Denver & Rio Grande Western Railroad Company

SYSTEM TIME-TABLE

No. 8

EFFECTIVE AT 12:01 A.M.
MOUNTAIN TIME

SUNDAY, MAY 15, 1988

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

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

A. L. MARZANO
Chief Transportation
Officer
Denver, Colorado

S. W. WAIT
Superintendent
Salt Lake City, Utah

W. HOLTMAN
Superintendent
Denver, Colorado

COLORADO DIVISION

W. D. Lucore	Asst. Superintendent	Grand Jct.
J. J. Vess	Supt. of Safety, Rules & Training	Denver
J. M. Mayer	Division Trainmaster	Denver
J. H. Norton	Division Trainmaster	Pueblo
S. D. Smith	Trainmaster	Denver
D. A. Hall	Trainmaster	Phippsburg
D. B. Fordham	Trainmaster	Grand Jct.
A. R. Tucker	Trainmaster	Pueblo
R. N. Hyatt	Trainmaster	Kansas City
R. L. Phillips	Trainmaster-Roadmaster	Alamosa
R. E. Dowling	Terminal Trainmaster	Denver
L. S. Murray	Terminal Trainmaster	Grand Jct.
R. J. Tackwell	Asst. Trainmaster	Denver
D. E. Campbell	Road Foreman of Equipment	Denver
K. W. Jensen	Road Foreman of Equipment	Denver
H. D. Gibbs	Road Foreman of Equipment	Pueblo
J. W. Harvey	Road Foreman of Equipment	Minturn
E. H. Twehous	Road Foreman of Equipment	Grand Jct.
R. J. Davis	N.R.P.C. Operations Officer	Denver

UTAH DIVISION

W. D. Lucore	Asst. Superintendent	Grand Jct.
T. R. Lewis	Supt. of Safety, Rules & Training	Salt Lake City
M. S. Leatherbury	Trainmaster	Ogden
M. A. Paras	Trainmaster	Helper
L. S. Murray	Terminal Trainmaster	Grand Jct.
D.G. Legg	Asst. Trainmaster	Grand Jct.
N. C. Wiseman	Trainmaster	Salt Lake City
D.A. Cagle	Asst. Trainmaster	Salt Lake City
J.L. Hopper	Asst. Trainmaster	Salt Lake City
P. E. Gannuscia	Road Foreman of Equipment	Salt Lake City
L. B. Torres	Road Foreman of Equipment	Salt Lake City
W. J. Wells	Road Foreman of Equipment	Grand Jct.

SYSTEM CHIEF DISPATCHERS

J. C. Lovett D. V. Olsen G. L. Rees M. E. Wood

SYSTEM TRAIN DISPATCHERS

E. A. Baca	D. Lombardi	J. W. Rife
R. C. Berry	M. J. Milovich	A. O. Russell
A. R. Daub	J. I. Northeraft	F. G. Turner
R. A. Delisa	D. W. Olsen	J. M. Wagner
K. E. Hamilton	J. V. Olsen	G. L. Watkins
K. E. Hand	G. A. Paulsen	T. E. Wells
W. W. Harris	K. R. Pokorski	A. J. Wernz
M. J. Howard	P. B. Rael	H. O. Williams
J. R. Lawrence	J. S. Reed	

ASSISTANT TRAINMASTERS

Denver	Pueblo	Grand Jct.	Salt Lake City
R.J. Day	P.T. Beal	D.J. Belcastro	D.K. Draper
E.W. Harker	E.F. Carr	H.K. Binkley	K.A. Draper
A.L. Leiker	L.G. Huffman	H.L. Dunning	D.L. Gold
J.E. Marzano	E.A. Jensen	R.L.Slaven	L.R. Harmon
J.H. Mulvey	J.T. McCrea	T.L. Wieker	J.A. Lombardi
L.D. Serra	L.J. Radloff		B.M. O'Reilly
D.E. Simpson	R.C. Warne		C.K. Rackley
J.M. Sloan			J.C. Rawlinson
C.E. Tavener			D.L. Wanlass
			S.M. Wilson
			F.R. Withers
			A.C. Woodward

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

OFFICE	NUMBERS	LOCATION
Transportation Management Center	595-2129	Denver
Colorado Division Asst. Chief	595-2192	Denver
Utah Division Asst. Chief	595-2191	Denver
Colorado Division Superintendent	595-2454	Denver
North Yard, Tower	595-2342	Denver
North Yard, Yard Office	595-2341	Denver
Burnham, Master Mechanic	595-2174	Denver
Pueblo, Tower	549-6222	Pueblo
Pueblo, Yard Office	549-6221	Pueblo
Minturn	595-2537 or	Minturn
Minturn	827-5375	Minturn
Phippsburg	595-2186 or	Phippsburg
Phippsburg	736-2220	Phippsburg
Alamosa	589-4981	Alamosa
Grand Jct., Asst. Supt.	248-4219	Grand Jct.
Grand Jct., Tower	248-4235	Grand Jct.
Grand Jct., Yard Office	248-4225	Grand Jct.
Helper, City Phone	472-5871	Helper
Helper, Trainmaster	974-9216	Helper
Utah Division Superintendent	974-9255	Salt Lake City
Roper, Tower	974-9284	Salt Lake City
Roper, Terminal Trainmaster	974-9214	Salt Lake City
Roper, Master Mechanic	974-9277	Salt Lake City

Condensed Freight Train Schedules (For Information Only)

WESTWARD ← | EASTWARD →

103	81	83	87	95	101	43	51	79	77	31	71	STATIONS		54	34	42	36	100	52	30	44	46	50	102
.....	.....	.....	.....	.....	.....	.....	.....	0400	.....	.....	.....	Kans. City N&W		.....	2140	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	2100	.....	.....	2000	.....	Kansas City KCS		.....	.....	.....	.....	.....	.....	0005	.....	.....	1955	.....
.....	.....	.....	.....	.....	.....	0400	.....	.....	.....	.....	.....	Herington		.....	.....	.....	.....	.....	.....	.....	1420	1730	.....	.....
1800	1800	0600	0530	2000	2100	.....	.....	.....	.....	.....	.....	Denver		1800	2030	0800	0600	2045	1800	.....	.....	.....	.....	0800
.....	.....	.....	.....	.....	.....	2010	1400	0020	0930	1805	2330	Pueblo		1900	2100	1000	0700	.....	1900	0200	2210	0430	0200	.....
.....	.....	.....	.....	.....	.....	2015	1600	0130	.....	2005	.....			.....	1900	.....	.....	.....	.....	2359	2205	0330	2359	.....
.....	.....	.....	.....	.....	.....	0320	2200	0725	1510	0310	0535	Minturn		1355	1235	0230	0130	.....	1315	1745	1505	2105	1730	.....
.....	0225	1345	1330	0330	0500	0715	0200	1045	0925	0705	0920	Grand	3	1025	0700	2130	2130	.....	0835	1300	1100	1635	1300	.....
.....	0230	1350	1335	0350	0505	.....	0205	1050	0930	0710	0925	Junction	2	1020	1230	2200	2100	1245	0830	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	**	1	0905	1225	1930	1900	1145	0700	.....	.....	1630	.....	.....
.....	.....	.....	1740	0740	.....	.....	0600	.....	.....	1205	1330	Helper		0510	0830	1430	1500	.....	0200	.....	.....	1230	.....	.....
0800	1055	2355	2100	1100	1245	.....	1000	1850	1800	1605	1650	Roper		0145	0500	0900	1100	0245	2130	.....	.....	0835	.....	1800
.....	.....	0010	0030	.....	1315	.....	.....	1855	.....	.....	2200			0135	0400	0730	.....	0230	2115	.....	.....	0830	.....	.....
.....	.....	0135	0200	.....	1435	.....	.....	2005	.....	.....	2300	Ogden		0030	0300	0600	.....	0100	2000	.....	.....	0730	.....	.....

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

SOUTH & WEST				NORTH & EAST			
67	65	63	STATIONS	62	68	66
1600	0400	.....	Denver	.....	2300	0400
2300	0900	0500	Pueblo	0500	1700	2200
.....	.....	1100	Alamosa	2300	.....	.....

D&RGW Mile Post	ATSF Mile Post	Station Number	COLORADO DIVISION SUBDIVISION 1 SOUTHWARD STATIONS
0.7			19TH STREET INTERLOCKING
			0.7
0.0			16TH STREET
			3.6
3.6			SOUTH DENVER M
			3.9
7.5		1013	ENGLEWOOD
			2.4
9.9		1024	LITTLETON
			7.1
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
			0.3
			ATSF CROSSING
118.5			ATSF-BN-MAIN TRACK
			0.9
119.4		4000	PUEBLO (YL)
			(119.4)

YL

CTC

2 MAIN TRACKS

ABSS

CTC

2 MAIN TRACKS

ABSS

CTC

ATSF - D&RGW JOINT LINE

INFORMATION ONLY

Train, yard and other locomotive movements will keep to the right on two running tracks between 19th Street Interlocking and South Denver M.P. 3.6. Movements will be made only when authorized by the BN 38th Street Yardmaster. Running track switches must be left lined for running tracks.

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 General Code of Operating Rules, Burlington Northern, are in effect.

19TH STREET INTERLOCKING—Controlled by BN 31st Street Operator. If interlocking signals display other than proceed, crew member must contact either BN 38th Street Yardmaster or BN 31st Street Operator and be governed by his instructions.

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

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

COLORADO DIVISION SUBDIVISION 1 NORTHWARD STATIONS	Station Number	ATSF Mile Post	D&RGW Mile Post
PUEBLO (YL)	4000		119.4
0.9			
ATSF-BN-MAIN TRACK			
ATSF CROSSING			118.5
0.3			
PUEBLO JCT. M			118.2
1.4			
FUEGO	1125		116.8
8.0			
TAPP			108.8
0.3			
BRAGDON	1121	6303	108.5
10.4			
WIGWAM	1115		98.1
10.2			
FOUNTAIN	1108		87.9
3.1			
CREWS		654.4	
5.4			
KELKER	1101	659.9	
4.2			
COLORADO SPRINGS	1083		74.9
9.6			
ACADEMY	1072		65.3
8.1			
MONUMENT	1065		57.2
5.2			
PALMER LAKE	1061		52.0
19.5			
CASTLE ROCK	1042		32.5
8.0			
SEDALIA	1036	712.8	
14.2			
LITTLETON (YL)	1024	727.1	
2.4			
ENGLEWOOD (YL)	1013	729.4	
4.0			
SOUTH DENVER (YL) M		733.4	
3.6			
16TH STREET			0.0
0.7			
19TH STREET INTERLOCKING			0.7
(119.4)			

CTC

ABSS 2 Main Tracks

CTC

ABSS 2 Main Tracks

YL 2 Main Tracks

ATSF - D&RGW JOINT LINE

INFORMATION ONLY

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 ATSF Track Warrants and secure authority from D&RGW dispatcher.

Northward trains originating Pueblo must obtain permission to depart from Assistant Trainmaster Pueblo.

