



Denver & Rio Grande Western
Railroad Company

SYSTEM TIME-TABLE

No. 6

EFFECTIVE AT 12:01 A.M.
MOUNTAIN STANDARD TIME
SUNDAY, OCTOBER 30, 1983

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

A. H. NANCE
General Manager
Denver, Colorado

L. R. PARSONS
Chief Transportation
Officer
Denver, Colorado

A. L. MARZANO
Superintendent
Denver, Colorado



AMTRAK 5 Passenger	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Subdivision 1-A (in part, also see page 12) and 4-A Stations				Siding Turnout Speeds MPH	Capacity of Siding in Feet	AMTRAK 6 Passenger
					E. Sw.	W. Sw.	E. Sw.	W. Sw.			
0730	10	0.0	10	.....	DENVER U.D. R					5 2050
	10	0.7	10	.....	0.7					
	20	1.0	20	0002	BN 23rd. ST. KING A						
	20	1.5	20	.....	0.8					
	45	2.0	45	0003	FOX JCT. ...						
	45	2.5	45	.....	1.0					
	65	3.2	65	0004	NORTH YARD. DNBKR	30	30	Yard			
	65	4.0	65	.....	0.7					
	45	4.8	45	0005	UTAH JCT. JM						
	45	7.0	45	0007	1.6						
	50	12.0	50	0012	C & S JCT. J						
	50	12.4	50	.....	2.2					
	25	18.0	25	0025	ARVADA 5.4						
	25	21.2	25	.....	5.4					
	40	24.5	40	0031	LEYDEN	30	30	5500			
	40	31.2	40	.....	5.6					
	55	37.5	55	0037	ROCKY	30	30	4900			
	55	42.1	55	.....	3.2					
	30	47.1	30	0042	CLAY	30	30	5750			
	30	50.1	30	.....	3.3					
	35	56.4	35	0050	PLAIN	30	30	6500			
	35	56.9	35	.....	6.7					
	25	58.6	25	0062	CRESCENT	30	30	5500			
	25	62.2	25	.....	6.3					
	55	66.0	55	0066	CLIFF. W	30	30	6900			
	55	67.0	55	.....	4.6					
	30	73.0	30	0062	ROLLINS	30	30	8300			
	30	75.8	30	.....	5.0					
S 0950	70	75.8	70	0047	TOLLAND	30	30	5650			
	70	86.2	70	.....	5.0					
	70	93.0	70	0050	EAST PORTAL WY	30	30	5750			
	70	98.0	70	.....	3.0					
	20	103.5	20	0057	WINTER PARK	30	30	7100			
	20	106.3	20	.....	6.8					
	35	106.3	35	0062	FRASER	30	30	4800			
	35	111.3	35	.....	3.8					
	35	116.0	35	0066	TABERNASH WY	30	30	9800			
	35	116.4	35	.....	9.8					
	55	123.0	55	0076	GRANBY W	30	30	E4550			
	55	129.3	55	.....	10.4					
	55	142.1	55	0086	SULPHUR	30	30	W4750		5 1800	
	55	155.2	55	.....	6.8					
	55	166.8	55	0093	FLAT	30	30	7800			
	55	166.8	55	.....	5.0					
	20	103.5	20	0098	TROUBLESOME	30	30	5500			
	20	106.3	20	.....	5.5					
	30	106.3	30	0103	KREMMLING W	30	30	5950			
	30	111.3	30	.....	2.5					
	30	116.0	30	0106	GORE	30	30	6700			
	30	116.4	30	.....	5.3					
	35	123.0	35	0111	AZURE	30	30	4800			
	35	129.3	35	.....	5.1					
	35	142.1	35	0116	RADIUM W	30	30	8400			
	35	155.2	35	.....	6.6					
	35	166.8	35	0123	YARMONY	30	30	4550			
	35	166.8	35	.....	6.3					
	20	103.5	20	2302	BOND JRWY			Yard			
	20	106.3	20	.....	12.8					
	20	111.3	20	2306	DELL	30	30	7400			
	20	116.0	20	.....	13.1					
	20	123.0	20	2314	RANGE W	30	30	7700			
	20	129.3	20	.....	11.6					
	20	142.1	20	2276	DOTSERO JR			Yard			
	20	155.2	20	.....	11.6					
	20	166.8	20	.....	11.6					

Exceptions: MPH

Zone Speeds:

Psgr Trains, Light Loco or Loco & caboose only with Operative Dynamic Brake:

MP 18.0 - 12.0 (Eastward)	50
MP 50.1 - 37.5 (Eastward)	40
MP 56.4 - 58.6 (Both directions)	40
MP 58.6 - 62.2 (Both directions)	30

Bulk Trains: (see Rule 4)

MP 50.1 - 12.0 (Eastward)	20
Bond - MP 116 (Both directions)	25
MP 12.0 - MP 7.0 (Eastward)	30

All Trains:

MP 128.2 - 129.7 Westward Main Track	20
Rocky Spur	20
MP 3.4 Wheel Checker	25
Belt Line, Utah Jct. - UP Transfer	20

Turnout Speeds:

Fox Jct, End of two main tracks	30
Bond Junction Switch	30
Bond - End of two main tracks	30
Dotsero Junction Switch	40
All other turnout speeds	15

Sidings:

Clay	12
Tabernash	20

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Subdivision 3				Siding Turnout Speeds MPH	Capacity of Siding in feet
				Stations		E. Sw.	W. Sw.		
				Arrive Daily					
70	120.5	70	4000	PUEBLO DNBKR				Yard	
70	123.0	70	1702	2.5					
70	130.8	70	1712	GOODNIGHT					
70	139.6	70	1714	7.8					
60	145.8	60	1720	SWALLOWS					
60	147.1	60	1722	8.8					
60	151.9	60	1724	HOBSON					
60	158.0	60	1722	6.2					
60	160.8	60	1740	PORTLAND					
60	171.2	60	1754	1.3					
60	175.9	60	1756	ADOBE					
60	184.1	60	1762	4.8					
60	191.7	60	1782	FLORENCE					
60	198.1	60	1784	8.9					
60	208.0	60	1792	CANON CITY JRWY					
60	215.1	60	2002	10.4					
60	222.2	60	2010	PARKDALE					
60	230.0	60	2016	4.5					
60	232.9	60	2016	SPIKE BUCK					
60	239.9	60	2026	8.4					
60	240.0	60	2026	TEXAS CREEK					
60	244.7	60	2026	7.6					
60	252.1	60	2032	COTOPAXI W					
60	262.0	60	2040	6.4					
60	263.6	60	2040	VALLIE					
60	271.0	60	2100	9.9					
60	280.3	60	2208	SWISSVALE					
60	288.5	60	2216	7.1					
60	296.2	60	2232	7.1					
60	298.0	60	2232	7.1					
60	301.7	60	2250	BROWN CANON					
60	302.0	60	2250	10.7					
				NATHROP					
				11.8					
				AMERICUS					
				7.4					
				PRINCETON					
				11.5					
				7.4					
				COBE					
				9.3					
				MALTA JR					
				9.3					
				TENNESSEE PASS					
				8.2					
				PANDO					
				7.7					
				BELDEN					
				15					
				15					
				10500					
				5.8					
				MINTURN DNBKRWY					
				30					
				30					
				Yard					
				(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

