



The  
Denver and Salt Lake Railway  
Company

**TIME-TABLE**  
**No. 41**

Effective Sunday, June 11, 1939

12.01 A. M.

Mountain Standard Time

Superseding Time-Table No. 40

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

The Management reserves the right to vary  
from it at pleasure

A. L. JOHNSON,  
General Superintendent,  
Denver, Colo.

L. J. DALY,  
Trainmaster,  
Denver, Colo.

M. J. McGann,  
Asst. Trainmaster,  
Phippsburg, Colo.

E. C. HOWERTON,  
Master Mechanic,  
Denver

G. W. LANE,  
Road Foreman of Engines  
Utah Jct.

J. B. CULBERTSON,  
Chief Dispatcher,  
Denver

H. R. FENN,  
Yardmaster,  
Utah Jct.



WESTWARD

SUBDIVISION 1

FIRST CLASS

D. & S. L. 11 Mixed	D.&R.G.W. 19 Panoramic Mountaineer	D. & S. L. 1 Passenger Mail & Exp.	D.&R.O.W. 5 Exposition Flyer
Leave Daily	Leave Daily	Leave Daily	Leave Daily
8 00 PM		8 55 AM	
	5 50 PM		8 40 AM
8 09	5 51	9 00	8 41
8 12	5 53	9 04	8 43
8 16	5 56	9 08	8 46
8 18	5 58	9 10	8 48
8 20	5 59	9 12	8 49
8 32	6 09	9 21	8 59
8 45	6 22	9 32	9 12
8 52	6 30	9 38	9 20
9 02	6 39	9 48	9 29
9 11	6 48	9 56	9 38
9 18	6 53	10 01	9 43
9 25	6 58	10 06	9 48
9 32	7 05	10 12	9 54
9 46	7 19	10 23	10 07
9 59	7 29	10 34	10 16
10 12	7 42	10 48	10 29
10 22	7 50	11 05	10 37
10 38	8 04	11 19	10 51
10 44	8 09	11 24	10 56
10 52	8 15	11 31	11 02
11 00	8 20	11 39	11 07
11 11	8 29	11 49	11 16
11 25	8 37	12 04	11 24
11 35	8 44	12 11	11 31
11 45	8 50	12 19	11 37
11 59	9 01	12 30	11 47
12 03	9 04	12 33	11 50
12 10	9 09	12 39	11 55
12 21	9 15	12 48	12 04
12 25	9 18	12 51	12 04
12 41	9 32	1 05	12 18
12 51	9 42	1 14	12 28
1 12 55	9 45	1 18	12 31
1 12 57	9 47	1 20	12 33
1 10	9 57	1 30	12 43
1 18	10 02	1 35	12 48
1 25 AM	10 08 PM	1 40 PM	12 53 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
(7' 25") (28.5)	(4' 18") (29.7)	(4' 45") (27.1)	(4' 13") (28.3)

TIME-TABLE

No. 41

JUNE 11, 1939

STATIONS

Symbol	Miles From Denver	Rating According to Per Cent	Siding	Other Tracks	Altitude Feet
B-K-P	0.0			Yard 135	5170
J-P	1.0	0.5			5170
J	1.50	0.8			5187
P	2.41	0.5			5201
B-J-K-P	4.25	0.5			5211
P	5.43	0.6			5220
P	6.42	1.7	129	17	5252
P	11.97	2.0	119		5617
P	17.98	2.0	118	34	6165
P	20.89	2.0	78		6488
P	24.45	2.0	77	25	6783
P	27.22	2.0	None	Sp-East 14	7038
P	29.33	2.0	None	Sp-East 11	7240
P	31.34	2.0	78		7441
P	33.60	2.0	None		7652
P-W	37.04	2.0	84	17	7966
P	41.73	2.0	105	28	8367
P-Y	46.59	2.0	106	54	8886
P-Y	49.54	0.8	136	13	9141
P	56.86	0.5	164	20	9058
P	59.19	0.0	None		8838
P	62.16	0.0	88	20	8561
P-S-W-Y	65.98	0.0	78	Yard 187	8318
P	70.29	0.0	64		8166
P	73.77	0.0	100	64	7937
P	81.41	0.0	98		7761
P-Y-W	86.15	0.0	100	46	7662
P	91.06	0.0	62	11	7589
P	93.24	0.0	108		7524
P	97.95	0.0	72	20	7343
P-F-W	103.25	0.0	100	04	7322
P	105.91	0.0	62		7322
P	111.02	0.0	90	24	7105
P	114.94	0.0	None		6933
P-W	116.18	0.0	47		6881
P	117.19	0.0	87		6858
P	122.93	0.0	81	27	6797
P	126.17	0.0	18		6728
B-K-P	128.56	0.0	87	113	6690

