



**Denver and Rio Grande Western
Railroad Company**

SYSTEM

TIME-TABLE

No. 5

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

MONDAY, APRIL 25, 1983

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

A. H. NANCE
General Manager

L. R. PARSONS
Chief Transportation Officer

COLORADO DIVISION

A.L. Marzano	System Superintendent	Denver
D.W. Pope	Asst. Superintendent	Denver
W.D. Lucore	Asst. Superintendent	Grand Jct.
R.L. Jackson	Supt. of Safety, Rules & Training	Denver
S.F. Aydelott	Trainmaster	Denver
J.J. Vess	Asst. Trainmaster	Craig
D.A. Hall	Trainmaster	Phippsburg
S.D. Smith	Trainmaster	Denver
J.W. Harvey	Road Foreman Eq.	Minturn
M.B. Davis	Trainmaster & Roadmaster	Alamosa
L.H. Pennington	Trainmaster	Pueblo
R.E. Dowling	Terminal Trainmaster	Denver
G.L. Openshaw	Terminal Trainmaster	Pueblo
J.K. Howard	Road Foreman of Equipment	Denver
D.E. Campbell	Road Foreman of Equipment	Denver
M.G. Leonard	Road Foreman of Equipment	Pueblo
H.D. Gibbs	Road Foreman of Equipment	Pueblo
N.R. Holmes	Road Foreman of Equipment	Grand Jct.
J.H. Norton	Trainmaster	Grand Jct.

UTAH DIVISION

A.L. Marzano	System Superintendent	Roper
K.F. Higham	Asst. Superintendent	Roper
W.D. Lucore	Asst. Superintendent	Grand Jct.
J.E. Aberton	Director of Safety, Rules & Training	Roper
S.W. Wait	Division Trainmaster	Roper
V.J. Fowler	Trainmaster	Helper
E.C. Anderson	Trainmaster	Provo
R.N. Hyatt	Trainmaster	Grand Jct.
L.S. Murray	Terminal Trainmaster	Grand Jct.
J.C. Dyet	Terminal Trainmaster	Roper
T.R. Lewis	Road Foreman of Equipment	Roper
V. Sacco	Road Foreman of Equipment	Grand Jct.
W.J. Wells	Road Foreman of Equipment	Helper
E.H. Twehous	Road Foreman of Equipment	Helper
W.J. Holtman, Jr.	Road Foreman of Equipment	Roper
M.S. Leatherbury	Asst. Trainmaster-Agent	Ogden

SYSTEM

O.W. Geisler	Manager of Transportation	Denver
M.E. Wood	Chief Dispatcher	Denver
J.K. Brockett	Chief Dispatcher	Denver
G.L. Rees	Chief Dispatcher	Denver
D.V. Olsen	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	595-2129
System Train Dispatcher	Denver	595-2193
Colo. Divn. Superintendent	Denver	595-2454
North Yard, Yard Office	Denver	595-2351
Burnham, Master Mechanic	Denver	595-2174
Pueblo, Yard Office	Pueblo	544-7814
Minturn	Minturn	827-5375
Alamosa, Yard Office	Alamosa	589-4981
Grand Jct., East Yard	Grand Jct.	248-4231
Grand Jct., Asst. Supt.	Grand Jct.	248-4236
Helper, Yard Office	Helper	472-5871
Roper, Master Mechanic	Salt Lake City	974-9267
Roper, Yard Office	Salt Lake City	974-9213
Utah Divn. Supt., Roper	Salt Lake City	974-9314

Condensed Freight Train Schedules (For Information Only)	WESTWARD										EASTWARD									
	87	83	85	81	95	101	79	77	75	71	STATIONS	54	34	42	48	36	100	52	32	
0530	0600	1600	2015	2000	1930	0930	0300	0200	0200	0300	Denver	1800	2030	0800	0900	0600	1145	1800	2350	
0945	1030	2015	2230	0015	2345	0930	2300	2100	2330	2300	Bond	1340	1630	0200	0400	0100	0750	1300	1830	
1330	1425	0005	0225	0330	0300	1505	0530	0420	0535	0500	Minturn	1355	1630	0230	0430	0130	0700	1315	1930	
1335	1430	0010	0230	0350	0305	1820	0925	0850	0925	0920	Grand Junction	1025	1230	2130	0001	2130	0435	0835	1430	
1740	1900	0415	0700	0740	0705	2140	1400	1400	1330	1300	Helper	0905	0830	1430	1700	1500	0100	0700	1400	
2100	2300	0815	1100	1100	1025	0130	1800	1800	1650	1650	Roper	0510	0500	0900	1230	1100	2130	2130	2115	
2200	2300	0830	1100	1700	1055	0145	2200	2200	2200	2200	Ogden	0135	0400	0730	1030	2115	2115	2115	2115	
2300	2300	1000	1100	1800	1215	0245	2300	2300	2300	2300	Ogden	0030	0300	0600	0900	2020	2000	2000	2000	

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

SOUTH & WEST		NORTH & EAST	
67	65	63	62
1600	0400	STATIONS	68
2300	0900	Denver	66
.....	.....	.....	0300
.....	.....	Pueblo	2300
.....	.....	Alamosa	1700
.....	.....	1100	2200
.....	.....	2300	.....

FIRST CLASS 5 Passenger	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	Capacity of Siding in feet	FIRST CLASS 6 Passenger
					E. Sw.	W. Sw.	Arrive Daily			
0800	10	0.0	10	0001	DENVER 1.0 BKR				2100	
	↓	1.0	↓	0002	PROSPECT DNJ 0.5					
	20	1.5	20	0003	FOX JCT. 1.0					
	↓	2.0	↓	0004	NORTH YARD. DNBRK 0.7	30	30	Yard		
	25	2.5	25	0005	UTAH JCT. 1.6					
	↓	3.2	↓		C & S JCT. 7.6					
	65	4.8	60	0012	LEYDEN 5.6	30	30	5500		
	↓	7.0	↓	0018	ROCKY 3.2	30	30	4900		
	50	12.0	30	0021	CLAY 3.3	30	30	5750		
	↓	12.4	↓	0025	PLAIN 3.3	30	30	6500		
	50	18.0	30	0031	CRESCENT 6.3	30	30	5550		
	↓	21.2	↓	0037	CLIFF 4.6	30	30	6900		
	25	24.5	25	0042	ROLLINS 5.0	30	30	8300		
	↓	31.2	↓	0047	TOLLAND 3.0	30	30	5650		
	40	37.5	30	0050	EAST PORTAL 6.8	30	30	5750		
	↓	42.1	↓	0057	WINTER PARK 5.3	30	30	7100		
	35	56.4	35	0062	FRASER 3.8	30	30	4800		
	↓	56.9	↓	0066	TABERNASH 9.8	30	30	9800		
	25	58.6	25	0076	GRANBY 10.4	30	30	E4550 W4750	S 1810	
S 1025	↓	62.2	↓	0086	SULPHUR 6.8	30	30	7800		
	55	66.0	55	0093	FLAT 5.0	30	30	7050		
	↓	67.0	↓	0098	TROUBLESOME 5.5	30	30	5550		
	30	73.0	30	0103	KREMMLING 2.5	30	30	5950		
	↓	75.8	↓	0106	GORE 5.3	30	30	6700		
	70	86.2	70	0111	AZURE 5.1	30	30	4800		
	↓	93.0	↓	0116	RADIUM 6.6	30	30	8400		
	70	98.0	70	0123	YARMONY 6.3	30	30	4550		
	↓	103.5	↓	2302	BOND. JRWY 12.8				S 1640	
	25	106.0	25	2306	DELL 13.1	30	30	7400		
	↓	106.3	↓	2314	RANGE 11.6	30	30	7700		
	35	111.3	35	2276	DOTSERO 11.6					
	↓	116.0	↓							
	55	123.0	55							
	↓	129.3	↓							
	55	142.1	55							
	↓	155.2	↓							
	55	166.8	55							
Arrive Daily					(166.8)				Leave Daily	

Exceptions:

Zone Speeds:

Psg'r Trains, Light Loco or Loco & cab only 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 4):	
MP 50.1 - 7.0 (Eastward)	20
Bond - MP 116	25
MP 128.2 - 129.7, Bond Westward Main Track	20
MP 3.4 Wheel Checker	25
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 and End of Two Main Tracks	30
Dotsero Junction Switch	40
All other turnout speeds	15

Sidings:

