Safety Service

W. C. Horner
Assistant Superintendent
Grand Junction

O. R. Lundborg
Trainmaster
Salida

T. J. Peters
Trainmaster
Glenwood

Harry Brooks
Trainmaster
Grand Junction

E. L. Oliver
Trainmaster
Green River

L. W. Young
Ross Krebbs
Road Foremen of Equipment
Grand Junction

D. J. Butters
Road Foreman of Equipment
Salida

W. M. Henderson
Chief Dispatcher
Grand Junction

H. W. Egley
Chief Dispatcher
Salida

J. F. Jones
Assistant Chief Dispatcher
Grand Junction

D. & R. G. W.—Grand Junction

The Denver and Rio Grande Western Railroad Company

GRAND JUNCTION DIVISION

TIME-TABLE No. 133

Takes Effect Sunday, March 20, 1949

at 12:01 A. M.

Mountain Standard Time

Superseding Time-Table No. 132

NOTE IMPORTANT CHANGES IN TIME-TABLE RULES

For the exclusive guidance of Employes; not for the information of the Public

A. E. PERLMAN
General Manager

L. F. WILSON
Assistant General Manager

L. H. HALE
Superintendent Transportation

G. B. AYDELOTT
Superintendent

Timetable 132 eff 10 Oct 1948
134 26 March 1950

WESTWARD — MAIN LINE — EASTWARD

WESTWARD SECOND CLASS 71 Fast Freight Leave Daily	WESTWARD SECOND CLASS 61 California Fast Freight Leave Daily	WESTWARD SECOND CLASS 63 Fast Freight Leave Daily	WESTWARD FIRST CLASS 1 Royal Gorge Leave Daily	Mile Posts	Sub-Division 3 STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Miles from Minturn	Capacity of Siding	EASTWARD FIRST CLASS 2 Royal Gorge Arrive Daily	EASTWARD SECOND CLASS 34 Fast Freight Arrive Daily	EASTWARD SECOND CLASS 36 Fast Freight Arrive Daily	EASTWARD SECOND CLASS 38 Fast Freight Arrive Daily
11 15 PM	3 15 PM	7 15 AM	3 15 PM	215.1	s SALIDA JBSKWFYTODN	86.9	Yard	12 05 PM	5 01 AM	1 01 PM	9 01 PM
					3.3						
11 27	3 27	7 27	3 23	218.4	BELLEVIEW	83.6	98	11 53	4 48	12 48	8 48
					3.8						
11 35	3 35	7 35	3 28	222.2	BROWN CANON	79.8	98	11 49	4 42	12 42	8 42
					5.5						
11 47	3 47	7 47	3 38	227.7	SWAN	74.3	101	11 40	4 30	12 30	8 30
					5.2						
11 56	3 56	7 56	3 45	232.9	NATHROP W	69.1	100	11 34	4 22	12 22	8 22
					3.3						
12 03 AM	4 03	8 03	3 50	236.2	MIDWAY	65.8	99	11 30	4 16	12 16	8 16
					4.1						
12 10	4 10	8 10	s 3 58	240.3	BV BUENA VISTA WDN	61.7	89	s11 25	4 09	12 09	8 09
					4.4						
12 19	4 19	8 19	4 05	244.7	AMERICUS	57.3	101	11 19	4 02	12 02 PM	8 02
					3.0						
12 27	4 27	8 27	4 10	247.7	RIVERSIDE	54.3	100	11 15	3 57	11 57	7 57
					4.4						
12 42	4 42	8 42	4 19	252.1	PRINCETON	49.9	127	11 10	3 50	11 50	7 50
					5.3						
12 57	4 57	8 57	4 29	257.4	YALE W	44.6	124	11 02	3 41	11 41	7 41
					5.8						
1 08	5 08	9 08	4 38	263.2	KOBE	38.8	100	10 54	3 31	11 31	7 31
					3.3						
1 15	5 15	9 15	4 42	266.5	SNOWDEN	35.5	101	10 50	3 17	11 17	7 17
					4.5						
1 26	5 26	9 26	s 4 57	271.0	MY MALTA JWFYDN	31.0	Yard	s10 45	3 09	11 09	7 09
					6.1						
1 41	5 41	9 41	5 10	277.1	KEELDAR	24.9	100	10 29	2 58	10 58	6 58
					3.9						
2 06 AM	6 06 PM	10 06 AM	s 5 27 PM	281.0	PS TENNESSEE PASS YDN	21.0	1-110 2-104	s10 23 AM	2 50 AM	10 50 AM	6 50 PM
					1.0						
Trains operate by Centralized Traffic Control between westward ABS 2801 east end of Tennessee Pass and eastward ABS 2870 W, 2870 E, Deen.				282.0	Two Main Tracks — EAST MITCHELL — Two Main Tracks	20.0		Trains operate by Centralized Traffic Control between westward ABS 2801 east end of Tennessee Pass and eastward ABS 2870 W, 2870 E, Deen.			
					2.6						
				284.6	WEST MITCHELL	17.4					
					2.2						
2 31 AM	6 31 PM	10 31 AM	5 44 PM	286.8	DEEN	15.2		10 00 AM			
					1.7						
2 48	6 48	10 48	f 5 49	288.5	PANDO WY	13.5	106	f 9 56			
					5.5						
3 10	7 10	11 10	6 04	294.0	RED CLIFF	8.0		9 38			
					2.1						
3 17	7 17	11 17	6 10	296.1	BELDEN	5.9		9 33			
					1.9						
3 24	7 24	11 24	6 15	298.0	REX	4.0		9 29			
					4.0						
4 20 AM	8 20 PM	12 20 PM	6 30 PM	302.0	Hd MINTURN BSKWFTDN		Yard	9 20 AM			
					(86.9)						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily
5.05 17.9	5.05 17.9	5.05 17.9	3.15 26.7		Schedule Time Average Speed per Hour			2.45 31.6	2.11 30.2	2.11 30.2	2.11 30.2