Schedule Time  
Average Miles per Hour

SUBDIVISION 1

EASTWARD

TIME-TABLE

No. 41

JUNE 11, 1939

STATIONS

Stock Number	Rating According to Per Cent	Symbol	Miles From Denver	Rating According to Per Cent	Siding	Other Tracks	Altitude Feet	FIRST CLASS				SECOND CLASS		
								D.&R.G.W. 20 Panoramic Mountaineer	D.&R.G.W. 6 Exposition Flyer	D. & S. L. 2 Passenger Mail & Exp.	D. & S. L. 12 Mixed	72 Freight	78 Freight	74 Freight
0	0.0	DN	0.0	DN	0.0	DN	5170	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
1	0.0	CX	1.0	PROSPECT (D.&R.G.W.) DN	6 23 AM	12 48 PM								
2	0.3		1.50	FOX JCT.	6 21	12 46	2 18	6 11						
3	0.5		2.41	ENDO	6 15	12 41	2 16	6 05						
4	0.4		4.25	ZUNI	6 11	12 38	2 13	5 52	8 45 AM	4 30 PM	12 35 AM			
5	0.3		5.43	LOWELL	6 08	12 36	2 11	5 50	8 40	4 26	12 31			
6	0.0		6.42	RALSTON	6 06	12 35	2 09	5 48	8 38	4 24	12 29			
12	0.0		11.97	LEYDEN	5 58	12 29	2 02	5 33	8 23	4 10	12 16			
18	0.0		17.98	ARENA	5 49	12 21	1 54	5 21	8 08	3 56	12 01 AM			
21	0.0		20.89	CLAY	5 40	12 13	1 46	5 11	7 58	3 46	11 50			
24	0.0		24.45	PLAIN	5 30	12 04 PM	1 37	5 00	7 47	3 35	11 39			
27	0.0		27.22	SCENIC	5 21	11 55	1 28	4 48	7 35	3 26	11 30			
29	0.0		29.33	QUARTZ	5 15	11 50	1 23	4 41	7 28	3 19	11 23			
31	0.0		31.34	CRESCENT	5 08	11 43	1 16	4 35	7 21	3 13	11 16			
34	0.0		33.60	MIRAMONTE	5 02	11 38	1 11	4 28	7 13	3 05	11 08			
37	0.0		37.04	CLIFF	4 52	11 29	1 02	4 18	7 03	2 55	10 58			
49	0.0		41.73	ROLLINS	4 41	11 18	12 51	4 02	6 48	2 39	10 43			
47	0.0		46.59	TOLLAND	4 32	11 10	12 42	3 50	6 35	2 26	10 32			
50	0.9		49.54	EAST PORTAL	4 27	11 05	12 37	3 40	6 26	2 18	10 22			
57	2.0		56.86	WEST PORTAL	4 13	10 51	12 23	3 20	6 01	1 53	9 48			
59	2.0		59.19	WOOD	4 05	10 41	12 15	3 13	5 48	1 41	9 38			
62	2.0		62.16	FRASER	3 57	10 33	12 07 PM	3 05	5 36	1 29	9 23			
66	1.0		65.98	TABERNASH	3 50	10 25	11 59	2 55	5 26	1 19	9 13			
70	1.0		70.29	DALE	3 40	10 15	11 49	2 40	5 01	12 59	8 53			
76	1.0		73.77	GRANBY	3 30	10 05	11 40	2 25	4 45	12 43	8 37			
81	0.9		81.41	WILLOWS	3 23	9 58	11 31	2 15	4 31	12 29	8 17			
86	0.8		86.15	SULPHUR	3 16	9 51	11 17	2 05	4 19	12 19	8 07			
91	1.0		91.06	PARRSHALL	3 01	9 36	11 03	1 45	3 59	11 55	7 47			
93	0.8		93.24	FLAT	2 58	9 33	11 00	1 40	3 54	11 50	7 42			
98	0.8		97.95	TROUBLESOME	2 52	9 27	10 53	1 30	3 39	11 30	7 27			
103	0.3		103.25	KREMMLING	2 45	9 20	10 46	1 20	3 29	11 20	7 17			
106	1.0		105.91	GORE	2 41	9 16	10 42	1 05	3 24	11 16	7 13			
111	1.0		111.02	AZURE	2 28	9 03	10 29	12 41	3 03	10 56	6 53			
115	1.0		114.94	BLACK	2 19	8 54	10 20	12 21	2 45	10 39	6 35			
116	1.0		116.18	RADIUM	2 16	8 51	10 17	12 17	2 42	10 36	6 32			
117	1.0		117.19	MAX	2 14	8 49	10 15	12 14	2 40	10 34	6 30			
123	1.0		122.93	YARMONY	2 04	8 39	10 05	11 59	2 28	10 22	6 18			
126	1.0		126.17	STATE BRIDGE	1 58	8 33	9 59	11 51	2 18	10 12	6 07			
129	0.5		128.56	ORESTOD	1 54 AM	8 29 PM	9 53 AM	11 45 PM	2 10 AM	10 05 AM	6 00 PM			
				(128.56)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
				Schedule Time Average Miles per Hour	(4' 59") (28.5)	(4' 19") (29.6)	(4' 37") (27.9)	(9' 45") (19.1)	(9' 35") (18.9)	(9' 25") (19.5)	(9' 35") (19.9)			



WESTWARD				SUBDIVISION 1		EASTWARD						
Altitude	Rolling Grade According Per Cent	FIRST CLASS		Miles From Denver	Station Numbers	TIME-TABLE No. 41		FIRST CLASS		Car Capacity		Rolling Grade According Per Cent
		11				1		2		12		
		Mixed	Passenger Mail & Exp.			Mixed	Passenger Mail & Exp.	Arrive Daily	Leave Daily	Arrive Daily	Leave Daily	
6699	2.0	128.56	1 25 AM	1 40 PM	129	STATIONS						
7228	2.0	134.17	1 45	1 59	134	ORSTOD	9 53 AM	11 45 PM	B-J-K P-W	57	113	0.0
7660	2.0	138.62	1 59	2 11	139	McCOY	9 33	11 18	P	68	14	0.0
7807	1.0	142.57	2 12	2 21	143	CRATER	9 23	11 07	P-Y	63	10	0.0
8123	1.0	149.94	2 37	2 43	140	VOLCANO	9 13	10 54	P	54	13	0.0
8264	0.0	153.16	2 43	2 48	153	EGERIA	8 52	10 29	P-W	83	13	0.0
8007	0.0	157.71	2 53	2 57	158	TOPONAS	8 47	10 23	P-Y	58	21	1.8
7882	0.0	161.65	3 08	3 07	162	TRAPPER	8 37	10 12	P	80	54	1.0
7688	0.0	163.90	3 12	3 11	164	YAMPA	8 31	10 05	P-W	83	44	1.8
7413	0.0	167.80	3 45 AM	3 27 PM	168	SHOWER	8 26	10 00		None	SP, East 8	1.8
						PHIPPBURG	8 11 AM	9 35 PM	B-F-K-O P-S-W-Y	Yard 410		
						Schedule Time Average Miles per Hour		(1' 42") (22.9)	(2' 10") (18.0)			