Tabernash	20
Clay	10

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Subdivision 3 Stations			Siding Turnout Speeds MPH	Capacity of Siding in feet
				E. Sw.	W. Sw.	Arrive Daily		
70	120.5	70	4000	PUEBLO DNBRK 2.5			Yard	
↓	123.0	↓	1702	GOODNIGHT 7.8				
70	130.8	70	1712	SWALLOWS 8.8	30	30	7350	
↓	139.6	↓	1714	HOBSON 6.2	30	30	6800	
60	145.8	60	1720	PORTLAND 1.3			Yard	
↓	147.1	↓	1722	ADOBE 4.8	30	30	6100	
60	151.9	60	1724	FLORENCE 8.9	30	30	6900	
↓	158.0	↓	1740	CANON CITY RWY 10.4	30	30	7200	
45	160.8	45	1754	PARKDALE 4.5	30	30	9000	
↓	171.2	↓	1756	SPIKE BUCK 8.4	30	30	4800	
45	175.9	45	1762	TEXAS CREEK 7.6	30	30	6150	
↓	184.1	↓	1782	COTOPAXI 6.4	30	30	5800	
45	191.7	45	1784	VALLIE 9.9	30	30	6150	
↓	198.1	↓	1792	SWISSVALE 7.1	30	30	6600	
45	208.0	45	2002	SALIDA 7.1	30	30	Yard	
↓	215.1	↓	2010	BROWN CANON 10.7	30	30	9900	
50	222.2	50	2016	NATHROP 11.8	30	30	6750	
↓	230.0	↓	2026	AMERICUS 7.4	30	15	6750	
50	232.9	50	2032	PRINCETON 11.5	30	30	7600	
↓	240.0	↓	2040	KOBE 7.4	30	30	8050	
50	244.7	50	2100	MALTA 9.3	30	30	Yard	
↓	252.1	↓	2208	TENNESSEE PASS 8.2	30	30	7850	
45	262.0	45	2216	PANDO 7.7	30	30	8250	
↓	263.6	↓	2232	BELDEN 5.8	15	15	10500	
45	271.0	45	2250	MINTURN DBKRWY	30	30	Yard	
20	280.3	20						
↓	288.5	↓						
20	296.2	20						
↓	298.0	↓						
30	301.7	30						
↓	302.0	↓						
20		20						
				(181.9)				

Exceptions:

Zone Speeds:

Light Locomotive or Loco & cab only with operative Dynamic Brake:

MP 280.3 - 298.0 (Westward)	25
"Bulk" Trains (see Rule 4 MP 280.3 - 302.0 (Westward))	15
Over crossover switch MP 280.3	20

Turnout Speeds:

Goodnight, End of Two Main Tracks	60
All other turnout speeds	15

City Ordinances:

Florence	40
Buena Vista	40
MP 120.6 Wheel Checker, westward track	25

MPH

FIRST CLASS 5 Passenger	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Subdivision 4 Stations	Siding Turnout Speeds		Capacity of Siding in feet	FIRST CLASS 6 Passenger	
						MPH				Arrive Daily
						E. Sw.	W. Sw.			
	20	302.0	20	2250	MINTURN .DBKRWY	30	30	Yard		
		302.6			6.2					
		308.2		2256	AVON	30	30	8350		
					10.8					
	40	319.0	40	2260	WOLCOTT	30	30	7550		
		332.0		2270	SAGE	30	30	7750		
		341.9		2276	DOTSERO	30	30	6150		
		347.5		2282	ALLEN	30	30			
		350.5		2284	SHOSHONE	30	30	3900		
	50	355.0	50	2288	GRIZZLY	30	30	5050		
S 1330		360.1		2290	GLENWOOD .JRWY	30	30	E10450 W 7600	S 1505	
		368.1		2508	CHACRA	30	30	6900		
		372.7		2512	NEWCASTLE	30	30	6250		
		379.5		2520	SILT	30	30	5800		
S 1400		386.6		2528	RIFLE	30	30	6150	S 1435	
		399.1		2538	DOS	30	30	5850		
		404.0		2540	GRAND VALLEY	30	30	5200		
		408.7		2542	UNA	30	30	6150		
		412.0			7.9					
		416.6		2546	DE BEQUE	30	30	4725		
					6.7					
	50	423.3	50	2552	AKIN	30	30	6250		
		427.7		2554	TUNNEL	30	30	4650		
		432.6		2560	CAMEO	30	30	4350		
		437.0		2572	PALISADE	30	30	12200		
		442.5		2578	CLIFTON	30	30	5200		
	70	445.0	70	2580	FRUITVALE					
		447.3		2582	EAST YD .DNBKR			Yard		
S 1535		449.0			2.3			Yard		
	25	450.0	25	5000	GRAND JCT .BJKR			Yard	1325	
Arrive Daily					(147.6)				Leave Daily	

Exceptions:	MPH
Grand Junction Siding, between 10th St. and West Wye Switch	10
MP 448.8 Wheel checker	25
Turnout Speeds:	
Dotsero, Junction switch — MP 341.9	40
Allen, End of 2 Main Tracks	30
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
City Ordinances: Palisade	40
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.

FIRST CLASS 5 Passenger	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Subdivision 5 Stations	Siding Turnout Speeds		Capacity of Siding in feet	FIRST CLASS 6 Passenger	
						MPH				Arrive Daily
						E. Sw.	W. Sw.			
	1540	450.0		5000	GRAND JCT. DNRBKJ	...	30	Yard	S 1320	
		451.7		2802	DURHAM	30	30	5000		
		460.5		2808	FRUITA	30	30	E 6600 W 6200		
		468.9		2812	MACK	30	30	7500		
		473.1		2816	RUBY	30	30	7400		
		478.0		2818	SHALE	30	30	4400		
		483.3		9920	UTALINE	30	30	6000		
		488.4		9922	WESTWATER	30	30	9800		
		498.1		9926	AGATE	30	30	7400		
		504.4		9928	CISCO	30	30	4800		
		510.5		9930	WHITEHOUSE	30	30	6000		
		515.6		9932	ELBA	30	30	5400		
		520.7		9934	SAGERS	30	30	7600		
F 1655	70	528.1	70	9938	THOMPSON	...	30	7100	F 1135	
		533.8		9940	BRENDEL	30	30	5000		
		540.4		9942	FLOY	30	30	5800		
		546.9		9944	SOLITUDE	30	30	7600		
F 1720		555.2		9950	GREEN RIVER	...	30	6900	f 1110	
		561.5		9003	SPHINX	30	30	6000		
		567.6		9004	DESERT	30	30	5900		
		574.2		9006	VISTA	30	30	5900		
		581.4		9008	WOODSIDE	30	30	6200		
		586.6		9010	GRASSY	30	30	6100		
		593.1		9012	CEDAR	30	30	5900		
		602.9		9016	MOUNDS	30	30	8700		
		611.3		9021	WASH	30	30	11000		
		613.0		9022	WELLINGTON	30	30	6000		
		619.1		9026	PRICE	30	30	E 6200 W 4200		
		622.1		9028	MAXWELL	30	30	6400		
S 1840		626.4		9032	HELPER (YL) .DNRBK	...	...	Yard	0955
Arrive Daily					(176.8)				Leave Daily	

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

FIRST CLASS	Zone Speeds Westward	Mile Post	Zone Speeds Eastward	Station Number	UTAH DIVISION Subdivision 6	Siding & Xover turnout speeds	Capacity of Siding in feet	FIRST CLASS
5					Stations	MPH		6
Leave Daily	MPH		MPH			E. Sw.		Arrive Daily
1840		626.4		9032	HELPER (YL) .DNRBK 0.9		Yard	S 0955
		627.3			HELPER XOVER	30 30		
		628.8		9038	UTAH RY JCT XOVER	15 15		
	30	630.4	25	9044	CASTLE GATE		Yard	
		632.0			LYNN XOVER	30 30		
		638.9		9050	KYUNE	15 15	5200	
	60	644.4	60	9054	COLTON		Yard	
		651.4		9056	SOLDIER SUMMIT . Y	30 30	W8300	
	25	661.0	30	9060	GILLULY	30 30	7900	
		665.6						
	40	672.3	45					
	35	676.0	40					
	40	676.7	45					
		681.0		9070	THISTLE XOVER . JWY W 15.0 E 16.0	30 30	Yard	
		695.8		9302	SPRINGVILLE XOVER	50 50		
		698.6		9306	IRONTON XOVERS . .	30 30		
S 2045		701.1		9310	PROVO		Yard	S 0750
		705.7		9318	LAKOTA XING			
		707.1		9317	GENEVA XOVER . . .	30 30		
		708.4		9319	PIPE MILL			
	70	715.0	70	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		
		740.8		9348	EAST ROPER XOVER .	30 30		
2125		742.0						
	30	742.5	30	6000	ROPER		Yard	
		744.2		9354	UP 9TH SO XING . A			
		745.1		6000	SALT LAKE CITY . B		Yard	0700
Arrive Daily					Eastward 119.7 Westward 118.7			Leave Daily

Exceptions: MPH

Zone speeds:

Psg'r Trains, Light Loco or Loco & cab only 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 4):	
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 Junction Switch MP 644.8	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	40
Salt Lake City, 9th South-4th North	25
Geneva Steel Plant Yard	10
Union Pacific Coal Tracks 1 & 2, Provo	15

Zone Speeds Westward	Mile Post	Zone Speeds Eastward	Station Number	UTAH DIVISION Subdivision 7	Siding & other turnout speeds MPH		Capacity of tracks in feet	
					E. Sw.	W. Sw.	Siding	Other
	745.1		6000	SALT LAKE CITY (YL) B				Yard
	2nd So.			0.4				
25	745.5	25	9808	GRANT TOWER M				
15	1st No.	15		3.2				
	748.7		9812	UP BECKS XING M				
				1.6				
	750.3		9814	UP NO. SALT LAKE XING . M				
				1.7				
	752.0		9822	UTAH EMULSIONS	15			400
				0.8				
	752.8		9824	FRY	15			500
				1.1				
	753.9		9824	WOODS CROSS	30 30			7000
				13.7				
70	767.6	70	9840	LAYTON	15 15			2350
				2.8				
	770.4		9847	CLEARFIELD B	30 30			7900
				0.9				
	771.3		9848	UP SYRACUSE XING M				
				3.8				
	775.1		9854	ROY	15 15			3000
				4.2				
	779.3		9856	UP SUGAR WORKS XING M				
				1.8				
30	781.1	30	9886	TRANSFER DNRB				Yard
				0.9				
	782.0		9886	OGDEN				
				(36.8)				