AUTOMATIC BLOCK SIGNALS

WESTWARD — ASPEN BRANCH — EASTWARD

Mile Posts	Sub-Division 4-B STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Miles from Aspen	Capacity of Siding
360.1	GLENWOOD JP	41.2	Yard
	7.8		
367.9	CATTLE CREEK P	33.4	20
	5.1		
373.0	ce CARBONDALE D	28.3	38
	6.4		
379.4	LEON P	21.9	25
	2.6		
382.0	EMMA P	19.3	24
	10.9		
392.9	WOODY CREEK WP	8.4	25
	8.4		
401.3	NS ASPEN YD		Yard
	(41.2)		

WESTWARD — LEADVILLE BRANCH — EASTWARD

Mile Posts	Sub-Division 3-A STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Miles from Leadville	Capacity of Siding
271.0	MY MALTA JWFYDN	4.9	Yard
	2.3		
273.3	EILERS	2.6	Yard
	2.6		
275.9	Q LEADVILLE SKWFOD		Yard
	(4.9)		

WESTWARD — MAIN LINE — EASTWARD

FIRST CLASS 7 Prospector Leave Daily	FIRST CLASS 17 California Zephyr Leave Daily	FIRST CLASS 19 Mountaineer Leave Daily	Mile Posts	Sub-Division 4-A STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Miles from Dotsero	Capacity of Siding	FIRST CLASS 20 Mountaineer Arrive Daily	FIRST CLASS 8 Prospector Arrive Daily	FIRST CLASS 18 California Zephyr Arrive Daily
9 47 PM	12 25 PM	12 54 AM	128.6	od ORESTOD JDN	38.2		2 35 AM	3 52 AM	3 14 PM
				0.7					
s 9 50 / 9 57	s 12 27 / 12 30	s 12 57 / 1 12	129.3	BX BOND WFSYKBDN	37.5	Yard	s 2 33 / 2 23	s 3 50 / 3 43	s 3 12 / 3 09
				5.6					
10 06	12 38	f 1 22	134.9	GLEN	31.9	107	f 2 00	3 29	2 55
				7.2					
10 16	12 47	f 1 45 20	142.1	DELL	24.7	112	f 1 45 19	3 19	2 45
				2.5					
10 20	12 50	s 1 53	144.6	BURNS	22.2	18	s 1 36	3 15	2 42
				4.2					
10 26	12 56	f 2 01	148.8	SYLVAN	18.0	104	f 1 27	3 09	2 36
				6.5					
10 34	1 05	f 2 10	155.3	RANGE w	11.5	104	f 1 17	3 00	2 27
				2.4					
10 37	1 08	f 2 14	157.7	SWEETWATER	9.1	109	f 1 13	2 57	2 24
				5.5					
10 44	1 14	f 2 21	163.2	NICHE	3.6	95	f 1 03	2 50	2 18
				3.6					
10 48 PM	1 20 PM	s 2 26 AM	166.8	dy DOTSERO JYDN		143	s 12 55 AM	2 45 AM	2 12 PM
Arrive Daily	Arrive Daily	Arrive Daily		(38.2)			Leave Daily	Leave Daily	Leave Daily
1.01 / 42.4	.55 / 44.1	1.32 / 29.8		Schedule Time / Average Speed per Hour			1.40 / 25.5	1.07 / 38.2	1.02 / 38.8

Automatic Block Signals

Trains have no time-table superiority between West Switch, River Track, Bond and Junction Switch, Orestod, Rule 93 Governs. See time-table Rule 4-A.
Pueblo Division westward trains will leave Orestod and Pueblo Division eastward trains will leave Bond without clearance card.