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

AMTRAK 5 Passenger Leave Daily	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Subdivision 1-A (in part, also see page 13) and 4-A Stations	Siding Turnout Speeds MPH E. Sw.	Siding Turnout Speeds MPH W. Sw.	Capacity of Siding in Feet	AMTRAK 6 Passenger Arrive Daily
0855		0.0			DENVER U.D.				S 2053
	10	0.7	10		BN 23rd ST. XING A				
		1.1			0.8				
		1.5		0002	FOX JCT.				
		2.0			1.0				
	45	2.5	45	0003	NORTH YARD BK	30	30	Yard	
		3.2			0.7				
		4.0		0004	UTAH JCT. JM				
	65	4.8	65	0005	1.6 C & S JCT. J		30		
		7.0		0007	2.2 ARVADA				
	45		45		5.4				
		12.0							
	50	12.4	30	0012	LEYDEN	30	30	7000	
		18.0		0018	5.6 ROCKY	30	25	4900	
		21.2		0021	3.2 CLAY	30	25	5750	
	25	24.5	25	0025	3.3 PLAIN	25	25	6500	
		31.2		0031	6.7 CRESCENT	25	25	5500	
		37.0		0037	6.3 CLIFF W	25	30	6900	
		42.1	30	0042	4.6 ROLLINS	30	30	8300	
	40	47.1		0047	5.0 TOLLAND	30	30	5650	
		50.1	40	0050	3.0 EAST PORTAL WY	25	25	5750	
		56.4			6.8				
	35	56.9	35	0057	WINTER PARK	30	30	7100	
		58.6			5.3				
	25		25						
S 1050		62.2		0062	FRASER	30	30	4800	S 1810
	55	66.0	55	0066	3.8 TABERNASH Y	30	30	9800	
	30	67.0	30		9.8				
		73.0				30	30	E4550	
S 1115	70	75.8	70	0076	GRANBY W	30	30	W4750	S 1745
		80.0			10.4				
	60	86.2	60	0086	SULPHUR	30	30	7800	
		92.0		0093	6.8 FLAT	30	30	7050	
		93.0			5.0				
		98.0	70	0098	TROUBLESOME	30	30	5500	
	70				5.5				
		103.5		0103	KREMMLING W	30	30	5950	
		106.0		0106	2.5 GORE	30	25	6700	
		106.3			5.3				
	25	111.3	25	0111	AZURE	25	25	4800	
		116.0			5.1				
		116.4	35	0116	RADIUM W	25	30	8400	
	35				6.6				
		123.0		0123	YARMONY	30	30	4550	
					6.3				
		129.3		2302	BOND JWY (2 Main Tracks)			Yard	
					12.8				
		142.1	55	2306	DELL	30	30	7400	
	55				13.1				
		155.2		2314	RANGE W	30	30	7700	
					11.6				
		166.8		2276	DOTSERO JY				
Arrive Daily					(166.8)				Leave Daily

CENTRALIZED TRAFFIC CONTROL — SUBDIVISION 1A — Subdivn. 4A

Exceptions: MPH

Zone Speeds:

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

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

Bulk Trains: (see Rule 4)

- MP 50.1 - 12.0 (Eastward) 20
- 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
- All yard tracks 10

Turnout Speeds:

- Fox Jct, 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 MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Subdivision 3 Stations	Siding Turnout Speeds MPH E. Sw.	Siding Turnout Speeds MPH W. Sw.	Capacity of Siding in feet
	120.5		4000	PUEBLO BK (2 Main Tracks)			Yard
				2.5			
	123.0		1702	GOODNIGHT			
				7.8			
	130.8		1712	SWALLOWS	30	30	7350
				8.8			
60	139.6	60	1714	HOBSON	30	30	6800
				6.2			
	145.8		1720	PORTLAND			Yard
				1.3			
	147.1		1722	ADOBE	30	30	6100
				4.8			
	151.9		1724	FLORENCE	30	30	6900
				8.9			
	158.0						
	160.8		1740	CANON CITY WY	30	30	7200
				10.4			
	171.2		1754	PARKDALE	30	30	9000
				4.5			
	175.9		1756	SPIKE BUCK	30	30	4800
				8.4			
	184.1		1762	TEXAS CREEK	30	30	6150
45		45		7.6			
	191.7		1782	COTOPAXI W	30	30	5800
				6.4			
	198.1		1784	VALLIE	30	30	6150
				9.9			
	208.0		1792	SWISSVALE	30	30	6600
				7.1			
	215.1		2002	SALIDA W	30	30	Yard
				7.1			
	222.2		2010	BROWN CANON	30	30	9900
				10.7			
	232.9		2016	NATHROP	30	30	6750
				11.8			
50	244.7		2026	AMERICUS	30	15	6750
		50		7.4			
	252.1		2032	PRINCETON	30	30	7600
				11.5			
	263.6		2040	KOBE	30	30	8050
				7.4			
	271.0		2100	MALTA JY	30	30	Yard
45		45		9.3			
	280.3		2208	TENNESSEE PASS	30	25	7850
				8.2			
	288.5		2216	PANDO	25	25	8250
20		25		7.7			
	296.2		2232	BELDEN	25	25	10500
	298.0						
30		30		5.8			
	301.7						
20		20					
	302.0		2250	MINTURN DBKRWY	30	30	Yard
				(181.9)			

CENTRALIZED TRAFFIC CONTROL

Exceptions: MPH

Zone Speeds:

- Light Locomotive or Loco & cab only with operative Dynamic Brake: MP 280.3 - 298.0 (Westward) 25
- "Bulk" Trains (see Rule 4) MP 280.3 - 302.0 (Westward) 15
- Over crossover switch MP 280.3 20
- Eastward Main Track Goodnight to Pueblo 25

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
- All Yard Tracks 10

AMTRAK 5 Passenger Leave Daily	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Subdivision 4 Stations	Siding Turnout Speeds MPH E. Sw.	W. Sw.	Capacity of Siding in Feet	AMTRAK 6 Passenger Arrive Daily
		302.0		2250	MINTURN. BKWY	30	30	Yard	
	20	302.6	20		6.2				
		308.2		2256	AVON	30	30	8350	
					10.8				
	40	319.0	40	2260	WOLCOTT	30	30	7550	
					13.0				
		332.0		2270	SAGE	30	30	7750	
					9.9				
		341.9		2276	DOTSERO JY	30	30	6150	
					5.6				
		347.5		2282	ALLEN (2 Main Tracks)				
					3.0				
		350.5		2284	SHOSHONE	30	30	3900	
	50		50		4.5				
		355.0		2288	GRIZZLY	30	30	5050	
					5.1	30	30	E 10450	
S 1415		360.1		2290	GLENWOOD. JWY	30	30	W7600	S 1445
					8.0				
		368.1		2508	CHACRA	30	30	6900	
					4.6				
		372.7		2512	NEWCASTLE	30	30	6250	
					6.8				
		379.5		2520	SILT	30	30	5800	
					7.1				
		386.6		2528	RIFLE WY	30	30	6150	
					3.7				
	70	390.1	70	2532	LACY	30	30	7000	
					7.5				
		399.1		2538	DOS	30	30	5850	
					4.9				
		404.0		2540	GRAND VALLEY	30	30	5200	
					4.7				
		408.7		2542	UNA	30	30	6150	
		412.0			7.9				
		416.6		2546	DE BEQUE	30	30	4725	
					6.7				
		423.3		2552	AKIN	30	30	6250	
	50		50		4.4				
		427.7		2554	TUNNEL	30	30	4650	
					4.9				
		432.6		2560	CAMEO	30	30	4350	
					4.4				
		437.0		2572	PALISADE	30	30	12200	
					5.5				
		442.5		2578	CLIFTON	30	30	5200	
					2.8				
	70	445.0	70	2580	FRUITVALE	30			
					2.0				
		447.3		2582	EAST YD BK			Yard	
		449.0			2.3				
S 1610	35		35	5000	GRAND JCT. BJK			Yard	1250
		450.0							
Arrive Daily					(146.2)				Leave Daily

CENTRALIZED TRAFFIC CONTROL

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
All other turnout speeds	15
Grand Jct. Long Lead 10th St. to Fruitvale	30
Grand Jct. Southbound Lead over 7th and 9th Street	5
All other Yard Tracks	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 Leave Daily	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Subdivision 5 Stations	Siding Turnout Speeds MPH E. Sw.	W. Sw.	Capacity of Siding in Feet	AMTRAK 6 Passenger Arrive Daily
1615		450.0		5000	GRAND JCT. BJK	30	30	Yard	S 1245
					2.1				
		451.7		2802	DURHAM	30	30	5000	
					8.8	30	30	E 6600	
		460.5		2808	FRUITA	30	30	W6200	
					8.4				
		468.9		2812	MACK	30	30	7500	
					4.2				
		473.1		2816	RUBY	30	30	7400	
					4.9				
		478.0		2818	SHALE	30	30	4400	
					5.3				
		483.3		9920	UTALINE	30	30	6000	
					5.1				
		488.4		9922	WESTWATER	30	30	10193	
					9.7				
		498.1		9926	AGATE	30	30	7400	
					6.3				
		504.4		9928	CISCO	30	30	4800	
					6.1				
		510.5		9930	WHITEHOUSE	30	30	6000	
					5.1				
		515.6		9932	ELBA	30	30	5400	
					5.1				
		520.7		9934	SAGERS	30	30	7600	
					7.4				
1730		528.1		9938	THOMPSON WY	30	30	7100	1115
	70		70		5.7				
		533.8		9940	BRENDEL J	30	30	5000	
					6.6				
		540.4		9942	FLOY	30	30	5800	
					6.5				
		546.9		9944	SOLITUDE	30	30	7600	
					8.3				
		555.2		9950	GREEN RIVER WY	30	30	6900	
					6.3				
		561.5		9003	SPHINX	30	30	6000	
					6.1				
		567.6		9004	DESERT	30	30	5900	
					6.6				
		574.2		9006	VISTA	30	30	5900	
					7.2				
		581.4		9008	WOODSIDE	30	30	6200	
					5.2				
		586.6		9010	GRASSY	30	30	6100	
					6.5				
		593.1		9012	CEDAR	30	30	5900	
					9.8				
		602.9		9016	MOUNDS J	30	30	8900	
					8.4				
		611.3		9021	WASH	30	30	11000	
					1.7				
		613.0		9022	WELLINGTON	30	30	6000	
					6.1	30	30	E 6200	
		619.1		9026	PRICE W	30	15	W4200	
					3.0				
		622.1		9028	MAXWELL	30	30	6400	
					3.2				
		625.3		9030	SPRING GLEN (2 Main Tracks)				
					0.3				
	30	625.6			E. HELPER XOVER	30	30		
			25		0.8				
S 1920		626.4		9032	HELPER BK			Yard	0935
Arrive Daily					(176.4)				Leave Daily

CENTRALIZED TRAFFIC CONTROL

Exceptions:

	MPH
Zone Speeds:	
C.V. Spur	12
Spring Glen - End of Two Main Tracks	30
All Other Turnout Speeds	15
All Yard Tracks	10
City Ordinances:	
Price	40
Grand Junction	25