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 MPH		Capacity of tracks in feet	
				E Sw.	W Sw.	Siding	Other		
20	128.8	20	0129	BOND 9.9				Yard	
	138.7		0139	CRATER 4.0	30	30	5100		
40	142.7	40	0143	VOLCANO 9.3	30	30	7400	4800	
	149.5		0152	TOPONAS 9.8	30	30	5760	2250	
25	161.8	25	0162	YAMPA 6.2		15		3400	
	168.0		0168	PHIPPSBURG (YL) DBKRWY 6.2	15	15		Yard	
20	173.4	20	0174	EDNA 1.3	15	15		Yard	
	174.2		0175	HAYBRO 2.7	15	15	2300		
30	178.2	25	0178	PARK 5.7	15	15	1900		
	183.9		0184	SIDNEY 7.2	30	30	4700		
40	191.1	35	0191	STEAMBOAT 8.9	30	30	3600		
	200.0		0199	ADAMS 1.2	30	30	8480		
40	201.2	35	0201	MILNER 4.8	15	15	4100		
	206.0		0206	BEAR RIVER 2.0	15	15	3500		
40	208.0	35	0208	HARRIS 3.0	15	15	1900		
	211.0		0211	DAWSON 2.9	30	30	7400		
40	213.9	35	0215	H. G. SPUR 1.2	15			Yard	
	215.1		0215	HAYDEN 6.9	15	15	3400		
40	222.0	35	0222	DORSEY 9.0	30	30	7000		
	231.0		0231	EVANS 0.7	30	30	8450		
40	231.7	35	0232	CRAIG (YL) DBKWYR				Yard	

Exceptions:		MPH
Zone Speeds:		
Energy Spur, MP 200		20
Colute Spur, MP 209.9		10
Axial Spur, MP 230		25
Weigh in motion scale, MP 13 Energy Spur: Weighing		3
Passing over		10
Turnout Speeds:		
Bond, Jct. switch MP 128.8		30
Adams Jct Switch, MP 200.0		30
All other turnout speeds		15
East Evans, Switches between MP 230.1 and MP 230.3		20

**THE SAFE WAY
IS THE RIGHT WAY**

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Monarch Spur Stations		Turnout Speeds MPH		Capacity of tracks in feet
				E Sw.	W Sw.	E Sw.	W Sw.	
10	215.1	10	2002	SALIDA	wy			Yard
	215.4		9.5					
20	224.6	20	3014	MAYSVILLE		15	15	1,400
	228.5		8.8					
12	233.4	12	3020	GARFIELD		10	10	400
	236.5		3.1					
			3028	MONARCH				Yard
				(21.4)				

Exceptions:		MPH
Zone Speeds:		
Light Loco, with operative dynamic brake and Loco. with Operative dynamic brake & caboose only:		
MP 236.5 - 228.5 (Eastward)		12
MP 228.5 - 224.6 (Eastward)		20
All other turnout speeds		10
Sidings		10

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Leadville Branch Subdivision 3-A Stations		Turnout Speeds MPH		Capacity of tracks in feet
				E Sw.	W Sw.	E Sw.	W Sw.	
15	271.0	15	2100	MALTA	JY			Yard
	273.3		2.3					
15	274.3	15	2104	EILERS				Yard
	274.3		1.0					
15	275.9	15	2106	AS&R SPUR		15		400
	275.9		1.6					
			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		Turnout Speeds MPH		Capacity of tracks in feet
				E Sw.	W Sw.	E Sw.	W Sw.	
30	360.1	25	2290	GLENWOOD	JRYW			Yard
	370.0		2.7					
20	372.9	20	2415	SNOWMASS				Yard
	372.9		10.1					
20	373.0	20	2416	ANSCHUTZ		15	15	2000
	373.0		0.1					
20	375.0	20	2416	CARBONDALE	w	15	15	Yard
	375.0		2.0					
20	385.1	20	2416	MID-CONTINENT		15	15	Yard
	385.1		10.1					
20	387.4	20	2432	WINGO		15	15	500
	387.4		2.3					
20	392.9	20	2436	BATES		15	15	1000
	392.9		5.5					
			2437	WOODY CREEK		15	15	Yard
				(32.8)				

Exceptions:		MPH
Snowmass MP 370:		
All Tracks		10
Under loadout bin		2
Speed over weigh-in-motion scale MP 374.2		
Passing over		5
Weighing-in-motion		3
Wingo Bridge MP 384.9		10
All other turnout speeds		15
Sidings		15

Zone Speeds Westward ↓ MPH	Mile Post	Zone Speeds Eastward ↑ MPH	Station Number	COLORADO DIVISION Subdivision 8		Turnout Speeds		Capacity of tracks in feet	
				Stations		MPH			
				E. Sw.	W. Sw.	E. Sw.	W. Sw.		
20	118.9	20	4000	PUEBLO DNEBJKR 3.0 MINNEQUA A 1.0 SOUTHERN JCT 19.1 CEDARWOOD 11.5 LASCAR 16.4 WALSENBURG (YL) DJ 15.3 LA VETA WY	...	...	...	...	Yard
	121.9		1136		...	...	...	...	Yard
	122.9		1140		...	...	...	...	...
	175.0		1180		...	...	...	...	Yard
	190.3		1550		...	...	...	...	Yard
	195.0		1560		6.5	15	15	1500	...
	196.8				OCCIDENTAL 10.4	15	15	1700	...
	207.2		1564		FIR Y 7.4	15	15	3400	...
	213.0		1570		SIERRA 13.6	15	15	2200	...
	214.6				FT. GARLAND 4.2	15	15	Yard	...
223.0	1578	BLANCA 19.3	15	15	Yard	...			
228.2		ALAMOSA (YL) RDNEBJKWY	...	...	Yard	...			
232.4	1578	...	...	...	...	...
251.7	1590	...	...	...	...	Yard			
			(127.7)						

Exceptions:	MPH
All other turnout speeds	10
Sidings	10

* See BN Fort Worth Division Timetable.

**REMEMBER —
DO IT THE SAFE WAY**

Zone Speeds Westward ↓ MPH	Mile Post	Zone Speeds Eastward ↑ MPH	Station Number	COLORADO DIVISION Creede Branch Subdivision 10		Turnout Speeds		Capacity of tracks in feet	
				Stations		MPH			
				E. Sw.	W. Sw.	E. Sw.	W. Sw.		
30	251.7	30	1590	ALAMOSA (YL) RDNEBJKWY 11.4 PARMA 0.5 AGRO 2.5 ZINZER 0.9 SUGAR JCT Y 0.4 PLEASANT SPUR 1.6 MONTE VISTA 13.8 DEL NORTE 6.1 HANNA 9.3 SOUTH FORK 0.9 DERRICK Y 13.0 WAGON WHEEL GAP 6.0 WASSON Y 2.6 CREEDE	...	...	...	...	Yard
	263.1		1604		...	15	15	700	...
	263.6		1605		...	15	15	500	...
	266.1		1606		...	15	15	1500	...
	267.0		1612		...	15	15	Yard	...
	267.4		1611		...	15	15	600	...
	269.0		1612		...	...	...	Yard	...
	282.8		1624		...	15	15	850	...
	288.9		1628		...	15	15	700	...
	298.2		1638		...	15	15	1000	...
299.1	1640	...	...	...	...	...
300.0	1650	312.1	10	10	500	...			
318.1		1654	10	10	1000	...			
320.7	1661	...	...	...	Yard	...			
			(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 Antonito Branch Subdivision 11		Turnout Speeds		Capacity of tracks in feet			
				Stations		MPH					
				E. Sw.	W. Sw.	E. Sw.	W. Sw.				
25	251.7	25	1590	ALAMOSA (YL) RDNEBJK 4.3 LA FRUTO 1.0 HENRY 2.6 ESTRELLA 6.6 LA JARA 3.5 BOUNTIFUL 3.6 ROMEO 7.0 ANTONITO Y	Yard		
	256.0		3541		15	15	300	...			
	257.0		3542		15	15	500	...			
	259.6		3544		15	15	1700	...			
	266.2		3546		...	...	Yard	...	
	269.7		3548		15	15	1000	...			
	273.3		3555		15	15	1900	...			
	280.3		3557		...	...	Yard	...	
						(28.6)					