Yard Tracks 1 through 6 at Minturn 10

AMTRAK		Mile Post	Station Number	COLORADO DIVISION Subdivision 4			AMTRAK	
5 Passenger	Zone Speeds Westward			Stations	Siding	Turnout	Capacity of Siding in feet	6 Passenger
	MPH				MPH	MPH			Arrive Daily
	20	302.0	2250	MINTURN, DBKRWY	30	30	Yard	
		302.6		6.2				
		308.2	2256	AVON	30	30	8350	
	40	319.0	2260	10.8 WOLCOTT	30	30	7550	
		332.0	2270	13.0 SAGE	30	30	7750	
		341.9	2276	9.9 DOTSERO	30	30	6150	
		347.5	2282	5.6 ALLEN				
		350.5	2284	3.0 SHOSHONE	30	30	3900	
	50	355.0	2288	4.5 GRIZZLY	30	30	5050	
\$ 1300		360.1	2290	5.1 GLENWOOD, JRWY	30	30	E10450	\$ 1500
		368.1	2508	8.0 CHACRA	30	30	6900	
		372.7	2512	4.6 NEWCASTLE	30	30	6250	
		379.5	2520	6.8 SILT	30	30	5800	
	70	386.6	2528	7.1 RIFLE	30	30	6150	
		390.1	2532	3.7 LACY	30	30	7000	
		399.1	2538	8.8 DOS	30	30	5850	
		404.0	2540	4.9 GRAND VALLEY	30	30	5200	
		408.7	2542	4.7 UNA	30	30	6150	
		412.0		7.9				
		416.6	2546	7.9 DE BEQUE	30	30	4725	
		423.3	2552	6.7 AKIN	30	30	6250	
	50	427.7	2554	4.4 TUNNEL	30	30	4650	
		432.6	2560	4.9 CAMEO	30	30	4350	
		437.0	2572	4.4 PALISADE	30	30	12200	
		442.5	2578	5.5 CLIFTON	30	30	5200	
	70	445.0	2580	2.8 FRUITVALE				
		447.3	2582	2.0 EAST YD			Yard	
\$ 1505	35	449.0		2.3 GRAND JCT., BJKR			Yard	1315
Arrive Daily		450.0		(147.6)				Leave Daily

Exceptions:

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
Yard Tracks 1 through 6 at Minturn	10
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.

AMTRAK		Mile Post	Station Number	UTAH DIVISION Subdivision 5			AMTRAK	
5 Passenger	Zone Speeds Westward			Stations	Siding	Turnout	Capacity of Siding in feet	6 Passenger
	MPH				MPH	MPH			Arrive Daily
	1510	450.0	5000	GRAND JCT. DNRBKJ	30	30	Yard	51310
		451.7	2802	2.1 DURHAM	30	30	5000	
		460.5	2808	8.8 FRUITA	30	30	E 6600 W 6200	
		468.9	2812	8.4 MACK	30	30	7500	
		473.1	2816	4.2 RUBY	30	30	7400	
		478.0	2818	4.9 SHALE	30	30	4400	
		483.3	9920	5.3 UTALINE	30	30	6000	
		488.4	9922	5.1 WESTWATER	30	30	9800	
		498.1	9926	9.7 AGATE	30	30	7400	
		504.4	9928	6.3 CISCO	30	30	4800	
		510.5	9930	6.1 WHITEHOUSE	30	30	6000	
		515.6	9932	5.1 ELBA	30	30	5400	
		520.7	9934	5.1 SAGERS	30	30	7600	
\$ 1625	70	528.1	9938	7.4 THOMPSON	30	30	7100	\$ 1125
		533.8	9940	5.7 BRENDEL	30	30	5000	
		540.4	9942	6.6 FLOY	30	30	5800	
		546.9	9944	6.5 SOLITUDE	30	30	7600	
		555.2	9950	8.3 GREEN RIVER	30	30	6900	
		561.5	9003	6.3 SPHINX	30	30	6000	
		567.6	9004	6.1 DESERT	30	30	5900	
		574.2	9006	6.6 VISTA	30	30	5900	
		581.4	9008	7.2 WOODSIDE	30	30	6200	
		586.6	9010	5.2 GRASSY	30	30	6100	
		593.1	9012	6.5 CEDAR	30	30	5900	
		602.9	9016	9.8 MOUNDS	30	30	8900	
		611.3	9021	8.4 WASH	30	30	11000	
		613.0	9022	1.7 WELLINGTON	30	30	6000	
		619.1	9026	6.1 PRICE	30	30	E 6200 W 4200	
		622.1	9028	3.0 MAXWELL	30	30	6400	
\$ 1810		626.4	9032	4.3 HELPER (YL) DNRBK			Yard	0940
Arrive Daily				(176.8)				Leave Daily

Exceptions:

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

AMTRAK 5 Passenger	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Subdivision 6 Stations	Siding & Xover turn- out speeds MPH		Capacity of Siding in feet	AMTRAK 6 Passenger	
						E. Sw.	W. Sw.			
						Leave Daily	Arrive Daily			
1810	30	626.4	25	9032	HELPER (YL) .DNRBK 0.9			Yard	S 0940	
		627.3				HELPER XOVER 1.5	30	30		
		628.8		9038	UTAH RY JCT J XOVER 1.6	15	15			
		630.4		9044	CASTLE GATE			Yard		
		632.0		9047	LYNN XOVER	30	30			
		638.9		9050	KYUNE 6.9	15	15	5200		
		644.8		9054	COLTON WJ XOVER 5.7	30	30	Yard		
		650.1			E. SUMMIT XOVER 1.3	30	30			
		651.4		9056	SUMMIT Y 0.5			8300		
		651.9			W. SUMMIT XOVER ..	30	30			
	25	661.0	30	9060	GILLULY W 4.6	30	30	7900		
		665.6		9062	DETOUR XOVER	15	15			
	40	672.3	45	9066	NARROWS XOVER	30	30			
		676.7		9069	RIO XOVER J 4.4	30	30			
	35	680.2	35	9070	CASTILLA XOVER	30	30			
		684.4			W 11.7 E 12.7					
	50	681.8	50	9302	SPRINGVILLE J XOVER 2.8	50	50			
		682.7		9306	IRONTON XOVERS	30	30			
		695.8		9310	PROVO 4.6			Yard	S 0740	
S 2015		701.1								
	70	702.0	70	9318	LAKOTA XING A 1.5					
		705.7		9317	GENEVA XOVER ... 1.3	30	30			
		707.1		9319	PIPE MILL					
		708.4								
		715.0		9321	AMERICAN FORK ..	30	30	8700		
		720.3		9325	MESA 5.3	30	30	7100		
		728.6		9328	RIVERTON 6.3	30	30	6500		
		734.9		9332	MIDVALE JWY 1.0	15	30	E 6600		
		735.9			MIDVALE XOVER	30	30			
2055		740.8		9348	EAST ROPER 4.8	30	30			
	30	742.0	30	6000	ROPER .DNRBKWY 1.7			Yard		
		744.2		9354	UP 9TH SO XING.A 0.9					
S 2130	12	745.1	12	6000	SALT LAKE CITY ..			Yard	0650	

Exceptions:

Zone Speeds:

Psg Trains, Light Loco or Loco & cab only with Operative Dynamic Brake:

MP 638.9 - Helper (Eastward)	30
MP 651.4 - MP 665.6 (Eastward)	30
MP 665.6 - MP 680.0 (Both Directions)	45
MP 688.1 - MP 692.3 (Eastward Track Both Directions)	70
MP 688.1 - MP 692.7 (Westward Track Both Directions)	70
Westward Main Track MP 702.0 to Pipe Mill	60
"Bulk" Trains: (See Rule 4)	
MP 651.4 - MP 665.6 (Westward)	20
MP 665.6 - MP 682.7 (Westward)	25
MP 638.9 - Helper (Eastward)	20
Turnout Speeds:	
Colton Junction Switch MP 644.8	30
Springville Junction Switch MP 695.8	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
Freight Mains - (Roper - Salt Lake City)	20

NOTE: Distance between Mile Post Sign 684 and Mile Post Sign 685 is 3,658 feet.

