applied to blocking panel. Blocking must not be removed or signals cleared into the specified limits until the employee who received the authority has reported in the clear.

Before granting authority, the train dispatcher or operator must be assured that no conflicting train or locomotive movements have been authorized in the designated limits.

Track limits must extend between specific points rather than general locations and between points of communication, if possible.

Unless otherwise provided, the authority issued must be "positive (call) track car blocks", and the time granted, for information only, as to when track car must be in the clear of the main track to avoid delay to trains. Track car operator must call immediately upon arrival at point of communication and clear his "block".

A "time only block" may be issued only when necessary to operate a track car to a point where there is no communication. In such case, it must be understood by the track car operator that no protection will be afforded beyond the time limit granted and that the track car must be clear of the main track not later than the time specified.

21. 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

22. Hospital Association Doctors for care of sick or injured employes:

623-8443.... Denver and vicinity	A.T. Waski.....	Carbondale
R.G. Lewis, Ortho.....	J.M. Lamme, Jr.	Walsenburg
Ray G. Witham.....	W.A. Merritt.....	Walsenburg
H.S. Richards.....	M.A. Baer, D.D.S.....	Alamosa
R.G. Lewis.....	J. Griffie, D.D.S.....	Alamosa
T.W. Rigg.....	A.E. Duncan.....	Alamosa
C.S. Slocum Jr., O.D. Steamboat	S.D. Nichols.....	Alamosa
E.L. Dyer.....	W.C. Riley.....	Alamosa
D.J. Williams.....	J.W. Ruddell.....	Alamosa
A. Demshki, E,N & T....	B. Erickson.....	Alamosa
T.A. Gunter, Dentist.....	N. Riggenschach.....	Alamosa
J. Hruby, D.D.S.....	R.P. Wagner, Ophthal.....	Alamosa
C.E. Jones, D.D.S.....	K.N. Tyler, Optom.....	Alamosa
W.N. Jorgensen, D.D.S. .	R. Culp, Psych.....	Alamosa
W.M. Lewallen, Jr.....	H.D. Thomas.....	LaJara
J. McKittrick.....	W.R. Christensen, Inter..	LaJara
R.W. Dingle.....	E. Manning.....	DelNorte
James Pollard.....	K. Sheldon.....	DelNorte
W. Hilst.....	L. Barnett, Surg.....	DelNorte
R.M. Wexler.....	F.D. Brown, D.D.S.....	Durango