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

Left Intentionally Blank

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Montrose Branch Subdivision 16 Stations	Turnout Speeds MPH		Capacity of tracks in feet	
					E. Sw.	W. Sw.	Siding	Other
25	351.5	25	2650	MONTROSE	15	15	.....	Yard
	353.2		2650	1.7 COLO CORE SPUR	15	...	.....	300
	353.5		2648	0.3 MEADE LBR SPUR .....	...	15	.....	200
	356.2		2644	2.7 COORS, ROE	15	15	.....	800
	356.9		2644	0.7 ROE	15	15	.....	900
	362.2		2638	5.3 OLATHE	15	15	.....	1200
30	372.8	30	2630	10.6 DELTA	15	15	.....	Yard
	377.5		2624	4.7 ROUBIDEAU	15	15	2960	.....
	397.7		2614	20.2 BRIDGEPORT .....	...	15	.....	4000
	411.8		2608	14.1 WHITEWATER .....	...	15	.....	2100
	424.3		5000	12.5 GRAND JCT. (YL) .....	...	...	.....	Yard
						DNBRJJKY	...	...	.....	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	Turnout Speeds MPH		Capacity of tracks in feet	
					E. Sw.	W. Sw.	Siding	Other
20	417.4	20	2744	OLIVER	15	15	.....	4300
	416.4		2743	0.8 ARCO	15	15	.....	Yard
25	415.3	25	2740	1.3 SOMERSET	15	15	.....	2900
	409.0		2731	8.2 CONVERSE	15	15	.....	6500
	407.1		2728	1.2 PAONIA	15	...	.....	1900
30	405.9	30	2718	8.1 HOTCHKISS	15	15	.....	1000
	404.5		2714	5.3 ROGERS MESA	15	15	7100	.....
	397.8		2630	19.7 DELTA (YL)	15	15	.....	Yard
				DNBRJJKY	...	...	.....	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	Turnout Speeds		Capacity of tracks in feet
					MPH		
					E Sw.	W. Sw.	
10	17.5	20	9106	SUNNYSIDE Y 4.3	...	...	Yard
	15.0						
25	13.2	30	9104	(YL) COLUMBIA JCT J 8.2	...	...	Yard
	6.0						
30	5.0	30	9101	BANNING 5.0	15	15	6200
	0.0				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	Turnout Speeds		Capacity of tracks in feet
					MPH		
					E Sw.	W. Sw.	
30	35.8	30	9943	POTASH 7.3	...	...	Yard
	28.5						
40	22.0	40	9941	EMKAY 7.2	15	15	500
	21.3						
40	18.3	40	9939	SEVEN MILE 3.0	15	15	Yard
	10.3						
40	10.3	40	9937	LEE 8.0	15	15	600
	0.0						
40	0.0	40	9935	ARCH 10.3	15	15	600
	0.0				9940	BRENDAL J	...

Exceptions: MPH

All other turnout speeds 15

Sidings 15

Zone Speeds Westward MPH	Miles from Colton	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Pleasant Valley Branch Subdivision 6-C Stations	Turnout Speeds		Capacity of tracks in feet
					MPH		
					E Sw.	W. Sw.	
10	21.1	10	9170	CLEAR CREEK 4.1	...	...	Yard
	19.5						
15	18.5	20	9158	(YL) VALCAM 1.0	15	15	7690
	15.2						
15	15.2	20	9156	SKYLINE 3.3	...	...	12600
	0.0						
15	0.0	20	9054	SCOFIELD 15.2	...	15	2800
	0.0				9054	COLTON JW	...	...	Yard

Exceptions: MPH

All other turnout speeds 15

Sidings 15

Zone Speeds Westward MPH	Miles from Thistle	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Marysville Branch Subdivision 6-D Stations	Turnout Speeds		Capacity of tracks in feet
					MPH		
					E Sw.	W. Sw.	
25	132.2	25	9297	MARYSVALE 11.6	...	...	Yard
	120.6						
25	111.7	25	9294	SEVIER 8.9	15	15	800
	110.0						
25	103.7	25	9291	ELSINORE 1.7	15	15	1100
	101.6						
25	100.1	25	9289	NIBLEY 6.3	15	15	2700
	96.3						
25	92.2	25	9284	RICHFIELD (YL) DKBR 2.1	15	15	Yard
	90.3						
25	90.2	25	9282	GRAMSE 1.5	15	15	2000
	86.4						
25	86.4	25	9279	KEMA 3.8	15	15	1500
	75.0						
25	72.9	25	9275	SIGURD 4.1	15	15	1700
	60.8						
25	60.8	25	9271	AURORA 1.9	15	15	2500
	53.4						
25	52.8	25	9270	IVIE-BEET SPUR 0.1	15	...	800
	52.5						
25	52.5	25	9270	IVIE-MILL SPUR 3.8	...	15	600
	38.6						
25	38.6	25	9262	SALINA WYR 11.4	15	15	Yard
	34.0						
25	34.0	25	9256	SPEARMINT 2.1	15	15	1900
	32.0						
25	32.0	25	9254	GUNNISON 12.1	15	15	500
	24.0						
25	24.0	25	9251	MANTI 7.4	...	15	2000
	23.3						
25	23.3	25	9228	EPHRAIM 0.6	15	15	Yard
	14.8						
25	14.8	25	9231	MORONI SPUR 0.3	15	...	Yard
	0.0						
25	0.0	25	9227	WEST EPHRAIM Y 13.9	15	15	3000
	0.0						
25	0.0	25	9216	MT. PLEASANT 6.6	15	15	800
	0.0						
25	0.0	25	9214	FAIRVIEW 8.7	15	15	900
	0.0						
25	0.0	25	9209	HILLTOP 8.5	15	15	1400
	0.0						
25	0.0	25	9206	INDIANOLA 14.8	15	15	1100
	0.0						
25	0.0	25	9070	THISTLE (YL) JWY	...	...	Yard

Exceptions: MPH

Zone Speeds:

Moroni Spur 25

SD-40, SD-45 locomotives between Salina & Richfield 10

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	Turnout Speeds		Capacity of tracks in feet
					MPH		
					E. Sw.	W. Sw.	
10	32.4	15	9436	BURGIN	15	15	900
	27.5		9435	4.9 PEARL	15	15	400
15	25.1	15	9432	2.4 ELBERTA	15	15	1000
	17.3		9423	7.8 TOWNSEND	15	15	600
25	17.0	25	9421	1.3 KEIGLEY	15	15	Yard
	16.0		9418	5.2 PAYSON	15	15	1400
40	10.8	40	9409	5.7 S.F. SUGAR FACTORY	15	15	4600
	10.0		9408	1.3 SPANISH FORK	15	15	1100
	5.1		9405	1.2 KIRBY .....	...	15	1000
	2.6		9302	2.6 SPRINGVILLE	15	15	Yard

Exceptions: MPH

All other turnout speeds 10

Sidings 10

Zone Speeds Westward MPH	Miles from Midvale	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Bingham Branch Subdivision 6-J Stations	Turnout Speeds		Capacity of tracks in feet
					MPH		
					E. Sw.	W. Sw.	
15	11.9	20	9630	2.4 LEAD MINE .....	...	...	Yard
	9.5		9626	2.0 PROLER STEEL	15	...	Yard
	7.5		...	0.8 DALTON JCT. ....	...	...	.....
	6.7		9627	0.1 BAGLEY	15	...	Yard
	6.6		9625	1.5 INTERSTATE BRICK	15	...	1200
	5.1		9624	0.8 WELBY	15	15	2300
	4.3		9623	0.6 BALKAMP	15	...	400
	3.7		9621	0.2 PLASTRONICS .....	...	15	400
	3.5		9620	0.5 CONTINENTAL COOPER .....	...	15	1000
	3.5		9618	1.5 IRECO	15	...	400
	2.0		9622	0.5 WEST JORDAN	15	15	1100
	1.5		9616	0.8 BOISE CASCADE .....	...	15	300
	0.7		9332	0.7 U.S. SMELTER .....	...	15	2200
	0.0		9332	0.7 MIDVALE .....	...	...	Yard

Exceptions: MPH

Zone Speed:
Highway Crossing at MP 903 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	Turnout Speeds		Capacity of tracks in feet
					MPH		
					E. Sw.	W. Sw.	
20	17.9	20	9676	3.5 MAGNA .....	...	...	.....
	14.4		9675	3.2 BONNE SPUR .....	...	15	200
30	11.2	30	9672	0.1 BACCHUS SPUR .....	...	15	Yard
	11.1		9670	0.4 KEARNS	15	15	900
	10.7		9674	5.6 EAST MAGNA SPUR	15	...	400
	5.1		9624	..... WELBY	15	15	2300

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	Turnout Speeds		Capacity of tracks in feet
					MPH		
					E. Sw.	W. Sw.	
12	5.5	20	9628	..... LARK .....	...	...	Yard
	3.5		9629	3.5 SNYDER	15	15	400
	0.0		...	..... DALTON JCT. ....	...	...	.....

Exceptions: MPH

All other turnout speeds 15

TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE

Sub Divn	Name	Mile Post	Stn No.	Car Cpty	Switch Connection
1-A	Stock Yard Spur	BL2.2	1001	Yard	West
	Chem	15.5	0015	40	West
	Rocky Spur:	18.0	0018	Yard	West
	A E C	18.0	0017	Yard	West
	G W A	18.0	0019	Yard	West
	AMAX	102.0	0102	Yard	East & West
	Egeria Spur	150.5		62	West
	Toponas House track	153.0	0153	45	East & West
	Yampa Stock track	161.8	0162	35	East & West
	1-B	Energy Spur:	200.1	0200		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
Axial Spur:		230.0	0230		East
Ute Jct.		3.0			East
Ute		9.2	0238	Yard	East
Empire Jct.		9.4	0250	Yard	East
Empire		11.6	0252	Yard	East
Axial		25.5	0265	Loop	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
4	Eagle	329.0	2268	31	East & West
	Gypsum	335.8	2272	21	East & West
	Union Carbide	388.2	2530	Yard	East & West
	Union Oil	404.0	2539	40	West
	Exxon-Union Spur			Yard	West
	Public Service	433.3	2562	Yard	East
5	Industry Tracks:	461.8			
	Runaround			3150	Derail
	Pabco spur			1000	West
	Smith Energy			900	West
	NOWSCO spur			1100	West
	Pabco	462.0	2807	20	West
	Gary	463.8	2809	Yard	East & West
	Loma	465.2	2810	40	East & West
	Atlas	559.0	9954	197	East
	C. V. Spur: (Wye)	615.8	9024	Yard	East & West
Acco		9025	80	East & West	
6	Lynn, Eastward track	632.5	9047	70	East & West
	Detour, Eastward track	665.0	9062	35	East
	Narrows, Eastward track	672.3	9066	30	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
	Pipe Mill Spur	710.1	9319	94	West
	Nash	722.8	9326	195	West
	Sampler, Westward track	737.4	9336	92	East & West
	Forest Products, Eastward track ..	737.8	9336	4	East
	Murray, Eastward track	738.7	9336	Yard	West
	Boise Cascade Lbr., Westward trk .	738.6	9336	3	West
	Titan Steel, Eastward track	738.9	9336	4	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
7	Oil Shale spur	750.0		Yard	East