WESTWARD — MONTROSE BRANCH — EASTWARD

FIRST CLASS 319 Mountaineer Leave Daily	Mile Posts	Sub-Division 16 STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Miles from Grand Junction	Capacity of Siding	FIRST CLASS 320 Mountaineer Arrive Daily
6 00 PM	351.5	MS MONTROSE WFSOYKBD	72.8	Yard	9 50 AM
		5.4			
f 6 09	356.9	ROE	67.4	20	f 9 39
		5.3			
s 6 20	362.2	HO OLATHE D	62.1	20	s 9 27
		5.3			
f 6 29	367.5	CHIPETA	56.8	27	f 9 13
		5.3			
s 6 45	372.8	Dt DELTA WFSYKJBD	51.5	Yard	s 9 03
		4.7			
f 6 54	377.5	ROUBIDEAU P	46.8	66	f 8 43
		2.6			
f 6 59	380.1	STRATTER P	44.2	35	f 8 37
		4.8			
f 7 09	384.9	ESCALANTE P	39.4	26	f 8 29
		6.1			
f 7 20	391.0	DOMINGUEZ WP	33.3	43	f 8 18
		6.7			
f 7 32	397.7	BRIDGEPORT P	26.6	100	f 8 06
		5.2			
f 7 41	402.9	DEER RUN P	21.4	61	f 7 57
		8.9			
f 7 58	411.8	WHITEWATER WP	12.5	43	f 7 40
		5.5			
f 8 08	417.3	UNAWEEP P	7.0	26	f 7 30
		7.0			
8 35 PM	424.3	Jn GRAND JCT. WFSTYOKBJDN		Yard	7 10 AM
Arrive Daily		(72.8)			Leave Daily
2.35 / 28.2		Schedule Time / Average Speed per Hour			2.40 / 27.3

WESTWARD — NORTH FORK BRANCH — EASTWARD

Mile Posts	Sub-Division 16-A STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Miles from Delta	Capacity of Siding
415.3	SOMERSET SWFT	42.5	Yard
	9.4		
405.9	sw PAONIA WD	33.1	30
	2.3		
403.6	COBURN	30.8	13
	5.8		
397.8	Hk HOTCHKISS WYD	25.0	27
	4.6		
393.2	LAZEAR	20.4	10
	0.7		
392.5	ROGERS MESA	19.7	34
	7.0		
385.5	PAYNE	12.7	33
	4.6		
380.9	AX AUSTIN D	8.1	17
	1.1		
379.8	SAXTON	7.0	64
	7.0		
372.8	Dt DELTA WFSYKJBD		Yard
	(42.5)		

WESTWARD — SUNNYSIDE BRANCH — EASTWARD

Miles from Sunnyside	Sub-Division 5-A STATIONS TIME-TABLE No. 133 MARCH 20, 1949	Mile Posts	Capacity of Siding
0	SY SUNNYSIDE SBFYD	17.5	Yard
	4.3		
4.3	COLUMBIA JCT. PYJ	13.2	85 / 85
	7.4		
11.7	BANNING P	5.8	100
	5.8		
17.5	Mu MOUNDS YJD	0	Yard
	(17.5)		

WESTWARD — MAIN LINE — EASTWARD

Sub-Division 4

STATIONS

TIME-TABLE No. 133

MARCH 20, 1949

WESTWARD FIRST CLASS				Mile Posts					Miles from Grand Junction	Capacity of Siding	EASTWARD FIRST CLASS			
7 Prospector	1 Royal Gorge	17 California Zephyr	19 Mountaineer								8 Prospector	2 Royal Gorge	18 California Zephyr	20 Mountaineer
Leave Daily	Leave Daily	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	6 40 PM			302.0	Hd	MINTURN	BSKWFTDN		147.6	Yard		9 15 AM		
						5.9								
	6 49			307.9	An	AVON			141.7	101		8 53		
						6.5								
	6 57			314.4		WILMOR	W		135.2	104		8 41		
						4.6								
	7 03			319.0	Ru	WOLCOTT	D		130.6	101		8 35		
						4.5								
	7 09			323.5		ORTEGA			126.1	100		8 29		
						5.5								
	s 7 16			329.0	Gx	EAGLE	WD		120.6	87		f 8 22		
						6.8								
	7 25			335.8	Gp	GYPSUM	D		113.8	98		8 12		
						6.1								
10 48 PM	7 35 PM	1 20 PM	s 2 26 AM	341.9	Dy	DOTSERO	JYDN		107.7	143	2 45 AM	8 03 AM	2 12 PM	s12 55 AM
						5.6								
			f 2 35	347.5		ALLEN			102.1	115				f 12 44
						3.0								
			f 2 42	350.5		SHOSHONE	W		99.1	80				f 12 35
						4.5								
				355.0		GRIZZLY			94.6	100				
						5.1								
s 11 22	s 8 15	s 1 53	s 3 10	360.1		GLENWOOD	J		89.5	39	s 2 06	s 7 30	s 1 35	s 12 10 AM
						1.2								
				361.3	Fu	FUNSTON	WFSYKB		88.3	Yard				
						6.6								
				367.9		CHACRA			81.7	117				
						4.8								
			s 3 55	372.7	Nc	NEWCASTLE	W		76.9	129				s 11 27
						6.8								
			s 4 10	379.5	Si	SILT			70.1	120				s 11 10
						3.9								
				383.4		IVES			66.2	109				
						3.2								
x 11 55	s 8 55	2 23	s 4 35	386.6	Rf	RIFLE	WY		63.0	127	x 1 30	s 6 45	1 02 PM	s 10 55
						4.8								
				391.4		LACY			58.2	133				
						7.7								
				399.1		DOS			50.5	120				
						4.9								
			s 5 05	404.0	Gv	GRAND VALLEY	W		45.6	107				s 10 16
						4.7								
				408.7		UNA			40.9	126				
						7.9								
			s 5 23	416.6	De	DE BEQUE			33.0	96				s 9 52
						6.7								
				423.3		AKIN			26.3	130				
						4.4								
			f 5 45	427.7		TUNNEL			21.9	95				f 9 30
						4.9								
			f 5 53	432.6		CAMEO			17.0	88				f 9 23
						4.4								
12 55 AM	x 10 05	3 23	s 6 10	437.0	Pd	PALISADE	W		12.6	258		x 5 40		s 9 17
						5.5								
			s 6 25	442.5		CLIFTON			7.1	106				s 9 02
						2.8								
				445.3		FRUITVALE			4.3					
						3.7								
				449.0		7th STREET—GRAND JCT.			0.6					
						0.6								
1 10 AM	10 30 PM	3 40 PM	6 40 AM	449.6	Jn	GRAND JCT.	WFSTYOKBJDN			Yard	12 15 AM	5 25 AM	11 53 AM	8 50 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(147.6)					Leave Daily	Leave Daily	Leave Daily	Leave Daily
2.22	3.50	2.20	4.14			Schedule Time					2.30	3.50	2.19	4.05
45.5	38.5	46.2	25.4			Average Speed per Hour					43.1	38.5	46.5	26.4

