

**Denver & Rio Grande Western
Railroad Company**

**SYSTEM
TIME-TABLE**

No. 7

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

SUNDAY, MAY 4, 1986

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

L. R. PARSONS
Vice-President
Operations
Denver, Colorado

S. W. WAIT
Superintendent
Salt Lake City, Utah

A. L. MARZANO
Chief Transportation
Officer
Denver, Colorado

W. HOLTMAN
Superintendent
Denver, Colorado

DRGW Mile Post	AT&SF Mile Post	Station Number	COLORADO DIVISION SUBDIVISION 1 SOUTHWARD STATIONS
0.0			DENVER U.D. 0.6
0.6			7TH STREET YARD 1.4
2.0		8000	BURNHAM 0.4
2.4			4TH AVENUE YARD 1.2
3.6			SOUTH DENVER (YL) 3.9
7.5		1013	ENGLEWOOD (YL) 2.8
10.3		1024	LITTLETON (YL) 6.7
17.0		1029	ACEQUIA 3.7
20.7		1033	LOUVIERS 3.8
24.5		1036	SEDALIA 3.3
709.5			ORSA 4.3
705.2			CASTLE ROCK 5.0
700.2			TOMAH 5.3
694.9			LARKSPUR 3.4
691.5			GREENLAND 2.7
688.8			SPRUCE 2.5
52.0	686.3	1061	PALMER LAKE 5.2
57.2		1065	MONUMENT 8.1
65.3		1072	ACADEMY 9.6
74.9		1083	COLORADO SPRINGS 4.2
659.9		1101	KELKER 5.4
84.4	654.4		CREWS 4.0
650.5			FOUNTAIN 6.8
643.7			BUTTES 5.3
638.4			HENKEL 5.7
632.7			PINON 2.4
108.5	630.3	1121	BRAGDON 0.3
108.8			TAPP 8.0
116.8		1125	FUEGO 1.4
118.2			PUEBLO JCT. M
118.5			AT&SF CROSSING AT&SF-BN-MAIN TRACK 0.9
119.4		4000	PUEBLO (YL) (119.4)

Train, yard and other locomotive movements will keep to the right on two running tracks between Denver U.D. and South Denver M.P. 3.6. Movement against current of traffic will be made only when authorized by the Yardmaster. Running track switches must be left lined for running tracks.

Beginning and end of two main tracks located at South Denver M.P. 3.6.

Trains, yard or other locomotives while on Denver Union Terminal Railway Company's tracks are governed by Rules and Regulations of the Denver Union Terminal Railway Company's General and Interlocking Rules. D&RGW Rules of the Operating Department govern train, yard, or other locomotive movements between Denver Union Terminal Railway Company's tracks and South Denver.

Within Interlocking Limits at South Denver the Consolidated Code of Operating Rules, Burlington Northern, are in effect.

SOUTH DENVER—Interlocking, controlled by D&RGW train dispatcher at Denver. If Interlocking signals display other than proceed indication, crew member must contact D&RGW train dispatcher, Denver and be governed by his instructions. Phone is near each interlocking signal.

Within interlocking limits the Consolidated Code of Operating Rules, Burlington Northern, are in effect.

NOTE: For movements between South Denver and Bragdon be governed by AT&SF - D&RGW joint line timetable.

Station Number	AT&SF Mile Post	D&RGW Mile Post	COLORADO DIVISION SUBDIVISION 1 NORTHWARD STATIONS
4000		119.4	PUEBLO (YL) 0.9
		118.5	AT&SF-BN-MAIN TRACK AT&SF CROSSING 0.3
		118.2	PUEBLO JCT. M
1125		116.8	FUEGO 1.4
		108.8	TAPP 8.0
1121	6303	108.5	BRAGDON 0.3
1115		98.1	WIGWAM 10.4
1108		87.9	FOUNTAIN 10.2
	654.4		CREWS 3.1
1101	659.9		KELKER 5.4
1083		74.9	COLORADO SPRINGS 4.2
1072		65.3	ACADEMY 9.6
1065		57.2	MONUMENT 8.1
1061		52.0	PALMER LAKE 5.2
1042		32.5	CASTLE ROCK 19.5
1036	712.8		SEDALIA 8.0
1024	726.6		LITTLETON (YL) 13.8
1013	729.4		ENGLEWOOD (YL) 2.8
	733.4		SOUTH DENVER (YL) M
		2.4	4TH AVENUE YARD 1.2
		2.0	BURNHAM 0.4
		0.6	7TH STREET 1.4
		0.0	DENVER U.D. 0.6
			(119.4)

D&RGW Rules of the Operating Department govern train, yard or other locomotive movements from Bragdon to and including Pueblo.

Northward trains originating Pueblo must secure numbered AT&SF Clearance and secure authority per D&RGW operating Rule 83-A.

Northward trains originating Pueblo must obtain permission to depart from Pueblo Tower Yardmaster.

Train, yard and other locomotive movements to or from east end Pueblo Union Depot and to or from "C" Street Industrial Area, MP 118.9, must obtain permission from AT&SF train dispatcher prior to lining switch or fouling AT&SF main track between east end Pueblo Union Depot and railroad crossing at grade MP 118.9. When movement is completed and in clear of AT&SF main track, employes must report in clear to AT&SF train dispatcher.

Telephones are located north side AT&SF main track railroad crossing at grade MP 118.9 and at "C" Street crossover entering Pueblo Union Depot.

NOTE: For movements between Bragdon and South Denver be governed by AT&SF - D&RGW joint line timetable.

AMTRAK 5 Passenger	Zone Speeds		Mile Post	Zone Speeds		Station Number	COLORADO DIVISION Subdivision 1-A (in part, also see page 13) and 4-A Stations			Siding Turnout Speeds		Capacity of Siding in Feet	AMTRAK 6 Passenger	
	Westward	MPH		Eastward	MPH		E. Sw.	W. Sw.	Arrive Daily	S 2035				
											Leave Daily		MPH	
0810	10	0.0	10			DENVER U.D.								
	20	0.3	20			0.7								
		0.7				BN 23rd ST. XING A								
		1.5				0.8								
	45	2.0	45			1.0								
		2.5				FOX JCT.								
						0.7								
	65	3.2	65			NORTH YARD BK	30	30	Yard					
		4.0				0.7								
	45	4.8	45			UTAH JCT. JM								
		7.0				1.6								
						C & S JCT. J				30				
	50	2.2	50			2.2								
		12.0				ARVADA								
		12.4				5.4								
						LEYDEN	30	30	5500					
		18.0				5.6								
						ROCKY	30	25	4900					
		21.2				3.2								
						CLAY	25	25	5750					
		24.5				3.3								
						PLAIN	25	25	6500					
		31.2				6.7								
						CRESCENT	25	25	5500					
		37.0				6.3								
						CLIFF W	25	30	6900					
		42.1				4.1								
						ROLLINS	30	30	8300					
		47.1				5.0								
						TOLLAND	30	30	5650					
		50.1				3.0								
		56.4				EAST PORTAL WY	25	25	5750					
		56.9				6.8								
		58.6				WINTER PARK	30	30	7100					
						5.3								
S 1005	25	62.2	25			FRASER	30	30	4800	S 1805				
		66.0				3.8								
		67.0				TABERNASH WY	30	30	9800					
		73.0				9.8								
S 1030	70	75.8	70			GRANBY W	30	30	E4550	S 1740				
		86.2				10.4			W4750					
						SULPHUR	30	30	7800					
		93.0				6.8								
						FLAT	30	30	7050					
		98.0				5.0								
						TROUBLESOME	30	30	5500					
		103.5				5.5								
						KREMMLING W	30	30	5950					
		106.0				2.5								
		106.3				GORE	30	25	6700					
		111.3				5.3								
		116.0				AZURE	25	25	4800					
		116.4				5.1								
		123.0				RADIUM W	25	30	8400					
						6.6								
		129.3				YARMONY	30	30	4550					
						6.3								
		142.1				BOND JWY			Yard					
						12.8								
		155.2				DELL W	30	30	7400					
						13.1								
		166.8				RANGE W	30	30	7700					
						11.6								
						DOTSERO JY								
Arrive Daily						(166.8)				Leave Daily				