WESTWARD				SUBDIVISION 2		EASTWARD						
Altitude	Rolling Grade According Per Cent	FIRST CLASS		Miles From Denver	Station Numbers	TIME-TABLE No. 41		FIRST CLASS		Car Capacity		Rolling Grade According Per Cent
		11				1		2		12		
		Mixed	Passenger Mail & Exp.			Mixed	Passenger Mail & Exp.	Arrive Daily	Leave Daily	Arrive Daily	Leave Daily	
7413	1.0	167.80	3 45 AM	3 27 PM	168	STATIONS						
7407	1.0	170.44	3 50	3 30	170	PHIPPBURG	8 11 AM	9 35 PM	B-F-K-O P-S-W-Y	Yard 410		1.8
7397	0.0	171.25	4 10	3 40	171	FALLS	8 05	9 25	P	None	SP, West 3	1.8
7372	0.0	171.87	4 12	3 42	172	OAK CREEK	8 02	9 22	P	29	9	1.0
7279	0.0	178.42	4 16	3 45	173	OAK HILLS	7 59	9 17	P		Mine Tracks	1.8
7169	0.0	175.01	4 22	3 49	175	ROUT	7 56	9 14	P	39	Mine Tracks	1.7
7057	0.0	177.96	4 27	3 54	178	HAYBRO	7 52	9 10	P-W	60	Mine Tracks	1.3
6823	0.0	183.66	4 37	4 04	184	PARK	7 47	9 03	P	49		1.0
6682	0.0	190.92	5 15	4 22	191	SIDNEY	7 38	8 53	P	90	23	1.0
6539	0.0	197.68	5 25	4 31	198	STREAMBOAT	7 26	8 40	P-W-Y	84	109	0.6
6480	0.0	200.98	5 33	4 38	201	BROOK	7 12	8 18	P	48		0.6
6448	0.0	208.58	5 38	4 43	204	MILNER	7 07	8 12	P	91	17	0.6
6435	0.0	206.95	5 43	4 48	206	TOW CREEK	7 03	8 07	P	None	SP-16	0.6
6418	0.0	207.78	6 10	4 58	208	BEAR	6 58	8 02	P	80	Mine Tracks	0.4
6328	0.0	214.86	6 40	5 10	216	HARBOR	6 55	7 58	P-W-Y	72	60	0.6
6278	0.0	219.28	6 46	5 17	219	MAYDEN	6 40	7 43	P	51	37	0.6
6228	0.0	225.11	6 56	5 25	225	CARY	6 32	7 34	P	25		0.4
6174	0.0	231.46	7 45 AM	5 35 PM	231	ELK	6 24	7 25	P	None	SP, East 186	0.6
						CRAIG	6 15 AM	7 15 PM	B-F-K P-W-Y	Yard 186		
						Schedule Time Average Miles per Hour		(1' 56") (32.6)	(2' 20") (27.0)			

ADDITIONAL SIDINGS, SPURS, WATER STATIONS, FLAG STOPS AND TELEPHONES						
NAME	Station Number	Water Phone	Miles from Denver	Car Capacity	Switch Connections	Flag Stops for Trains
Subdivision 1			1.50	105	Siding	None
Fox Siding		P	2.00	None	None	None
Phone			2.16	None	None	None
Water			2.86	12	Siding	1 and 2
Pecos Siding		P	16.97	8	Siding	1 and 2
Plastic	17	None	20.47	11	Siding	1 and 2
Fire Clay	20	P-W	22.97	None	None	1 and 2
Coal Creek	23	P	35.00	None	None	None
Mill Post 35	35	P	39.31	None	None	1 and 2
Lincoln Hills	39	None	42.65	41	Siding	None
Esby	43	None	58.31	15	Spur—West End Connection	None
Vasquez	69	P	69.00	None	None	None
Mill Post	72	P	72.00	None	None	None
Mill Post	79	P	79.00	None	None	None
Mill Post	80	None	79.79	None	None	1 and 2
Droway Water	78	P	88.51	None	None	None
Byers Canon	80	P	107.42—109.15	None	None	None
Gore Canon		P	112.91	None	None	None
Mill Post	113	P	118.81	None	None	None
Harmony Sec. House	119	P	121.81	None	None	1 and 2
Copper Spur	132	P	132.00	5	Spur—East End Connection	1 and 2
Rock Creek	141	P-W	140.58	None	None	1 and 2
Egeria Canon	147	P	143.43	None	East and West End Conn.—Yard Tracks	1 and 2
Cinder Pit	144	P	147.00	None	None	None
Subdivision 2			171.04	2	Spur—East	None
Continental	171	None	171.00	Mine Tracks	Spur—West	None
Pinnacle	171	None	173.57	Mine Tracks	Spur—West	None
Keystone	173	P	176.10	Mine Tracks	Spur—West	1 and 2
Harding	190	P	189.62	4	Spur—East	None
Mill Spur	202	P	201.83	Mine Tracks	Spur—West	1 and 2
McGregor	202	P	208.71	8	Spur—East	None
Grassy Spur	209	None				

### Special Time-Table Rules Superseding Rules and Regulations Inconsistent Therewith

1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

2. At Fox Jct. schedule time and train orders apply at the junction switch. At Orestod, schedule time and train orders apply at the west siding switch; trains and engines move between west siding switch and junction switch at restricted speed.

3. At Fraser, Troublesome, Harmony and Milner, inferior westward trains will enter siding via crossover switch. (Operating Rule 5).

3-A. At Ralston and Sidney, inferior eastward trains will enter siding via crossover switch. (Operating Rule 5).