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

OPEN HOURS

Stations	Week Days	Saturdays	Sundays and Holidays
Denver	Continuous	Continuous	Continuous
Prospect	Continuous	Continuous	Continuous
North Yard	Continuous	Continuous	Continuous
Phippsburg	Continuous	Continuous	Continuous
Craig	8:00 AM to 11:00 PM	9:00 AM to 5:00 PM	11:00 AM to 9:00 PM
Pueblo	Continuous	Continuous	Continuous
Canon City	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM Closed Sundays
Minturn	7:00 AM to 10:00 PM	7:00 AM to 3:00 PM	7:00 AM to 3:00 PM
Glenwood	8:30 AM to 5:30 PM	8:30 AM to 5:30 PM	8:30 AM to 5:30 PM
Minequa	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM
Walsenburg	Continuous	Continuous	Continuous
Alamosa	9:00 AM to 2:00 AM	Closed	Closed
Grand Jct.	Continuous	Continuous	Continuous
Delta	7:30 AM to 4:30 PM	7:30 AM to 4:30 PM	Closed
Thompson	8:00 AM to 4:30 PM	Closed	Closed
Helper	Continuous	Continuous	Continuous
Provo	7:30 AM to 4:30 PM	7:30 AM to 4:30 PM	Closed
Geneva	7:00 AM to 11:59 PM	7:00 AM to 11:59 PM	7:00 AM to 11:59 PM
Midvale	7:00 AM to 4:00 PM	Closed	Closed
Roper	Continuous	Continuous	Continuous
Grant Tower	Continuous	Continuous	Continuous
Clearfield	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM	Closed
Transfer	Continuous	Continuous	Continuous
Richfield	8:00 AM to 5:00 PM	Closed	Closed

Following are holidays: New Year's Day, Washington's Birthday, Good Friday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, day after Thanksgiving, Christmas Eve and Christmas, and New Year's Eve. 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 and 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.
1-B	Craig	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.
8	Pueblo	When authorized by train dispatcher (DRGW Clearance only)

AIR BRAKE AND RETAINER OPERATION, CAR LIMITS AND INSPECTION STOPS

4. Trains with 25 or more loads of coal or grain are bulk trains. Other 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-30, GP-35, GP-40	1000 tons
SD-40, SD-45	1300 tons
Utah Ry 300 Series	600 tons
Utah Ry 400 Series	1200 tons

These trains must not be operated in excess of 40 MPH.

4-A. On freight trains in territories show below:

Crater to Bond Winter Park to Fraser East Portal to Leyden Tennessee Pass to Minturn Leadville Branch	Monarch Spur Fir to La Veta Sunnyside to M P 6 Kyunne to Helper 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.

In calculating Operative Dynamic Brake for "Bulk" trains, include head-end power only.

Dynamic brake on head-end of trains must not exceed 24 axles. If locomotive consist on head-end of train exceeds 24 axles, the dynamic brake on additional units must be cut out.

Retainer Rules

In calculating Operative Dynamic Brake for retainer rule application, Time-table Rule 4-B thru 4-K, all units in the consist including helper units are to be included.

Crater to Bond, Winter Park to Fraser and East Portal to Leyden

4B. On freight trains if actual tonnage per unit with operative dynamic brake exceeds:

GP-30, GP-35, GP-40	2000 tons
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

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

GP-30, GP-35, GP-40	1500 tons
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

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

GP-30, GP-35, GP-40	1000 tons
SD-40, SD-45	1300 tons

beginning at head end of train, use ten retainers plus one retainer for each additional 200 tons. If dynamic brake is inoperative, retainers will be used on all cars.

Monarch Spur

4-E. 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

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

GP-30, GP-35, GP-40	1500 tons
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 La Veta

4-G. Beginning at head end of train, retainers will be used on 100% of all loaded cars.

Sunnyside Branch

4-H. 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

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

GP-30, GP-35, GP-40	1800 tons
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

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

GP-30, GP-35, GP-40	2000 tons
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

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

GP-30, GP-35, GP-40	1000 tons
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 Skyline.

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

4-L. Burgin to Pearl: Use retainers on all loaded cars.

Bingham Branch and Lark Branch

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

GP-30, GP-35, GP-40	1000 tons
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.

Use of Sufficient Air Brakes to Control Movement

Clearfield

4-N. 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.

North Yard

4-O. 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.

**RAILROAD CROSSINGS AT GRADE, ABS, CTC
AND OTHER SIGNALS**

5. Railroad crossings at grade protected by signals or signals and derails:

Sub Divn	MP	Location	Tracks Governed	Remarks
1	118.15	Pueblo	AT&SF-BN Main Tracks	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.
	118.5		AT&SF Main track D&RGW Main track	
1-A	0.1	Denver (23rd Street)	DRGW-BN Main Tracks	Automatic Interlocking. Each road governed by its own rules and special instructions. D&RGW Operating rules 667.
	3.2	Denver	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 663-A.
6	705.7	Lakota	D&RGW main tracks and UP main track.	Automatic Interlocking. Each road governed by its own rules and special instructions. D&RGW Operating rules 667.
6	744.2	9th South Salt Lake City	D&RGW running tracks and UP main track.	Automatic Interlocking Each road governed by its own rules and special instructions. D&RGW Operating rules 667.
			D&RGW main track & UP main track.	To receive signal for reverse movement over crossing after having cleared the home signal limits, depress pushbutton in box on home signal and hold for 5 seconds, then release.
6	. . . .	13th South Salt Lake City	D&RGW yard track & UP main track	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.

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

Sub Divn	MP	Location	Tracks Governed	Remarks
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	Becks	D&RGW main track & UP switch 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&RGW Operating rules 509-A, 663 and 663-A.
	750.3	North Salt Lake	D&RGW main track & UP switch track	
				Bee Line Spur leads from Cudahy Spur track and is equipped with pipe connected mechanical lock. Normal position of switch is to Bee Line Spur. Before movement is made to or from D&RGW main track and Cudahy Spur, main track switch must be reversed. Bee Line Spur switch will then be unlocked to permit lining. When restoring switches to normal, Bee Line Spur switch must be normal before main track switch is placed normal.
				Lower signal governing movement from Cudahy Spur will display lunar indication for movement to Bee Line Spur or yellow for movement to UP track.
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&RGW Operating rules 509-A, 663 and 663-A.
7	779.3	Sugar Works	D&RGW main track & OUR&D yard track.	CTC and Manual Interlocking, Controlled by D&RGW train dispatcher. Each road governed by its own rules and special instructions. D&RGW Operating rules 509-A, 663 and 663-A.

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

Sub Divn	MP	Location	Tracks Governed	Remarks
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.

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

Sub Divn	MP	Location	Tracks Governed	Remarks
6	0.7 on Spur	Sugar House Spur (Roper)	D&RGW spur and UP main track.	D&RGW trains and engines must stop clear of crossing and after ascertaining that no conflicting movement is approaching may then hand operate and lock gate against movements on UP track. After crossing movement is completed, gate must immediately be restored to normal position and locked. Gate is equipped with two lights, one of which is in center of gate and one on pivot post. These lights will display red when gate is lined AGAINST approaching movement and green when gate is lined FOR approaching movement. At night, if both lights are not burning, stop must be made before fouling crossing.
6	...	3rd West & Van Buren St., Salt Lake City	D&RGW spur & UP spur track.	The gates will normally be lined AGAINST (red signal) and 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

6. CTC between Utah Jct (West end of North Yard) Union Pacific Junction Switch, MP 3.15 and UP Transfer MP 4 as indicated by CTC signs. Movements over these tracks are controlled by D&RGW train dispatcher.

UP derail is located 100 feet west of head block of switch leading to Eaton Metal Products Co. on D&RGW lead. Derail is equipped with UP and D&RGW switch locks.

6-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

6-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 is 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 North Yard — Bond

6-C. Operating rule 11-E is modified to the extent that Dragging Equipment Detectors located at MP 25.6 and MP 26.3, between Plain and Crescent, when activated by a train, will display flashing purple lights (strobe type) at all of the following locations between east switch Plain and Tunnel 6:

- MP 25.0 east of west switch Plain — Strobe light only
- MP 25.4 west switch Plain — Strobe light only
- MP 25.6 East Portal Tunnel 2 — DED and Strobe light
- MP 25.8 Tunnel 3 — DED and Strobe light
- MP 26.3 west of Tunnel 5 — DED and Strobe light

A moving train observing any one of this group of strobe lights illuminated, whether in advance of train or while passing over detector with train, must be stopped immediately and inspection made. These Dragging Equipment Detectors are not equipped with a cut-out switch and cannot be deactivated by train crews. A timer will automatically deactivate the detector indications.

Operation Through Moffat Tunnel

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

Eastward — ABS 566 and 566-A, Winter Park to ABS 506, East Portal.

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

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

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

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

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

6-G. 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 6-H is also the route to the manual operating control panel and is identified with yellow painted doors and yellow painted directional arrows.

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

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

6-J. If train or locomotive is delayed in Moffat Tunnel for any reason, train 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.