AMTRAK 5 Passenger Leave Daily	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Subdivision 6 Stations	Siding Turnout Speeds MPH E. Sw.	Siding Turnout Speeds MPH W. Sw.	Capacity of Siding in feet	AMTRAK 6 Passenger Arrive Daily
S 1920		626.4		9032	HELPER ..... BK	...	...	Yard	S 0935
					0.9				
	30	627.3	25	.....	W. HELPER XOVER	30	30	.....	.....
					1.5				
		628.8		9038	UTAH RY JCT XOVER ... J	15	15	.....	.....
					1.6				
.....		630.4		9044	CASTLE GATE	...	...	Yard	.....
					2.3				
.....		632.7		9047	LYNN XOVER	30	30	...	.....
					6.2				
.....		638.9		9050	KYUNE	15	15	5200	.....
					5.5				
.....		644.8		9054	COLTON ..... J	30	30	Yard	.....
					XOVER				
	60		60		5.7				
.....		650.1		.....	E. SUMMIT XOVER	30	30	.....	.....
					1.3				
.....		651.4		9056	SUMMIT ..... Y	30	30	8300	.....
					0.5				
.....		651.9		.....	W. SUMMIT XOVER ..	30	30	.....	.....
					9.1				
.....	25	661.0	30	9060	GILLULY ..... W	30	30	7900	.....
					4.6				
.....		665.6		9062	DETOUR XOVER	15	15	.....	.....
			45		6.7				
.....	40	672.3		9066	NARROWS XOVER ..	30	30	...	.....
					4.4				
.....		676.7	40	9069	RIO XOVER	30	30	.....	.....
		680.2			8.0				
.....	35		35						
		682.0							
.....		684.7		9070	CASTILLA XOVER	30	30	.....	.....
					W 11.1 E 12.1				
.....		695.8		9302	SPRINGVILLE ..... J	50	50	.....	.....
					XOVER				
					2.8				
.....		698.6	50	9306	IRONTON XOVERS .	30	30	.....	.....
	50				2.5				
S 2125		701.1		9310	PROVO ..... B	...	...	Yard	S 0735
					4.6				
.....		702.0							
.....		705.7		9318	LAKOTA UP JCT ..... J	...	...	.....	.....
					1.4				
.....		707.1		9317	GENEVA XOVER	30	30	.....	.....
					1.3				
.....		708.4		9319	PIPE MILL	...	...	.....	.....
					6.6				
.....		715.0		9321	AMERICAN FORK .	30	30	8700	.....
					5.3				
.....	70	720.3	70	9325	MESA	30	30	7100	.....
					8.3				
.....		728.6		9328	RIVERTON	30	30	6500	.....
					6.3				
.....		734.9		9332	MIDVALE .... JWY	12	12	E 6600	.....
					1.0				
.....		735.9		...	MIDVALE XOVER .	30	30	.....	.....
					4.8				
		740.8		9348	EAST ROPER	30	30	.....	.....
					1.7				
.....		742.0		6000	ROPER . .BKWY	...	...	Yard	.....
					1.5				
.....	30	743.5	30	...	13TH SOUTH	20	20	.....	.....
					XOVER				
					0.7				
.....		744.2		9354	UP 9TH SO XING. .A	...	...	.....	.....
	12		12		0.9				
S 2255		745.1		6000	SALT LAKE CITY . .	...	...	Yard	0653
Arrive Daily					Eastward 119.7 Westward 118.7				Leave Daily

CENTRALIZED TRAFFIC CONTROL — 2 MAIN TRACKS

YL

2 Main Tracks

Exceptions: MPH

Zone speeds:
- Psgr 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, 1st North—5th North 25

Geneva Steel Plant Yard 5

Union Pacific Coal Tracks 1 & 2, Ironton 15

UPRR and DRGW Running Tracks (Roper to Grant Tower) ..... Restricted Speed

All Other Yard Tracks 10

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 E. Sw.	Siding & other turnout speeds MPH W. Sw.	Capacity of tracks in feet Siding	Capacity of tracks in feet Other
	745.1		6000	SALT LAKE CITY ..... B	...	...	.....	Yard
				0.4				
20	745.5	20	9808	GRANT TOWER ..... M	...	...	.....	.....
15	745.9	15		3.2				
	748.7		9812	UP BECKS XING ..... M	...	...	.....	.....
				1.8				
60		60		D&RGW-UP NO. SALT	30	30	.....	.....
	750.6		...	LAKE XOVER				
	787.7		9814	NORTH SALT LAKE CP788..				
				3.5				
	791.0		9824	WOODS CROSS				
				2.2				
	793.2		9826	CENTERVILLE (Spur-W)				
				CP793				
				9.3				
	802.5		...	CP302				
				6.7				
	803.2		9827	KAYSVILLE				
				1.0				
	804.2		9840	LAYTON CP804				
				3.0				
	807.2		...	CP807				
				1.5				
	808.7		9847	CLEARFIELD CP809.....				
				2.8				
	811.5		...	CP811				
				5.7				
	817.2		9885	BRIDGE JCT. CP817				
	817.5		...	CP818				
				1.0				
	782.0		9886	OGDEN				
				(36.2)				

CTC — YL

UP-D&RGW JOINT OPERATION

UP-D&RGW JOINT OPERATION

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

All Yard Tracks 10

City Ordinances:

Salt Lake City, 1st North - 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 E. Sw.	Siding & other turn-out speeds MPH W. Sw.	Capacity of tracks in feet Siding	Capacity of tracks in feet Other
	750.6		...	D&RGW-UP NO. SALT LAKE XOVER	30	30	.....	.....
				3.3				
20	753.9	20	9824	WOODS CROSS ..... YL	12	12	7000	.....
	755.15			16.5				
	770.4		9847	CLEARFIELD	12	12	7900	.....
				0.9				
NOT IN SERVICE	771.3	NOT IN SERVICE	9848	UP SYRACUSE XING ..... M	...	...	.....	.....
	779.3		9856	8.0 Not In Service UP SUGAR WORKS XING M	...	...	.....	.....
				1.8				
	781.1		9886	TRANSFER	...	...	.....	Yard
				0.9				
	782.0		9886	OGDEN	...	...	.....	.....
				(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 E. Sw.	Siding & other turn-out speeds MPH W. Sw.	Capacity of tracks in feet Siding	Capacity of tracks in feet Other
	128.8		0129	BOND ..... J	...	...	.....	Yard
				9.9				
	138.7		0139	CRATER ..... Y	20	20	5100	.....
20		20		4.0				
	142.7		0143	VOLCANO	20	20	7400	.....
				9.3				
	149.5			CTC Subdivision 1-A				
	152.0		0152	TOPONAS	30	30	5760	2250
40		40		9.8				
	161.8		0162	YAMPA	...	...	.....	3400
				6.2				
	168.0		0168	PHIPPSBURG (YL).. BKWY	...	...	.....	Yard
25		25		6.2				
	173.4							
20	174.2	20	0174	EDNA	...	...	.....	Yard
				1.3				
	175.5		0175	HAYBRO	...	...	.....	2300
				2.7				
	178.2		0178	PARK	...	...	.....	1900
				5.7				
50	183.9	50	0184	SIDNEY	30	30	6350	.....
				7.2				
	191.1		0191	CTC STEAMBOAT ..... W	30	30	3600	.....
				8.9				
	199.5		0199	ADAMS	30	30	8480	.....
				1.2				
	201.2		0201	MILNER	...	...	.....	4100
40		40		6.8				
	208.0		0208	HARRIS	...	...	.....	1900
	209.5			3.0				
	211.0		0211	DAWSON	30	30	7400	.....
				4.1				
50	215.1	50	0215	HAYDEN	...	...	.....	3400
				6.9				
	222.0		0222	DORSEY	30	30	7000	.....
				9.0				
	231.0		0231	EVANS	30	30	8450	.....
				0.7				
	231.7		0232	CRAIG (YL) ..... BWY	...	...	.....	Yard
				(102.9)				

Subdivision 1-B

Exceptions:	MPH
Zone Speeds:	
Energy Spur, MP 200	20
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
Phippsburg Long Lead	30
Adams Jct. switch, MP 200.0	20
All other turnout speeds	15
East Evans, Switches between MP 230.1 and MP 230.3	20
All Yard Tracks	10
Axial Spur:	
Movement governed by TWC	
Energy Spur:	
Movement governed by CTC	

COLORADO DIVISION
Leadville Branch
Subdivision 3-A

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Stations	Turnout Speeds MPH E. Sw.	Turnout Speeds MPH W. Sw.	Capacity of Siding in Feet
	271.0		2100	MALTA ..... JY	...	...	Yard
				2.3			
	273.3		2104	EILERS	...	...	Yard
15		15		1.0			
	274.3		2106	AS&R SPUR	...	...	400
				1.6			
	275.9		2120	LEADVILLE	...	...	Yard
				(4.9)			

	MPH
All turnout speeds	10
All Yard Tracks	10

COLORADO DIVISION
Aspen Branch
Subdivision 4-B

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Stations	Turnout Speeds MPH E. Sw.	Turnout Speeds MPH W. Sw.	Capacity of Siding in Feet
	360.1		2290	GLENWOOD ..... JWY	...	...	Yard
				12.8			
	373.0		2416	CARBONDALE ..... W	15	...	Yard
				2.0			
20	375.0	20	2416	MID-CONTINENT	15	15	Yard
				10.1			
	385.1		2432	WINGO	15	15	500
				2.3			
	387.4		2436	BATES	15	15	1000
				5.5			
	392.9		2437	WOODY CREEK	15	15	Yard
				(32.8)			

Exceptions:	MPH
Weigh-in-motion scale MP 374.2	
Weighing	3
Passing over	5
Wingo Bridge MP 384.9	10
All other turnout speeds	10
Sidings	10
All Yard Tracks	10

COLORADO DIVISION
Subdivision 8

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Stations	Turnout Speeds MPH E. Sw.	Turnout Speeds MPH W. Sw.	Capacity of Siding in Feet
	118.9		4000	PUEBLO ..... BJK	...	...	Yard
				3.0			
12	121.9	12	1136	MINNEQUA	...	...	Yard
				1.0			
	122.9		1140	SOUTHERN JCT	...	...	.....
				19.1			
*		*	1153	CEDARWOOD	...	...	*
				11.5			
			1158	LASCAR	...	...	*
				16.4			
	175.0		1180	WALSENBURG (YL) ..... J	...	...	Yard
25		25		15.3			
	190.3		1550	LA VETA ..... WY	...	...	Yard
20		20		6.5			
	195.0						
	196.8	10	1560	OCCIDENTAL	15	15	1500
				10.4			
12	207.2	12	1564	FIR ..... Y	15	15	1700
				7.4			
	213.0						
	214.6		1570	SIERRA	15	15	3400
25		25		13.6			
	222.0						
	228.2		1576	FT. GARLAND	15	15	2200
				4.2			
	232.4		1578	BLANCA	15	15	Yard
30		30		19.3			
	251.7		1590	ALAMOSA (YL) ... BJKWY	...	...	Yard
				(127.7)			