#### 4. CAR CAPACITY OF SIDINGS WITH CROSSOVERS.

Ralston	East 126, West 17
East Portal	East 66, West 70
West Portal	East 84, West 60
Fraser	East 15, West 68
Willows	East 44, West 53
Troublesome	East 20, West 72
Harmony	East 27, West 61
Sidney	East 90, West 23
Milner	East 17, West 91

UTAH JCT. YARD, MP 4—Capacity, 723 cars; coal, water, wye, scales. (See map page 10).

5. TABERNASH. Outer switches are normally lined for what was formerly designated as No. 6 track and now used as Main Track. The former main track through yard is designated as "Old Main." Eastward trains taking siding, use Old Main (capacity 111 cars); westward trains No. 5 track (capacity 73 cars). Inside switches connecting with Old Main must be left lined for that track.

6. CLEARANCE CARDS. D&SL trains will leave Denver without clearance card.

6-A. That part of Clearance Card, Form 1223, providing for card number and authority to run extra will not be used.

6-B. Westward trains must procure clearance card at Prospect. All trains except trains terminating at Utah Jct. must procure clearance card at Zuni.

7. TRAIN REGISTERS are located at Denver Passenger Station, Prospect, Zuni, Orestod, Phippsburg and Craig. Register Ticket, Form 325, may be used by trains to register at Prospect, Zuni and Orestod. D&SL freight trains will leave register ticket at Tabernash to be transmitted to train dispatcher.

7-A. Sections of first class eastward trains will not be created at Zuni. Rule 83-E is modified to the extent that it is not necessary for eastward trains to be given a check of register by train order at Zuni.

8. RETAINERS—FREIGHT AND MIXED TRAINS. When used, place in 10-pound position, except when absolutely necessary (then only on heavily loaded cars) they may be placed in 20-pound position. Maintain close watch when train in motion for indications of excessive heating wheels and, when observed, retainers on such cars should be placed in release position (turned down). When any change is made in the number of retainers in use or when air brakes are cut out from cars, trainmen must notify the engineman regarding such changes at stopping points before the train starts.

Crater to Orestod—East Portal to Ralston: Use on all loaded cars; and when more than ten (10) empties in train, use on every other empty car, alternated at inspection points. Retainers on empty cars may be turned down at Leyden and when more than 50% empty cars, release retainers in train may be released at Leyden. It is not necessary to do so at next stopping point beyond Ralston.

West Portal to Tabernash: On trains of loaded cars or loads and empties, use on forward one-third of train; if all empty cars, on forward one-fourth of train.

8-A. D&RGW passenger trains will not use graduated release operation East Portal to Leyden, but will use retainers on all cars between these points.



9. **INSPECTION STOPS FOR EASTWARD FREIGHT AND MIXED TRAINS.** Cliff, Plain, and Leyden. If proper inspection is made at Arena, the Leyden stop may be omitted.

9-A. **INSPECTION STOPS FOR EASTWARD PASSENGER TRAINS.** Cliff, and such additional stops as condition of train may require.

10. D&SL Trains 1, 2, 11 and 12 will stop at any station to discharge revenue passengers. Trains 11 and 12 will not stop at intermediate stations for D&SL employes traveling on passes.

11. D&RGW engines will not take coal at Kremmling and will not take water at Orestod or Utah Jct., without permission.

12. When a train order is copied on Form 1238-C, conductor will mail copy to Chief Dispatcher.

Initials of D&RGW engines will not be written in train orders (Operating Rule 206).

Green marker discs will indicate the same as yellow (Operating Rule 19).

13. **TRAIN ORDER SIGNAL.** Operating Rule 221 is supplemented to read:

"The change from STOP to ADVANCE position of train order signal as authorized by train dispatcher, may be made before train has arrived and it will not be necessary for engineman to see change made."

13-A. At Sulphur and Kremmling a signal for westward trains (an extension of the Advance Train Order Signal) is located near the east switch. When BOTH light signal and semaphore blade are displayed train will proceed as authorized by Rule 221-F, prepared to stop for and be governed by indication of signal at train order office.

14. **DUMPING ASH PANS.** If dumped where ties are not protected, engineman will see that fire is extinguished to avoid damage to ties and wire chief dispatcher.

#### MOFFAT TUNNEL BLOCK

15. Moffat Tunnel Block Limits extend on main track between east siding switch East Portal and east siding switch West Portal. Authority for operation of trains, engines and work cars within these limits is vested in train dispatcher and will be given by signal indication or block order (Form 1223 R), and will supersede time table superiority and schedules. Movements so authorized may be made in either direction without flag protection. When helper engine is detached from rear of train within block limits, train must not make reverse movement until it is known that detached engine has cleared block.

15-A. Authority for eastward trains to enter block at West Portal will be given by train order signal or block order (Form 1223-R). If proceed signal is not displayed, block order must be procured. An eastward train on siding must not enter block without block order authority.

15-B. Westward trains entering block at East Portal will be governed by indication of fixed color signals. A 3-color signal (normal indication red) located near east siding switch will indicate: Green—proceed on main track; Yellow—proceed on siding. At west end of siding a 2-color signal (red and green) governs movement of train from that point, according to the track it is using (either main track or siding).

When rear of train has passed signal at east siding switch, East Portal, fan operator will restore indication to normal and will do the same when rear of train has passed signal at west switch.

15-C. Position of the ventilation curtain at East Portal is indicated for westward trains by a two-color signal (red when curtain down, green when up) located 92 feet east of curtain.

15-D. When an eastward train has arrived 1750 feet west of ventilation curtain (location identified by sign reading "SIGNAL"), speed must be reduced to not more than ten (10) miles per hour. Freight trains will not increase this speed until train has stopped at East Portal. Passenger trains will not increase this speed until curtain is up. When train has arrived at "SIGNAL" sign, a two-color light signal (500 feet west of curtain), which illuminates on approach of train, will indicate curtain position (red when down, green when up).