Exceptions: MPH

Zone Speeds:	MPH
Psg 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
MP 12.0 - MP 7.0 (Eastward)	30
Bond - MP 116 (Both directions)	25
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 Jet, End of two main tracks	30
Bond Junction Switch	20
Bond - End of two main tracks	30
Dotsero Junction Switch	35
All other turnout speeds	15
Sidings:	
Clay	12
Tabernash	20

Zone Speeds Westward	Mile Post		Station Number	COLORADO DIVISION Subdivision 3			Siding Turnout Speeds	Capacity of Siding in Feet
	Westward	MPH		Eastward	MPH	Stations		
	120.5		4000			PUEBLO		Yard
						2.5		
	123.0		1702			GOODNIGHT		
						7.8		
	130.8		1712			SWALLOWS	30	30
						8.8		7350
	139.6		1714			HOBSON	30	30
						6.2		6800
	145.8		1720			PORTLAND		Yard
						1.3		
	147.1		1722			ADOBE	30	30
						4.8		6100
	151.9		1724			FLORENCE	30	30
						8.9		6900
	158.0		1740			CANON CITY	30	30
						10.4		7200
	171.2		1754			PARKDALE	30	30
						4.5		9000
	175.9		1756			SPIKE BUCK	30	30
						8.4		4800
	184.1		1762			TEXAS CREEK	30	30
						7.6		6150
	191.7		1782			COTOPAXI	30	30
						6.4		5800
	198.1		1784			VALLIE	30	30
						9.9		6150
	208.0		1792			SWISSVALE	30	30
						7.1		6600
	215.1		2002			SALIDA	30	30
						7.1		Yard
	222.2		2010			BROWN CANON	30	30
						10.7		9900
	232.9		2016			NATHROP	30	30
						11.8		6750
	244.7		2026			AMERICUS	30	15
						7.4		6750
	252.1		2032			PRINCETON	30	30
						11.5		7600
	263.6		2040			KOBE	30	30
						7.4		8050
	271.0		2100			MALTA	30	30
						9.3		Yard
	280.3		2208			TENNESSEE PASS	30	25
						8.2		7850
	288.5		2216			PANDO	25	25
						7.7		8250
	296.2		2232			BELDEN	25	25
						5.8		10500
	301.7					MINTURN	30	30
						DBKRWY		Yard
	302.0		2250					
						(181.9)		

Exceptions:

MPH

Zone Speeds:	MPH
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 5 Passenger	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Subdivision 4			AMTRAK 6 Passenger
					Stations			
					Siding Turnout Speeds MPH	Capacity of Siding in Feet		
Leave Daily	MPH		MPH			Arrive Daily		
	20	302.0	20	2250	MINTURN . BKWY	30 30	Yard	
		302.6		2256	6.2 AVON	30 30	8350	
	40	308.2	40	2260	10.8 WOLCOTT	30 30	7550	
		319.0		2270	13.0 SAGE	30 30	7750	
		332.0		2276	9.9 DOTSERO	30 30	6150	
		341.9		2282	5.6 ALLEN	30 30	3900	
		347.5		2284	3.0 SHOSHONE	30 30	3900	
	50	350.5	50	2288	4.5 GRIZZLY	30 30	5050	
		355.0		2290	5.1 GLENWOOD . JWY	30 30	E10450 W7600	S 1445
S 1335		360.1		2508	8.0 CHACRA	30 30	6900	
		368.1		2512	4.6 NEWCASTLE	30 30	6250	
		372.7		2520	6.8 SILT	30 30	5800	
		379.5		2528	7.1 RIFLE	30 30	6150	
	70	386.6	70	2532	3.7 LACY	30 30	7000	
		390.1		2538	8.8 DOS	30 30	5850	
		399.1		2540	4.9 GRAND VALLEY	30 30	5200	
		404.0		2542	4.7 UNA	30 30	6150	
		408.7		2546	7.9 DE BEQUE	30 30	4725	
		412.0		2552	6.7 AKIN	30 30	6250	
	50	423.3	50	2554	4.4 TUNNEL	30 30	4650	
		427.7		2560	4.9 CAMEO	30 30	4350	
		432.6		2572	4.4 PALISADE	30 30	12200	
		437.0		2578	5.5 CLIFTON	30 30	5200	
	70	442.5	70	2580	2.8 FRUITVALE	30		
		445.0		2582	2.0 EAST YD		Yard	
S 1535	35	447.3	35	5000	2.3 GRAND JCT . . . BKJ		Yard	S 1250
Arrive Daily		450.0			(147.6)			Leave Daily

Exceptions:	MPH
MP 448.8 Wheel checker	25
Turnout Speeds:	
Dotsero, Junction switch — MP 341.9	35
Allen, End of 2 Main Tracks	30
Glenwood, Crossover MP 360.5	30
Depot Siding Glenwood (359.8 - 360.5)	12
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 5 Passenger	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Subdivision 5			AMTRAK 6 Passenger
					Stations			
					Siding Turnout Speeds MPH	Capacity of Siding in Feet		
Leave Daily	MPH		MPH			Arrive Daily		
		450.0		5000	GRAND JCT. BKJ	30 30	Yard	S 1245
		451.7		2802	2.1 DURHAM	30 30	5000	
		460.5		2808	8.8 FRUITA	30 30	E 6600 W6200	
		468.9		2812	8.4 MACK	30 30	7500	
		473.1		2816	4.2 RUBY	30 30	7400	
		476.0		2818	4.9 SHALE	30 30	4400	
		483.3		9920	5.3 UTALINE	30 30	6000	
		488.4		9922	5.1 WESTWATER	30 30	10193	
		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	
	70	528.1	70	9938	7.4 THOMPSON . . . WY	30 30	7100	1105
1655		533.8		9940	5.7 BRENDL	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 . . WY	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 W4200	
		622.1		9028	3.0 MAXWELL	30 30	6400	
		625.3		9030	3.2 SPRING GLEN			
		625.6			0.3 E. HELPER XOVER	30 30		
S 1845		626.4		9032	0.8 HELPER		Yard	S 0925
Arrive Daily					(176.4)			Leave Daily

Exceptions:	MPH
Zone Speeds:	
C.V. Spur	25
Spring Glen - End of Two Main Tracks	30
All Other Turnout Speeds	15
City Ordinances:	
Price	40
Grand Junction	25

AMTRAK 5 Passenger	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Subdivision 6 Stations	Siding Turnout Speeds		Capacity of Siding in Feet	AMTRAK 6 Passenger	
						E. Sw.	W. Sw.			Arrive Daily
S 1845	30	626.4	25	9032	HELPER BK 0.9	...	...	Yard	S 0925
		627.3			W. HELPER XOVER	30	30			
		628.8		9038	UTAH RY JCT XOVER J 1.5	15	15			
		630.4		9044	CASTLE GATE			Yard		
		632.7		9047	LYNN XOVER	30	30			
		638.9		9050	KYUNE	15	15	5200		
		644.8		9054	COLTON	30	30	Yard		
	60	650.1	60		XOVER					
		651.4		9056	E. SUMMIT XOVER	30	30			
		651.9			SUMMIT Y			8300		
		661.0	30	9060	W. SUMMIT XOVER	30	30			
		665.6		9062	GILLULY W	30	30	7900		
	25	672.3	45		DETOUR XOVER	15	15			
		676.7		9066	NARROWS XOVER	30	30			
	40	680.2	40	9069	RIO XOVER	30	30			
		682.0			XOVER					
	35	684.7	35		CASTILLA XOVER	30	30			
		695.8		9302	W 11.1 E 12.1 SPRINGVILLE J	50	50			
		698.6	50	9306	XOVER	30	30			
S 2050	50	701.1		9310	IRONTON XOVERS	30	30			
		702.0			PROVO B			Yard	S 0725	
		705.7		9318	LAKOTA UP JCT J					
		707.1		9317	GENEVA XOVER	30	30			
		708.4		9319	PIPE MILL					
		715.0		9321	AMERICAN FORK	30	30	8700		
		720.3	70	9325	MESA	30	30	7100		
		728.6		9328	RIVERTON	30	30	6500		
		734.9		9332	MIDVALE JWY	12	12	E 6600		
		735.9			XOVER	30	30			
2105		740.8		9348	EAST ROPER	30	30			
		742.0		6000	ROPER BKWY			Yard		
		743.5	30		13TH SOUTH XOVER	20	20			
		744.2		9354	UP 9TH SO XING A					
2210	12	745.1	12	6000	SALT LAKE CITY			Yard	0635	