Exceptions:	MPH
All other turnout speeds	10
Sidings	10
All Yard Tracks	10

* For movement between Southern Jct. and Walsenburg be governed by BN Denver Region Timetable, Colorado Division 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 Stations	Turnout Speeds MPH E. Sw.	Turnout Speeds MPH W. Sw.	Capacity of Siding in Feet
	251.7		1590	ALAMOSA (YL) ..... BJKWY	...	...	Yard
				11.4			
	263.1		1604	PARMA	15	15	700
				0.5			
	263.6		1605	AGRO	...	15	500
				2.5			
	266.1		1606	ZINZER	15	15	1500
				0.9			
	267.0		1612	SUGAR JCT ..... Y	15	15	Yard
				0.4			
	267.4		1611	PLEASANT SPUR	...	15	600
				1.6			
25	269.0	25	1612	MONTE VISTA	...	...	Yard
				13.8			
	282.8		1624	DEL NORTE	15	15	850
				6.1			
	288.9		1628	HANNA	15	15	700
				9.3			
	298.2		1638	SOUTH FORK	15	15	1000
				0.9			
	299.1		1640	DERRICK ..... Y	...	...	.....
				13.0			
	312.1		1650	WAGON WHEEL GAP	10	10	500
10		10		6.0			
	318.1		1654	WASSON ..... Y	10	10	1000
				2.6			
	320.7		1661	CREEDE	...	...	Yard
				(69.0)			

(TWC)

Exceptions:

	MPH
All other turnout speeds	10
Sidings	10
All Yard Tracks	10

Zone Speeds Westward MPH		Zone Speeds Eastward MPH	Station Number	COLORADO DIVISION Antonito Branch Subdivision 11 Stations	Turnout Speeds MPH E. Sw.	Turnout Speeds MPH W. Sw.	Capacity of Siding in Feet
	251.7		1590	ALAMOSA (YL) ..... BJKWY	...	...	Yard
				4.3			
	256.0		1592	LA FRUTO	15	15	300
				1.0			
	257.0		1593	HENRY	15	15	500
				2.6			
	259.6		1594	ESTRELLA	15	15	1700
				6.6			
25	266.2	25	1595	LA JARA	...	...	Yard
				3.5			
	269.7		1597	BOUNTIFUL	15	15	1000
				3.6			
	273.3		1598	ROMEO	15	15	1900
				7.0			
	280.3		1600	ANTONITO ..... Y	...	...	Yard
				(28.6)			

(TWC)

Exceptions:

	MPH
All other turnout speeds	10
Sidings	10
All Yard Tracks	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 Stations	Turnout Speeds MPH E. Sw.	Turnout Speeds MPH W. Sw.	Capacity of tracks in feet Siding	Capacity of tracks in feet Other
	351.5		2650	MONTROSE	15	15	.....	Yard
				1.5				
	353.0		2650	SAGEBRUSH	10	...	.....	150
				3.2				
20	356.2	20	2644	COORS, ROE	15	15	.....	800
				6.0	15	15	.....	
	362.2		2638	OLATHE	15	15	.....	1200
				3.4				
	365.6		2636	LOU PAC	15	...	.....	1100
				7.2				
	372.8		2630	DELTA ..... J	15	...	.....	Yard
	375.3			4.7				
	377.5		2624	ROUBIDEAU	15	15	7206	.....
				20.8				
	398.3		2614	BRIDGEPORT	...	15	.....	4000
30		30		13.5				
	411.8		2608	WHITEWATER	...	15	.....	2100
	422.5			12.5				
20		20						
	424.3		5000	GRAND JCT. (YL) ... BJKY	...	...	.....	Yard

(YL) (TWC) (YL)

Exceptions:

	MPH
All other turnout speeds	10
Sidings	10
All Yard Tracks	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 Stations	Turnout Speeds MPH E. Sw.	Turnout Speeds MPH W. Sw.	Capacity of tracks in feet Siding	Capacity of tracks in feet Other
	417.4		2744	OLIVER	10	10	.....	4300
				0.8				
	416.4		2743	ARCO	10	10	.....	Yard
10		10		1.3				
	415.3		2740	SOMERSET	10	10	.....	2900
				4.3				
20	411.0	20	2736	TERROR CREEK	15	15	.....	2950
				4.0				
	407.0		2731	CONVERSE	15	15	.....	6500
25		25		1.1				
	405.9		2728	PAONIA	15	...	.....	1900
	404.5			8.1				
	397.8		2718	HOTCHKISS	15	15	.....	1000
30		30		5.3				
	392.5		2714	ROGERS MESA	15	15	7100	.....
	374.2			19.7				
20	372.8	20	2630	DELTA ..... J	15	...	.....	Yard

(YL) (TWC) (YL)

Exceptions:

	MPH
All other turnout speeds	10
Sidings	10
All Yard Tracks	10

UTAH DIVISION
Sunnyside Branch
Subdivision 5-A

Zone Speeds Westward MPH	Miles from Mounds	Zone Speeds Eastward MPH	Station Number	Stations	Turnout Speeds MPH E. Sw.	Turnout Speeds MPH W. Sw.	Capacity of tracks in feet
	17.5		9106	SUNNYSIDE ..... Y	...	...	Yard
10				4.3			
	15.0						
15							
	13.2	20	9104	(TWC) COLUMBIA JCT	...	...	.....
				8.2			
20	6.0						
	5.0		9101	BANNING	15	15	6200
	1.3	20		5.0			
20	0.0		9016	(YL) MOUNDS ..... J	...	...	Yard

Exceptions: MPH

Turnout Speeds:

Mounds, Jct. Switch Subdivision 5-A	20
All other turnout speeds	15
All Yard Tracks	10

UTAH DIVISION
Cane Creek Branch
Subdivision 5-B

Zone Speed: Westward MPH	Miles from Brendel	Zone Speeds Eastward MPH	Station Number	Stations	Turnout Speeds MPH E. Sw.	Turnout Speeds MPH W. Sw.	Capacity of tracks in feet
	35.8		9943	POTASH	...	...	Yard
30				7.3			
	28.5	30	9941	EMKAY	...	...	500
	22.0			7.2			
	21.3		9939	(TWC) SEVEN MILE	...	...	Yard
				3.0			
	18.3		9937	LEE	...	...	600
40		40		8.0			
	10.3		9935	ARCH	...	...	600
				10.3			
	0.0		9940	BRENDEL ..... J	...	...	.....

Exceptions: MPH

All other turnout speeds	15
Sidings	15
All Yard Tracks	10

UTAH DIVISION
Pleasant Valley Branch
Subdivision 6-C

Zone Speeds Westward MPH	Miles from Colton	Zone Speeds Eastward MPH	Station Number	Stations	Turnout Speeds MPH E. Sw.	Turnout Speeds MPH W. Sw.	Capacity of tracks in feet
	21.1		9170		...	...	
10		10					
	19.5		9164	(YL) SKYLINE	10	15	12600
				2.0			
	17.5		9158	(TWC) VALCAM	15	15	7690
				2.3			
15	15.2	20	9156	SCOFIELD	...	...	.....
	1.0			15.2			
20	0.0	20	9054	(YL) COLTON ..... J	...	...	Yard

Exceptions: MPH

All other turnout speeds	15
Sidings	15
All Yard Tracks	10

UTAH DIVISION
Tintic Branch
Subdivision 6-E

Zone Speeds Westward MPH	Miles from Springville	Zone Speeds Eastward MPH	Station Number	Stations	Turnout Speeds MPH E. Sw.	Turnout Speeds MPH W. Sw.	Capacity of Siding in feet
	32.4		9436	BURGIN	15	15	900
10				4.9			
	27.5		9435	PEARL	15	15	400
				2.4			
	25.1	15	9432	ELBERTA	15	15	1000
15				7.8			
	17.3		9423	TOWNSEND	15	15	600
	17.0			1.3			
	16.0		9421	(YL) KEIGLEY	15	15	Yard
				5.2			
	10.8		9418	PAYSON	15	15	1400
				5.7			
	5.1		9409	S.F. SUGAR FACTORY	15	15	4600
20		20		1.3			
	3.8		9408	SPANISH FORK	15	15	1100
				1.2			
	2.6		9405	KIRBY	...	15	1000
				2.6			
	0.0		9302	SPRINGVILLE ..... J	15	15	Yard

Exceptions: MPH

All other turnout speeds	10
Sidings	10
All Yard Tracks	10

UTAH DIVISION
Bingham Branch
Subdivision 6-J

Zone Speeds Westward MPH	Miles from Midvale	Zone Speeds Eastward MPH	Station Number	Stations	Turnout Speeds MPH E. Sw.	Turnout Speeds MPH W. Sw.	Capacity of Siding in feet
	11.9		9630	LEAD MINE	10	...	Yard
10		10		2.4			
	9.5		9626	PROLER STEEL	10	10	Yard
				2.8			
	6.7		9627	BAGLEY	...	15	Yard
				0.1			
	6.6		9625	INTERSTATE BRICK	15	...	1200
				1.5			
15	5.1	20	9624	WELBY ..... JY	15	15	Yard
				0.8			
	4.3		9623	(YL) BALKAMP	...	15	400
				0.6			
	3.7		9621	PLASTRONICS	15	...	400
				0.2			
	3.5		9620	SOUTH WIRE	...	15	1000
				1.5			
	2.0		9622	WEST JORDAN	15	15	1100
				0.5			
	1.5		9616	DAVIDSON LUMBER	15	...	300
				0.8			
	0.7		9332	U.S. SMELTER	15	...	2200
				0.7			
	0.0		9332	MIDVALE ..... JWY	15	15	Yard

Exceptions: MPH

Zone Speed:

Highway Crossing at MP 9.03 near Proler	10
All other turnout speeds	15
Sidings	15
All Yard Tracks	10

Zone Speeds Westward MPH	Miles from Midvale	Zone Speeds Eastward MPH	Station Number	UTAH DIVISION Garfield Branch Subdivision 6-K Stations	Turnout Speeds MPH E. Sw.	Turnout Speeds MPH W. Sw.	Capacity of Siding in feet
	17.9		9676	MAGNA	...	05	Yard
				3.5			
	14.4		9675	BONNE SPUR	...	10	200
10		10		3.2			
	11.2		9672	BACCHUS SPUR	...	10	Yard
	11.0			0.1			
	10.9		9670	KEARNS, READYMADE	10	...	900
				0.4			
20	10.7	20	9674	PIPE AND TUBE	10	10	400
				5.6			
	5.1		9624	WELBY JY	15	15	Yard

(YL)

Exceptions:

	MPH
Zone Speeds:	
Bacchus Spur	12
All other turnout speeds	10
Sidings	10
All Yard Tracks	10