6-K. 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.

If breathing equipment is used, such equipment must be turned in to the Superintendent's office for servicing.

Operation Bond — Craig

6-L. 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.

CTC on Energy Spur, between Adams Jct., MP 200 and ABS 121.

Operation — Aspen Branch

6-M. 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, Anschutz and Snowmass.

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. Conveyor tipple at Woody Creek will not clear locomotives-cabooses.

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

Operation Tennessee Pass — Minturn

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

In case train finds curtain down or inoperative, Train 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

6-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

6-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.

6-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.

6-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 trans or locomotives must occupy release section approaching Positive ABS 4487-FE one minute before train dispatcher can position signal and dual controlled switch.

6-S. Depot Running Track between dual controlled switches at MP 449.0 and MP 450.1 Grand 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 — North Fork Branch

6-T. Strobe lights are installed at MP 395 and 395.9. A series of earth-movement detectors are installed between MP 395.2 and MP 395.5. If these devices are activated, red strobe lights will be illuminated and train must be stopped before entering slide area which has been identified by signs in the field. Chief Dispatcher must be notified and train must not proceed unless authorized by the Chief Dispatcher.

Operation — Sunnyside Branch

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

Operation at Helper

6-V. Operator Helper controls all positive ABS, dual controlled switches and dual controlled spring detail 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.

6-W. 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

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

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

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

Operation at Bacchus Spur

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

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

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

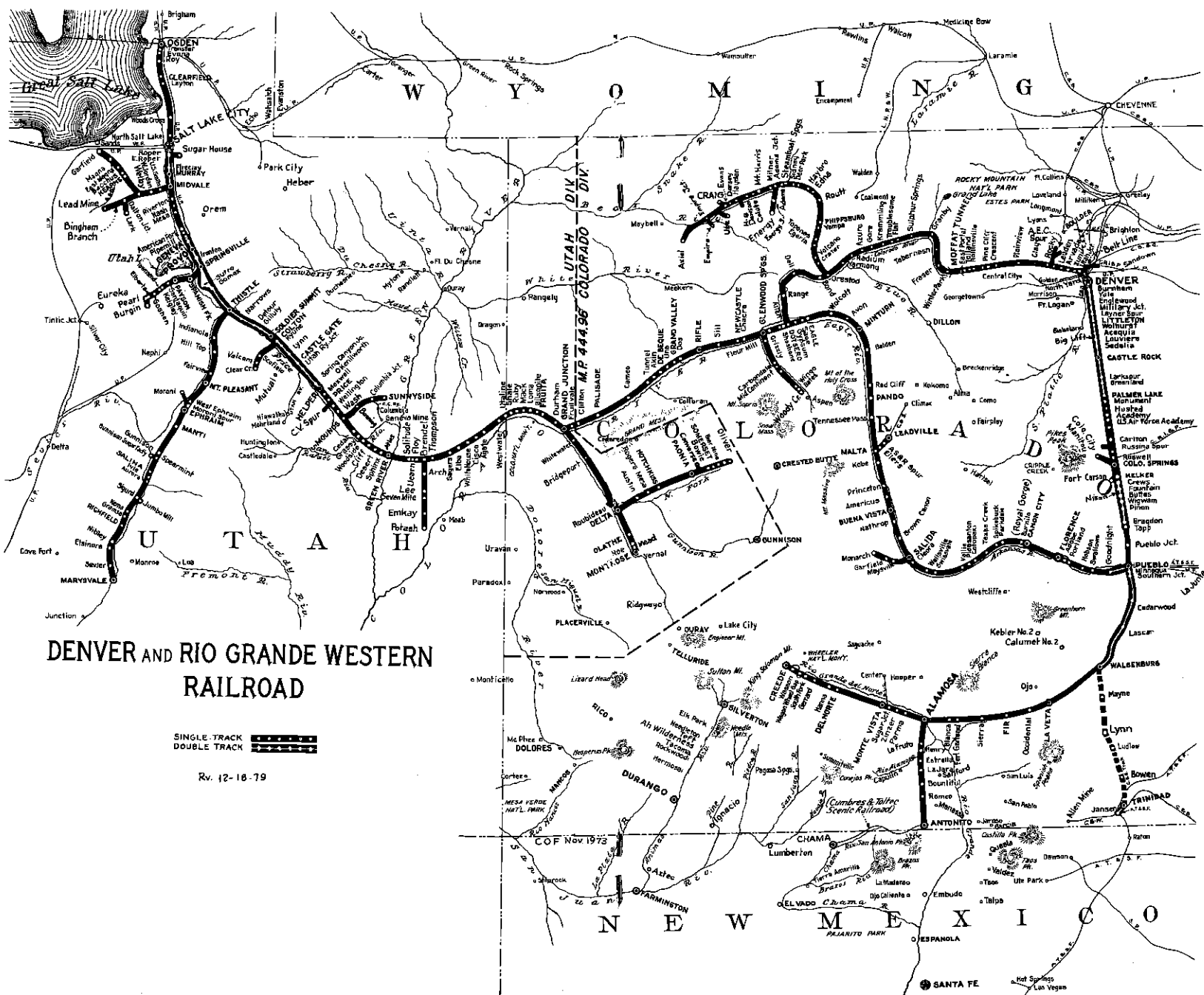
Derail located 287 feet west of building No. 2241 normally lined for derailing position, is locked with private lock when trucks are being loaded or unloaded. Barricades on track with flashing warning lights, indicate track is fouled by trucks. Sound whistle and guard will remove barricade and unlock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

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

Operation Richfield — Thistle

6-Z. Westward trains must obtain permission from train dispatcher before leaving Salina.

	MAXIMUM SPEEDS	MPH
7.	Zone and other prescribed speeds must not be exceeded.	
7-A.	Freight Trains, light loco, loco with cab only	60
7-B.	Turnouts equipped with springs switches see Time-table Rule 8.	
	Other turnouts equipped with spring switches	15
	Trailing through spring switches on straight track	30
	In or out of other turnouts	15
7-C.	Maximum speeds permissible in any service by locomotives and equipment as follows:	
	Diesel locomotives 130 - 149	40
	Diesel locomotives 130 - 149 (when used as controlling unit)	20
	Other diesel locomotives	70
	Monarch Rock, Minnequa Ore, pipe or lumber on flat cars (including bulkhead flats) and mty bulkhead flats	50
	Tank cars containing Liquid Petroleum Gas and Anhydrous Ammonia	40
	"Bulk" trains (see Rule 4)	40
	Welded rail trains, empty	40
	Loads and/or empties, unit steel trains 688, 689, 696 & 697, subdivisions 6 & 7	40
	Derricks with boom trailing, Spreaders, Plows, Flangers, and Scale Test Car X-450, RGAX 3900 and 3901 (loaded or empty), Unoccupied Outfit Cars	35
	Foreign & WWIB Scale Test Cars	30
	Derricks with boom leading; pile drivers; flat cars loaded with rip-rap; X-Flat cars in rip-rap service (loaded or empty); welded rail trains, under load; D&RGW 24800-25049 and UP 26000-27000 series cars; D&RGW 25100 series cars (when used in slag service) and occupied outfit cars	25



7-D. Unless otherwise provided, over weigh in motion scales:	
Weighing	3
Passing over	10
7-E Locomotive Servicing Area Tracks	5

7-F. Train and yard movements handling 5 or more covered hopper cars loaded with grain, coupled together consecutively, must not exceed a speed of 12 MPH with entire train or cut of cars through sidings or on any track other than a main track and when operating on main track must not exceed a speed of 12 MPH unless a speed of 25 MPH or more can be maintained.

8. 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

9. CROSSOVERS ON TWO MAIN TRACKS

Sub Division	MP	Points	Description	MPH
1-A & 4-A (Bond)	128.7	Trailing, westward main	Dual Controlled	30
	128.8	Facing, westward main	Dual Controlled	30
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
	695.8	Facing	Dual Controlled	50
	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

10. Locations of permanent details on main track.

Sub Divn	Location
6-J	MP 9.2
11	Antonito MP 281.5
16	Montrose MP 351.5
16-A	Oliver (Hawksnest) MP 415.3

11. 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		◆		Mack
	* x ◆	Kremmling		* ◆		Cisco
	*	Radium	◆ ●		Thompson	
	1-B	* x	Phippsburg	*		Floy
* x ◆ ●		Craig	* x ◆		Greenriver	
3	* x ◆	Pueblo	6	* x ◆	Helper	
	*	Canon City		◆ ●		Soldier Summit
	*	● Parkdale		* x ◆		Thistle
	*	Cotopaxi		* x ◆		Provo
	* x ◆ ●	Salida		*		American Fork
	*	Buena Vista		* x ◆		Roper
	*	Malta		6-D	x ◆ ●	Salina
	*	Red Cliff			7	* x ◆ ●	Ogden
8	*	● Walsenburg	8	* ◆ ●	La Veta	
	* x ◆ ●	La Veta		* x ◆ ●		Fir
	* x ◆ ●	Fir		* x ◆ ●		Alamosa
	* x ◆ ●	Alamosa		16-		
					16A	x ◆ ●	Delta

Symbols: Skids *, Cables x, Frogs ◆, Blocking ●

11-A. High Water Detectors are in service at the locations shown below:

Subdivision	Mile Post	Locations
1-A	48.25	East of East Portal
	103.94	West of west Kremmling
3	138.22	East of East Hobson
	142.57	West of West Hobson
	146.54	Between switches Portland
	153.38	West of West Florence
	169.77	East of East Parkdale
	184.33	Between switches Texas Creek
	188.27	West of West Texas Creek
191.77	Between switches Cotopaxi	
196.55	West of Pleasanton	
4	389.15	West of West Rifle
	433.07	West Cameo
4-A	156.06	West of West Range
5	476.10	Between Ruby and Shale
	495.30	Between Uraline and Agate
	519.44	East of East Sagars
	524.97	West of West Sagars
	528.21	Between switches Thompson
	544.94	East of East Solitude
	568.62	West of West Desert
	595.47	West of West Cedar

11-B. Hot Box Detectors are in service at the locations shown below:

Subdivision	Mile Post	Locations
1	21.2 60.4 100.1	Sedalia-Castle Rock Monument-Palmer Lake Wigwam-Pinon
1-A	39.2 80.1 98.9 125.0 158.9	Cliff-Rollins Granby-Sulphur Kremmling-Troublesome Yarmony-Bond Toponas-Yampa
1-B	195.1	Steamboat-Adams
3	141.6 174.8 203.4 239.7 272.6	Adobe-Hobson Spikebuck-Parkdale Swissvale-Vallie Nathrop-Americanus Kobe-Malta
4	314.6 344.6 375.4 406.5 433.5 444.1	Avon-Wolcott Dotsero-Allen Newcastle-Silt Grand Valley-Una Cameo-Palisade Fruitvale-Clifton-westward only
5	454.3 467.6 487.6 508.3 549.0 578.9 606.1 625.2	Durham-Fruita Mack-Fruita Uraline-Westwater Cisco-Whitehouse Solitude-Greenriver Vista-Woodside Mounds-Wash Maxwell-Helper
6	647.5 685.3 711.7 730.7	Colton-Soldier Summit - both tracks Thistle-Gomex-both tracks Pipemill-American Fork Riverton-Midvale
7	759.2	Woodscross-Clearfield
16	375.6	Delta-Roubideau

11-C. Dragging Equipment Detectors:
Radio Voice Alert

Subdivision	Mile Post	Locations
1-A	14.6	Leyden-Rocky
6	662.2	Gilluly-Narrows

11-D. Authorized Watches: Refer to D&RGW Operating Rule 2.

Pocket Watches — Must be equipped with a lever set, with white, full numeral dial, imprinted Railroad Approved, and meet the requirements of Operating Rule 2.

Wrist Watches — Must have a white, full-numeral dial, imprinted Railroad Approved, and meet the requirements of Operating Rule 2.

Approved wrist watches listed below:

Name	Type	Model
Bulova Accutron	Electric	214, 218, 21607-7W Astronaut Mark IV "B", 22333Y
	Quartz	91506, 91508, 91808, 91815, 92517, 92518, 92828, 92838
Bulova Railroad	Quartz	91C56, 91C57, 92C68, 92C69
Caravell Railroad	Quartz	40302, 40304
Seiko	Quartz	FJ055M, FJ056M
Ball	Spring	Automatic Train Master
	Wind	
Hamilton	Electric	505 Railroad Model
Wylar	Electric	TF 3402DRA
	Quartz	Q3500RA, Q1500RA
Pulsar	Quartz	JG041, JG0385

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

Channel 1 — Subdivisions 1, 1-A except between MP 7.5 and East Portal, 4-A, 5, 5-A, 5-B, 8, 10, 11

Channel 2 — Yard, 16-A

Channel 3 — Moffat tunnel, Subdivisions 1-B and 16.

Channel 4 — Subdivisions 1-A between MP 7.5 and East Portal, 3, 3-A, 4, 4-B, 6, 6-C, 6-D, 6-E, 6-J, 6-K, 6-L, and 7.

DESIGNATION OF TRACKS — POSITION OF SWITCHES RESTRICTION OF TRACKS

13. 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.

13-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.

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

13-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.

13-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.

13-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.

13-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.

13-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.

13-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.

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

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

13-K. 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.

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

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

13-N. 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.

Skates must be used in advance of derail for added protection on runaround track.

13-O 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.

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

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

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

13-R. 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 and 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.

13-S. SD-45 locomotives must not be operated on the following tracks:

Subdivision	Tracks
6-C	East of MP 1
16	East of MP 422

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

Sub Divn	Tracks
3	Portland Yard Adobe Spur Canon City power plant Monarch Spur, west of MP 216
3-A	Leadville branch
6	Fireclay at Murray Nash
6-D	East of Richfield
6-E	East of Keigley and Spanish Fork Sugar Factory
8, 10 & 11	West of Walsenburg
ALL	Yard & Industry tracks at stations as designed by Yard Circulars.

13-U. Provo: Union Pacific Coal tracks No. 1 and 2 — Switches at east and west end of the coal tracks are to be left lined for No. 2.

The switch from No. 1 track to the wye must be left lined for No. 1. The Union Pacific main line switch (west end) will be lined normal for the coal tracks. Coal trains will normally be delivered to the Union Pacific on No. 2 track and left to clear on the west end. If No. 1 track is clear, it will be used as a return route for Rio Grande power.

No. 1 track will normally be used for delivery of empty coal trains from the Union Pacific to the Rio Grande.

JOINT OPERATIONS

15. 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	AT&SF - D&RGW, Joint Line D&RGW, System DUT RY Co. General and Interlocking Rules

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

15-B. BN 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 at 38th Street Yard. Within these limits D&RGW RR crews will be governed by the following BN Consolidated Code of Operating Rules and Special Instructions, in addition to D&RGW Rules of the Operating Department, while working on BN 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.

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

Employe in charge of movement will call operator Prospect from telephone located under 20th Street Viaduct to secure permission to re-enter BN trackage.

15-D. D&RGW crews will be governed by UP Operating Rules 269, 269(A) and 275 shown on pages 42 & 43 of this time-table, in addition to D&RGW Rules of the Operating Department, while working on UP trackage in the Denver territory.

15-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.

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

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

15-H. Trains between Walsenburg and Trinidad are operated under the Time-table Rules and Regulations of BN Fort Worth Division.

15-I. Between BN 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 BN Crossing (AT&SF MP 635.8) and Jansen.

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

15-J. At Jansen, Colorado and Wyoming Rules and Regulations govern operations.

15-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

15-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.

15-M. 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.

Movement out of Geneva through power operated switch-point derail, is governed by ABS 7072F.

15-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.

15-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 Rules 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."

15-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.

15-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.

15-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:

- Provo Main to Grant Tower;
- 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 instruction 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.

15-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

15-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.

16.

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

AIRBRAKE: 7-G Cancelled

SAFETY: Rule 383. Before placing or operating track-car on main track or siding in CTC territory, must secure proper authority from the train dispatcher or operator, including time and working limits (See Operating Rule 1028). Before placing or operating track-car on main track Except in CTC Territory, when possible, must obtain new line-up issued by the train dispatcher (See Operating Rule 1029) and must have a copy of the current time-table and signal equipment consisting of 2 red flags, torpedoes and fuses.

Rule 1071. When repairs are necessary to automotive or heavy equipment tires on wheels having demountable side and/or lock ring type rims, such repairs must be handled by commercial repairmen at a properly equipped shop. If necessary to add air to tire on such equipment when tire is only partially deflated and still mounted on vehicle, a clip-on air chuck with a sufficient length of hose must be used to permit employe to stand clear of the path of potential flying objects due to failure of side and/or lock ring.

OPERATING: Shifted Load Detector: A device, designated by the letters "SL", displaying a purple indication and/or transmits a radio alert tone when the device is activated.

Rule 10(g): Purple — see rules 111-E and 111-G.

Rule 111-F: If hot box is detected during the time train is passing over detector, readout will indicate car and location in train. Employes reading readout must notify crew of train of suspected hot journal and location of car in train. Train must be stopped at once and journal inspected. If this journal is of normal temperature, all other journals on both sides of three cars each side of the designated car must be inspected before proceeding. It must be known that locomotives, cars and track are in safe condition before proceeding.

If hot box detectors indicate heat on the same axle of a car on more than one hot box detector, the crew of train must set car out of train unless the cause is found to be sticking brakes and has been corrected.

Rule 111-G: Employes must familiarize themselves with location of shifted load detectors, which are designated by the letters "SL".

Detectors are normally dark but will display a purple indication and/or transmit an intermittent, 24 second radio beep tone when the device is activated.

Unless otherwise provided, detectors apply to trains in both directions. If the purple indication and/or radio alert tone is activated by a train, such train must be stopped immediately and inspection made. It must be known that loads have not shifted and equipment and track are in safe condition before proceeding.

When practicable, detector 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 shifted load detector must be made at reduced speed for three miles, watching carefully for damage to bridge structures, tunnels, or other close clearance structures.

Report must be made to the Train Dispatcher by the first available means of communication when purple indication and/or radio alert tone is activated.