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Subdivision 7 Stations	Siding & other turn- out speeds MPH		Capacity of tracks in feet	
					E. Sw.	W. Sw.	Siding	Other
					Leave Daily	Arrive Daily		
20	745.1	20	6000	SALT LAKE CITY (YL) B 0.4				Yard
	745.5		9808	GRANT TOWER M 3.2				
	745.9		9812	UP BECKS XING M 1.6				
	748.7		9814	UP NO. SALT LAKE XING .. M 3.6				
	750.3							
	753.9		9824	WOODS CROSS 16.5	30	30	7000	
	770.4		9847	CLEARFIELD B 0.9	30	30	7900	
	771.3		9848	UP SYRACUSE XING M 8.0				
	779.3		9856	UP SUGAR WORKS XING M 1.8				
	781.1		9886	TRANSFER DNRB 0.9				Yard
20	782.0	20	9886	OGDEN				
				(36.8)				

Exceptions:

UP Syracuse Xing, MP 771.3	50
All other turnout speeds	15
City Ordinance:	
Salt Lake City MP 745.5 (2nd No.) - MP 746.1 (5th No.)	25

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Craig Branch Subdivision 1-A (in part, also see page 6) and 1-B Stations		Siding & other turn- out speeds		Capacity of tracks in feet	
				MPH		Siding	Other	Capacity of tracks in feet	
				E. Sw.	W. Sw.				
	128.8		0129	BOND 9.9				Yard	
20	138.7	20	0139	CRATER 4.0	30	30	5100		
	142.7		0143	VOLCANO 9.3	30	30	7400		
40	149.5	40	0152	TOPONAS 9.8	30	30	5760	2250	
	161.8		0162	YAMPA 6.2		15		3400	
25	168.0	25	0168	PHIPPSBURG (YL) DBKRW 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	
	178.2		0178	PARK 5.7	15	15		1900	
50	183.9	50	0184	SIDNEY 7.2	30	30	4700		
	191.1		0191	STEAMBOAT 8.9	30	30	3600		
	199.5		0199	ADAMS 1.2	30	30	8480		
	201.2		0201	MILNER 4.8	15	15		4100	
40	206.0	40	0206	BEAR RIVER 2.0	15	15		3500	
	208.0		0208	HARRIS 3.0	15	15		1900	
	209.5		0211	DAWSON 2.9	30	30	7400		
	211.0			H. G. SPUR 1.2	15			Yard	
50	213.9	50	0215	HAYDEN 6.9	15	15		3400	
	215.1		0215						
	222.0		0222	DORSEY 9.0	30	30	7000		
	231.0		0231	EVANS 0.7	30	30	8450		
	231.7		0232	CRAIG (YL) DBKWYR				Yard	
				(102.9)					

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
Phippsburg Long Lead Switch MP 165.0		40
Adams Jct. switch, MP 200.0		30
All other turnout speeds		15
East Evans, Switches between MP 230.1 and MP 230.3		20

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Monarch Spur Stations		Turnout Speeds		Capacity of tracks in feet
				MPH		E. Sw.	W. Sw.	
				E. Sw.	W. Sw.			
10	215.1	10	2002	SALIDA	...	...	Yard
20	215.4	20		9.5				
	224.6		3014	MAYSVILLE	15	15	1400	
12	228.5	12		8.8				
	233.4	8	3020	GARFIELD	10	10	400	
	236.5		3028	MONARCH	...	...	Yard
				(21.4)				

Exceptions:		MPH
Zone Speeds:		
Light Loco. with operative dynamic brake and Loco. with Operative dynamic brake & caboose only:		
MP 236.5 - 228.5 (Eastward)		12
MP 228.5 - 224.6 (Eastward)		20
All other turnout speeds		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		Capacity of tracks in feet
				MPH		E. Sw.	W. Sw.	
				E. Sw.	W. Sw.			
	271.0		2100	MALTA	...	...	Yard
	273.3		2104	EILERS	...	...	Yard
15	274.3	15	2106	AS&R SPUR	15	...	400	
	275.9		2120	LEADVILLE	...	...	Yard
				(4.9)				

All turnout speeds		MPH
		15

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Aspen Branch Subdivision 4-B Stations		Turnout Speeds		Capacity of tracks in feet
				MPH		E. Sw.	W. Sw.	
				E. Sw.	W. Sw.			
	360.1		2290	GLENWOOD	...	...	Yard
	370.0			SNOWMASS	...	...	Yard
	373.0		2416	CARBONDALE	15	15	Yard	
20	375.0	20	2416	MID-CONTINENT	15	15	Yard	
	385.1		2432	WINGO	15	15	500	
	387.4		2436	BATES	15	15	1000	
	392.9		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		
Weighing		3
Passing over		5
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	UTAH DIVISION Montrose Branch Subdivision 16		Turnout Speeds MPH		Capacity of tracks in feet	
				Stations		E. Sw.	W. Sw.	Siding	Other
20	351.5	20	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	
	372.8		2630	10.6 DELTA	15	15		Yard	
	377.5		2624	4.7 ROUBIDEAU	15	15		2960	
	397.7		2614	20.2 BRIDGEPORT .....	...	15		4000
	410.7		2610	13.0 COTTER	15	15		1663	
30	411.8	30	2608	1.1 WHITEWATER .....	...	15		2100
	424.3		5000	12.5 GRAND JCT. (YL) .....	...	...		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		Turnout Speeds MPH		Capacity of tracks in feet	
				Stations		E. Sw.	W. Sw.	Siding	Other
20	417.4	20	2744	0.8 OLIVER	15	15		4300	
	416.4		2743	1.3 ARCO	15	15		Yard	
	415.3		2740	4.3 SOMERSET	15	15		2900	
	411.0		2736	3.9 TERROR CREEK	15	15		2950	
	407.1		2731	1.2 CONVERSE	15	15		6500	
25	405.9	25	2728	8.1 PAONIA	15	...		1900	
	404.5		2718	5.3 HOTCHKISS	15	15		1000	
	397.8		2714	19.7 ROGERS MESA	15	15		7100	
30	392.5	30	2714	19.7 ROGERS MESA	15	15		7100	
	372.8		2630	DELTA (YL)	15	15		Yard	

Exceptions: MPH

All other turnout speeds	10
Sidings	10

Zone Speeds Westward MPH	Miles from Mounds	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Sunnyside Branch Subdivision 5-A		Turnout Speeds MPH		Capacity of tracks in feet
				Stations		E. Sw.	W. Sw.	
10	17.5	20	9106	SUNNYSIDE .....	...	...		Yard
	15.0		4.3					
15	13.2	20	9104	8.2 COLUMBIA JCT .....	...	...		Yard
	6.0							
20	5.0	30	9101	5.0 BANNING	15	15		6200
	1.3							
30	0.0		9016	MOUNDS .....	...	...		Yard

Exceptions: MPH

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

Zone Speeds Westward MPH	Miles from Brendel	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Cane Creek Branch Subdivision 5-B		Turnout Speeds MPH		Capacity of tracks in feet
				Stations		E. Sw.	W. Sw.	
30	35.8	30	9943	POTASH .....	...	...		Yard
	28.5		7.3					
	22.0		7.2	15	15	500		
40	21.3	40	9939	SEVEN MILE	15	15		Yard
	18.3		3.0					
	10.3		8.0	15	15	600		
40	10.3	40	9935	ARCH	15	15		600
	0.0		10.3					
			BRENDEL .....	...	...	