HOUSE TRACKS

Sub Divn.	Station Name	Clearance Capacity Feet	Connection Switch
1A	Arvada	784	E&W
	Leyden	480	W
	Rocky	878	E&W
	Plain	1,231	E&W
	Crescent	1,002	E&W
	Cliff	1,988	E&W
	Rollins	1,157	E&W
	East Portal	1,238	E&W
	Winter Park	130	E&W
	Winter Park Crane Spur	1,603	W
	Fraser	739	E&W
	Granby	2,947	E&W
	Sulphur	1,262	E&W
	Flat	673	E&W
	Troublesome	1,439	E&W
	Kremmling	1,624	E&W
	Gore	1,531	E&W
	Azure	1,089	E&W
	Radium	1,068	E&W
4A	Dell	615	E&W
	Range	1,109	E&W
3	Swallows	1,025	E&W
	Hobson	198	E
	Adobe	806	E
	Florence	386	E&W
	Parkdale	1,453	E&W
	Spikebuck	311	W
	Texas Creek	857	E&W
	Cotopaxi	676	E&W
	Vallie	1,579	E&W
	Swissvale	490	E&W
	Brown Canon	650	E&W
	Nathrop	907	E&W
	Princeton	331	E&W
	Kobe	180	W
	Tennessee Pass	311	E&W
	Pando	1,321	E&W
4	Wolcott	1,462	E&W
	Dotsero	975	E&W
	Allen	322	E EMT
	Shoshone	237	E&W
	Newcastle	1,393	E&W
	Silt	1,108	E&W
	Rifle	1,699	E&W MT
	Dos	603	E&W
	Una	542	E
	Debeque	1,410	E&W
	Akin	798	E
	Tunnel	324	E
	Cameo	1,161	E&W
	Palisade	1,018	E&W
	Clifton	829	E&W
5	Depot Running Tracks	Yard	E&W
	Grand Junction	Yard	E&W
	Durham	695	E&W
	East Fruita	2,290	E&W
	West Fruita	1,500	E&W
	Mack	497	E&W
	Ruby	306	E&W

HOUSE TRACKS (Continued)

Sub Divn.	Station Name	Clearance Capacity Feet	Connection Switch
5	Shale	916	W
	Utaline	263	E&W
	Westwater	992	E&W
	Agate	226	E
	Cisco	1,217	E&W
	Whitehouse	486	E&W
	Elba	383	W
	Sagers	347	E&W
	Thompson	1,500	E&W
	Brendel	1,173	E&W
	Floy	394	E
	Solitude	216	E
	Green River	1,749	E&W
	Sphinx	236	E&W
	Desert	286	W
	Vista	595	E&W
	Woodside	872	E&W
	Grassy	268	W
	Cedar	940	E&W
	Mounds	Yard	W
	Wash	Yard	E&W
	Wellington	1,182	E
	Price	Yard	E&W
	Maxwell	3,605	E&W
6	Helper	361	E EMT
	Utah Ry. Jct.	3,375	E&W EMT
	Kyune	332	W WMT
	Summit	Yard	E&W WMT
	Gilluly	2,337	E EMT
	Detour	2,562	E EMT
	East Narrows	2,045	E EMT
	West Narrows	175	W WMT
	American Fork	185	W
	Riverton	1,459	E&W
	Midvale	Yard	E&W
7-A	Woods Cross	650	E&W

TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE

Sub Divn.	Name	Mile Post	Stn No.	Capy. In Feet	Switch Connection
1-A	Stock Yard Spur	BL2.2	1001	Yard	West
	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
	Axial Spur	230.0	0230	Loop	East
	Ute Jct.	A 3.0	...	...	East
	Ute	U 6.2	0238	Yard	East
	Empire Siding	A 8.2	0252	5280	East & West
	Wilson House Track	A 8.3	0250	...	East & West
	Empire Jct.	A 9.2	...	...	West
	Axial	A 25.5	0265	Loop	East
3	Pleasanton	195.4	1783	3000	East & West
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:	462.5			
	Industry Lead	...	...	3150	West
	Pabco spur	...	2807	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	9023	Yard	East & West
	Co-op Loop	1.3	9024	Loop	West
	Acco	1.7	9025	Loop	West
6	Lynn, Eastward track	632.0	9047	3500	East
	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, UPRR Wye, Eastward track	698.8	9308	Yard	East
	Provo UPRR Jct. Eastward Track	700.8	9310	Yard	West
	Geneva UPRR Connection	706.95	9317	UPRR Yard	West
	Geneva Yard Westward Track	707.1	9317	Yard	East
	Pipe Mill Spur	710.1	9319	4700	West
	Murray Sampler, Westward track	737.4	9336	4600	East & West
	Forest Products, Eastward track	737.8	9336	200	East
	Murray T.T., 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 Spur.	742.5	9710	Yard	West
6-J	Dalton Spur	7.5	9628	5280	East
7	Oil Shale spur	750.0	9819	Yard	East
	NSL Stockyard	750.3	9814	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	Spur
	Yampa, MP 161.8	Stock
1-B	Steamboat, MP 191.5	Stock spur
	Steamboat, MP 191.6	Lumber spur
	Harris, MP 208.0	Load track
	Hayden, MP 214.8	Elevator track
	Hayden, MP 215.4	House spur
3	Pleasanton, MP 195.4	Load track
	Malta, MP 270.9	Spur
4	Allen, MP 347.5	Spur
6	Helper, eastward track, MP 626.3 ..	House track
	Kyune, westward track, MP 639.7 ..	Spur
	Narrows, westward track, MP 672.7 .	Spur
	Forest Products, eastward track, MP 737.8	Spur
	Titan Steel, eastward track, MP 738.9	Spur
	Fireclay, westward track, MP 739.1 .	Spur
	P K Wholesale, eastward track, MP 740.5	Spur
	M & M Distributing, MP 742.7	Spur
7	General Distributing, MP 746.2 ...	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	Pueblo	ATSF-BN Main Tracks	Manual Interlocking controlled by D&RGW train dispatcher. Each railroad governed by its own Rules and Special Instructions. D&RGW Operating Rules 605 thru 673 apply.
	118.5		AT&SF Main track D&RGW Main track	
1-A	3.2	Denver	BN-Belt Line. D&RGW Main Track - Belt Line	CTC and Manual Interlocking Controlled by D&RGW train dispatcher. Each road governed by its own rules and special instructions. D&RGW Operating rules 509-A, 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.	Automatic Interlocking. Each road governed by its own rules and special instructions. D&RGW Operating Rule 667.
			D&RGW main track & UP main track.	To receive signal for reverse movement over crossing after having cleared the home signal limits, depress pushbutton in box on home signal and hold for 5 seconds, then release.
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.
7-A	771.3	Syracuse	D&RGW main track and UP branch track.	D&RGW main track not in service. Switches lined and locked for UPRR.
	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.
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	East yard	15
	448.5	Grand Jct. westward departure track to Alternate Inbound	Crossover	15

CROSSOVERS ON TWO MAIN TRACKS

Sub Divn	Location	MP	Points	Description	MPH
1-A	Bond	128.7	Trailing, Westward main	Dual Controlled	30
	Bond	128.8	Facing, Westward main	Dual Controlled	30
3	Dry Creek	120.8	Facing	Hand Throw	15
6	East Helper	625.6	Trailing	Dual Controlled	30
	West Helper	627.3	Facing	Dual Controlled	30
	Ut. Railway Jct.	628.8	Trailing	Dual Controlled	15
	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 352.1

ADJUSTED TONNAGE RATINGS

FROM	TO	GP-30 3001-3028 GP-35 3029-3050	GP-40 3051-3153	FOREIGN SD-40 & SD-45 SD-45 5315-5340	SD-40 5341-5413 SD-50 5501-5517	ADJUST-MENT FACTOR
Denver	East Portal	1000	1100	1550	2050	3
Tabernash	Winter Park	1050	1150	1625	2175	4
Bond	Tabernash	1950	2075	2925	4000	6
Bond	Toponas	1000	1100	1550	2100	3
Phippsburg	Toponas	1200	1300	1900	2500	3
Phippsburg	Pallas	2200	2400	3400	4600	6
Haybro	Phippsburg	1425	1500	2125	2800	4
Steamboat	Haybro	2200	2400	3400	4600	6
Craig	Steamboat	4000	4300	6000	8000	9
Adams	Energy	1750	1925	2625	3500	6
Pueblo	Swallows	2300	2500	3450	4700	6
Swallows	Canon City	3500	3900	5600	7700	6
Hobson	Pueblo	5200	5600	7500	10,000	6
Canon City	Salida	1650	1750	2450	3350	4
Salida	Tennessee Pass	1400	1500	2100	2900	4
Minturn	Tennessee Pass	625	675	950	1300	2
Grand Jct.	Glenwood	2150	2300	3250	4450	6
Glenwood	Minturn	1525	1650	2300	3150	6
Glenwood	Bond	1650	1750	2450	3350	6
Glenwood	Mid Cont.	1950	2050	2900	4050	3
Mid Cont.	Woody Creek	950	1000	1400	1950	3
Malta	Eilers	750	825	1150	1500	2
Eilers	Leadville	625	675	950	1300	2
Pueblo	Minnequa	1600	1750	2400	3350	4
Minnequa	Walsenburg	1950	2100	2900	4000	6
Walsenburg	La Veta	1300	1400	1950	2550	4
La Veta	Fir	600	650	950	1300	2
Alamosa	Russell	2000	2150	3050	3950	5
Russell	Sierra	1400	1500	2100	2900	4
Sierra	Fir	775	850	1250	1625	3
Walsenburg	Trinidad	1950	2100	2900	4000	5
Trinidad	Walsenburg	1950	2100	2900	4000	5
Grand Jct.	Mounds	1900	2000	3000	4100	6
Potash	Brendel	1750	1900	2600	3500	6
Brendel	Emkay	1400	1500	2100	2900	5
Mounds	Helper	2000	2150	3400	4600	6
Helper	Grand Jct.	2000	2150	3050	4200	6
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	Montrose	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 3051-3153	FOREIGN SD-40 & SD-45 SD-45 5315-5340	SD-40 5341-5413 SD-50 5501-5517	ADJUST-MENT FACTOR
Subdiv. 16 Wye	East Yard	4700	5000	7000	10,000	..:..
Helper	Castle Gate	1000	1100	1550	2050	3
Castle Gate	Kyune	800	925	1325	1750	3
Kyune	Summit	1950	2050	2900	4050	3
Provo	Castilla	2500	2700	3800	5300	3
Castilla	Summit	1050	1150	1625	2175	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	Skyline	650	700	950	1350	2
Midvale	Welby	950	1000	1400	2000	2
Welby	Dalton Jct.	650	700	1350	1900	2
Dalton Jct.	Lead Mine	600	650	950	1350	1
Magna	Welby	2450	2650	3700	5200	3
Springville	Keigley	1900	2050	2850	3900	5
Pearl	Keigley	1900	2050	2850	3900	5
Keigley	Burgin	470	500	700	900	1

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

When GP type locomotives are used in a mixed consist, or a Helper, their short-time rating will govern all other locomotives in the same consist.

Units equipped with PTC will have a short-time rating plate denoting short-time rating for that unit. This short-time rating plate is to be used instead of the short-time rating on the loadmeter.