ADJUSTED TONNAGE RATINGS

FROM	TO	SD-7 5300- 5304 SD-9 5305- 5314	GP-9 5902 5954	GP-30 3001- 3028 GP-35 3029- 3050	GP-40 3051- 3128	SD-40 5341- 5413 SD-45 5315- 5340	ADJUST MENT FACTOR
Denver	East Portal	1350	850	1050	1125	1575	3
Tabernash	Winter Park	1400	890	1100	1175	1675	3
Bond	Tabernash	2000	1650	2000	2100	2975	3
Bond	Toponas	1350	850	1050	1125	1575	3
Phippsburg	Toponas	1600	1050	1250	1350	1975	3
Phippsburg	Pallas	2850	1900	2250	2400	3425	3
Haybro	Phippsburg	1800	1200	1450	1500	2175	3
Steamboat	Haybro	2850	1900	2250	2400	3425	3
Craig	Steamboat	5200	3550	4000	4300	6000	3
Adams	Energy	2400	1450	1775	1950	2650	3
Pueblo	Swallows	3000	1950	2300	2500	3450	3
Swallows	Canon City	4800	3200	3600	3900	5600	3
Hobson	Pueblo	6500	4400	5200	5600	7500	3
Canon City	Salida	2100	1400	1650	1750	2450	3
Salida	Tennessee Pass	1800	1200	1400	1500	2100	3
Mintum	Tennessee Pass	850	550	625	675	950	3
Grand Jct.	Glenwood	2800	1850	2150	2300	3250	3
Glenwood	Mintum	1950	1300	1525	1650	2300	3
Glenwood	Bond	2100	1400	1650	1750	2450	3
Glenwood	Mid Cont.	2600	1650	1950	2050	2900	2
Mid Cont.	Woody Creek	1200	800	950	1000	1400	2
Malta	Eilers	1000	650	750	800	1150	2
Eilers	Leadville	850	550	625	675	950	2
Salida	Maysville	1100	750	850	950	1350	2
Maysville	Monarch	530	340	400	440	620	1
Pueblo	Minnequa	2000	1350	1600	1750	2400	4
Minnequa	Walsenburg	2600	1700	1950	2100	2900	6
Walsenburg	La Veta	1650	1100	1300	1400	1950	4
La Veta	Fir	800	520	600	650	950	2
Alamasa	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	3
Potash	Brendel	2400	1450	1750	1900	2600	6
Brendel	Emkay	1900	1200	1400	1500	2100	5
Mounds	Helper	2700	1800	2000	2150	3400	3
Helper	Grand Jct.	2700	1800	2000	2150	3050	3
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
Hatchkiss	Rogers Mesa	4350	2700	3800	4100	6000	8

ADJUSTED TONNAGE RATINGS

(Continued)

FROM	TO	SD-7 5300- 5304 SD-9 5305- 5314	GP-9 5902 5954	GP-30 3001- 3028 GP-35 3029- 3050	GP-40 3051- 3128	SD-40 5341- 5413	SD-45 5315- 5340	ADJUST MENT FACTOR
Subdiv. 16 Wye	East Yard	6000	4000	4700	5000	7000		.....
Helper	Castle Gate	1350	860	1050	1225	1570		3
Castle Gate	Kyune	1150	725	800	1000	1350		3
Kyune	Soldier Summit	2600	1650	1950	2050	2900		3
Provo	Thistle	3300	2150	2500	2700	3800		3
Thistle	Solider Summit	1400	890	1050	1225	1650		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	Keigley	2600	1600	1900	2050	2850		5
Pearl	Keigley	2600	1600	1900	2050	2850		5
Keigley	Bergin	650	400	470	500	700		1
Thistle	Hilltop	1800	1300	1500	1625	2100		4
Salina	Hilltop	2700	1800	2000	2150	3050		5

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

20.

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
—	36	100	—	58	62.6	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.2	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	24	25.0
—	51	70.6	1	26	41.9	2	30	24.0
—	52	69.2	1	28	40.9	2	45	21.8
—	53	67.9	1	30	40.0	3	—	20.0
—	54	66.6	1	32	39.1	3	30	17.1
—	55	65.5	1	34	38.3	4	—	15.0
—	56	64.2	1	36	37.5	5	—	12.0
—	57	63.2	1	38	36.8	6	—	10.0

21. 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!**

PLACARD APPLIED ON CAR		POSITION IN TRAIN OF PLACARDED HAZARDOUS MATERIALS			APPENDIX II PLACARDED CARS CONTAINING MATERIALS													
		ANY CARS (See 174.87 for exceptions)	TANK CAR	OTHER THAN TANK CAR	EXPLOSIVES A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS	OTHER THAN PLACARDED EXPLOSIVES A POISON GAS OR COMBUSTIBLE	PLACARDED EXCEPT EMPTY COMBUSTIBLE	COMBUSTIBLE						
TYPE OF CAR		RESTRICTIONS																
3																		
4		WHEN TRAIN LENGTH PERMITS	Must not be nearer than 6th from engine, occupied caboose or passenger car	✓	✓					✓								
5		WHEN TRAIN LENGTH DOES NOT PERMIT	Must be near middle of train but not nearer than 2nd from engine, occupied caboose.	✓	✓					✓								
6			Loaded flat car. A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car.	✓ ^①	✓	✓				✓ ^②								
7			An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;	✓	✓	✓				✓								
8			ENGINE	✓	✓	✓	✓	✓				✓						
9			Except as provided in lines 10 and 11, a car occupied by any person or a passenger car or combination car that may be occupied.	✓ ^③	✓ ^③	✓ ^④	✓	✓	✓ ^④	✓								
10			OCCUPIED CABOOSE	✓ ^③	✓ ^③	✓ ^④	✓	✓			✓							
11			OCCUPIED GUARD CAR	✓ ^③	✓ ^③	✓ ^④		✓										
12			UNDEVELOPED FILM				✓											
13			A car with automatic refrigeration or heating apparatus in operation, or a car with open-flame apparatus in service, or with an internal combustion engine in operation:	✓	✓	✓				✓								
14			A car containing lighted heaters, stoves, or lanterns;	✓	✓	✓												
15		CAR PLACARDED	EXPLOSIVES A		✓	✓	✓	✓	✓	✓								
16			POISON GAS	✓				✓	✓	✓								
17			Loaded placarded car, other than a car placarded with the same placard or the "combustible" placard.	✓	✓	✓	✓											
18			RADIOACTIVE	✓	✓	✓					✓	✓						

MUST NOT BE PLACED NEXT TO

FOOTNOTES:

① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.

② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.

③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

④ Applies only in mixed train service, see section 174.87

INDEX

Page

Air Brake Operation	22 thru 25
Aspen Branch, operating instructions	31
Bacchus Spur, operating instructions	33
Belt Line, operating instructions	4, 29
Bond-Craig, operating instructions	30
"Bulk" trains, designation of	22
Car limits & inspection stops	22 thru 25
Castle Valley Spur	7, 20
Clearances, train order	22
Crossings, RR at grade protected by signals or signals and derails	26 thru 28
Crossings, RR at grade not protected by signals	28
Crossovers on 2 main tracks	34
Derails, location on main track	34
Designation of tracks	37 thru 39
Dragging Equipment Detectors	36
Gilluly-Salt Lake, operating instructions	32
Grand Junction, operating instructions	31, 32
Hazardous materials, position in train	50, 51
Helper, operating instructions	32
High Water Detectors, location	35
Holidays	21
Hot Box Detectors	36
Joint Operations	42 thru 45
Locations where must not clear main track	40
Locomotives, doubleheading	41
maximum speeds	33
placing helpers in train	41
restriction on tracks	37 thru 40
Map, D&RGW RR	Centerfold
Maximum speeds, locomotives, equipment & turnouts	33
Minturn, operating instructions	31
Moffat Tunnel, location emergency oxygen tanks and masks operating instructions	29, 30
North Fork Branch	32
North Yard - Bond, operating instructions	29
Radio, use of	Inside back cover and page 37
Rear end cars	41
Rerailing, emergency equipment locations	35
Restrictions of tracks	37 thru 40
Retainers, operation	22 thru 25
Richfield - Thistle, operating instructions	33
Rocky Spur, operating instructions	4, 29
Rules, Air Brake (additions, revisions, modifications)	45, 46
Rules, Operating (additions, revisions, modifications)	45, 46
Rules, Safety (additions, revisions, modifications)	45, 46
Scale Test Cars	33, 41
Schedules, freight trains	3
passenger trains	4, 6, 7, 8
Special Time-table Rules, System	22 thru 51
Speed table, time per mile & safe coupling speed	48, 49
Speeds, maximum	33, 34
Stations - Open	21
Subdivisions:	
Colorado Division:	
1-A Denver - Phippsburg	4 & 10
1-B Phippsburg - Craig	10
3 Pueblo - Minturn	5
3-A Malta - Leadville	11
4 Minturn - Grand Junction	6
4-A Bond - Dotsero	4
4-B Aspen Branch	11
8 Pueblo - Alamosa	12
10 Creede Branch	13
11 Alamosa - Antonito	13
Monarch Spur	11

INDEX (cont'd)

Page

Utah Division:	
5 Grand Junction - Helper	7
5-A Sunnyside Branch	16
5-B Cane Creek Branch	16
6 Helper - Salt Lake City	8
6-C Pleasant Valley Branch	16
6-D Marysvale Branch	17
6-E Tintic Branch	18
6-J Bingham Branch	18
6-K Garfield Branch	19
6-L Lark Branch	19
7 Salt Lake City - Ogden	9
16 Montrose Branch; Grand Junction - Montrose	15
16-A North Fork Branch; Delta - Oliver	15
Sunnyside Branch, operating instructions	32
Supervisors	Inside front cover
Superiority & Movement of trains	22
Switches, position of	37 thru 39
spring	34
Telephone numbers, emergency commercial	2
Tennessee Pass - Minturn, operating instructions	31
Tonnage, adjusted ratings	47, 48
Tracks not shown as stations in time-table	20
Train order Form Y, conversation format	Inside back cover
Watches (Authorized)	37
Weight in motion scales	10, 11 & 34
Yard Limits	(See individual stations or subdivision)
Zone Speeds	4 thru 19 & 33

303-629-5533

RULE 10-L

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."