AUTOMATIC BLOCK SIGNALS

Trains operate by Centralized Traffic Control between westward ABS 1637, Niche, Sub-Division 4-A, westward ABS 3367, Gypsum, Sub-Division 4, and ABS 4491, 7th Street, Grand Junction.

WESTWARD — MAIN LINE — EASTWARD

Sub-Division 5

STATIONS

TIME-TABLE No. 133

MARCH 20, 1949

AUTOMATIC BLOCK SIGNALS

FIRST CLASS									FIRST CLASS		
	1 Royal Gorge	17 California Zephyr	7 Prospector	Mile Posts		Miles from Helper	Capacity of Siding		2 Royal Gorge	18 California Zephyr	8 Prospector
	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily
	10 50 PM	3 47 PM	1 20 AM	449.6	Jn **GRAND JCT.** WFSTYOKBJDN	176.8	Yard		5 10 AM	11 46 AM	12 05 AM
					0.6						
				450.2	NO. 7 TRACK CROSSOVER, GRAND JUNCTION	176.2					
					1.5						
				451.7	DURHAM	174.7	103				
					5.2						
				456.9	RHONE	169.5	111				
					3.6						
	s 11 05			460.5	R FRUITA	165.9	140		s 4 43	11 32	11 47
					5.2						
	f 11 11			465.7	LOMA	160.7			f 4 34		
					3.2						
	f 11 15			468.9	MC MACK	157.5	162		f 4 28		
					4.2						
				473.1	RUBY	153.3	158				
					4.9						
				478.0	SHALE	148.4	91				
					5.3						
				483.3	UTALINE	143.1	122				
					5.1						
	f 11 42			488.4	WESTWATER	138.0	104		s 4 02		
					4.8						
				493.2	COTTONWOOD	133.2	126				
					5.2						
				498.4	AGATE	128.0	125				
					6.0						
	f 12 07 AM	4 47	2 20	504.4	CS CISCO WY	122.0	100		s 3 40	10 46	10 59
					6.1						
				510.5	WHITE HOUSE	115.9	127				
					5.1						
				515.6	ELBA	110.8	112				
					4.9						
				520.5	SAGERS	105.9	122				
					4.6						
				525.1	VISTA	101.3	122				
					3.0						
	s 12 48	5 15		528.1	Hn THOMPSON WY	98.3	148		s 3 10	10 18	
					5.7						
				533.8	BRENDEL	92.6	104				
					6.6						
				540.4	FLOY	86.0	122				
					6.4						
				546.8	SOLITUDE	79.6	122				
					4.2						
				551.0	DALY	75.4	118				
					4.2						
	s 1 23	5 41	3 18	555.2	Gr GREEN RIVER WFKSY	71.2	Yard		s 2 23	9 50	10 01
					6.3						
				561.5	SPHINX	64.9	126				
					6.1						
				567.6	DESERT	58.8	125				
					6.6						
				574.2	CLIFF	52.2	125				
					7.2						
	f 2 04			581.4	WOODSIDE	45.0	123		s 1 44		
					5.2						
				586.6	GRASSY	39.8	128				
					6.5						
	f 2 26			593.1	CEDAR WS	33.3	123		f 1 29		
					6.2						
				599.3	VERDE	27.1	106				
					3.9						
	f 2 40			603.2	Mu MOUNDS YJ	23.2	118		f 1 16		
					5.2						
				608.4	FARNHAM	18.0	E 119 W 119				
					4.6						
	f 2 52			613.0	WELLINGTON	13.4	127		f 1 04		
					6.1						
	s 3 10	6 49	s 4 37	619.1	CV PRICE WY	7.3	236		s 12 57	8 48	s 8 49
					3.0						
				622.1	MAXWELL	4.3	E 128 W 128				
					4.3						
	3 35 AM	7 07 PM	4 50 AM	626.4	Ra **HELPER** WFSYKBDN	0.0	Yard		12 35 AM	8 36 AM	8 37 PM
	Arrive Daily	Arrive Daily	Arrive Daily		(176.8)				Leave Daily	Leave Daily	Leave Daily
	4.45	3.20	3.30		Schedule Time				4.35	3.10	3.28
	37.2	53 0	50.5		Average Speed per Hour				38.6	55.8	51.0