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

Sub Divn.	Tracks
1A	Chem Spur Rocky Spur
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 Mins.	Sec	Miles Per Hour	Time Per Mile Mins.	Sec	Miles Per Hour	Time Per Mile Mins.	Sec.	Miles Per Hour
—	36	100	—	58	62.6	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.2	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	24	25.0
—	51	70.6	1	26	41.9	2	30	24.0
—	52	69.2	1	28	40.9	2	45	21.8
—	53	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, 1-B between Evans and Axial
Channel 3 — Moffat tunnel, Subdivisions 1-B between Phippsburg and Evans, Subdivision 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 and when trains are loading coal at locations on the Axial Spur or Energy Spur.

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 UP 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

a.) Except as otherwise provided eastward trains are superior to westward trains.

b.) Train Dispatchers may verbally authorize movement by a POSITIVE STOP ABS when a dual controlled switch is involved, providing all switches involved are lined and locked for the route to be used and all switches have been blocked by the dispatcher via the C.T.C. keyboard. All movements authorized in this manner must be made in close proximity of the dual controlled switches. This procedure may be used for switching moves, placing helper engines on trains, or a locomotive going back to its train. NO THROUGH MOVEMENTS MAY BE AUTHORIZED BY THIS PROCEDURE.

If movement over a dual controlled 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.

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

d.) At points where crews on trains or engines are changed, contact with dispatcher must be made before proceeding to determine if Form 3055 [DRGW - Special Instructions Form (Conductors or engineers)] is required; and if it is required, to determine if Form 3055 needs to be updated.

2. 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

a.) Trains with 25 or more loads of coal and/or grain will be considered "bulk" trains. Other trains will be considered "bulk" trains if average weight per car is more than 80 actual tons and, in addition, the actual tonnage per locomotive unit with operative dynamic brake exceeds:

GP-30, GP-35, GP-40 ..... 1000 tons
SD-40, SD-45 ..... 1300 tons
SD-50, SD-40 (PTC) ..... 1500 tons

b.) In calculating operative dynamic brake for "bulk" trains, include head end power only.

c.) 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 Tables rules, 5A through 5K and applies in those territories.

When retainers are activated, a speed of 15 M.P.H. must not be exceeded.

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, SD-40 (P.T.C.) ..... 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, SD-40 (P.T.C.) ..... 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, SD-40 (P.T.C.) ..... 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 brakes exceeds:

GP-30, GP-35, GP-40 ..... 1800 tons
SD-40, SD-45 ..... 2200 tons
SD-50, SD-40 (P.T.C.) ..... 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, SD-40 (P.T.C.) ..... 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, SD-40 (P.T.C.) ..... 1700 tons

If dynamic brake is inoperative, the forward one-third of retainers will be used Skyline to Colton.

j.) **Tintic Branch**

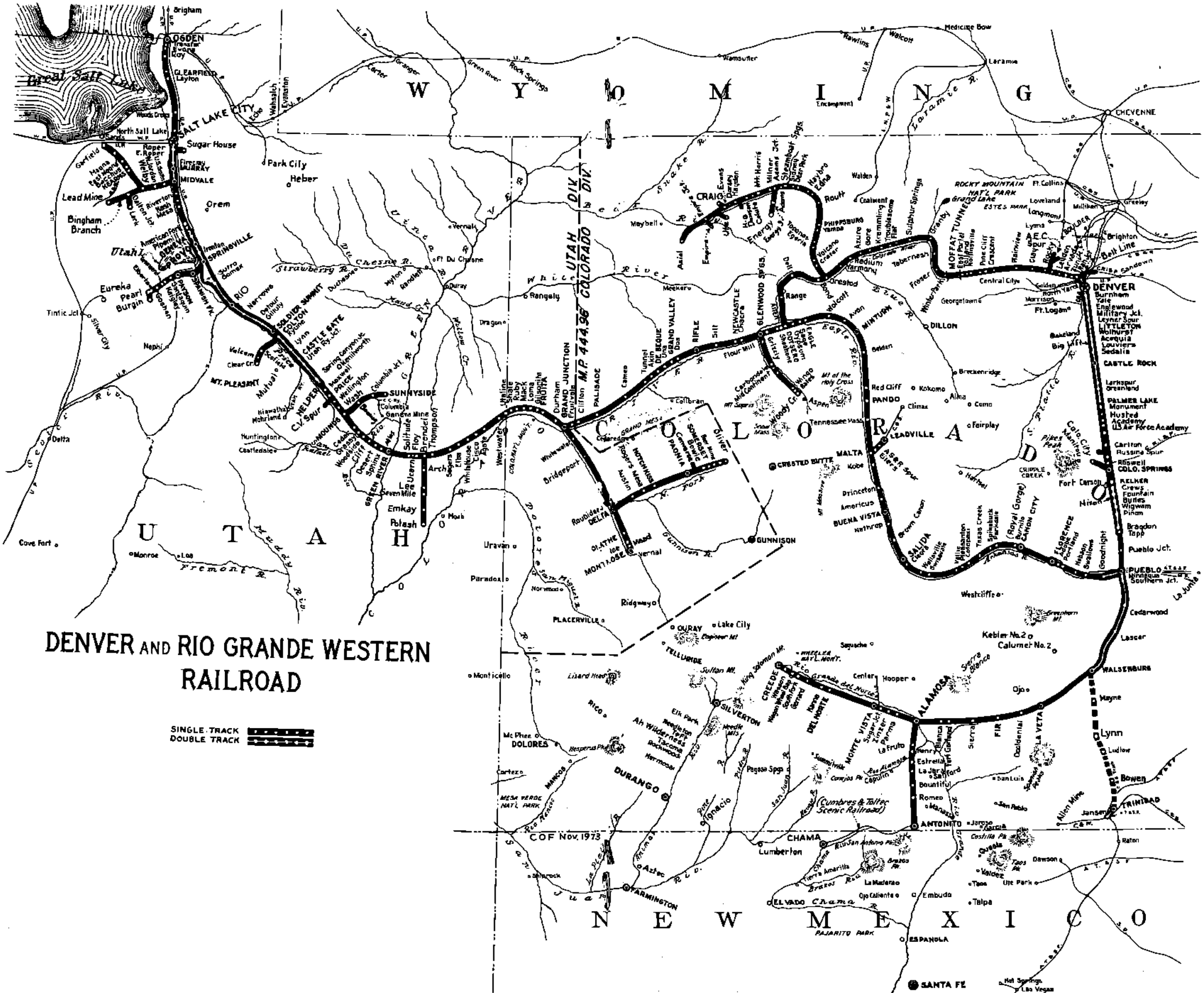
Use retainers on all loaded cars Burgin to Pearl.

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, SD-40 (P.T.C.) ..... 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.


DENVER AND RIO GRANDE WESTERN RAILROAD
SINGLE TRACK
DOUBLE TRACK
W Y O M I N G
U T A H
C O L O R A D O
N E W M E X I C O
UTAH DIV.
COLORADO DIV.
M.P. 444.96
Great Salt Lake
OGDEN
Brigham
CLEARFIELD
Layton
SALT LAKE CITY
North Salt Lake
Sugar House
MIDVALE
Park City
Heber
Orem
Lead Mine
Bingham Branch
SPRINGVILLE
PROVO
Eureka
Pearl
Burgin
Tintic Jct.
Nephi
RIO
SOLDIER SUMMIT
CASTLE GATE
PRICE
HELPER
C.V. Spur
SUNNYSIDE
Wellington
Columbia Jct.
Thompson
GREEN RIVER
Emkay
Potash
Cove Fort
Monroe
Fremont R.
Strawberry R.
Duchesne
White River
Rangely
Meeker
Vernal
GRAND JUNCTION
FRUITA
PALISADE
RIFLE
GRAND VALLEY
NEWCASTLE
GLENWOOD SPGS.
Bridgeport
DELTA
OLATHE
MONTROSE
GUNNISON
Ridgway
OURAY
Lake City
PLACERVILLE
TELLURIDE
SILVERTON
Sultan Mt.
Monticello
DOLORES
DURANGO
Ignacio
Aztec
FARMINGTON
Mesa Verde Nat'l Park
CRAIG
PHIPPSBURG
Steamboat Spgs.
Yampa
Bond
Orestod
Dotsero
Wolcott
Avon
MINTURN
Red Cliff
PANDO
LEADVILLE
MALTA
Kokomo
Climax
Fairplay
Dillon
Breckenridge
Alma
CRESTED BUTTE
BUENA VISTA
SALIDA
Texas Creek
CANON CITY
FLORENCE
PUEBLO
Pueblo Jct.
Cedarwood
Walsenburg
La Veta
Ojo
ALAMOSA
Fort Garland
CREEDE
DEL NORTE
MONTE VISTA
Center
Hooper
Antonito
(Cumbres & Toltec Scenic Railroad)
CHAMA
Lumberton
Trinidad
Jansen
Aguilar
Lynn
Raton
Dawson
Taos
Embudo
ESPANOLA
SANTA FE
Las Vegas
DENVER
Burnham
Englewood
Littleton
CASTLE ROCK
PALMER LAKE
Monument
U.S. Air Force Academy
COLO. SPRINGS
Colo. City
Manitou
Pikes Peak
CRIPPLE CREEK
Fort Carson
Boulder
Brighton
Longmont
Greeley
Ft. Collins
CHEYENNE
Laramie
Medicine Bow
Rawlins
Walcott
Wamsutter
Rock Springs
Green River
Granger
Evanston
Walden
Granby
Fraser
MOFFAT TUNNEL
Tabernash
Kremmling
Sulphur Springs
Rocky Mountain Nat'l Park
Estes Park
Central City
Georgetown
Golden
COF Nov. 1973

6. COUPLER LIMITS

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 8 axles. 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. Scale Test Cars must not be handled as rear car in train.

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

e.) Unless otherwise instructed, articulated spine cars series NATTX 66000 - 66037 must not be nearer than the sixth car ahead of helper locomotive in a mixed train consist.

8. MAXIMUM SPEEDS

a.) Zone and other authorized speeds must not be exceeded.

b.) Locomotives: M.P.H.
- 1.) Diesel locomotives 130 through 149 when used as controlling unit 20
- 2.) Diesel locomotives 130 through 149 not used as controlling unit 40
- 3.) Other diesel locomotives 70

c.) Freight trains, light locomotive, or locomotive with caboose only 60

d.) Bulk trains (see Rule 4) 40

e.) Weigh-in-motion scales, unless otherwise specified:
- 1. Weighing 03
- 2. Passing over 10

f.) Locomotive service tracks 05

g.) Lumber or pipe on rail flat cars (including bulkhead flats) and empty bulkhead flatcars 50

h.) RGAX 56277 Tie Handler 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
- 3.) Rail Pick-Up cars RGAX 4694, 4695, 4696 40
  - (a) Must be placed behind helper locomotive. Do not handle more than 1000 actual tons behind these cars.

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 25000 through 25049 series 40

s.) D&RGW 25100 series cars when used in slag service . 40

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.) Train and yard movements handling more than 10 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.