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		Turnout Speeds MPH		Capacity of tracks in feet
				Stations		E. Sw.	W. Sw.	
10	21.1	10	9170	CLEAR CREEK .....	...	...		Yard
	19.5		1.6					
15	17.5	20	9158	2.0 SKYLINE	15	15		12600
	15.2		2.3 VALCAM	15	15	7690		
	0.0		15.2 SCOFIELD .....	...	15	2800		
			9054	15.2 COLTON .....	...	...		Yard

Exceptions: MPH

All other turnout speeds	15
Sidings	15

Zone Speeds Westward MPH	Miles from Rio	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Marysvale Branch Subdivision 6-D Stations	Turnout Speeds		Capacity of tracks in feet
					MPH		
					E Sw.	W. Sw.	
	132.2		9297	MARYSVALE .....	...	...	Yard
	120.6		9294	11.6 SEVIER	15	15	800
	111.7		9291	8.9 ELSINORE	15	15	1100
	110.0		9289	1.7 NIBLEY	15	15	2700
	103.7		9284	6.3 RICHFIELD (YL)	15	5	Yard
	101.6		9282	2.1 GRAMSE	15	15	2000
	100.1		9279	1.5 KEMA	15	15	1500
	96.3		9275	3.8 SIGURD	15	15	1700
	92.2		9271	4.1 AURORA	15	15	2500
	90.3		9270	1.9 IVIE-BEET SPUR	15	...	800
	90.2		9270	0.1 IVIE-MILL SPUR .....	...	15	600
	86.4		9262	3.8 SALINA	15	15	Yard
	75.0		9256	11.4 SPEARMINT	15	15	1900
	72.9		9254	2.1 GUNNISON	15	15	500
	60.8		9251	12.1 MANTI .....	...	15	2000
	53.4		9228	7.4 EPHRAIM	15	15	Yard
	52.8		9231	0.6 MORONI SPUR	15	...	Yard
	52.5		9227	0.3 WEST EPHRAIM	15	15	3000
	38.6		9216	13.9 MT. PLEASANT	15	15	800
	32.0		9214	6.6 FAIRVIEW	15	15	900
	24.0		9209	8.7 HILLTOP	15	15	1400
	23.3		9206	8.5 INDIANOLA	15	15	1100
	14.8		9069	14.8 RIO .....	...	...	...

Exceptions: MPH

Zone Speeds:

Moroni Spur 25

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

All other turnout speeds 10

Sidings 10

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.	
	32.4		9436	BURGIN	15	15	900
	27.5		9435	4.9 PEARL	15	15	400
	25.1	15	9432	2.4 ELBERTA	15	15	1000
	17.3		9423	7.8 TOWNSEND	15	15	600
	17.0		9421	1.3 KEIGLEY	15	15	Yard
	16.0		9418	5.2 PAYSON	15	15	1400
	10.8		9409	5.7 S.F. SUGAR FACTORY	15	15	4600
	10.0		9408	1.3 SPANISH FORK	15	15	1100
	5.1	20	9405	1.2 KIRBY .....	...	15	1000
	3.8		9302	2.6 SPRINGVILLE	15	15	Yard
	2.6						
	0.0						

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.	
	11.9		9630	LEAD MINE	15	...	Yard
	9.5		9626	2.4 PROLER STEEL	15	...	Yard
	6.7		9627	2.8 BAGLEY .....	...	15	Yard
	6.6		9625	0.1 INTERSTATE BRICK	15	...	1200
	5.7	20	9624	1.5 WELBY	15	15	2300
	4.3		9623	0.8 BALKAMP .....	...	15	400
	3.7		9621	0.6 PLASTRONICS	15	...	400
	3.5		9620	0.2 ROME CABLE .....	...	15	1000
	3.5		9618	IRECO	15	...	400
	2.0		9622	1.5 WEST JORDAN	15	15	1100
	1.5		9616	0.5 DAVIDSON LUMBER	15	...	300
	0.7		9332	0.8 U.S. SMELTER	15	...	2200
	0.0		9332	0.7 MIDVALE	15	15	Yard

Exceptions: MPH

Zone Speed:

Highway Crossing at MP 9.03 near Proler 10

All other turnout speeds 15

Sidings 15

Zone Speeds Westward MPH	Miles from Midvale	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Garfield Branch Subdivision 6-K Stations	Turnout Speeds MPH		Capacity of Tracks in feet
					E. Sw.	W. Sw.	
20	17.9	20	9676	MAGNA	...	...	...
	14.4		9675	BONNE SPUR	...	15	200
	11.2		9672	BACCHUS SPUR	...	15	Yard
	11.1		9670	KEARNS	15	15	900
	10.7		9674	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

TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE

Sub Divn.	Name	Mile Post	Stn No.	Capy. In Feet	Switch Connection	
1-A	Stock Yard Spur	BL2.2	1001	Yard	West	
	Public Service	6.2	0006	500	East	
	Industry Spur	8.0	0008	300	East	
	Chem	15.5	0015	2000	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		3100	West	
	Toponas House track	153.0	0153	2250	East & West	
	Yampa Stock track	161.8	0162	1850	East & West	
1-B	Energy Spur:	200.1	0200	...	East	
	Energy No. 1 & 2	12.5		Yard	East & West	
	Energy No. 3	6.0		6300	East & West	
	Colute	209.9	0210	500	East & West	
	Axial Spur	230.0	0230	...	East	
	Ute Jct.	3.0	...	...	East
	Ute	9.2	0238	Yard	East	
	Wilson	9.4	0250	Yard	East	
	Empire	11.6	0252	Yard	East	
	Axial	25.5	0265	Loop	East	
3	Burnito	161.4	1746	2000	East & West	
	Pleasanton	195.4	1783	3000	East & West	
	Wellsville	208.8	1796	1100	East & West	
	Cleora	213.2	1800	1250	West	
4	Eagle	329.0	2268	1550	East & West	
	Gypsum	335.8	2272	1050	East & West	
	Union Carbide	388.2	2530	Yard	East & West	
	Union Oil	404.0	2539	2000	West	
	Exxon-Union Spur	...	...	Yard	West
	Public Service	433.3	2562	Yard	East	
	Railhead	454.0	2806	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	1000	West	
	Gary	463.8	2809	Yard	East & West	
	Loma	465.2	2810	2000	East & West	
	Atlas	559.0	9954	9850	East	
	C. V. Spur: (Wye)	615.8	9024	Yard	East & West	
	Acco	...	9025	4000	East & West	
	6	Lynn, Eastward track	632.5	9047	3500	East & West
		Detour, Eastward Track	665.0	9062	1650	East
Narrows, Eastward track		672.3	9066	1500	East	
Narrows, Westward track		672.7	9066	250	West	
Castilla, Westward track		682.3	9071	500	East & West	
Gomex, Westward track		688.6	9078	Yard	East	
Sutro, Eastward track		690.7	9082	3550	East & West	
Ironton, Industrial Park		698.2	9308	Yard	West	
Provo Jct. Westward track		702.4	9310	Yard	West	
Pipe Mill Spur		710.1	9319	4700	West	
Sampler, Westward track		737.4	9336	4600	East & West	
Forest Products, Eastward track		737.8	9336	200	East	
Murray, Eastward track		738.7	9336	Yard	West	
Titan Steel, Eastward track		738.9	9336	200	East	
Fireclay, Westward track		739.1	9336	500	East	
P K Wholesale, Eastward track		740.5	9352	200	East	
Sugar House		742.5	9710	Yard	West	
6-D	Moroni Spur	52.8	9231	Yard	East	
	Larsen	9.3	9231	Yard	East	
6-J	Dalton Spur	7.5	9628	5280	East	
7	Oil Shale spur	750.0		Yard	East	
	Utah Emulsions	752.0	9822	400	West	
	Fry	752.8	9824	500	East	
	Layton	767.6	9840	2350	East & West	
	Roy	775.1	9848	3000	East & West	

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

Sub Divn.	Location	Tracks
1-A	Egeria, MP 150.5 Yampa, MP 161.8	Spur Stock
1-B	Steamboat, MP 191.5 Steamboat, MP 191.6 Bear River, MP 206.5 Mt. Harris, MP 208.0 Colute, MP 209.9 Hayden, MP 214.8 Hayden, MP 215.4	Stock spur Lumber spur Load track Load track Industry spur Elevator track House spur
3	Canon City, MP 160.2 Canon City, MP 161.6 Pleasanton, MP 195.4 Wellsville, MP 208.8 Salida, MP 215.9 Malta, MP 270.9	Short Lumber track Burnito Load Track Spur Texaco Spur Spur
4	Allen, MP 347.5	Spur
6	Kyune, westward track, MP 639.2 .. Gilluly, eastward track, MP 660.8 .. Detour, eastward track MP 665.0 .. Narrows, eastward track MP 672.3 .. Narrows, westward track MP 672.7 .. Forest Products, eastward track, MP 737.8 Titan Steel, eastward track, MP 738.9 Murray, eastward track, MP 739.0 .. Fireclay, westward track, MP 739.1 .. P K Wholesale, eastward track, MP 740.5	Spur Spur Spur Spur Spur Spur Spur Spur Spur Spur Spur Spur
7	General Distributing, MP 746.2 Utah Emulsions, MP 752.0	Spur Spur