Arrive Daily Eastward 120.8 Westward 119.8 Leave Daily MPH

Exceptions:	MPH
Zone speeds:	
Piggy Trains, Light Loco or Loco & cab only with Operative Dynamic Brake:	
MP 638.9 - Spring Glen (Eastward)	30
MP 651.4 - MP 665.6 (Westward)	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 682.0 (Westward)	25
MP 638.9 - Spring Glen (Eastward)	20
Turnout Speeds:	
Spring Glen - End of Two Main Tracks	30
Colton Junction Switch MP 644.8	20
Springville Junction Switch MP 695.8	20
Lakota UP Jct. - MP 705.7 (Eastward)	30
Lakota UP Jct. - MP 705.7 (Westward)	15
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 - 5th North	25
Geneva Steel Plant Yard	10
Union Pacific Coal Tracks 1 & 2, Ironton	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 turnout speeds MPH		Capacity of tracks in feet	
					E. Sw.	W. Sw.	Siding	Other
20	745.1	20	6000	SALT LAKE CITY B	...	...	...	Yard
	745.5		9808	GRANT TOWER M	...	...	...
15	745.9	15		UP BECKS XING M	...	...	...
	748.7		9812	UP NO. SALT LAKE XING M	...	...	...
	750.3	60	9814	DR&GW-UP NO. SALT LAKE XOVER	30	30	...	
60	750.6	60		NORTH SALT LAKE CP788				
	787.7		9814	WOODS CROSS				
	791.0		9824	CENTERVILLE (Spur-W) CP793				
	793.2		9826	CP302				
	802.5		...	CP302				
	803.2		9827	KAYSVILLE				
	804.2		9840	LAYTON CP804				
	807.2		...	CP807				
	808.7		9847	CLEARFIELD CP809				
	811.5		...	CP811				
	817.2		9885	BRIDGE JCT. CP817				
	817.5		...	CP818				
	782.0		9886	OGDEN				

D&RGW Rules of the Operating Department govern train and locomotive movements from Bridge Junction to Ogden.

A train must not enter Union Pacific Centralized Traffic Control without a clearance, unless authorized by:

- (1) Train Order
- (2) Verbal instructions from Train Dispatcher; or
- (3) Special instructions or general order.

D&RGW trains arriving Bridge Junction - Ogden must contact UP 30th Street Tower for instructions to enter yard.

NOTE: D&RGW crews will be governed by Union Pacific General Code of Operating Rules while working in UP territory except when D&RGW Time-Table rule is more restrictive.

Exceptions: MPH

City Ordinances:
Salt Lake City, 9th South - 5th North 25

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Subdivision 7-A Stations	Siding & other turn- out speeds MPH		Capacity of tracks in feet	
					E. Sw.	W. Sw.	Siding	Other
NOT IN SERVICE	750.6	20	...	D&RGW-UP NO SALT LAKE XOVER 3.3 WOODS CROSS 16.5 CLEARFIELD 0.9 UP SYRACUSE XING M 8.0 UP SUGAR WORKS XING M 1.8 TRANSFER 0.9 OGDEN	30	30	.....	.....
	753.9		9824		12	12	7000	.....
	755.15		9847		12	12	7900	.....
	770.4		9848		.....	.....	.....	.....
	771.3		9848		.....	.....	.....	.....
	779.3		9856		.....	.....	.....	.....
	781.1		9886		.....	.....	.....	Yard
	782.0		9886		.....	.....	.....	.....
				(31.4)				

Exceptions:

UP Syracuse Xing, MP 771.3 is permanently lined for UPRR

UP Sugar Works Xing MP 779.3 is permanently lined for UPRR

NOTE: Superintendent may authorize movement on Main Track between MP 755.15 and Ogden. All train movements will be governed by Operating Rule 400 (TWC).

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 MPH		Capacity of tracks in feet	
					E. Sw.	W. Sw.	Siding	Other
20	128.8	20	0129	BOND 9.9	.....	.....	.....	Yard
	138.7		0139		20	20	5100	.....
20	142.7	20	0143	VOLCANO 4.0 9.3	20	20	7400	.....
	149.5		0152		30	30	5760	2250
40	152.0	40	0162	TOPONAS 9.8 YAMPA 6.2	.....	.....	.....	3400
	161.8		0162		.....	.....	.....	Yard
25	168.0	25	0168	PHIPPSBURG (YL) BKWY 6.2	.....	.....	.....	Yard
	173.4		0174		.....	.....	.....	Yard
20	174.2	20	0174	EDNA 1.3 HAYBRO 2.7	.....	.....	.....	2300
	175.5		0175		.....	.....	.....	1900
50	178.2	50	0178	PARK 5.7 SIDNEY 7.2	30	30	6350	.....
	183.9		0184		30	30	3600	.....
40	191.1	40	0191	STEAMBOAT 8.9 ADAMS 1.2	30	30	8480	.....
	199.5		0199		.....	.....	.....	4100
40	201.2	40	0201	MILNER 4.8 BEAR RIVER 2.0	.....	.....	.....	3500
	206.0		0206		.....	.....	.....	1900
50	208.0	50	0208	HARRIS 3.0 DAWSON 2.9	30	30	7400	.....
	209.5		0211		.....	.....	.....	Yard
50	211.0	50	0211	H. G. SPUR 1.2 HAYDEN 6.9	.....	.....	.....	3400
	213.9		0215		30	30	7000	.....
50	215.1	50	0215	DORSEY 9.0 EVANS 0.7	30	30	8450	.....
	222.0		0222		.....	.....	.....	Yard
50	231.0	50	0231	CRAIG (YL) BKWY	.....	.....	.....	Yard
	231.7		0232		.....	.....	.....	.....
				(102.9)				

Exceptions:

Zone Speeds:	MPH
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	20
Phippsburg Long Lead Switch MP 165.0	40
Adams Jct. switch, MP 200.0	20
All other turnout speeds	15
East Evans, Switches between MP 230.1 and MP 230.3	20
Yard Tracks Phippsburg	10
Axial Spur:	
Movement governed by TWC	

Zone Speeds Westward ↓ MPH	Mile Post	Zone Speeds Eastward ↑ MPH	Station Number	COLORADO DIVISION Leadville Branch Subdivision 3-A		Turnout Speeds		Capacity of Siding in feet
				Stations		MPH		
				E. Sw.	W. Sw.			
15 ↓	271.0	15 ↑	2100	(YL) MALTA JY	...	...	Yard	
	273.3		2104		EILERS .....	...	...	Yard
	274.3		2106		AS&R SPUR .....	...	...	400
	275.9		2120		LEADVILLE .....	...	...	Yard
			(4.9)					

All turnout speeds MPH
10

Zone Speeds Westward ↓ MPH	Mile Post	Zone Speeds Eastward ↑ MPH	Station Number	COLORADO DIVISION Aspen Branch Subdivision 4-B		Turnout Speeds		Capacity of Siding in feet	
				Stations		MPH			
				E. Sw.	W. Sw.				
20 ↓	360.1	20 ↑	2290	(YL) GLENWOOD JWY	...	...	Yard	
	362.0		2416		SNOWMASS .....	...	...	Yard
	370.0		(TWC)	2416	CARBONDALE w	15	...	Yard	
	371.0				MID-CONTINENT	15	15	Yard	
	373.0				WINGO	15	15	500	
	375.0				BATES	15	15	1000	
	385.1				WOODY CREEK	15	15	Yard	
	387.4				2436				
	392.9				2437				