Trains operate by Centralized Traffic Control between A.B.S. 4501, No. 7 track crossover, Grand Junction, and A.B.S. 6258-E, 6258-W and 6258-F, Helper.

Special Time-Table Rules

SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

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

1-A. Schedule time and train orders, westward trains, Sub-Division 4-A, will apply at the west switch west end of Bond yard.

Eastward trains arriving Bond will use main track unless otherwise instructed, or except when necessary to clear superior trains.

1-B. When not in use, switch leading from west running track to west yard lead, and the west switches of yard tracks 1, 2 and 3 at Minturn will be left lined for No. 3 track.

1-C. Westward freight trains and light engines arriving Minturn yard on Sub-Division 3 will use facing point crossover switch located M.P. 301.6. Eastward trains departing from Minturn yard tracks will use eastward lead. East switch to No. 1 track must be left lined for No. 1 track.

1-D. Eastward freight trains departing Minturn when cutting in swing engine will use crossover No. 3 to No. 4 track located 31 car lengths west of east switch to No. 3 track, Minturn yard.

Track No. 4 must be left clear of cars from this crossover to east end No. 4 track.

Eastward freight trains arriving on No. 3 track will stop to allow 12 car lengths space west of east switch, No. 3 track.

1-E. Trains coming into Grand Junction freight yard must cut their train so that snake lead west end of yard will remain clear. Crossover No. 7 track to Main track must be left lined for No. 7 track. Crossover No. 13 track must be left lined for No. 13 track.

Switch at east end of No. 2 Track, Passenger Yard, Grand Jct., must be left lined for No. 2 Track when not in use. Switch at east end of Icehouse No. 1 Track just east of 5th Street viaduct, Grand Jct. Yard, must be left lined for chippy main when not in use.

1-F. Schedule time of passenger trains apply at Passenger Depot Grand Junction.

1-G. Unless otherwise instructed freight trains departing from Grand Junction freight yard will use east long lead, Eastward, and west long lead, Westward.

1-H. Westward freight trains arriving Minturn will be governed by track indicator, designating track to be used, located on crossing bell mast at road crossing just east of coal chute:

M. Westward Main Track
1. Track 1
2. Track 2

Eastward freight trains arriving Grand Junction will be governed by track indicator, designating track to be used, located just west of telephone booth at crossover east Durham:

1. Icehouse No. 1
2. Icehouse No. 2
3. Depot 4 into Icehouse No. 1
4. Depot 2 into Chippy Main

5-12, Inclusive: Tracks as indicated

13. Track No. 8
14. Track No. 9
15. Track No. 10
16. Track No. 11

} Via West Long Lead

Westward freight trains arriving Grand Junction will be governed by track indicator, designating track to be used, located just east of 5th Street Viaduct:

1. Icehouse No. 1
2. Icehouse No. 2

4-13, Inclusive; Tracks as indicated

Westward freight trains arriving Helper will be governed by track indicator, designating track to be used, located just opposite A.B.S. 6257-FS east end of Helper yard:

M. Main Track

2-7, Inclusive; Tracks as indicated

If indicator does not display lighted numeral, train must ascertain from yard office Grand Junction or Operator at Helper what track is to be used before passing 5th Street or switch at No. 7 track crossover (snake lead) Grand Junction or A.B.S. 6257-FS at east end of Helper yard. These indicators do not govern light engines.

2. There is no train order signal at Tennessee Pass, Dotsero, or Delta. No train will leave Tennessee Pass without clearance card.

Eastward trains will not leave Dotsero without clearance card. Westward trains from Sub-Divn. 4-A will leave Dotsero without clearance card.

No trains will leave Delta without clearance card except all trains will leave Delta without clearance card when no operator is on duty.

2-A. There is no westward train order signal at Gypsum.

2-B. Additional signal mounted on mast below A.B.S. located:

East end Yale	Westward A.B.S. 2569
West end Yale	Eastward A.B.S. 2580
West end Malta	Eastward A.B.S. 2720

When illuminated will display the letter "T". When "T" is illuminated. it indicates that station train order signal displays advance train order indication and will be authority for approaching trains to proceed on main track to the station train order signal, as provided in Rule 221-D and 510-B of the rules and regulations of the Operating Department.

2-C. Trains will leave Aspen without clearance card.

2-D. When no operator on duty at Mounds, train to or from Sub-Division 5-A may leave Mounds without clearance card when holding proper authority to operate as an Extra.