RAILROAD CROSSINGS AT GRADE, ABS, CTC AND OTHER SIGNALS

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

Sub Divn.	MP	Location	Tracks Governed	Remarks
1	118.15 118.5	Pueblo	ATSF-BN Main Tracks AT&SF Main track D&RGW Main track	Manual Interlocking controlled by D&RGW train dispatcher. Each railroad governed by its own Rules and Special Instructions. D&RGW Operating Rules 663 and 663-A.
1-A	0.7 3.2	Denver (23rd Street) Denver	DRGW-BN Main Tracks BN-Belt Line. DRGW Main Track - Belt Line	Automatic Interlocking. Each road governed by its own rules and special instructions. D&RGW Operating Rule 667, and instructions posted on release mechanism. 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 Rule 667.
6	744.2	9th South Salt Lake City	D&RGW running tracks and UP main track. D&RGW main track & UP main track.	Automatic Interlocking. Each road governed by its own rules and special instructions. D&RGW Operating Rule 667. To receive signal for reverse movement over crossing after having cleared the home signal limits, depress pushbutton in box on home signal and hold for 5 seconds, then release.
6	....	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.

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	<p>CTC and Manual Interlocking controlled by D&RGW train dispatcher. Normal position of derails and signals against UP. Each road governed by its own rules and special instructions. D&RGW Operating rules 509-A, 663 and 663-A.</p> <p>Bee Line Spur leads from Cudahy Spur track and is equipped with pipe connected mechanical lock. Normal position of switch is to Bee Line Spur. Before movement is made to or from D&RGW main track and Cudahy Spur, main track switch must be reversed. Bee Line Spur switch will then be unlocked to permit lining. When restoring switches to normal, Bee Line Spur switch must be normal before main track switch is placed normal.</p> <p>Lower signal governing movement from Cudahy Spur will display lunar indication for movement to Bee Line Spur or yellow for movement to UP track.</p>
	750.3	North Salt Lake	D&RGW main track & UP switch 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.

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.

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) 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.

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

CROSSOVERS ON TWO MAIN TRACKS

Sub Divn	Location	MP	Points	Description	MPH
1-A	Bond	128.7	Trailing, Westward main	Dual Controlled	30
	Bond	128.8	Facing, Westward main	Dual Controlled	30
3	Dry Creek	120.8	Facing	Hand Throw	15
6	Helper	626.6	Trailing	Hand Throw	15
	Helper	627.3	Facing	Dual Controlled	30
	Utah Ry. Jct.	628.8	Trailing	Dual Controlled	15
	Lynn	632.0	Trailing	Dual Controlled	30
	Colton	644.8	Trailing	Dual Controlled	30
	East Summit	650.1	Trailing	Dual Controlled	30
	Summit	651.2	Facing	Hand Throw	15
	West Summit	651.9	Facing	Dual Controlled	30
	Detour	665.0	Facing	Hand Throw	15
	Narrows	672.3	Trailing	Dual Controlled	30
	Rio	676.7	Facing	Dual Controlled	30
	Castilla	684.1	Trailing	Dual Controlled	30
	Springville	695.8	Facing	Dual Controlled	50
	Ironton	698.5	Trailing	Dual Controlled	30
	Ironton	698.6	Facing	Dual Controlled	30
	Provo	699.9	Trailing	Hand Throw	15
	Provo	700.9	Facing	Hand Throw	15
Geneva	707.1	Trailing	Dual Controlled	30	
Midvale	735.9	Trailing	Dual Controlled	30	
East Roper	740.8	Facing	Dual Controlled	30	
8	Pueblo	119.4	Trailing	Hand Throw	15
	Minnequa	120.7	Trailing	Hand Throw	15
	Minnequa	121.5	Trailing	Hand Throw	15
	Minnequa	121.8	Trailing	Dual Controlled	15
	Minnequa	121.9	Facing	Hand Throw	15
	Southern Jct.	112.7	Trailing	Hand Throw	15

Locations of permanent derrails on main track.

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

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- 3130	SD-40 5341- 5413	SD-45 5315- 5340	ADJUST MENT FACTOR
Denver	East Portal	1350	850	1025	1125	1600		3
Tabernash	Winter Park	1400	890	1075	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	3500	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
Minturn	Tennessee Pass	850	550	625	675	950		3
Grand Jct.	Glenwood	2800	1850	2150	2300	3250		3
Glenwood	Minturn	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
Malla	Eilers	1000	650	750	800	1150		2
Eilers	Leadville	850	550	625	675	950		2
Salida	Maysville	1100	750	850	950	1350		2
Maysville	Monarch	530	340	400	440	620		1
Pueblo	Minnequa	2000	1350	1600	1750	2400		4
Minnequa	Walsenburg	2600	1700	1950	2100	2900		6
Walsenburg	La Veta	1650	1100	1300	1400	1950		4
La Veta	Fir	800	520	600	650	950		2
Alamosa	Russell	2700	1800	2000	2150	3050		5
Russell	Sierra	1800	1200	1400	1500	2100		4
Sierra	Fir	1050	700	775	850	1250		3
Walsenburg	Trinidad	2600	1700	1950	2100	2900		5
Trinidad	Walsenburg	2600	1700	1950	2100	2900		5
Grand Jct.	Mounds	2600	1600	1900	2000	3000		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
Hotchkiss	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- 3130	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	975	1350	3	
Kyune	Summit	2600	1650	1950	2050	2900	3	
Provo	Castilla	3300	2150	2500	2700	3800	3	
Castilla	Summit	1400	890	1050	1175	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	Scafield	1420	950	1150	1200	1650	3	
Scafield	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	
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	
Rio	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.

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
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

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	69.7	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

RADIO CHANNEL ASSIGNMENTS

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.

On 8 channel radios equipped with 'A-B' toggle switch, the following will govern:

Position 'A': D&RGW channels 1-4

Position 'B': B-1 MP Road

B-2 Blank

B-3 SP Road

B-4 UP Road

AMTRAK RADIO CHANNELS

DRGW Channel Designation

AMTRAK

Channel 1

Channel B-4

Channel 3

Channel B-2

Channel 4

Channel B-3

To contact Dispatcher on AMTRAK Radio, use Dispatcher Tone # 3.

Special Time-Table Rules

SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

1. SUPERIORITY AND MOVEMENT OF TRAINS

- a.) Except as otherwise provided eastward trains are superior to westward trains of the same class.
- b.) Train orders will be issued at Pueblo and Grand Junction affecting the through movement of trains on subdivisions 3 and 4. Train orders will be issued at North Yard, Phippsburg, or Grand Junction affecting the through movement of trains on subdivisions 1-A, 4, and 4A.
- Such train orders will govern train and enginemen of these trains until fulfilled, superseded or annulled.
- c.) Freight trains, yard and other locomotives must make way for passenger trains without unnecessary delay.

2. CLEARANCES

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.
5, 6	Helper	When authorized by train dispatcher.
6, 7	Salt Lake City	When authorized by train dispatcher.
7	Ogden-Transfer	All trains.
8	Pueblo	When authorized by train dispatcher (D&RGW Clearance only)

3. DYNAMIC BRAKE

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.

4. BULK TRAINS

- a.) Trains with 25 or more loads of coal and/or grain will be considered "bulk" trains. Other trains will be considered "bulk" trains if average weight per car is more than 80 actual tons and, in addition, the actual tonnage per locomotive 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
- b.) In calculating operative dynamic brake for "bulk" trains, include head end power only.