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 10
 Sidings 15

Zone Speeds Westward ↓ MPH	Mile Post	Zone Speeds Eastward ↑ MPH	Station Number	COLORADO DIVISION Subdivision 8		Turnout Speeds		Capacity of Siding in feet		
				Stations		MPH				
				E. Sw.	W. Sw.					
12 ↓	118.9	12 ↑	4000	2 MAIN TRACKS (YL) PUEBLO BJK	...	...	Yard		
	121.9		1136		(TWC) MINNEQUA .....	...	...	Yard	
	122.9		1140		SOUTHERN JCT .....	...	...	...
			1153		19.1	CEDARWOOD .....	...	...	*
	*		1158		11.5	LASCAR .....	...	...	*
			16.4		1180	WALSBERG (YL) J	...	...	Yard
	175.0		1550		15.3	LA VETA WY	...	...	Yard
	190.3		1560		195.0	6.5	OCCIDENTAL	15	15	1500
	196.8							10.4	FIR	15	15	1700
	207.2		1564		12	7.4	SIERRA	15		15	3400
213.0	1570	25	13.6	FT. GARLAND	15	15		2200		
214.6	1576	228.2	4.2	BLANCA	15	15	Yard			
232.4	1578				19.3	ALAMOSA (YL) ... BJKWY	...	...	Yard
251.7	1590									

Exceptions: MPH

All other turnout speeds 10
 Sidings 10

*For movement between Southern Jct. and Walsenburg be governed by BN Fort Worth Division Time-table and BN General Code of Operating Rules.

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Creede Branch Subdivision 10		Turnout Speeds MPH		Capacity of Siding in feet
				Stations		E.	W.	
				Sw.	Sw.			
25	251.7	25	1590	ALAMOSA (YL) . . . . .	...	...	...	Yard
	263.1		1604	PARMA	15	15	700	
	263.6		1605	AGRO . . . . .	...	15	500	
	266.1		1606	ZINZER	15	15	1500	
	267.0		1612	SUGAR JCT	15	15	Yard	
	267.4		1611	PLEASANT SPUR . . . . .	...	15	600	
	269.0		1612	MONTE VISTA . . . . .	...	...	Yard	
	282.8		1624	DEL NORTE	15	15	850	
	288.9		1628	HANNA	15	15	700	
	298.2		1638	SOUTH FORK	15	15	1000	
10	299.1	10	1640	DERRICK . . . . .	...	...	...
	300.0		1650	WAGON WHEEL GAP	10	10	500	
	312.1		1654	WASSON	10	10	1000	
	318.1		1661	WASSON	10	10	1000	
	320.7		1661	CREEDE . . . . .	...	...	Yard	
				(69.0)				

Exceptions:		MPH
All other turnout speeds	.....	10
Sidings	.....	10

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Antonito Branch Subdivision 11		Turnout Speeds MPH		Capacity of Siding in feet	
				Stations		E.	W.		
				Sw.	Sw.				
25	251.7	25	1590	ALAMOSA (YL) . . . . .	...	...	...	Yard
	256.0		1592	LA FRUTO	15	15	300		
	257.0		1593	HENRY	15	15	500		
	259.6		1594	ESTRELLA	15	15	1700		
	266.2		1595	LA JARA . . . . .	...	...	Yard	
	269.7		1597	BOUNTIFUL	15	15	1000		
	273.3		1598	ROMEO	15	15	1900		
	280.3		1600	ANTONITO . . . . .	...	...	Yard	
						(28.6)			

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

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.	W.	Siding	Other
				Sw.	Sw.				
20	351.5	20	2650	MONTROSE	15	15	.....	Yard
	353.2		2650	COLO CORE SPUR	15	...	.....	300
	353.5		2648	MEADE LBR SPUR . . . . .	...	15	.....	200
	356.2		2644	COORS, ROE	15	15	.....	800
	356.9		2644	ROE	15	15	.....	900
	362.2		2638	OLATHE	15	15	.....	1200
	365.6		2636	LOU PAC	15	...	.....	1100
	372.8		2630	DELTA	15	15	.....	Yard
	375.3		2624	ROUBIDEAU	15	15	7206	.....
	377.5		2614	BRIDGEPORT . . . . .	...	15	.....	4000
30	397.7	30	2610	WHITEWATER . . . . .	...	15	.....	2100
	410.7		2608	GRAND JCT. (YL) . . . . .	...	...	.....	Yard
	411.8		5000	GRAND JCT. (YL) . . . . .	...	...	.....	Yard

Exceptions:		MPH
All other turnout speeds	.....	10
Sidings	.....	10
City Ordinance - Montrose	.....	15
Grand Junction	.....	25

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.	W.	Siding	Other
				Sw.	Sw.				
10	417.4	10	2744	OLIVER	10	10	.....	4300
	416.4		2743	ARCO	10	10	.....	Yard
	415.3		2740	SOMERSET	10	10	.....	2900
	411.0		2736	TERROR CREEK	15	15	.....	2950
	407.1		2731	CONVERSE	15	15	.....	6500
	405.9		2728	PAONIA	15	...	.....	1900
	404.5		2718	HOTCHKISS	15	15	.....	1000
	397.8		2714	ROGERS MESA	15	15	7100	.....
	392.5		2714	DELTA	15	...	.....	Yard
	374.2		2630	DELTA	15	...	.....	Yard

Exceptions:		MPH
All other turnout speeds	.....	10
Sidings	.....	10

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

Exceptions: MPH

Turnout Speeds:

Mounds, Jct. Switch Subdivision 5-A 20

All other turnout speeds 15

Zone Speeds Westward MPH	Miles from Brendel	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Cone Creek Branch Subdivision 5-B Stations	Turnout Speeds MPH		Capacity of tracks in feet
					E. Sw.	W. Sw.	
30	35.8	↑	9943	POTASH .....	...	...	Yard
30	28.5	↑	9941	7.3 EMKAY .....	...	...	500
30	22.0	↑	9939	7.2 SEVEN MILE .....	...	...	Yard
40	21.3	↑		3.0 LEE .....	...	...	600
40	18.3	↑	9937	8.0 ARCH .....	...	...	600
40	10.3	↑	9935	10.3 BRENDDEL .....	...	...	...
40	0.0	↑	9940	...	...	...	...

Exceptions: MPH

All turnout speeds 15

Sidings 15

Zone Speeds Westward MPH	Miles from Colton	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Pleasant Valley Branch Subdivision 6-C Stations	Turnout Speeds MPH		Capacity of tracks in feet
					E. Sw.	W. Sw.	
10	21.1	↑	9170	CLEAR CREEK .....	...	...	Yard
10	19.5	↑	9164	1.6 SKYLINE	15	15	12600
15	17.5	↑	9158	2.0 VALCAM	15	15	7690
15	15.2	↑	9156	2.3 SCOFIELD .....	...	15	2800
20	1.0	↑	9054	15.2 COLTON .....	...	...	Yard
20	0.0	↑		...	...	...	...

Exceptions: MPH

All other turnout speeds 15

Sidings 15

Zone Speeds Westward MPH	Miles from Springville	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Tintic Branch Subdivision 6-E Stations	Turnout Speeds MPH		Capacity of Siding in feet
					E. Sw.	W. Sw.	
10	32.4	↑	9436	BURGIN	15	15	900
10	27.5	↑	9435	4.9 PEARL	15	15	400
15	25.1	↑	9432	2.4 ELBERTA	15	15	1000
15	17.3	↑	9423	7.8 TOWNSEND	15	15	600
15	17.0	↑	9421	1.3 KEIGLEY	15	15	Yard
15	16.0	↑		5.2 PAYSON	15	15	1400
15	10.8	↑	9418	5.7 S.F. SUGAR FACTORY	15	15	4600
20	10.0	↑	9409	1.3 SPANISH FORK	15	15	1100
20	5.1	↑	9408	1.2 KIRBY .....	...	15	1000
20	3.8	↑	9405	2.6 SPRINGVILLE	15	15	Yard
20	2.6	↑	9302	...	...	...	...