F.E. Stander.....	R.C. Pivonka.....	Durango
H.W. Phelps.....	G. Johnson.....	Durango
W.C. Shontz.....	L.W. Lloyd, Inter.....	Durango
W.W. Boucher.....	T.W. Halley, Surg.....	Durango
A.A. Harrington.....	Call 243-3545.....	Grand Jct
M.J. Stricca, D.D.S.....	N. Brethouwer.....	Montrose
D.A. Stricca, D.D.S.....	C.R. Shaver.....	Montrose
L.D. Cunningham.....	T. Chamberlain, Int..	Montrose
	Dermo.	
Sumio Go, Dermo.....	R. Motley.....	Montrose
L.D. Cole, Dermo.....	R.J. Bennett.....	Delta
W. Storms, Dermo.....	W.E. Brown.....	Hotchkiss
J.H. Hite.....	E.R. Orr.....	Fruita
W.E. Ingalls, Ophthal.....	J.P. Munsey.....	Moab
R.J. Black Schultz, Ortho	R.O. Murray.....	Moab
M.J. Welch, Urol.....	P.R. Mayberry, Surg.....	Moab
W.W. Wersich, Urol.....	S.L. Oliveto, DDS.....	Price
P.J. Gamache.....	R.T. VanOrden.....	Price
J.V. Bugiewicz.....	M.G. Morgan.....	Price
J.S. Hildebrand.....	J.K. Wright, Inter.....	Price
H.C. Grabow.....	J.E. Dorman, Ophthal.....	Price
E.L. Ley.....	M. Magliocco, Opto.....	Price
L.F. Greenlee.....	W.M. Gorishek, Surg.....	Price
J.L. Bruffy.....	D. Hanson, D.D.S.....	Helper
R.E. Smith, D.D.S....	A.R. Demman.....	Helper
R.B. Smith.....	O.W. Phelps.....	Helper
M.W. Weber, Ophthal.....	N.M. Larson, D.D.S....	Ephraim
L.J. Leonardi.....	H.B. McQuarrie.....	Ephraim
T. Sandell.....	H.J. Davidson.....	Manti
W. Mehos.....	L.H. Stewart.....	Gunnison
V.A. Veltri.....	W.R. Worley, Jr.....	Richfield
J.E. Dudley.....	P.S. Groneman.....	Springville
M. Hiestand.....	R.H. Nightingale.....	Springville
J.N. Kehoe.....	J.M. Nance, Ob-Gyn.....	Springville
G. Philbin.....	W.G. Biesinger, Sg.....	Springville
R. Taylor.....	P.E. Brockbank.....	Spanish Fork
J.L. Ewing, Urol.....	Dentist	
T.I. Steinberg.....	P.G. Hughes.....	Spanish Fork
J.F. Christiansen.....	M.C. Moody.....	Spanish Fork
	Dentist	
F.D. Law, D.D.S.....	D. Clark, D.M.D.....	Provo
D.P. Hostettler.....	J.N. Aaron, Derm.....	Provo
E.E. Mueller.....	C.M. Smith, Sr.....	Provo
M.J. Jacobs.....	J.B. Westwood.....	Provo
J.R. Brooks, Ophthal..	R.A. Nimer, Inter.....	Provo
R.W. Viehe, Surg.....	M.D. Gardner, Inter.....	Provo
V.A. Gould.....	V.J. Parker, Inter.....	Provo
R.R. Oden, Ortho.....	M.C. Oaks, Ophthal.....	Provo
	D.G. Ririe, Ophthal.....	Provo
	R.W. Petty, Ophthal.....	Provo