RETAINERS

5. In territories 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, Kyune to Helper, and Summit to Castilla, 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 retainer rule application, Time-table rules 5a through 5l, head end locomotive consist plus all helper locomotive units with operative dynamic brake will be included. Dynamic brake on head end of trains must not exceed 24 axles.
- a.) **Crater to Bond, Winter Park to Fraser and East Portal to Leyden**
 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.
- b.) **Tennessee Pass to Minturn**
 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.
- c.) **Leadville to Malta**
 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.
- d.) **Monarch Spur**
 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-I. 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.

e.) Fir to Sierra

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.

f.) Fir to La Veta

Use retainers on all loaded cars. If dynamic brake is inoperative, use retainers on all cars.

g.) Sunnyside Branch

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.

h.) Kyune to Castle Gate

On freight trains, if actual tonnage per unit with operative dynamic brakes 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.

i.) Castle Gate to Helper and Summit to Castilla

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.

j.) Pleasant Valley Branch

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.

k.) Tintic Branch

Use retainers on all loaded cars Burgin to Pearl.

l.) Bingham Branch

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

GP-9 900 tons
GP-30, GP-35, GP-40, SD-9 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 Leadmine to Welby. If dynamic brake is inoperative, retainers will be used on all cars.

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

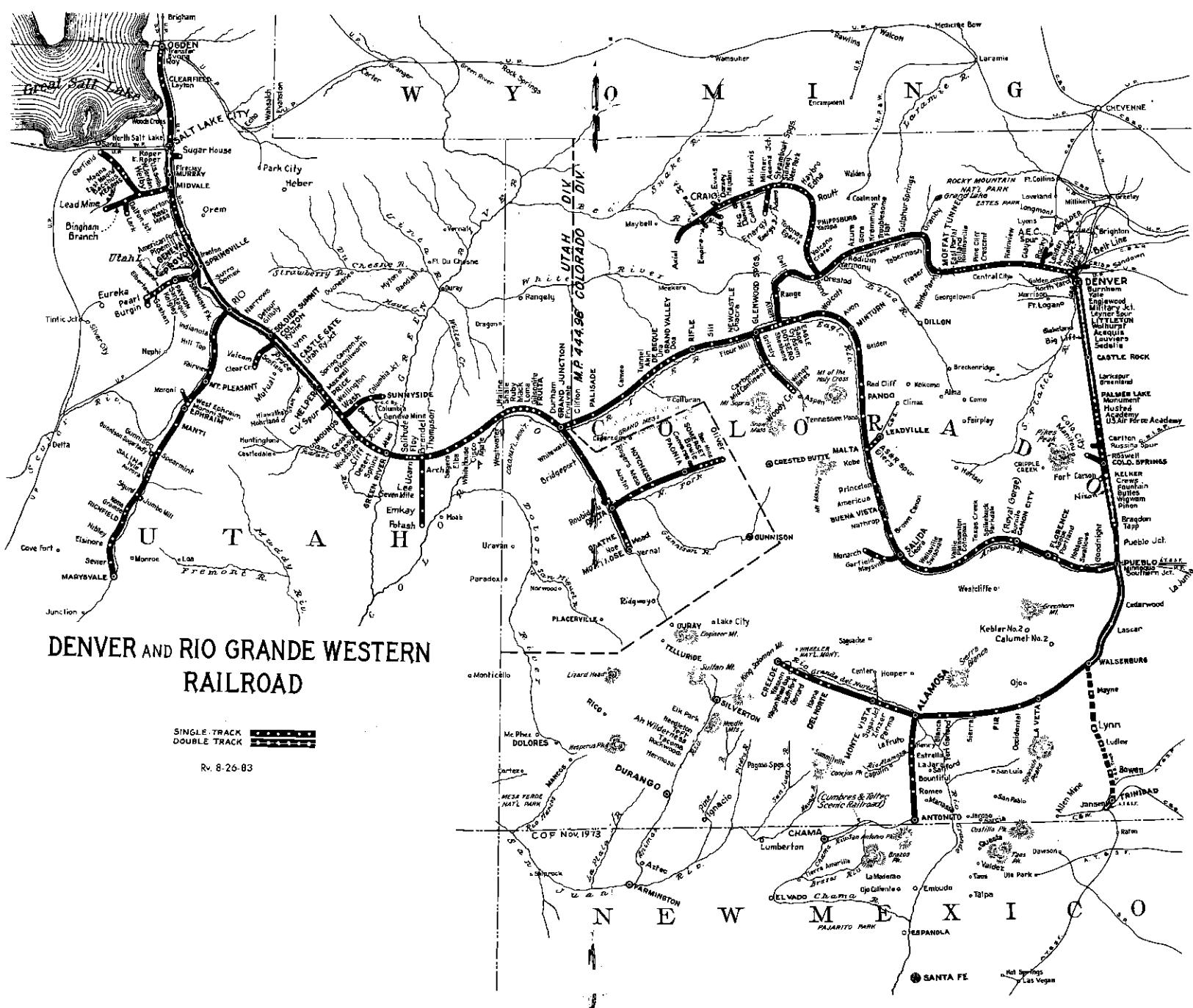
Sub-Divn.	Territory	CAR COUPLER TYPE	
		Standard	High Strength
1-A	North Yard to East Portal	5000	8000
	Tabernash to Winter Park	5000	8000
	Bond to Crater	5000	8000
	Phippsburg to Toponas	6000	9000
1-B	Haybro to Phippsburg	6000	9000
3	Canon City to Tennessee Pass ...	6500	9500
	Minturn to Tennessee Pass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

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

7. Unless otherwise instructed, placement of helper locomotives will be governed by the number of axles in the helper locomotive consist as shown below:

8 Axles or less	Behind Caboose
18 Axles or less	Ahead of Caboose
More than 8 Axles Minturn to Tennessee Pass	Ahead of 1700 adj tons
	Ahead of one-half the tonnage rating for helper locomotive consist.
Over 18 Axles	

- a.) Helper locomotives exceeding the number of axles specified may be used on rear of train provided excess units are isolated.
- b.) Unless otherwise instructed, when it can be avoided, cars 70 feet or longer, or cars less than 50 actual tons each must not be nearer than 5 cars ahead of helper locomotive when helper locomotive consists of more than 2 operating units. If necessary, placement of helper locomotive may be varied a few cars in either direction to comply with the provisions of this rule.
- c.) Unless otherwise instructed, on trains exceeding 4000 adjusted tons, each of the head 5 cars must have actual weight of 50 tons or more and cars 70 feet or longer must not be nearer than 5 cars behind road locomotive.
- d.) Both couplers must be blocked on SD-7 and SD-9 units when used in helping service.
- e.) Scale test cars, cars placarded "Rear End" and "Handle on Rear of Train Only", single axle cars and other cars designated as "Rear Enders", must be trained behind helper engine.



DENVER AND RIO GRANDE WESTERN RAILROAD

SINGLE TRACK 
 DOUBLE TRACK 

Rev. 8-26-83

8. MAXIMUM SPEEDS

a.) Zone and other authorized speeds must not be exceeded.	
b.) Locomotives:	M.P.H.
1.) Diesel locomotives 130 through 149 when used as controlling unit	20
2.) Diesel locomotives 130 through 149 not used as controlling unit	40
3.) Other diesel locomotives	70
c.) Freight trains, light locomotive, or locomotive with caboose only	60
d.) Bulk trains (see Rule 4)	40
e.) Weigh-in-motion scales, unless otherwise specified:	
1. Weighing	03
2. Passing over	10
f.) Locomotive service tracks	05
g.) Lumber or pipe on flat cars (including bulkhead flats) and empty bulkhead flatcars	50
h.) Monarch rock or Minnequa ore	50
i.) Tank cars containing liquid petroleum gas or anhydrous ammonia	40
j.) Unit steel trains 688, 689, 696, and 697, loaded or empty, Subdivisions 6 and 7	40
k.) Welded rail trains:	
1.) Under load	25
2.) Empty	40
l.) Derricks:	
1.) Boom leading	25
2.) Boom trailing	35
m.) Outfit cars:	
1.) Occupied	25
2.) Unoccupied	35
n.) Scale test cars:	
1.) Foreign or WWIB scale test cars	30
2. X-450 scale test car	35
o.) Snow plows, spreaders, flangers	35
p.) Pile drivers	25
q.) Flat cars loaded with rip-rap or empty X-flat cars in rip-rap service	25
r.) D&RGW 24800 through 25049 series	25
s.) D&RGW 25100 series cars when used in slag service	25
t.) UP 26000 - 27000 series cars	25
u.) RGAX 3900 - 3901	35
v.) 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.	