3. Register stations are shown in body of the time-table in FULL FACED TYPE, except:

Funston (Sub-Divn 4-B only)

3-A. Eastward passenger trains will register at Tennessee Pass with registering ticket.

When Form T, train order check, is issued to eastward passenger trains at Minturn, such trains will register into Minturn by registering ticket as provided by Rule 83-E. Eastward passenger trains out of Minturn will be registered on train register by the train dispatcher through the operator, when given Form T.

3-B. Eastward trains will receive train order check, Form T, at Dotsero covering overdue trains at Niche and Gypsum, but will not pass west switch at Niche or Gypsum until train orders and clearance card are read and understood.

3-C. Use of Form 3948 (train register check) discontinued between Dotsero and Helper when operating under C.T.C. rules. Rules 83 and 83-D of the rules and regulations of the Operating Department, 1948, are modified accordingly.

4. YARD LIMIT STATIONS

Salida, Kobe, Malta—Leadville, Tennessee Pass, Pando, Minturn, Bond, Glenwood (Sub-Division 4-B only), Aspen, Carbondale, Emma, Woody Creek, Grand Junction—East Yard; Delta-Saunders, Olathe, Montrose, Austin, Rogers Mesa—Lazear, Hotchkiss, Paonia—Somerset, Neslen Spur, Mounds (Sub-Division 5-A only), Columbia Junction—(Joint D&RGWRRCo and Carbon County Railway), Columbia Junction—Sunnyside, Helper.

4-A. Trains have no time-table superiority between West Switch, River Track, Bond and Junction Switch, Orestod; westward A.B.S. 2149 and Eastward A.B.S. 2156, Salida yard; between end of C.T.C. at 7th Street and end of C.T.C. at No. 7 track crossover, Grand Junction yard; on Sub-Division 16 between Passenger Depot and east end of Colorado River Bridge, Grand Junction yard; within yard limits Montrose and Delta; between end of C.T.C. east end Helper and crossover at M.P. 626.57 located near coal chute, Helper. Rule 93 governs. Yard crews and others occupying these tracks must make way for passenger trains without unnecessarily delaying them.

4-B. Yard limit board is located 3000 feet east of Carbon County Railway connection switch, Columbia Junction, on Carbon County Railway. Rule 93 governs in these limits.

5. When retainers are in use trainmen and enginemen must keep close watch while train is in motion for indications of excessively heated wheels, and when observed, the retainer on such car or cars must be placed in normal release position (turned down) until wheels have had sufficient time to cool.

5-A. TENNESSEE PASS TO SALIDA. The use of retainers will be left to the judgment of Conductors and Enginemen.

5-B. TENNESSEE PASS TO MINTURN. Trains consisting of empty cars: retainers will be used on every other car in 10 pound position, alternated at inspection point. When cars are equipped with 4 position release control retaining valve, these retainers will be placed in slow direct exhaust position instead of 10 pound position on empty cars.

Trains consisting of loaded cars: retainers will be used in 20 pound position on all cars having a gross weight of 50 tons or more and in 10 pound position on other loaded cars Tennessee Pass to Pando. Retainers will be used in 10 pound position on all loaded cars Pando to Minturn and in case retaining power is insufficient to hold train while auxiliary reservoirs are being charged, engineman may request that more retaining valves be placed in 20 pound position.

Trains handled by diesel locomotive having dynamic brake operative on four quarters beginning at the head end of the train use one retainer in 10-pound position for each 50 tons in excess of 1250 actual tons; locomotive with dynamic brake operative on three quarters beginning at the head end of the train use one retainer in 10-pound position for each 50 tons in excess of 800 actual tons.

Trains handled by Diesel locomotives with dynamic brake operative on less than three quarters, retaining valves must be handled in the same manner as prescribed in special timetable rules for trains handled with steam locomotives.

5-C. In handling of freight trains Tennessee Pass westward not more than one (1) car having non-air or inoperative air brakes will be permitted to descend in solid coal, ore or steel trains; not more than two (2) cars having non-air or inoperative air brakes in other freight trains. No freight train may be operated Tennessee Pass to Minturn when the average actual tonnage per car with operative brakes exceeds 75 tons; except that cars equipped with empty and load brakes may be handled when loaded to capacity.

5-D. In the Leadville District, before descending grades, air brake test must be made in accordance with rule 8-G of Rules and Regulations Governing Operation of Air Brakes.

Retainers must be used in 20 pound position on all heavily loaded cars and in 10 pound position on light loaded or empty cars on descending grade movements in this district.

5-E. All trains except eastward passenger trains will stop at Tennessee Pass for inspection of train and brakes.

Eastward passenger trains at Tennessee Pass will make running test in accordance with Rule No. 11 of Rules and Regulations Governing Operation of Air Brakes.

Westward freight trains will stop at Pando to cool wheels and inspect train. Eastward freight trains will stop at Kobe to cool wheels and inspect train unless stop is made at Snowden or Yale for other reasons, in which case inspection can be made at either of these points and it will not be necessary to stop at Kobe for this purpose.