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 MPH		Capacity of Siding in feet
					E. Sw.	W. Sw.	
15	11.9	↑	9630	LEAD MINE	15	...	Yard
15	9.5	↑	9626	2.4 PROLER STEEL	15	...	Yard
15	6.7	↑	9627	2.8 BAGLEY .....	...	15	Yard
15	6.6	↑	9625	0.1 INTERSTATE BRICK	15	...	1200
15	5.1	↑	9624	1.5 WELBY	15	15	Yard
15	4.3	↑	9623	0.8 BALKAMP .....	...	15	400
15	3.7	↑	9621	0.6 PLASTRONICS	15	...	400
15	3.5	↑	9620	0.2 ROME CABLE .....	...	15	1000
15	2.0	↑	9622	1.5 WEST JORDAN	15	15	1100
15	1.5	↑	9616	0.5 DAVIDSON LUMBER	15	...	300
15	0.7	↑	9332	0.8 U.S. SMELTER	15	...	2200
15	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		Turnout Speeds MPH		Capacity of Siding in feet
				Stations		E.	W.	
				Sw.	Sw.			
20	17.9	20	9676	(Y)	MAGNA	...	...	.....
	14.4		9675		BONNE SPUR	...	...	200
	11.2		9672		BACCHUS SPUR	...	...	Yard
	11.1		9670		KEARNS	...	...	900
	10.7		9674		EAST MAGNA SPUR	...	...	400
	5.1		9624		WELBY	...	...	Yard

Exceptions:	MPH
Zone Speeds:	
Bacchus Spur	20
All turnout speeds	15
Sidings	15

TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE

Sub Divn. Name	Mile Post	Sta No.	Capy. In Feet	Switch Connection
1-A Stock Yard Spur	BL2.2	1001	Yard	West
Public Service	6.2	0006	500	East
Chem Spur	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 Old Pass	161.8	0162	3100	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	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 Pleasanton	195.4	1783	3000	East & West
Wellsville	208.8	1796	1100	East
4 Eagle	329.0	2268	1550	East & West
Gypsum	335.8	2272	1050	East & West
Lacy	390.1	2532	Yard	West
Union Oil	404.0	2539	2000	West
Exxon-Union Spur .....	...	...	Yard	West
Public Service	433.3	2562	Yard	East
5 Industry Tracks:	461.8			
Runaround .....	...	...	3150	Derail
Pabco spur .....	...	...	1000	West
Smith Energy .....	...	...	900	West
NOWSCO spur .....	...	...	1100	West
Gary	463.8	2809	Yard	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	632.0	9047	3500	East
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	684.5	9071	500	East & West
Gomex, Westward track	688.6	9078	Yard	East
Sutro, Eastward track	690.7	9082	3550	East & West
Ironton, Industrial Park, Westward track	698.2	9308	Yard	West
Eastward Track	698.8	9308	Yard	East
Provo UPRR Jct. Eastward Track	700.8	9310	Yard	West
Provo Jct. Westward track	702.4	9310	Yard	West
Geneva UPRR Connection	706.95	9317	UPRR Yard	West
Geneva Westward Track	707.1	9317	Yard	East
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-J Dalton Spur	7.5	9628	5280	East
7 Oil Shale spur	750.0	9819	Yard	East
Rose Park T.T.	747.1	...	1126	West
7-A Utah Emulsions	752.0	9822	400	West
Crysen Oil	752.76	9823	1288	West
Trumble Oil	752.77	9823	1200	East
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 Pleasanton, MP 195.4 Wellsville, MP 208.8 Malta, MP 270.9	Short Lumber track Load track Spur Spur
4	Allen, MP 347.5	Spur
6	Helper, eastward track, MP 626.3 .. Kyune, westward track, MP 639.7 . Narrows, westward track, MP 672.7 . Forest Products, eastward track, MP 737.8 Titan Steel, eastward track, MP 738.9 Fireclay, westward track, MP 739.1 . P K Wholesale, eastward track, MP 740.5	House track Spur Spur Spur Spur Spur Spur
7	General Distributing, MP 746.2 ...	Spur
7-A	Utah Emulsions, MP 752.0	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 605 thru 673 apply.
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, 605 thru 673 apply.
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 605 thru 673 apply.
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.
7	745.5	Grant Tower	D&RGW main track & UP switch track D&RGW running tracks & UP main track.	Manual Interlocking controlled by D&RGW Dispatcher. Each road governed by its own rules and special instructions. D&RGW Operating rules 605 thru 673 apply.

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

Sub Divn.	MP	Location	Tracks Governed	Remarks
7	748.7	Becks	D&RGW main track & UP switch track	CTC and Manual Interlocking controlled by D&RGW train dispatcher. Normal position of derails and signals against UP. Each road governed by its own rules and special instructions. D&RGW Operating rules 509-A, 605 thru 673 apply.
	750.3	North Salt Lake	D&RGW main track & UP switch track	
7	771.3	Syracuse	D&RGW main track and UP branch track.	D&RGW Main track not in service. Switches lined and locked for UPRR.
7	779.3	Sugar Works	D&RGW main track & OUR&D yard track.	D&RGW Main track not in service. Switches lined and locked for UPRR.

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.
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.
8	121.9	Pueblo	C&W D&RGW	Manual Interlocking. Each road governed by D&RGW Rules and its own special instructions. Normal position of all switches is for D&RGW. Gates with Stop Signs normally lined against C&W. See special instructions for C&W crews in phone box.

SPRING SWITCHES

Sub Divn.	MP	Location	Normal Position	MPH
4	445.6	East Yard, east switch Grand Jct. westward departure track to Alternate Inbound	East yard Crossover	15
	448.5			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		
3	Dry Creek	120.8	Facing	Hand Throw	15
6	East Helper	625.6	Trailing	Dual Controlled	30
	West Helper	627.3	Facing	Dual Controlled	30
	Lynn	632.7	Facing	Dual Controlled	30
	Lynn	632.8	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	684.7	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	701.0	Trailing	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	Hand Throw	15
	Minnequa	121.9	Facing	Hand Throw	15
	Southern Jct.	112.7	Trailing	Hand Throw	15

Locations of permanent derails on main track.

Sub Divn.	Location
6-J	Proler MP 9.2
11	Antonito MP 281.5
16	Montrose MP 351.5

ADJUSTED TONNAGE RATINGS

FROM	TO	GP-30 3001- 3028 GP-35 3029- 3050	GP-40 3051- 3130	SD-40 5341- 5413 SD-45 5315- 5340	SD-50 5501- 5517	ADJUST MENT FACTOR
Denver	East Portal	1025	1125	1600	2100	3
Tabernash	Winter Park	1075	1175	1675	2250	3
Bond	Tabernash	2000	2100	2975	4050	6
Bond	Toponas	1050	1125	1575	2500	3
Phippsburg	Toponas	1250	1350	1975	2600	3
Phippsburg	Pallas	2250	2400	3425	4700	3
Haybro	Phippsburg	1450	1500	2175	2800	3
Steamboat	Haybro	2250	2400	3425	4650	6
Craig	Steamboat	4000	4300	6000	8400	9
Adams	Energy	1775	1950	2650	3600	3
Pueblo	Swallows	2300	2500	3450	4700	3
Swallows	Canon City	3500	3900	5600	7700	3
Hobson	Pueblo	5200	5600	7500	10,000	3
Canon City	Salida	1650	1750	2450	3350	3
Salida	Tennessee Pass	1400	1500	2100	2900	3
Minturn	Tennessee Pass	625	675	950	1350	3
Grand Jct.	Glenwood	2150	2300	3250	4450	3
Glenwood	Minturn	1525	1650	2300	3150	3
Glenwood	Bond	1650	1750	2450	3300	3
Glenwood	Mid Cont.	1950	2050	2900	4050	2
Mid Cont.	Woody Creek	950	1000	1400	1950	2
Malta	Eilers	750	800	1150	.....	2
Eilers	Leadville	625	675	950	.....	2
Pueblo	Minnequa	1600	1750	2400	3350	4
Minnequa	Walsenburg	1950	2100	2900	.....	6
Walsenburg	La Veta	1300	1400	1950	.....	4
La Veta	Fir	600	650	950	.....	2
Alamasa	Russell	2000	2150	3050	.....	5
Russell	Sierra	1400	1500	2100	.....	4
Sierra	Fir	775	850	1250	.....	3
Walsenburg	Trinidad	1950	2100	2900	.....	5
Trinidad	Walsenburg	1950	2100	2900	.....	5
Grand Jct.	Mounds	1900	2000	3000	4100	3
Potash	Brendel	1750	1900	2600	3500	6
Brendel	Emkay	1400	1500	2100	2900	5
Mounds	Helper	2000	2150	3400	4650	3
Helper	Grand Jct.	2000	2150	3050	4200	3
Mounds	Columbia Jct.	1250	1350	1850	2600	3
Columbia Jct.	Sunnyside	650	700	980	1400	2
Grand Jct.	Delta	5200	5600	7500	10,000	10
Delta	Montrase	2150	2300	3250	4450	5
Delta	Somerset	2150	2300	3250	4450	5
Hotchkiss	Rogers Mesa	3800	4100	6000	7450	8