15-E. When rear of an eastward train on main track has cleared west siding switch, East Portal, dispatcher may, when siding is clear west of crossover, instruct fan operator to line west siding switch for siding. Block will then be cleared for a following eastward train. When switch has been so lined, it must remain in that position until dispatcher has instructed fan operator to change it. An eastward train on siding at East Portal will not reenter block limits via crossover without authority, unless fully protected as per Rule 99.

15-F. Fan operator will be responsible for position of west siding switch at East Portal and will line same as directed by dispatcher. Trainmen will not handle this switch unless specifically instructed by dispatcher to do so, except when opening switch for westward train to enter block from siding.

15-G. Operator will be responsible for lining east siding switch at West Portal behind eastward trains and conductors are relieved of this responsibility.

15-H. Maximum grade between the apex (MP 52.82) and West Portal is 0.9%, descending westward. Maximum grade east from the apex is 0.3%, descending eastward, to 650 feet east of tunnel portal, where it increases to 2.0% descending. When engine of an eastward freight train has arrived at the 2.0% grade, engineman must exercise care to insure stopping train clear of west switch. It is unsafe to make more than one application of brakes in making this stop.

15-I. A switch operating a bell in ventilating plant is located on south side of tunnel, 15 feet west of curtain, by means of which fan operator may be signaled from inside of tunnel that curtain is to be raised.

#### 15-J. LOCATION OF TELEPHONES IN TUNNEL ON SOUTH SIDE.

Refuge No.	1	3	4	7	8	9	11	12	13
Mile Post	50.62	51.27	51.55	52.48	52.73	53.02	53.38	53.56	53.76
	16	18	19						
	54.40	54.85	55.31						

These telephones connect with telegraph office, West Portal, and Ventilating Plant, East Portal, and may be connected with dispatching circuits at these stations. They operate with hand ringing generators, four long rings for East Portal, one short, one long, one short ring for West Portal and a succession of long rings quickly repeated must be promptly answered by both East Portal and West Portal.

Other refuges without telephones are located as follows:

Refuge No.	2	5	6	10	14	15	17	20	21
Mile Post	50.92	51.86	52.15	53.18	53.85	54.13	54.56	55.62	55.87

15-K. Should a train meet with an accident in the tunnel, fan operator must be promptly notified and precautions taken to prevent fire or explosion. When necessary, engine should be moved a safe distance from train. Gas masks and pulmotor are located in ventilating plant, East Portal.

15-L. Operators of motor cars, push cars, etc., moving within tunnel block limits must not leave any open switches unattended and must know all switches within that portion of block used by them are lined and locked for main track before clearing block.

16. **WEST PORTAL.** Movement of eastward trains, west siding switch to train order signal, will be governed by signal indication (manually controlled by operator on authority of train dispatcher), regardless of train orders in effect or time table schedules. Three-color signal located at west switch: yellow, enter siding via west via crossover. Two-color signal (red and green) on north side of siding near crossover switch, governs movement on siding. Normal indication of all signals is red.

#### 17. RAILROAD CROSSINGS—Subdivision 1.

Location	Crossing	Instruction
MP 0.57	C&S West Side Line	All D&SL trains stop
MP 2.69	C&S Georgetown Line	Stop if gate is against D&SL
MP 3.21	(E. D. Belt Line) C&S-CB&Q	Stop if gate is against D&SL

#### 18. SPRING SWITCHES.

Mile Post	Location	Normal Position
1.50	Fox Jct.	For D&RGW Track
2.41	Endo	For Westward Main Track
2.20	East Utah Jct. Yard Connection	For Westward Main Track
4.25	West Utah Jct. Yard Connection	For Westward Main Track
5.43	Lowell	For Eastward Main Track

18-A. Spring switches, except trailing switch to Westward Main Track, MP 4.25, are protected for facing point movements by two-color: red and green, dwarf light signals. When switch is open one-quarter inch, indication will be red and green for STOP; when open over one-quarter inch, indication will be red. Approach prepared to stop unless signal indication is "PROCEED." When spring switch is opened by hand, it must be closed by hand.

19. Junction switch, (D&RGW with D&SL) Orestod, is located at MP 123.76. Normal position of switch is locked for D&SL main track. When authorized by dispatcher, operator will open switch for trains and promptly restore to normal position when movement is completed.

20. Operator will handle and be responsible for position of crossover switches at Zuni and switch leading to Utah Jct. Yard (MP 4.25).

20-A. Westward trains and engines will approach Zuni prepared to stop clear of switch leading to Utah Jct. Yard (M. P. 4.25) until hand signal is given by operator.

20-B. Eastward trains and engines using crossover at Zuni must approach prepared to stop clear of entering crossover switch until hand signal is given by operator, and flag protection against westward first-class trains is not required for this particular movement.

21. **LEYDEN-INTERCHANGE TRACKS WITH DENVER & INTERMOUNTAIN R. R.** When necessary to use D&M tracks, procure permission by telephone from D&M dispatcher at Clear Creek Junction. When using three-rail switches, care must be exercised to know that equipment is clear of all switch points before switch is thrown. Transmission and trolley wires will not clear man on top of box car.

#### 22. COUNTY INTERSECTING LINE SIGNS.

County	MP
Denver County—Adams County	6.27
Adams County—Jefferson County	6.29
Jefferson County—Boulder County	26.14
Boulder County—Jefferson County	28.35
Jefferson County—Boulder County	29.37
Boulder County—Gilpin County	34.50
Gilpin County—Boulder County	36.83
Boulder County—Gilpin County	37.51
Gilpin County—Grand County	52.85
Grand County—Eagle County	119.03
Eagle County—Routt County	133.90
Routt County—Moffat County	224.84

23. **STANDARD CLOCKS, BULLETIN AND CIRCULAR BOARDS** are maintained at yard office and roundhouse, Burnham, Denver Union Depot and Bond, for convenience of D&RGW men.