9. Operations North Yard

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.

10. Operation Belt Line

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.

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.

11. Joint Operations Denver

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

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

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

BN Time-table Colorado Division governs movements through South Denver Interlocking. 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.

D&RGW yard locomotives are authorized to operate over BN yard track from M.P. 1.0 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 Consolidated code of Operating Rules. Normal position of switch off BN Freight Lead is lined and locked for BN Freight Lead.

Employee in charge of movement will call Rio Grande Yardmaster to secure permission to reenter BN trackage.

D&RGW crews will be governed by UP Operating Rules 269, 269(A) and 275 shown on pages 45-46 of this time-table, in addition to D&RGW Rules of the Operating Department, while working on UP trackage in the Denver territory.

12. Operation Rocky Spur

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 when not in use.

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 hand brakes, being set out at AEC Rocky Flats, must have both hand brakes applied.

13. Operation North Yard — East Portal

Operating rule 111E is modified to the extent that Dragging Equipment Detectors located between 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.

14. Operation Through Moffat Tunnel

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.

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.

ABS governing movements over Westswitch East Portal, in addition to their ABS function, will not indicate Proceed unless ventilation curtain is raised.

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

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

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.

The emergency exit route as mentioned above is also the route to the manual operating control panel and is identified with yellow painted doors and yellow painted directional arrows.

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.

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

15.

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.

A dual controlled switch governing movement to the Phippsburg Long Lead is located at M.P. 165.1.

Before entering Phippsburg Yard, trains must contact operator or train dispatcher for instructions on which track to use.

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

16.

Operation — Pueblo

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.

D&RGW Subdivision 8 trains will use MP 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 MP Inbound-Outbound track.

17.

Joint Operations Pueblo

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

D&RGW, System

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.

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

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

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

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

Eastward MP 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.

D&RGW train dispatcher will advise Pueblo Tower yardmaster of Westward MP 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.

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.

18.

Joint Operation-Pueblo — Jansen

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 timetable and Consolidated Code of Operating Rules govern train operation on both tracks. BN form of train orders and Clearance will be used and issued over signature of D&RGW Train Dispatcher on eastward track, BN Train Dispatcher on westward track.

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

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 Rule 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

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

19.

Operation Pueblo — Tennessee Pass

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

Switch leading from Leadville Branch, Subdivision 3-A, to west leg of wye at Malta and west wye switch at connection to Track 5 must be kept lined for west leg of wye when not in use.

20.

Operation Tennessee Pass — Minturn

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.

21.

Operation Minturn

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 repeater signal does not display proceed when Eastward train is ready to depart, train dispatcher must be contacted immediately.

Track 1 Minturn must be left clear of cars.

22.

Operation Aspen Branch

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

23.

Operation Grand Junction

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.

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 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.

Inert retarders are located near the west end of all tracks in the classification yard (bowl). Movement over these tracks must not exceed 10 M.P.H. until all cars are clear of retarders.

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

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 449.4 Eastward displays proceed indication. If Repeater Signal does not indicate proceed when train is ready to depart train dispatcher must be contacted immediately.

When cars are left on Depot Running Track at Grand Junction, Colorado, the west car must be skated for protection.

Skates have been placed at MP 450 for this use.

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.

Eastward trains entering alternate Inbound track East Yard, will be governed by instructions from Yardmaster.

24.

Operation Delta

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

25.

Operation North Fork Branch

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.

26.

Operation Montrose

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

27.

Operation Gary

Crews having work to perform at Gary Plant will be governed by the following:

Flashing blue lights are displayed on Gilsonite yard tracks 1, 2, 3 and 4 and indicate workmen are on or about equipment on track or tracks when blue lights are displayed. When flashing blue light is displayed on any of these tracks, trains or locomotives must not enter such tracks until the flashing blue light is turned off.

Upon arrival at Gilsonite, if flashing blue light has not been turned off, locomotive whistle will be sounded - 1 long - 1 short - and repeated at one minute intervals until flashing blue light is turned off.

Look out for open pit between rails 720 feet east of west switch to yard track 3, Gilsonite.

Operation Thompson

28. Acid track lead skated west end near Switch No. 1 at Thompson, Utah. Skates must be removed upon entering; skates must be replaced on track upon departing.

Operation Cane Creek Branch

Industry trackage at Seven Mile on the Cane Creek Branch (sub-division 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 Position 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.

Operation Sunnyside Branch

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

The loading tunnel at Sunnyside is equipped with tunnel doors at west end of tunnel.

Doors will be opened and closed by Kaiser employees, Sunnyside. However, Conductor in charge of train to Sunnyside must notify them thru Helper Yard office personnel approximate arrival time.

Doors must not be fouled by trains or engines before they are opened to clear.

Operation Wash

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 track 3 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.

Operation Helper

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

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

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

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

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 Provo

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 7007 are to be used when westward main track is occupied and it is desired to line switch to yard tracks. The 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.

Union Pacific Coal tracks 1 and 2— Switches at east and west end of the coal tracks are to be left lined for track 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 track 2 and left to clear on the west end. If track 1 is clear, it will be used as a return route for Rio Grande power.

Track 1 will normally be used for delivery of empty coal trains from the Union Pacific to the Rio Grande.

When setting out or picking up at Provo, sufficient hand brakes must be applied to cars left standing to prevent cars from rolling out.

Operation Geneva

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.

Gate No. 2 at U.S. Steel, Geneva, must not be blocked between 10:00 PM and 6:00 AM on week days, or all day and night on Saturdays, Sundays and holidays.

During these times, outbound trains from Geneva must be cabooseed from west (north) end unless trains are short enough not to block Gate 2 crossing.

Gate No. 1 will be closed during these times and Gate No. 2 must be kept open, except for passing of trains, for ambulance and other vehicular traffic.

Both Gate No. 1 and Gate No. 2 are equipped with a blue flashing light on a light pole located at the railroad crossing. The purpose of these lights is to alert railroad crews that an ambulance is coming out of the plant and the crossing must be immediately cleared in order that the ambulance can reach the plant Dispensary without delay, and are controlled by U.S. Steel guard at Gate No. 1 and Gate No. 2.

The following instructions must be observed for trains entering Geneva Plant:

1. RG inbound trains that have to weigh are to enter the Plant on track A-20 and cross over to A-1 track on the crossover immediately east of the scale.
2. RG inbound trains that do not have to weigh are to enter the Plant on A-20.
3. All power units are restricted from going through, in either direction, the back-to-back crossovers A-14 to A-1 and A-1 to A-20 at the east end of the classification yard, and the A-1 to A-20 and A-20 to A-1 crossover east of #1 Gate.
4. When doubling trains over at west end of Geneva yard, crews must line for A-8 Lead and do not use crossovers to Hill track.

35. Operation Garfield Branch

Trains entering Kennecott Corporation track MP 1.8 Bacchus Spur, must call Kennecott Corporation train dispatcher, Copper-ton, 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.

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.

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

36.

Joint Operations Roper — Salt Lake City Salt Lake Union Depot

Freight train, yard, interchange, and other locomotive movements will keep to the right on two running tracks (freight mains) between Grant Tower Interlocking and Roper Yard. Movements against the current of traffic will be made only when authorized by the Yardmaster or on signal indication leaving Grant Tower Interlocking.

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

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 Salt Lake Union Depot are as follows:

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

Trains, yard engines, light engines, and others using Salt Lake Union Depot tracks will leave switches lined for track 3. Switch connection with WP main track and Salt Lake Union Depot track just east of 1st South Street will be left lined for Fence track.