Eastward freight trains handled by Diesel locomotives having dynamic brake operating on three quarters or four quarters; it will not be necessary to make inspection stop at Kobe, Snowden, or Yale, if train is operating normally.

5-F. The members of train crews must assist inspectors in inspecting the air brake equipment as well as the general condition of the train, before leaving Tennessee Pass, and put same in safe operating condition before descending the grade. After brakes have been released and before Westward trains start from this station, retainers must be turned up.

5-G. At least one member of the train crew must be on the rear end of the train on both ascending and descending grades, and a close observance of train maintained for sliding wheels.

5-H. When locomotives are equipped with Water Brakes, be sure that they are in good working order.

5-I. MINTURN TO WILMOR. The use of retainers will be left to the judgment of Conductors and Enginemen.

5-J. NESLEN SPUR. All retainers must be used on descending grades.

5-K. SUNNYSIDE BRANCH. All retainers must be used in 20 pound position on all loaded cars Sunnyside to Columbia Junction. Retainers on the forward half of train must be used in 20 pound position on all loaded cars Columbia Junction to M.P. 3.

A.B.S.

6. Westward dwarf signal at Minturn located in connection with spring switch at M.P. 301.7 will indicate "Yellow" either when spring switch is lined in normal position for yard lead track or lined for eastward main track. This signal will indicate "Red" when switch points are partially open.

Two-indication dwarf signal at M.P. 288.5 east end of Pando and two-indication dwarf signal at M.P. 289.6 west end of Pando, Rule D-576 governs.

6-A. Overlap signs located midway between siding switches at Sweetwater, Americus, Midway, Brown Canon and Belleview: Trains occupying main track beyond these overlap signs will hold opposing Positive A.B.S. at next siding in stop position.

C.T.C.

6-B. A green light displayed on signal support near West Window of Tennessee Pass Tower will be authority for Eastward trains to cut out helper engines, using crossover between Main Track and No. 1 Track for that purpose.

A green light displayed on signal support near East Window of Tennessee Pass Tower will be authority for helper engines to move from wye to No. 1 Track.

Eastward trains having more cars than will clear between the middle crossover and signal at West end Tennessee Pass, will be authorized by towerman sounding four blasts of audible signal to make back up movement to cut out rear helper engine.

No westward freight train with more than twenty cars will leave Tennessee Pass until the Westward signal at West end Tennessee Pass governing its movement displays a green (clear) indication.

East switches, tracks No. 1 and No. 2 at Tennessee Pass are Dual Controlled switches and normally operated by towerman, Tennessee Pass.

Switches at west end of Tennessee Pass are operated by carmen or trainmen under the direction of the towerman, the following audible signals governing:

1 long blast.....line switch No. 4 to siding No. 2
2 long blasts.....line switch No. 5 to siding No. 1
3 long blasts.....line switches for main track

OPERATION DUAL CONTROLLED SWITCHES AND DUAL CONTROLLED SPRING SWITCHES.

6-C. Dual controlled switch on west end of crossover between main track and west running track, M.P. 303, Minturn, and dual controlled spring switch on west running track, 320 feet west of this crossover, and all positive A.B.S., Minturn, are controlled by operator at Minturn.

A.B.S. 3030 has two signals on mast. Westward A.B.S. 3029-A governs position of dual controlled switch, M.P. 303, and A.B.S. function. Westward dwarf A.B.S. 3029-B governs position of spring switch at east end of crossover and also is a route signal for westward movement through crossover. Westward dwarf A.B.S. 3031-F governs position of dual controlled spring switch. Eastward Dwarf 3030-C and Westward Dwarf 3029-B will normally display yellow indication; when displaying stop it indicates there is a train approaching and yard engines or others occupying track must give way without unnecessarily delaying such trains.

Movements on the west running track are not protected by Automatic Block signals. (Rule 93 governs.)

When train is ready to depart westward from Minturn on west running track, or when making movement westward thru crossover, Operator, Minturn, must be notified. When westward movement is to be made over dual controlled spring switch train must occupy release section approaching A.B.S. 3031-F forty-eight seconds before operator can position switch for running position; trailing movements thru this dual controlled spring switch will be eastward.

6-D. Lower signal on positive A.B.S. 3420 governs eastward movement to Sub-Division 4-A, or into old storage track Dotsero. Eastward posi-

tive dwarf A.B.S. 3420-A, governs eastward movement to Sub-Division 4, Sub-Division 4-A, or into old storage track, Dotsero.

Westward A.B.S. 3597 at east switch Glenwood has an additional signal and when illuminated displays the letter "S" which indicates that the train must take siding and is authority to hand operate switch.

Eastward dwarf A.B.S. 3596-A located at east switch Glenwood displays an illuminated letter "S." When this signal displays a proceed or approach indication it is authority to hand operate switch.

Westward A.B.S. 3605 located at east switch Funston has an additional signal mounted on mast below the restricted route signal. When displaying yellow indication will be authority to back up at speed of not more than 8 miles per hour to train standing on main track.