24. **YARD LIMITS.** Denver to M. P. 5.85; Prospect to Fox Jct. (D&RGW Track); Leyden; Plain; Cliff; Tabernash; Orestod; Crater; Cinder Pit; Phippsburg; Haybro; Steamboat; Harris; Craig.

24-A. Within yard limits at Phippsburg, main track may be used, PROTECTING against first-class trains.

25. **HELPER ENGINES.** When a D&RGW passenger train consists of ten cars or less with Class K-59 train engine, or 9 cars or less with Class P-44 train engine, helper will be cut off at East Portal from westward trains, at West Portal from eastward trains, and wait until train has started. If after making one attempt the train engine cannot start train, helper will assist from rear, without coupling air hose, but not beyond portal of tunnel; if helper needed and cannot be placed on rear, it will be cut out at opposite end of tunnel.

25-A. D&RGW eastward freight trains with Class L-95 train engine handling 2300 or less adjusted tons, will stop at West Portal between west switch and crossover and, when necessary, couple helper engine to rear of cabooses, without connecting air hose, to assist train in starting, but must not move beyond portal of tunnel.

25-B. When helper engine is to be cut out from a westward train at East Portal (except when starting from rear as provided in Rules 25 and 25-A), train will be stopped before entering portal of tunnel.

25-C. When helper engine behind caboose of an eastward train is uncoupled inside Moffat Tunnel, train will stop at the apex where train engine, alone, can start train, wait approximately two minutes for helper engine to be uncoupled and may then start without proceed signal. Helper engine will wait until train departs, then return to West Portal and clear block at depot.

25-D. When there is snow and ice on track, engines turning on wye at East Portal will head in and back out.

25-E. D&SL helper engines may be coupled behind caboose as follows:

Tolland to East Portal,  
Tabernash to Apex in Moffat Tunnel,  
Phippsburg to Toptonas,  
Park to Pallas.

26. **PERSONAL INJURIES.** When a personal injury occurs, conductor or ranking employe in charge will promptly wire complete details to President, General Superintendent, and Auditor, giving name, address, occupation, number of ticket or pass held by injured person, destination, number or name of car, engine or other equipment involved, number of train, time and place where accident occurred and other pertinent details.

26-A. Each member of crew will execute in detail Form 1218 and mail to General Superintendent.

26-B. In case of train carrying passengers being involved in accident that might cause personal injury to passengers, the conductor will ascertain, by questioning each passenger, if any injury has been sustained and secure names and addresses of all passengers.

26-C. When passengers or employes are injured, they must be cared for promptly and properly. When necessary, a company surgeon should be called, or, in emergency, the nearest available physician. If other than a company surgeon is called, he is to be told that he is called for first aid only until such time as the company surgeon can take charge and that the company assumes no responsibility for his bill beyond that point.

26-D. If persons who are not employes or passengers are injured and are unable to care for themselves and no friends or relatives are at hand to care for them, the same procedure will be followed as per Time Table Rule 26-C, except surgeon or physician called must be advised that he is called for emergency attention only and that the company does not assume any responsibility for his bill. If trespassers are not taken care of by friends or others, they should be promptly turned over to public authorities and no expense incurred on behalf of the company, except as herein stated.

26-E. The party who calls a surgeon or physician should explain to him as fully as possible the nature of injuries so he may know what equipment to bring with him.

26-F. General Order No. 31 issued by the Public Utilities Commission, State of Colorado, reads as follows:

"IT IS ORDERED, that when any wreck or collision of trains, or any collision of trains with vehicles or pedestrians, resulting in loss of life or injury to persons, occurs upon the line of any common carrier in Colorado, either steam or electric, the superior officer, agent or employe of the carrier on the ground at the time of the accident shall IMMEDIATELY notify the Public Utilities Commission of the State of Colorado, Capitol Building, Denver, Colorado, by telegram, the details of such accident, stating the immediate location and the nature of the accident, and the number of persons killed or injured."

These details may be wired to the General Superintendent, Denver, who will convey the information to the Public Utilities Commission.

27. **OPERATION OVER HIGHWAY CROSSINGS.** All trains will stop at the 43rd Avenue Crossing (MP 1.61) and a member of crew will walk ahead and protect crossing against vehicles and pedestrians, except when a crossing watchman is on duty to protect movement over crossing. A crossing watchman will be on duty on school days only between the hours of 7:15 A.M. and 9:30 A.M. and from 2:00 P.M. to 4:30 P.M. This crossing protection is required by city ordinance and failure to comply with same is punishable by fine or imprisonment.

27-A. Switching or backup movements must not be performed over Pecos Street (see map on page 10), over highway crossing on west leg of wye at Harris, and over Ranney Street (M. P. 231.95) at Craig, without flag protection.

28. **MAXIMUM SPEED LIMITS.** Speed of trains should be so restricted that absolute safety will be assured. Except on track covered by slow orders or restricted by fixed slow boards, maximum speed will ordinarily be that necessary to maintain the schedule, if in the judgment of the engineman and conductor it is safe and prudent to do so, in view of the general condition of track, weather, train, etc. Speed must not at any time exceed 60 miles per hour by passenger trains or 45 miles per hour by freight trains.



Mixed trains will be governed by authorized speed for passenger trains, except that such trains will at no time exceed a speed of 50 miles per hour, and freight train speed will govern where there are fixed slow boards, when slow orders restrict speed and when retainers are used.