9. PASSENGER TRAINS

Passenger Trains Other Than Amtrak Trains:

Special passenger trains other than Amtrak trains are governed by passenger train speed limits. Trains will be operated with brake pipe pressure limited to 90 PSI. Terminal air brake tests will be conducted as prescribed by air brake rules for passenger trains with the following exception:

In addition to the prescribed air tests, train must be put into emergency (initiated from the automatic brake valve on the controlling locomotive). It must be known that all cars in the train respond to this emergency brake application.

All Passenger Trains Including Amtrak Trains:

All cars except power car may have a hand brake at each end of car. It must be known that both hand brakes are released before car or cars are moved.

Most passenger equipment is equipped with a 480 volt A.C. Head End Power (HEP) system. This system provides all electrical systems with power including heating and air conditioning. Electrical power is distributed through train by means of high voltage power cables connected from car to car. This system is normally activated and energized when the diesel engine in the generator car is running whether the train is standing or moving. Employees are prohibited from handling, adjusting or performing work between or under cars when the Head End Power is energized.

Enginemen, trainmen or any other employee will not make inspection or repairs between or under cars, couple air hoses, adjust electrical cables or plug in electrical cables until it is known that the Head End Power system has been de-energized.

Head End Power must be shut off when:

A train is to be switched or;

Coupling, replacing air hoses, air hose gaskets, or any time it is required that a workman go under, or about the cars to perform work.

Only designated, authorized personnel will be permitted in the Head End Power car. This authorized person(s) will be the person to contact when it is necessary to de-energize Head End Power for any of the aforementioned reasons. It must be ascertained from this person that electrical power has been shut off and that is it safe to perform any work under or about the train.

Except under emergency conditions, passenger trains will not make unscheduled stops unless authorized to do so by the dispatcher. Generally failure of Head End Power will not be considered an emergency.

10. OPERATION NORTH YARD

Sign at MP 2 on Inbound-Outbound Lead, North Yard bears word "APEX." This sign located at point where maximum grade leaving North Yard begins. In switching movements at south end of North Yard switch engine handling cuts consisting of sufficient cars to make it necessary to pass this sign must have sufficient air brakes coupled and operative on head end of cut to assure necessary braking power to stop locomotive and cars being handled.

11. 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.

12. 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

BN Time-Table Colorado Division governs movements South Denver Interlocking through 19th Street Interlocking. Within these limits D&RGW RR crews will be governed by the following BN General Code of Operating Rules, in addition to D&RGW Rules of the Operating Department, while working on BN trackage in the Denver territory.

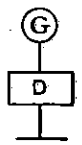
Definition: ABSOLUTE SIGNAL: A block or interlocking signal designated by an "A" marker, or by the absence of a number plate.

Definition: Distant Signal

A fixed signal outside of a block system, used to govern the approach to a block signal, interlocking signal or switch point indicator. It will not convey information as to conditions affecting the use of the track between the distant signal and block signal, interlocking signal or switch point indicator to which approach is governed. It will be identified by a "D" marker.

DISTANT SIGNALS

Rule 228. — Green

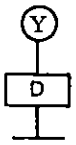


NAME — DISTANT SIGNAL CLEAR.

Indication — Proceed

If a train or engine is delayed between Distant Signal Clear and block signal, interlocking signal or switch point indicator, it must then proceed prepared to stop short of next signal or switch point indicator.

Rule 229. — Yellow



NAME — DISTANT SIGNAL APPROACH.

Indication—Approach next signal prepared to stop short of next signal or switch point indicator.

The maximum speed in interlocking limits for which "DISTANT SIGNAL APPROACH" is displayed at a distant signal, is 20 MPH.

Rule 312. STOP INDICATION: When a train is stopped at a signal displaying Stop indication and no conflicting movement is evident:

(1) IN CTC TERRITORY, unless train has been granted track and time limits on track governed by that signal, a crew member must immediately communicate with control operator. Upon instructions "(train) at (location) has permission to pass signal displaying Stop indication", specifying route where applicable, train may proceed at restricted speed. Before granting authority to proceed, the control operator must know there is no conflicting movement occupying, or authorized to enter, the track between that signal and the next absolute signal governing movement, or to the end of CTC where applicable.

EXCEPTIONS: When there is a conflicting movement, if such movement has been stopped and crew advised of move to be made, authority may be granted to proceed. If the movement which has been stopped is later permitted to proceed, movement must be made at restricted speed until reaching the next governing signal.

Where so equipped, emergency push button located in signal cabin at dual control switch locations will be used for the desired direction upon instructions from control operator. If proceed indication is received, train may proceed in accordance with signal indication.

If unable to communicate with control operator, emergency push button may be used and if signal changes to proceed indication, train may proceed but must move at restricted speed, regardless of more favorable signal indication, keeping close lookout for men or track maintenance equipment on or afoul of track without flag protection until instructions are received from control operator to proceed in accordance with signal indications.

(2) AT MANUAL INTERLOCKINGS, if no conflicting movement is evident, crew member must immediately communicate with control operator. Upon receipt of proceed signal given with yellow flag or yellow light or verbal authority from control operator in words "(train) at (location) has permission to pass signal displaying Stop indication", train may proceed at restricted speed.

Before granting authority to proceed, it must be known that there are no conflicting movements, that route is properly lined and if movement is to be made into CTC territory, permission must first be obtained from CTC control operator.

Where authorized by special instructions, if unable to communicate with control operator, train may proceed after:

(a) Occupying track within interlocking limits, but clear of any conflicting route;

(b) Waiting the time specified in special instructions; and,

(c) Crew member has preceded movement and determined that route is properly lined.

When no control operator is on duty and interlocking cannot be operated by a crew member, train may proceed after flagman has preceded the train, examined the track for defects, determined that the route is properly lined and that protection is afforded on conflicting routes. If signals or derails are not known to be in position to provide protection on conflicting routes, flag protection must be provided on such routes.

In addition, if the signal governs movement over a drawbridge, a crew member must ascertain that bridge is in proper position for passage of trains.

Movement out of interlocking limits into territory where track permits are authorized must not be made except as prescribed by Item (5) of this rule.

(3) AT AUTOMATIC INTERLOCKINGS be governed by the instructions in release box.

If there is known to be a conflicting movement, train must not proceed until such movement has passed or has stopped and an understanding has been reached between the crews.

(4) WITHIN ABS LIMITS, EXCEPT WHERE SUPERIORITY OF TRAINS IS SUPERSEDED BY SIGNAL INDICATION OR TRACK PERMITS ARE AUTHORIZED, a train that is otherwise authorized to proceed, may after stopping, proceed at restricted speed.

EXCEPTION: If the signal governs movement from siding or other track to main track, unless block is occupied by standing train, engine or cars and switch to be used is within same block, or Rule 94 is in effect, main track switch must be opened and after expiration of five minutes train may pass signal to enter main track. Employee attending switch must remain at the switch during the 5 minute period.

(5) WHERE TRACK PERMITS ARE AUTHORIZED OR WITHIN APB LIMITS, a crew member must immediately contact train dispatcher. Upon instructions "(train) at (location) has permission to pass signal displaying Stop indication," train may proceed at restricted speed.

Such instructions may be issued only when there is no Track Permit in effect and there is no conflicting movement.

If unable to secure authority from the train dispatcher, train must not proceed until such authority is received or signal displays a proceed indication.

CTC controlled by the D&RGW dispatcher is in service between Fox Junction and ABS 09 (M.P. 0.9) on eastward main track. Joint BN-ATSF-D&RGW Mid Valley Corridor is in service between MP 0.9 on Subdivision 1-A and South Denver Interlocking. Trains and engines operating between Fox Jct. and South Denver will use this route. At MP 0.7, 19th Street Manual Interlocking controlled by the BN 31st Street Operator is in service. All movements between MP 0.9 and South Denver are governed by Rule 93 of BN/D&RGW operating rule book (restricted speed-yard limit rule) and are under jurisdiction of 38th Street Yardmaster. When yardmaster at 38th Street is at lunch, yardmaster at 31st Street will direct movements. The two main tracks between 19th Street Interlocking and South Denver Interlocking are designated as the Inbound and Outbound. On double track trains and engines must keep to the right unless otherwise provided. The track to the right as viewed from a southbound train is the Outbound track. The track to the right as viewed from a northbound train is the Inbound track.

Train and engine movements operating between Fox Jct. and the BN 31st Street Yard or Denver Union Terminal will he made via the westward main track from Fox Jct. to M.P. 1.1 (end of CTC) then onto the BN Buck Main. All train and engine movements on the BN Buck Main between ABS 11 W and the BN 31st Street Yard or Denver Union Terminal are governed by Rule 93 of BN/D&RGW operating rule book (restricted speed – yard limit rule) and are under the jurisdiction of the BN 31st Street Yardmaster. When yardmaster at 31st Street is at lunch, yardmaster at 38th Street will direct movements.

DENVER UNION DEPOT:

Within the limits of the Denver Union Terminal (DUT) all switches are now hand throw switches locked with BN switch locks. Unless switches are actually in use, route must be left lined from Track One to the BN Buck Main and all switches locked. DUT property will be indicated by signs at the entrance to DUT, in addition to yard limit signs at the same locations. Yard limit rule applies on all tracks within DUT limits. Maximum speed on DUT tracks is 10 M.P.H.

UNION PACIFIC TRACKAGE:

When working on Union Pacific trackage within the Denver area, D&RGW crews will be governed by the General Code of Operating Rules in addition to D&RGW Rules of the Operating Department.

13. 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 fusees 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.

14. 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.

15. OPERATION 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. A warning buzzer will sound during this 30 second period. When gate is closing or about to close, a red strobe light on the north wall of the tunnel will flash and buzzer will sound warning.

When train or locomotive movement is to be made into or out of the east end of the Moffat Tunnel on other than signal indication (e.g. permissive card, 552 authority, or switching movements), authority must first be obtained from the dispatcher before each and every move which requires that movement be made under ventilating gate to insure that gate is locked in the raised position.

Emergency exit air lock doors are located just west of the gate, one on each side of the tunnel walls. If it becomes necessary to use these emergency exits when the gate cannot be raised, PRESSURE MUST BE EQUALIZED before attempting to open air lock doors. This is done by venting a spring loaded relief valve located in the center of each door. Always close and latch door after use BEFORE venting and opening next air lock door.

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.

16. 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.

Movements on Axial Spur governed by T.W.C.

17. 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 Assistant Trainmaster.

D&RGW Subdivision 8 trains will use UP Inbound-Outbound track from East Roger to Subdivision 8 connection at Main Street. Trains entering Pueblo from Subdivision 8 must obtain permission from Assistant Trainmaster prior to fouling UP Inbound-Outbound track.

18. 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 UP freight trains will use either UP 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 UP 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 UP freight trains will use UP Inbound-Outbound from East Roger to Pueblo Juntion, unless otherwise instructed by Assistant Trainmaster.

Eastward UP Freight Trains and Northward D&RGW Freight Trains must advise Assistant Trainmaster when ready to leave Pueblo Yard. Assistant Trainmaster 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 Assistant Trainmaster of Westward UP trains and/or D&RGW Southward trains when train or trains are approaching Pueblo Junction and Assistant Trainmaster 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 Assistant Trainmaster Pueblo.