ADJUSTED TONNAGE RATINGS

(Continued)

FROM	TO	GP-30 3001- 3028 GP-35 3029- 3050	GP-40 3051- 3130	SD-40 5341- 5413 SD-45 5315- 5340	SD-50 5501- 5517	ADJUST MENT FACTOR
Subdiv. 16 Wye	East Yard	4700	5000	7000	.....	.....
Helper	Castle Gate	1050	1225	1570	2100	3
Castle Gate	Kyune	800	975	1350	1800	3
Kyune	Summit	1950	2050	2900	4050	3
Provo	Castilla	2500	2700	3800	5300	3
Castilla	Summit	1050	1175	1650	2200	3
Provo	Geneva	5400	5800	.....	.....	8
Salt Lake	Ogden	3500	3700	5100	7100	8
Ogden	Salt Lake	3500	3700	5100	7100	8
Colton	Scofield	1150	1200	1650	2300	3
Scofield	Clear Creek	650	700	950	1350	2
Midvale	Welby	950	1000	1400	2000	3
Welby	Dalton Jct.	650	700	1350	1900	3
Dalton Jct.	Lead Mine	600	650	950	1350	3
Magna	Welby	2450	2650	3700	5200	3
Springville	Keigley	1900	2050	2850	.....	5
Pearl	Keigley	1900	2050	2850	.....	5
Keigley	Burgin	470	500	700	.....	1

SD-40-2's equipped with Positive Traction Control (PTC) are rated the same as SD-50's.

SD type locomotives must not be operated on the following tracks:

Sub Divn.	Tracks
3	Portland Yard Adobe Spur Canon City power plant
3-A	Leadville branch
6	Fireclay at Murray
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-E, 6-J, 6-K, 6-L, 7, and 7-A.

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.

AERITRON RADIO CHANNELS

D&RGW	AMTRAK
Channel 1	= Channel 5454
Channel 2	= Channel 9292
Channel 3	= Channel 1697
Channel 4	= Channel 2323

Special Time-Table Rules

SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

1. MOVEMENT OF TRAINS

- Except as otherwise provided eastward trains are superior to westward trains.
- If movement over a dual control switch is authorized without placing the switch in hand-throw position, before movement is made over switch-point, crew member must see switch is properly lined and must observe whether the switch points fit properly.
- Freight trains, yard and other locomotives must make way for passenger trains without unnecessary delay.

- When specified by special instruction issued by train dispatcher, as per Operating Rule 83-A, within specified limits, trains and locomotives must watch carefully for slides and rock and be prepared to stop within range of vision due to possible obstruction.

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

- 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
SD-50	1500 tons
- In calculating operative dynamic brake for "bulk" trains, include head end power only.
- If retainers are required on these trains, retainers must be used on all loaded cars.

5. RETAINERS

Some operating conditions in certain territories require the use of retainers. If the condition should arise where dynamic brake is inoperative or if the use of full dynamic brake and an 18 pound brake pipe reduction will not control the 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 the Chief Dispatcher or other proper authority. This rule is to be used in conjunction with instructions contained in Time Table rules, 5A through 5K and applies in those territories.

When calculating operative dynamic brake for retainer rule application, head end locomotive units with operative dynamic brake up to 24 axles, plus all helper locomotive units with operative dynamic brake are to be included.

When retainers are being used, the SHORT CYCLE METHOD of braking should be used. This method consists of making frequent brake applications and short holds. If brake pipe pressure is gradually reducing and cannot be regained by slower train speed, train must be stopped and air brake system recharged.

a.) **Crater to Bond, Winter Park to Fraser and East Portal to Leyden**

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

GP-30, GP-35, GP-40 2000 tons
SD-40, SD-45 3000 tons
SD-50 4000 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
SD-50 2700 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
SD-50 1750 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.) **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.

e.) **Fir to La Veta**

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

f.) **Sunnyside Branch**

Sunnyside to Columbia Jct: Use retainers on all loaded cars. Columbia Jct. to Mounds: If dynamic brake is inoperative use retainers in forward one-half of train.

g.) **Kyune to Castle Gate**

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

GP-30, GP-35, GP-40 1800 tons
SD-40, SD-45 2200 tons
SD-50 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.

h.) **Castle Gate to Helper and Summit to Rio Xover**

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
SD-50 4000 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.) **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
SD-50 1700 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.

j.) **Tintic Branch**

Use retainers on all loaded cars Burgin to Pearl.

k.) **Bingham 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
SD-50 2000 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.

COUPLER LIMITS

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 locomotive must be used as specified in Time-Table Rule 7.

7. HELPER LOCOMOTIVES

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
Over 18 Axles	Ahead of one-half the tonnage rating for helper locomotive consist.
More than 8 Axles Minturn to Tennessee Pass	Ahead of one-half the tonnage rating of helper locomotive consist.