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

C.M. Smith Jr., Ortho.....	Provo	C.C. Hall.....	Salt Lake
J.M. Carlson, Jr., Ortho...	Provo	Ortho. Surg.	
H.D. Rees, Surg.....	Provo	J.H. Henrie.....	Salt Lake
C.S. Hatch, Urol.....	Provo	Ortho. Surg.	
D.E. Davis, Urol.....	Provo	C.H. McQueen.....	Salt Lake
J.R. Armstrong, Urol.....	Provo	D.L. Dingman.....	Salt Lake
H.J. Spencer, Urol.....	Provo	P& R Surg.	
B. Larsen.....	Lehi	J.E. Hansen.....	Salt Lake
V. Sundwall.....	Murray	P& R Surg.	
H.E. Young, Jr.....	Midvale	R.C. Mohr, Psych.....	Salt Lake
P. Chiodo, DDS.....	Salt Lake	J.L. Tedrow, Psych.....	Salt Lake
D. Handy, DDS.....	Salt Lake	J.R. Whitten, Psych....	Salt Lake
R.G. Wilson, Derm. ...	Salt Lake	P.M. Howard, Surg....	Salt Lake
A.S. Cooper, Derm. ...	Salt Lake	C.M. Parrish.....	Salt Lake
H. Berman, EN&T....	Salt Lake	T& C Surg.	
R.T. Ferguson.....	Salt Lake	M.B. Pearch.....	Salt Lake
E.N.&T.		T& C Surg.	
W.J. Haight, EN&T....	Salt Lake	E.C. McGough.....	Salt Lake
J.E. Hansen, EN&T....	Salt Lake	T& C Surg.	
R.T. Van Orden.....	Salt Lake	D.S. Dahl, Urol.....	Salt Lake
E.N.&T.		H.E. Fisher Jr., Urol.	Salt Lake
R.O. Hummer.....	Salt Lake	R.L. Mackey, Urol....	Salt Lake
S.D. Neff.....	Salt Lake	B.A. Merritt, Urol.....	Salt Lake
R.P. Bigelow, Inter....	Salt Lake	A.W. Middleton Sr.....	Salt Lake
G.D. Gross, Inter.....	Salt Lake	Urol.	
A.H. Namba, Inter. ...	Salt Lake	A.W. Middleton Jr.....	Salt Lake
S.A. Lawson, Inter....	Salt Lake	Urol.	
R.W. Ward, Inter.....	Salt Lake	G.W. Middleton, Urol.	Salt Lake
W.M. Herbertson.....	Salt Lake	J.E. Smith, Surg.....	Sandy
Neuro.		N.Z. Tanner.....	Layton
R.C. Mohr, Neuro.....	Salt Lake	G.S. Diument.....	Bountiful
G.R. Moress, Neuro....	Salt Lake	O.H. Guymon Jr.....	Bountiful
N.M. Nord, Neuro.....	Salt Lake	Surg.	
C.B. Powell, N. Surg.	Salt Lake	J. Amano.....	Clearfield
P.M. Heilburn.....	Salt Lake	R.C. Petersen.....	Clearfield
N. Surg.		A.W. Petty, D.D.S.....	Ogden
D.L. Day, OB-GYN....	Salt Lake	E.J. West, D.D.S.....	Ogden
C.F. Behle, Ophthal....	Salt Lake	D. Hansen, D.D.S.....	Ogden
R.V. Despain, Ophthal..	Salt Lake	C.S. Feeny, Inter.....	Ogden
E.B. Muir, Ophthal....	Salt Lake	D.M. Petersen, Inter.....	Ogden
J.H. Quinn, Ophthal....	Salt Lake	D.M. Moore, Inter.....	Ogden
G.S. Tanner, Ophthal...	Salt Lake	P.N. Hale, Ophthal.....	Ogden
N.R. Beck.....	Salt Lake	J.A. McMurrin, Surg.....	Ogden
Ortho. Surg.		D.W. Packard, Urol.....	Ogden

PRACTICE SAFETY TODAY
TOMORROW MAY BE TOO LATE

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- 3128	SD-40 5341- 5385 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.....	1600	1050	1200	1300	1750	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.....	Manarch.....	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

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- 3128	SD-40 5341- 5385 SD-45 5315- 5340	ADJUST- MENT FACTOR
Subdiv. 16 Wye.	East Yard	6000	4000	4700	5000	7000	
Helper	Castle Gate	1350	860	1050	1125	1520	
Castle Gate	Kyune	1150	725	800	900	1300	3
Kyune	Soldier Summit	2600	1650	1950	2050	2900	3
Provo	Thisle	3300	2150	2500	2700	3800	3
Thisle	Soldier Summit	1400	890	1050	1125	1600	3
Provo	Geneva		4500	5400	5800		8
Salt Lake	Ogden	4300	2900	3500	3700	5100	8
Ogden	Salt Lake	4300	2900	3500	3700	5100	8
Colton	Scofield	1420	950	1150	1200	1650	3
Scofield	Clear Creek	850	550	650	700	950	2
Midvale	Welby	1200	800	950	1000	1400	2
Welby	Dalton Jct.	900	550	650	700	1350	2
Dalton Jct.	Lead Mine	800	520	600	650	950	1
Dalton Jct.	Lark	800	520	600	650	950	1
Magna	Welby	3150	2100	2450	2650	3700	3
Springville	Santaquin	2600	1600	1900	2050	2850	5
Pearl	Santaquin	2600	1600	1900	2050	2850	5
Keigley	Bergin	650	400	470	500	700	1
Thisle	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.

24.

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

25. 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."