Location	Passenger Trains		Freight Trains and Light Engines	
	Miles Per Hour		Miles Per Hour	
Over 19th St., 43d Ave., and 48th Ave., Denver.....	12		12	
BETWEEN				
Endo and Lowell.....	60		40	
Endo and Zuni (via Utah Jct.).....	15		10	
Lowell and Arena.....	60		25	
Arena and Cliff.....	25		20	
Cliff and Tolland.....	40		25	
Tolland and East Portal.....	40		20	
East Portal and M. P. 58.....	50		40	
M. P. 58 and Fraser.....	40		30	
Fraser and Tabernash.....	60		45	
Tabernash Yard.....	15		15	
Tabernash and Mile Post 73.....	40		30	
Mile Post 73 and west switch Sulphur.....	60		45	
West switch Sulphur and Mile Post 89.....	35		25	
Mile Post 89 and Gore.....	60		45	
Gore and Radium.....	30		25	
Radium and Orestod.....	45		35	
Orestod and Crater.....	35		25	
Crater and Egeria.....	25		18	
Egeria and Phippsburg.....	50		40	
Phippsburg Yard.....	15		15	
Phippsburg and Oak Creek.....	50		35	
Oak Creek and Routt.....	40		30	
Routt and Craig.....	50		40	

All trains in or out of No. 18 turnouts or cross-overs at Fox Jct., Endo, MP 2.90, Zuni, Lowell, and west switch at East Portal..... 25 25  
 In or out of other turnouts and through cross-overs between Denver and Craig..... 15 15  
 Trailing through Spring Switches on straight track 30 30  
 Between east wye switch and east siding switch..... 20 20  
 Harris..... 20 20  
 D&RGW Class K-59 engines must not exceed 55 M.P.H.  
 D&RGW Class L-95 engines must not exceed 40 M.P.H.

**HANDLING OF SPECIAL EQUIPMENT**

29. When handling cranes and other similar equipment requiring car upon which to rest boom, cars must be securely chained to prevent parting.	
29-A. Equipment such as Jordan spreaders, ditchers, wrecking derricks, etc., should, when practicable, be handled next to engine.	
29-B. The maximum speed of freight trains handling equipment indicated below will be as follows:	
	M. P. H.
Steam shovels on wheels, ditchers, pile drivers, cranes, etc.....	25
Wrecking derricks.....	30
Rotary snow plows.....	15
Dead engines with side rods down and disconnected, one pair drivers swinging.....	10
Dead engine with side rods all down, all drivers on rail.....	15
Dead engines with side rods up and connected.....	20
Engines under steam with all side rods in place, one main rod removed.....	20
Engines running backward: (on tangent).....	25
Loaded coke racks and air dumps.....	15
	25

30. All trains watch for rocks on track approximately 100 feet east of Tunnel 35. Slide may unexpectedly occur.

31. Snow flangers must be raised for switches, cattle guards, road crossings and guard rails.

**32. COMPANY SURGEONS**

Dr. H. S. Finney, Chief Surgeon.....1236 Republic Bldg., Denver.  
 Dr. Geo. S. Cattermole, Asst. Chief Surgeon.....856 Metropolitan Bldg., Denver.  
 Dr. George P. Lingenfelter, Skin Specialist.910 Republic Bldg., Denver.  
 Dr. Ralph W. Danielson, Eye Specialist.324 Metropolitan Bldg., Denver.  
 Dr. William F. Setzler, Dentist.....935 Republic Bldg., Denver.  
 Dr. Harold F. Hickey, Nose and Throat Specialist.....934 Republic Bldg., Denver.  
 Dr. George Dorsey, Kidney Specialist 946 Metropolitan Bldg., Denver.  
 Dr. G. D. Hoschouer, Local Surgeon.....Granby.  
 Dr. A. C. Sudan, Local Surgeon.....Kremmling  
 Dr. J. H. Cole, Local Surgeon.....Copper Spur.  
 Dr. D. A. Wallace, Local Surgeon.....Oak Creek.  
 Dr. F. E. Willett, Local Surgeon.....Steamboat.  
 Dr. Joseph K. Orr, Local Surgeon.....Craig

**33. TIME INSPECTORS**

R. W. Gamm, Asst. General Time Inspector, Room 3, Union Depot, Denver.  
 Hansen & Hansen, 329 16th Street and 1628 17th Street, Denver.  
 Sather Jewelry Co., Local Watch Inspectors, Craig.

**34. SPEED TABLE**

Miles Per Hour	TIME PER MILE	
	Minutes	Seconds
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0

**35. ERRATA—1938 OPERATING RULES**

"Form 1222" in Rule 210-D and in Form T Train Order, Page 86, is corrected to read "Form 825."  
 Rule 878, Page 139, under "Passenger Brakemen" is corrected to read "678."  
 Rule D-197, Page 44, is corrected to read D-97.

**TONNAGE RATING FOR ALL D. & S. L. ENGINES OVER ALL GRADES**

Engine Classes	76	63	44	34	33	30
Engine Numbers	200 to 216	400 to 409	105 to 123	303	301 to 302	300
Weight on Drivers	332,000	232,000	195,000	161,500	140,000	142,000
FROM	TO	Tons	Tons	Tons	Tons	Tons
SUBDIVISION 1.						
Denver	East Portal	1140	1000	690	530	515 475
East Portal	Tabernash	4600	4050	2840	2250	2170 2000
Tabernash	West Portal	1250	1100	750	580	565 520
West Portal	Denver	2530	2225	1550	1220	1180 1085
Orestod	Tabernash	2530	2225	1550	1220	1180 1085
Orestod	Crater	1140	1000	690	530	515 475
Crater	Toponas	2145	1890	1310	1030	1000 920
Phippsburg	Toponas	1400	1235	850	650	640 590
SUBDIVISION 2.						
Phippsburg	Pallas	2145	1890	1310	1030	1000 920
Haybro	Phippsburg	1400	1235	850	650	640 590
Steamboat	Haybro	2530	2225	1550	1220	1180 1085
Craig	Steamboat	4600	4050	2840	2250	2170 2000