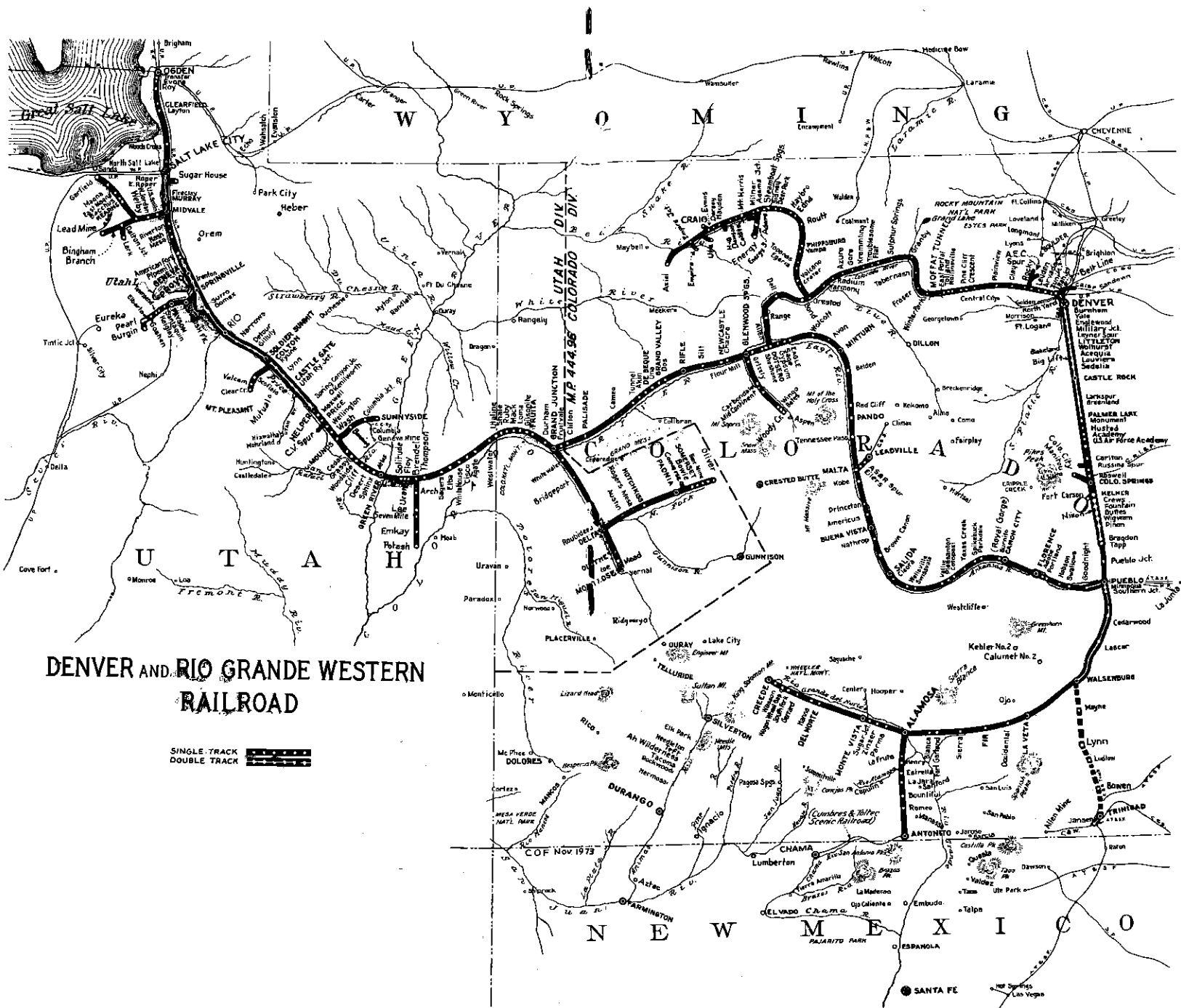
- a.) Helper locomotives exceeding the number of axles specified may be used on rear of train provided excess units are isolated.
- b.) Unless otherwise instructed, when it can be avoided, cars 70 feet or longer, or cars less than 50 actual tons each must not be nearer than 5 cars ahead of helper locomotive 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.) Scale test cars, cars placarded "Rear End" and "Handle on Rear of Train Only," and other cars designated as "Rear Enders," must be trained behind helper engine.

Operating Rule 880 governs placement and handling of single axle cars on rear end of trains.

MAXIMUM SPEEDS

8. 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 rail flat cars (including bulkhead flats) and empty bulkhead flatcars 50
- h.) 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 riprap service 25
- r.) D&RGW 24900 through 25049 series 25
- s.) D&RGW 25100 series cars when used in slag service . 25
- t.) Foreign cars used in ballast service loaded or empty . 25
- u.) UP 26000 - 27000 series cars 25
- v. RGAX 3900 - 3923 35
- w.) SP 345000 through 345669 Series, loaded or empty . 40
- x.) Trains with 25 or more empty open top hoppers 40
- y.) Train and yard movements handling 5 or more covered hopper cars loaded with grain, coupled 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.

NOTE: For uniform application and interpretation of Time Table Rule 8-y, the term "GRAIN" applies to such products as wheat, barley, oats, rye, corn, soybeans, rice, milo, etc. It does not apply to the products of grain, such as corn meal, soybean meal, flour, feed, etc.



DENVER AND RIO GRANDE WESTERN RAILROAD

SINGLE TRACK 
 DOUBLE TRACK 

COF Nov 1973

SANTA FE

9. OPERATION NORTH YARD

Sign at MP 2 on Inbound-Outbound Lead, North Yard bears work "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 OPERATION 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
DUT RY 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 R.R. 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 General Code of Operating Rules, 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 West switch East Portal, in addition to their ABS function, will not indicate Proceed unless ventilation gate is raised.

If train crew finds gate closed, contact train dispatcher immediately to open gate. If dispatcher controls will not open gate and train is inside the tunnel, ventilation should be requested until the problem with the gate is resolved.

Gate control switches are located on the south tunnel wall west of the gate and also in the portal office building to the south side of the track. The gate will open 30 seconds after pushing "GATE OPEN" button.

Emergency exit air lock doors are located west of the gate on both walls.

CAUTION

Equalize pressure before opening air lock doors by venting relief valve in center of each door.

Always close and latch door after use and before venting and opening the next air lock door.

When gate is closing, a red strobe light on the north wall will flash and buzzer will sound warning.

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.

15. OPERATION BOND — CRAIG

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 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 OPERATION PUEBLO

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

D&RGW, System

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 Yard and Southern Junction must be authorized by D&RGW 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 Time-Table and BN General Code of Operating Rules govern train operation on both tracks. BN form of Track Warrant Control will be used on both main tracks.

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.

CTC 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

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.

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

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 or 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 unoccupied for distance of 450 feet east of signal.

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

At Grand Junction Hump Yard, during humping operations, before a train or yard crew member places himself between engines or cars on a bowl track for the purpose of coupling air hoses or adjusting coupling devices, protection against cars being released from the hump into the track involved must be provided as follows:

1. A crew member must notify the employee controlling switches that provide access from the hump to the track on which such work is to be performed;
2. Upon such notification, any remotely controlled switch must be lined against movement to the affected bowl track and employee must apply or have applied a locking or blocking device, or reminder, to the controls for that switch; and
3. Crew member must then be notified that the required protection has been provided and such protection shall be maintained until the crew member advises that work is completed and protection is no longer required.

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 trains 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.

When locomotives are left standing in Grand Junction yard, a sufficient number of hand brakes must be applied to lower end of consist to prevent movement when air brakes are released.

Outbound crews will be responsible to see that all hand brakes are released before moving engine consist.

24. OPERATION DELTA

Switch on south leg of old wye, Subdivision 16, must be left lined and locked for Delta yard.

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 blue light is turned off.

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

28. OPERATION THOMPSON

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.

29.

OPERATION CANE CREEK BRANCH

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

Ore Track (Derail near switch)
 Gas No. 1—6 car spot (Derail near switch)
 Gas No. 2—4 car spot (Derail below lead switch.
 Normal 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.

30.

OPERATION SUNNYSIDE BRANCH

The loading tunnel at Sunnyside is equipped with tunnel doors at west end of tunnel. Doors will be opened and closed by load out employees.

Sound whistle while passing preparation plant to serve as notice of arrival.

Train must not enter tunnel without permission of load out employees.

31.

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.

32.

OPERATION HELPER

Dispatcher 5 controls all movement from MP 625.3, Spring Glen, West.

Dispatcher 5 controls dual controlled spring derail governing eastward movements to Snake Lead. Eastward trains from Coal Yard must communicate with Dispatcher 5 when ready to depart and must occupy release section one minute before dual controlled spring derail can be positioned to enter Snake Lead.

Eastward trains departing on No. 1 Yard Lead must occupy release section located 500 feet west of ABS 6256 WA for one minute before dual controlled switches can be positioned for departure.

33.

OPERATION PLEASANT VALLEY BRANCH

A Mountain Bell telephone is located at Valley Camp at approximately MP 17.3. Phone booth is located on south side of track adjacent to Valley Camp's access road just east of the road crossing.

Telephone may be used by Skyline and Valcam trains to contact Dispatcher Console 5 to obtain or void track warrant at Valcam. This will be necessary only when other means of communication fail.

Phone numbers are posted in the telephone booth. Track Warrant forms are also available in the phone booth.

Yellow flashing strobe light is located on west side of Valcam load out facility at MP 17.5.

Warning light will be activated when coal chute is extended, or released from locked secured position. Trains must stop short of loading facility when warning light is activated.

34.

OPERATION THISTLE TUNNEL

Operating Rule 111-E is modified to the extent that Dragging Equipment Detectors located at MP 681.8 E and MP 681.8 W, when activated by a train, will display flashing purple lights (strobe type) at the following locations:

MP 681.8 - DED with strobe light and voice alert.
 MP 680.3 - East of Thistle Tunnels - strobe lights only.