19. 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 Denver Region Timetable, Colorado 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.

General Code Operating Rule 97 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.

20. 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.

21. 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.

22. 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.

23. OPERATION ASPEN BRANCH

Locomotives & Cabooses must not be operated under Mid-Continent Coal & Coke Company's loading tipple at Carbondale.

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

Unless otberwise provided, iron ore from Woody Creek will weigh on weigh-in-motion scales at Mid-Continent. Conductor will furnish Mid-Continent weighmaster with a switch list in train order of cars to be weighed. It is also necessary that weighmaster at the Mid-Continent office be notified that train is ready to weigh so he can go to the scale house ahead of the train.

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

24. 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 Assistant Trainmaster.

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 within a distance of 450 feet east of signal.

Red aspect if hump lead or conflicting routes are occupied within a 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 Juction located between opposing Postive 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 at 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 Assistant Trainmaster.

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.

25. OPERATION DELTA

For derail protection, switch on south leg of old wye, Subdivision 16, must be left lined and locked for old Delta yard toward river.

26. OPERATION NORTH FORK BRANCH

Slide areas have been identified by signs in the field between MP 395 and MP 397. A series of earth-movement detectors are installed between MP 395 and MP 397. Strobe lights are installed at MP 395 and MP 395.9. If detector is activated between MP 395 and MP 395.9, red strobe lights will be illuminated and radio alert message will be broadcast three times every four minutes until device is manually reset. Radio alert message announces:

"SLIDE DETECTOR TRIPPED AT NORTH FORK MP 395"

If detector is activated between MP 395.9 and MP 397, radio alert message ONLY will be broadcast three times every four minutes until device is manually reset. Radio alert message announces:

"SLIDE DETECTOR TRIPPED AT NORTH FORK MP 396"

When detectors have been activated trains must be stopped before entering slide area and Chief Dispatcher notified. Trains must not proceed unless authorized by the Chief Dispatcher.

27. OPERATION GARY

Crews having work to perform at Gary Plant will 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 BRENDEL

Crews handling inbound loads at Wycon Chemical must set "new" loads east of any "old" loads found on spot or awaiting unloading. Loads found on spot must be respotted to the unloading facility. Hand brakes must be set on all loads, and slack bunched to enable pins to be lifted. Crews must be on the alert for cars to be skated, wheels chocked, hopper doors open, etc.

Empties dropped west of the loadout must be switched to the Ore Track for movement east.

30. 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.

31. 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 employes.

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

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

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 Disptacher 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 CASTLE GATE

Yellow flashing strobe light is located at the tipple. 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 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 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 and on both sides of load out at Skyline.

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.

35. 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 altert.
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.

36. 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 No. 1 (north) and No. 2 (south) — 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 are designated as Interchange tracks.

37. 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 Positive ABS 7072F.

Gate No. 1 grade crossing must not be blocked for more than 5 minutes, 7 days a week, 24 hours a day. Trains departing Geneva must stop short of Gate No. 1 crossing until permission is received from Dispatcher 5 to enter the main line.

Gate No. 1 grade crossing is equipped with a blue flashing light located on a light pole at the grade crossing. Illuminated blue flashing light indicates an ambulance or other emergency vehicle approaching. Crossing must be immediately cleared without delay.

Following instructions must be observed for trains entering Geneva Plant:

1. All inbound trains are to weigh.
2. Inbound trains must crossover from the Middle Lead (Geneva Track A-20 Lead) to the East Lead (Geneva Track A-1 Lead) by using the second crossover from the Middle Lead to the East Lead. Crossover is located approximately ten car lengths west of Gate No. 1 grade crossing (immediately east of scale).

3. Speed while weighing must not exceed 3 MPH. A flashing white light located on the overhead catwalk just west of the Scale House will be illuminated should weighing speed be too great. Trains observing illuminated flashing white light must reduce speed to 3 MPH. Trains stopping on the scale must not make reverse movement.
4. Trains receiving special instructions not to weigh must enter the Plant using the Middle Lead (Geneva Track A-20 Lead).
5. All cars set out at Geneva must be bled off with sufficient handbrakes applied to secure track.
6. Geneva Yardmaster's Office is equipped with a Rio Grande radio. Contact Yardmaster for yarding instructions. When Yardmaster is not on duty, tracks for inbound trains will be posted on Yard Office window (building just west of scale).
7. A copy of Conductor's Train List indicating all cars set out at Geneva must be left for the Geneva Yardmaster in the box located at the entrance to the Yard Office.
8. Trains doubling over at the west end of Geneva Yard must use the straight rail while doubling. Trains are not to cross-over from one lead to the other while doubling, and must not use crossovers at anytime to the Hill track.
9. All switches at Geneva are to be considered as rigid switches and hand operated.

38. 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:

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

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

Trains entering Magna Yard must occupy release section approaching block signal at west end of yard. If signal does not display proceed indication, a member of the crew must operate "release" located at entrance switch to yard. After operating "release" and signal fails to indicate proceed, movement may proceed under flag protection according to Operating Rule 99 to the next block signal.

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

39. JOINT OPERATIONS
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 Assistant Trainmaster. The use of the 13th South crossover from running track to Westbound Passenger Main Track must be authorized by D&RGW Assistant Trainmaster, and D&RGW train dispatcher. North track is designated UPRR Running Track. South track is designated as D&RGW Running Track. All movements between Roper and Grant Tower on these running tracks are governed by D&RGW Operating Rule 93 — (Yard limit. Restricted speed).

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

All trains entering Roper Yard must switch to radio channel No. 2 at the "E" signs located; East of Roper MP 740.3, West of Roper MP 742.6.

UNION PACIFIC SPECIAL RULE: All D&RGW crews arriving UPRR North Yard 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.

40. 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.

All set outs will be made into Mini Yard #1. Trains will use the hand throw switches off Main #1 to the extension (just R.R. west of C.P. 809) to get to the Mini Yard. Conductor will leave a copy of Form 6003 in mailbox across from Mini Yard #4 switch.

Trains making a set out at Clearfield will be required to make a pick of all cars in Mini Yard #2. Conductor will make up Form 6003 on the cars picked up.

When instructed to pick up cars at Clearfield, Conductor must inform Union Pacific Dispatcher of fact prior to departure from Ogden.

41. OPERATION OGDEN — SUB. DIVN. 7

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

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 out of service.

Westbound Trains

Conductors must contact the Union Pacific Salt Lake City Sub-dispatcher by telephone at: 9-350-3379 or 5-691-3379 prior to departure.

Conductors will give the dispatcher the train consist, and inform him of any cars to be set out at Clearfield.

All trains must contact the Union Pacific 30th Street Tower by radio (UP and SP channels) and receive yarding instructions before arriving at Bridge Junction C.P. 817.

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 employes 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 fusees.

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.

RULES AND INSTRUCTIONS GOVERNING AIR BRAKE SYSTEMS AND TRAIN HANDLING

DEFINITION: **End of Train Telemetry Device.**

A system of components capable of determining the rear car brake pipe pressure and transmitting that information to the controlling locomitive for display to the Locomotive Engineer.

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

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

1 Mile per hour ☐		SAFE COUPLING SPEED
5 Miles per hour ☐ ▬		Damage begins
6 Miles per hour ☐ ▬	2-1/4	times as damaging as 4 MPH
7 Miles per hour ☐ ▬	3	times as damaging as 4 MPH
8 Miles per hour ☐ ▬	4	times as damaging as 4 MPH
9 Miles per hour ☐ ▬	5	times as damaging as 4 MPH
10 Miles per hour ☐ ▬	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 fusees.

(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.

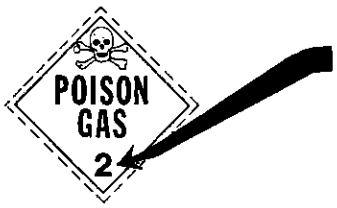
(7) Location of access roads.

(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.



The UN Class (or Division) number may be displayed at the bottom of a placard or label, or on a shipping paper after the listed shipping name(s).

UNITED NATIONS CLASSIFICATION SYSTEM

United Nations Class or Division numbers may be displayed at the bottom of placards or in the hazardous materials description on shipping papers. In certain cases, this Class or Division number may replace the written name of the hazard class in the shipping paper description. The Class and Division numbers have the following meanings:

Class 1		**Explosives**
	Division 1.1	Explosives with a mass explosion hazard
	Division 1.2	Explosives with a projection hazard
	Division 1.3	Explosives with predominantly a fire hazard
	Division 1.4	Explosives with no significant blast hazard
	Division 1.5	Very insensitive explosives
Class 2		**Gases**
	Division 2.1	Flammable gases
	Division 2.2	Nonflammable gases
	Division 2.3	Poison gases
	Division 2.4	Corrosive gases (Canadian)
Class 3		**Flammable liquids**
	Division 3.1	Flashpoint below -18°C (0°F)
	Division 3.2	Flashpoint -18°C and above but less than 23°C (73°F)
	Division 3.3	Flashpoint of 23°C and up to 61°C (141°F)
Class 4		**Flammable solids; Spontaneously combustible materials; and Materials that are dangerous when wet**
	Division 4.1	Flammable solids
	Division 4.2	Spontaneously combustible materials
	Division 4.3	Materials that are dangerous when wet
Class 5		**Oxidizers and Organic peroxides**
	Division 5.1	Oxidizers
	Division 5.2	Organic peroxides
Class 6		**Poisonous and Etiologic (infectious) materials**
	Division 6.1	Poisonous materials
	Division 6.2	Etiologic (infectious) materials
Class 7		**Radioactive materials**
Class 8		**Corrosives**
Class 9		**Miscellaneous hazardous materials**

SWITCHING RESTRICTIONS

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

ANY CAR PLACARDED
EXPLOSIVES A OR POISON GAS

OR
A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD
OR
DOT CLASS 113
TANK CAR LOAD OF FLAMMABLE GAS

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

NUMBER 2
FLAMMABLE GAS

NUMBER 3
FLAMMABLE LIQUID

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

Examples of Residue Placards

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: POISON GAS	Loaded cars placarded:	Loaded cars placarded: RADIOACTIVE	Loaded tank cars placarded:	Empty tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars placarded: 1993 2761
	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.	X	X		X			
MUST NOT BE NEXT TO:	Engine, occupied caboose or passenger car	X	X	X	X	X		
	Car occupied by guard or escort	X (1)	X (1)		X (1)			
	Loaded plain flat car	X	X		X			
	Loaded bulkhead flat car	X (2)	X (2)		X (2)			
	Loaded TOFC/COFC flat car	X	X (3)		X (4)			
	Flat Car loaded with vehicles	X	X		X (5)			
	Open top car with shiftable load	X (2)	X (2)		X (2)			
	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		X	
	Car placarded POISON GAS	X	X	X	X		X	
	Car placarded RADIOACTICE	X	X		X		X	
	Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X					
NO RESTRICTIONS								

(1) A placarded rail car 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.

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

(5) 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.

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