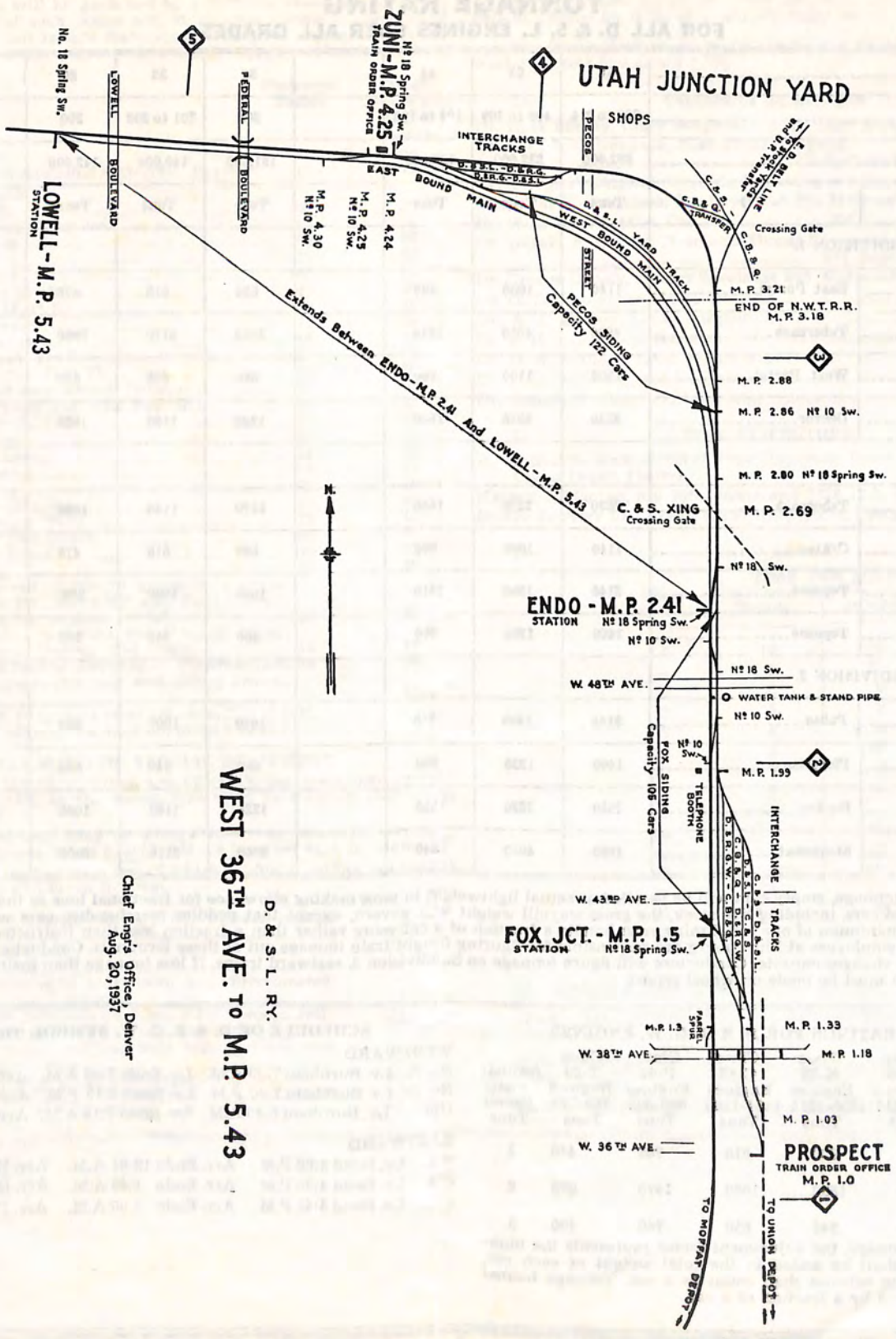
In figuring train tonnage, empty cars will be handled at actual lightweight in tons, making allowance for fractional tons so the total will be the actual tons. For loaded cars, including live stock, the gross weight will govern, except that peddler merchandise cars will be carried at actual weight with a minimum of one ton. Trains must handle a fraction of a car more rather than a fraction less than instructed. Yardmaster at Utah Jct. and station employees at Phippsburg are responsible for figuring freight train tonnage out of these terminals. Conductors are responsible for reporting tonnage changes enroute. Conductors will figure tonnage on Subdivision 2, eastward trains. If less tonnage than instructed is handled, a suitable explanation must be made on wheel report.

**SCHEDULE OF D. & R. G. W. SYMBOL TRAINS**

TONNAGE RATINGS FOR D. & R. G. W. ENGINES							WESTWARD			
Class L-95 Engines 3400-3415	Class K-59 Engines 1200-1213	Class C-48 Engines 1131-1199	Class P-44 Engines 800-805	Class T-29 Engines 762-793	Adjustment Factor	Tons	No. 77	Lv. Burnham 7:00 A.M.	Lv. Endo 7:45 A.M.	Arr. Bond 4:30 P.M.
From Zuni							No. 75	Lv. Burnham 7:30 P.M.	Lv. Endo 8:15 P.M.	Arr. Bond 4:00 A.M.
To E. Portal .. 1390	900	810	705	440	3		Ute	Lv. Burnham 6:30 A.M.	Lv. Endo 7:15 A.M.	Arr. Bond 2:15 P.M.
From Orestod							EASTWARD			
To Tabernash 3035	1890	1630	1470	930	6		BX	Lv. Bond 3:00 P.M.	Arr. Endo 12:01 A.M.	Arr. Denver 2:50 A.M.
From Tabernash							CW	Lv. Bond 4:30 P.M.	Arr. Endo 1:45 A.M.	Arr. Denver 2:50 A.M.
To W. Portal 1460	940	850	740	460	3		CS	Lv. Bond 5:45 P.M.	Arr. Endo 2:00 A.M.	Arr. Denver 2:50 A.M.

In computing tonnage, the adjustment factor represents the number of tons which shall be added to the total weight of each car, loaded or empty. The caboose shall count as a car. Tonnage hauled may exceed the rating by a fraction of a car.





WEST 36<sup>TH</sup> AVE. TO M.P. 5.43

D. & S. L. RY.

Chief Eng'r's Office, Denver  
Aug. 20, 1937