Any train observing strobe light illuminated at MP 680.3, whether in advance of train or while passing over detector with train, must be stopped immediately and inspection made.

The strobe-only indicators at MP 680.3 are not equipped with a cut-out switch and cannot be deactivated by train crews. A timer will automatically deactivate the detector indications.

35.

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 700.7 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 the 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.

All tracks in UPRR yard and All tracks in Utah Rwy. yard are designated as Interchange tracks.

36.

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 caboose 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 vehicle 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 engines 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 not use crossovers to Hill track.

37.

OPERATION GARFIELD BRANCH

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

When Kennecott Corporation dispatcher's office is closed or when phones are out of service movement may be made by operating electric locks and waiting 3 minutes before lining switches. Movement may then be made after providing flag protection.

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:

Deraill located 287 feet west of building No. 2241 normally lined for derailling 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.

38.

JOINT OPERATION ROPER — SALT LAKE CITY

All freight trains, switch and light locomotive movements, including interchange deliveries between UP North Yard and D&RGW Roper Yard will, unless otherwise provided, use the two running tracks between Grant Tower, 2nd South and Roper, 21st South. All movements in either direction on either track must be authorized by D&RGW Yardmaster. The use of the 13th South crossover from running track to Westbound Passenger Main Track must be authorized by D&RGW yardmaster, and D&RGW train dispatcher. North rail (formerly Westward Running Track or Outbound) is designated UPRR Running Track. South rail (formerly Eastward Running Track or Inbound) is designated as D&RGW Running Track.

Before entering D&RGW tracks at Roper Yard, crews must contact West Tower Yardmaster and obtain track on which to yard train and track for return movement.

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

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.

39. **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.

40. **OPERATION OGDEN TRANSFER**

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

All D&RGW Transfer Yard tracks except No. 2 are out of service.

UP Sugar Works Xing is permanently lined for UPRR. D&RGW main track is not in service.

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

SAFETY: **Revised Rule 93.**
The following Departments' policies regarding footwear are in effect:

Mechanical Department:

All employees must wear an approved safety boot while on duty. Boots must be at least 8 inches high, laced type. List of approved styles is available from supervisors.

Maintenance of Way:

All employees must wear an approved safety boot while on duty. Boots must be at least 8 inches high, laced type. List of approved styles is available from supervisors.

Transportation:

All Trainmen, Enginemen, Conductors, Yardmasters and Switchmen must wear a boot that is at least 8 inches high, laced type, while on duty.

If Transportation employees elect to take advantage of the Company safety boot program, the subsidy will apply.

Clerical employees, as designated by the superintendent, must wear an approved safety boot while on duty.

List of approved styles is available from supervisors.

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 fuses.

Rule 1071.

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

OPERATING: Revised Rule 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 or axle in train. Train must be stopped at once and journal inspected. If this journal is of normal temperature, all other journals on both sides of three cars each side of the designated car must be inspected before proceeding. It must be known that locomotives, cars and track are in safe condition before proceeding.

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

If hot box detector is of the Servo type and the indication is that car has a hot bearing, train will be stopped and car inspected. After inspection, crew of train must contact Chief Dispatcher and be governed by his instructions. Crews must be specific in their axle count by number from head end of train to be assured correct car is inspected.

Except in cases of emergency, trains must not be stopped while passing over Servo detectors.

Location 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 ♦ * ♦	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 Green River
3	* x ♦ * ♦ * ♦ ● * * x ♦ ● * * ♦ *	Pueblo Canon City Parkdale Cotopaxi Salida Buena Vista Malta Red Cliff	6	* x ♦ * x ♦ ● * x ♦ * x ♦ ●	Helper Summit Provo Roper
			7	♦	Ogden
			8	* ♦ ● * x ♦ ● * x ♦ ● * x ♦ ●	Walsenburg La Veta Fir Alamosa
			16- 16-A	x ♦ ●	Delta

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

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens

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

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

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

ALL SUBDIVISIONS HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to ½ mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Chief Dispatcher by the quickest means possible. If Railroad communications fail or are not available, call long distance collect — (303) 595-2129. Tell him:
 - (1) Your name and title.
 - (2) Train identification symbol.
 - (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
 - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent,
 - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
 - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.
 - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars.
- F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
 - (1) Initial and number of cars involved.
 - (2) Location of hazardous material in derailment.
 - (3) Description of hazardous materials from shipping papers.
 - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
 - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
 - (6) Location of nearby stream, river, pond, lake or other body of water.
 - (7) Location of access roads.
 - (8) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.

- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:

- Determine the type of placard applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.

RESTRICTIONS

		Loaded cars placarded:	Loaded cars placarded:	Loaded tank cars placarded:	Empty tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars placarded:
Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.							
MUST NOT BE NEXT TO:	Engine, occupied caboose or passenger car	X	X	X	X	X	NO RESTRICTIONS
	Car occupied by guard or escort	X	X	X	X		
	Loaded plain flat car	X	X	X			
	Loaded bulkhead flat car	X	X	X			
	Loaded TOFC/COFC flat car	X	X	X			
	Flat Car loaded with vehicles	X	X	X			
	Open top car with shiftable load	X	X	X			
	Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern.	X	X	X			
	Car placarded EXPLOSIVES A		X	X		X	
	Car placarded POISON GAS		X	X		X	
Car placarded RADIOACTICE		X	X		X		
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X				

(1) A placarded rail card 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 placarded EXPLOSIVES A.

(2) Restriction applies only 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.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

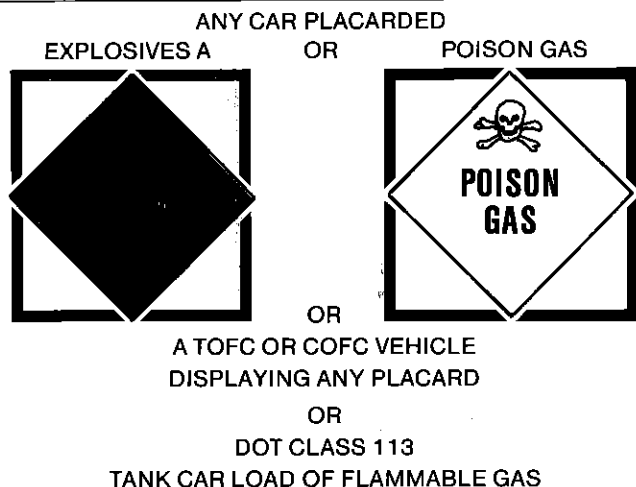
(1) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without security closed doors.

(2) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

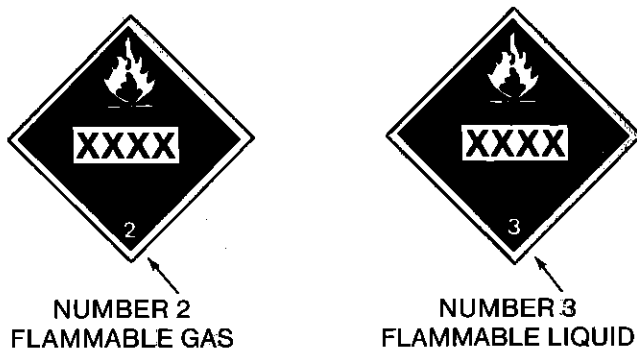
(3) Residue Placards: Lower triangle is black. Color of the upper portion of the placard will correspond to the color of the last load of Hazardous Material.

Loaded cars placarded:	Loaded cars placarded:	Loaded tank cars placarded:	Empty tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars placarded:

SWITCHING RESTRICTIONS
THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM



USE THE NUMBERED
PLACARDS TO DISTINGUISH TANK
CARS PLACARDED FLAMMABLE GAS
FROM FLAMMABLE FROM COMBUSTIBLE



USE BOTTOM WHITE TRIANGLE
TO IDENTIFY COMBUSTIBLE PLACARDS
NO SWITCHING RESTRICTIONS APPLY



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