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.

All employees while using UP tracks including D&RGW delivery and receiving tracks, will be under the jurisdiction of UP supervisors and will obey their instructions.

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 to 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.

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.

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

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

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

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

37. Operation Clearfield

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.

Within the limits of the Clearfield Freeport Center, operating Rule 93 of the D&RGW governs all UP and D&RGW train and engine movements.

38. Operation Ogden Transfer

All employes 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.

39. SHIFTED LOAD DETECTORS (SEE RULE 111G)

Subdivision	Mile Post	Location
1-A	48.0	West of Tolland
1-A	58.8	East of Fraser
5	551.1	East of Green River
5	557.2	West of Green River
6	677.1	West of Rio
6	685.0	West of Castilla

40. High Water detectors are in service at the following locations.

Subdivision	Mile Post	Locations
1-A	48.25 103.94	East of East Portal West of West Kremmling
3	138.22 142.57 146.54 153.38 169.77 184.33 188.27 191.77 196.55	East of East Hobson West of West Hobson Between switches Portland West of West Florence East of East Parkdale Between switches Texas Creek West of West Texas Creek Between switches Cotopaxi West of Pleasanton
4	389.15 433.07	West of West Rifle West Cameo
4-A	156.06	West of West Range
5	476.10 495.30 519.44 519.87 524.97 528.21 544.94 553.28 568.62 595.47	Between Ruby and Shale Between Utaline and Agate East of East Sagers East Sagers West of West Sagers Between switches Thompson East of East Solitude East of Green River West of West Desert West of West Cedar

These detectors, when activated by high water, set adjacent block signals to display stop indication. When such signals display stop indication, trains or engines will comply with rule 509 or 509 A. Bridges or other structures protected by high water detectors must not be passed until a thorough inspection has been made and it is known that such structures are safe for movement of trains.

**DRAGGING EQUIPMENT DETECTORS
EQUIPPED WITH
RADIO VOICE ALERT**

Subdivision	Mile Post	Location
1-A	14.6	West of Leyden
6	662.2	West of Gillully

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

AIRBRAKE: 7-G Cancelled
SAFETY: Revised 93. Employees in all classes of service must wear shoes that afford maximum support and protection to their feet at all times when on duty. Tennis shoes, track shoes, sneakers, high heel footwear, boots or shoes with pointed toes and/or sloped heels, and footwear without heels are unsuitable. High-top footwear gives added support to the ankles, while low heels afford firmer footing and maximum support and protection for feet and ankles. Safety shoes must be worn where required by department head.

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 flagging equipment consisting of 2 red flags, torpedoes and fuseses.

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: Revised 111-F. If hot box is detected during the time train is passing over detector, graph at readout point will indicate car and location in train. Employees reading graphs must notify crew of train 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 both sides of that car, and all 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.

Revised 892. He must handle and check cars in his train in accordance with billing instructions.

Unless otherwise provided, in trains other than work trains, spreaders must be headed in working direction: derricks and other work equipment with booms must be handled with boom in trailing direction.

D&RGW "X" cars, except those stencilled with an "A" prefix, are rear enders and must not be handled more than 20 cars ahead of rear end of train. Cars with an "AX" stencilling have no restriction and may be handled at any location in train.

Single axle cars when placed in trains must be placed immediately ahead of caboose (unless restricted by Hazardous Materials). If restricted, cars will be placed as near to the rear of train as Hazardous Materials Rules will allow.

Helper locomotives must be cut in ahead of any single axle cars.

Single axle cars must not be switched with locomotive detached.

Hand brake must not be depended upon to hold single axle cars. If a car is set out, car must be chained to the rail, or another non-single axle car must be left for additional braking.

These cars will be designated with the letter "Q" on conductor's train list.

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

Sub Divn. Symbol	Locations	Sub Divn. Symbol	Locations
1 * * x ♦	Littleton Colorado Springs	4 * x ♦ * * * ♦ * ♦ * *	Minturn Wolcott Eagle Glenwood Rifle Debeque Palisade
1-A * * x * x ♦ * * x ♦ * x ♦ * x ♦ * x * ♦ * * x ♦ * ♦	Leyden Plain Cliff Rollins East Portal Winter Park Tabernash Granby Sulphur Kremmling Radium	4-A * x ♦ *	Bond Range
1-B * x ♦ * x ♦ ●	Phippsburg Craig	5 * x ♦ * ♦ * ♦ * ♦ ● * * x ♦	Grand Junction Mack Cisco Thompson Floy Greenriver
3 * x ♦ * ♦ * ♦ ● * * x ♦ ● * * ♦ *	Pueblo Canon City Parkdale Cotopaxi Salida Buena Vista Malta Red Cliff	6 * x ♦ * ♦ ● * x ♦ * * x ♦	Helper Summit Provo American Fork Roper
		6-D x ♦ ●	Salina
		7 * x ♦ ●	Ogden
		8 * ♦ ● * x ♦ ● * x ♦ ● * x ♦ ●	Walsenburg La Veta Fir Alamosa
		16- 16A x ♦ ●	Delta

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

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens

Miles per hour	SAFE COUPLING SPEED
1 Miles per hour <input type="checkbox"/>	Damage begins
5 Miles per hour <input type="checkbox"/> ■	2-1/4 times as damaging as 4 MPH
6 Miles per hour <input type="checkbox"/> ■■	3 times as damaging as 4 MPH
7 Miles per hour <input type="checkbox"/> ■■■	4 times as damaging as 4 MPH
8 Miles per hour <input type="checkbox"/> ■■■■	5 times as damaging as 4 MPH
9 Miles per hour <input type="checkbox"/> ■■■■■	6 times as damaging as 4 MPH
10 Miles per hour <input type="checkbox"/> ■■■■■■	

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR — A BRISK WALK.**

**HANDLE FREIGHT CAREFULLY AND
KEEP OUR CUSTOMERS!**

STATIONS OPEN FOR COMMUNICATION

OPEN HOURS

Stations	Weekdays	Saturdays	Sundays and Holidays
Denver	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	Closed
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
Minnequa	8:00 AM to 5:00 PM	Closed	Closed
Walsenburg	Continuous	Continuous	Continuous
Alamosa	9:00 AM to 2:00 PM	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	6:00 AM to 10:00 PM	6:00 AM to 10:00 PM	6:00 AM to 10:00 PM
			Closed Holidays
Geneva	7:00 AM to 11:59 PM	7:00 AM to 11:59 PM	7:00 AM to 11:59 PM
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

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.

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

PLACARD APPLIED ON CAR		EXPLOSIVES A		EXPLOSIVES B		POISON GAS		RADIOACTIVE		OTHER THAN PLACARDED EXPLOSIVES A OR COMBUSTIBLE		OTHER THAN PLACARDED POISON GAS OR COMBUSTIBLE		COMBUSTIBLE	
		ANY CARS (including tank cars)	TANK CAR	OTHER CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE	OTHER THAN PLACARDED EXPLOSIVES A OR COMBUSTIBLE	PLACARDED EXPLOSIVES A OR COMBUSTIBLE	PLACARDED POISON GAS	PLACARDED COMBUSTIBLE	PLACARDED EMPTY COMBUSTIBLE	COMBUSTIBLE
TYPE OF CAR		EXPLOSIVES A		EXPLOSIVES B		POISON GAS		RADIOACTIVE		OTHER THAN PLACARDED EXPLOSIVES A OR COMBUSTIBLE		OTHER THAN PLACARDED POISON GAS OR COMBUSTIBLE		COMBUSTIBLE	
RESTRICTIONS															
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	MUST NOT BE PLACARDED NEXT TO	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			✓				
10		OCCUPIED CABOOSE	✓ ^③	✓ ^③	✓	✓	✓	✓			✓				
11		OCCUPIED GUARD CAR	✓ ^③	✓ ^③	✓	✓	✓	✓							
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		✓	✓	✓	✓	✓	✓							

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

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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): (e.g.) **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.