Eastward Stop and Proceed A.B.S. 4492, located just east of Passenger Station, Grand Junction, repeats the indication of Eastward Positive A.B.S. 4490, located at 7th STREET, Grand Junction.

Eastward trains must not, unless authorized by Permissive Card, depart from passenger depot yard, Grand Junction, via main track East of crossover in East end Depot yard unless A.B.S. 4492 displays a clear or approach indication.

6-E. Westward trains must not, unless authorized by Permissive Card, depart from passenger depot yard, Grand Junction, unless Stop and Proceed A.B.S. 4499, governing westward movements via main track, and westward dwarf A.B.S. 4499-A, governing westward movements from depot yard tracks, display clear or approach indication.

A.B.S. 4499-A will not display clear indication until twenty (20) seconds after switch has been lined for turn out.

Trains and yard engines and engines moving westward on west long lead, Grand Jct., must occupy release section designated by sign reading "Release Section" approaching A.B.S. 4511-F, 75 seconds before dispatcher can position dual controlled spring switch located at M.P. 451. Trailing movements thru this dual controlled spring switch will be eastward.

Westward dwarf A.B.S. 4511-F governs position of dual controlled spring switch on west long lead and also is route signal for westward movement through crossover, east end Durham. Eastward dwarf A.B.S. 4512-F governs position of dual controlled crossover switch, east end Durham.

6-F. Audible annunciator is located twenty-one hundred and fifty (2150) feet east of A.B.S. 4511-F (West long lead, Grand Junction). Trains departing Grand Junction on West long lead, when cab of engine directly opposite "Audible Annunciator" sign, give following whistle signals:

Westward train.....1 short, 1 long, 1 short blast

Westward train to do work at Durham.....1 short, 1 long, 2 short blasts

6-G. Two parallel sidings, Farnham and Maxwell, are connected at each end with spring switches normally lined for westward trains to enter outside sidings and for eastward trains to enter inside sidings. When thrown by hand, must be left in normal position.

Westward A.B.S. 6077 at east end of Farnham and Westward A.B.S. 6213 at east end of Maxwell have three signals on masts. Top signals govern unrestricted routes. Middle signals govern restricted route to westward or outside sidings. Lower signals govern restricted route to eastward or inside sidings, and when the letter "S" is illuminated in the lower signals, is authority to hand throw spring switch and use eastward sidings.

Eastward A.B.S. 6090 at west end Farnham and Eastward A.B.S. 6228 at west end Maxwell have three signals on masts. Top signals govern unrestricted route. Middle signals govern restricted route to eastward or inside sidings. Lower signals govern restricted route to westward or outside sidings and when the letter "S" is illuminated in lower signal is authority to hand throw spring switch and use westward sidings.

Lower signals on A.B.S. 6090 at west end and on A.B.S. 6077 at east end Farnham and lower signals on A.B.S. 6228 at west end and on A.B.S. 6213 at east end of Maxwell, when displaying illuminated letter "S" will not display yellow indication for movement of train until spring switch has been thrown for track indicated. Movement of train will not be made to sidings unless signal displays yellow indication.

Eastward A.B.S. 6196 at west switch Price has an additional signal and when illuminated, displays the letter "S" which indicates that the train must take siding and is authority to hand operate spring switch. When thrown by hand must be left in normal position.

6-H. Operator at Helper controls all positive A.B.S. 6253 to 6258 inclusive, as directed by Dispatcher, Green River.

Following Dual Controlled switches are normally operated by Operator, Helper:

East end of crossover at east end of two main tracks and at east end of crossover between westward main track and No. 1 lead. Dual Controlled spring switches at west end of these two crossovers.

Within these limits all other main track switches will be hand operated.

Westward A.B.S. 6253 (Spring Glen) has an additional signal and when illuminated displays the letter "S" which indicates the train must take siding and is authority to hand operate switch.

Westward A.B.S. 6257 has three signals. Upper signal governs movements to eastward main track; Middle signal governs movements through crossover to westward main track; Lower signal when displaying yellow indication authorizes trains to proceed without stopping at a speed not to exceed twelve (12) miles per hour to either eastward or westward main track when such track is occupied, or to No. 1 lead.

Westward Dwarf A.B.S. 6257-F has two signals. Upper signal governs unrestricted route to westward main track; lower signal when displaying yellow indication will be authority to proceed at a speed not to exceed twelve (12) miles per hour and may govern movement to westward main track, when it is occupied or to No. 1 lead.

Westward Dwarf A.B.S. 6257-FS and eastward dwarf A.B.S. 6258-F will normally display a yellow indication. When displaying "STOP" it indicates there is an eastward or westward train or trains approaching and yard engines and others occupying track must give way without unnecessarily delaying such train or trains.

Eastward Dwarf A.B.S. 6254-A will normally display a yellow indication when switch is lined for (Spring Glen) yard. This signal has an additional signal on A.B.S. When the letter "S" is illuminated, it will be authority to hand throw switch at west end of crossover to main track, after which train will be governed by indication of A.B.S. 6254-A.

Eastward train departing on No. 1 lead, must occupy release section, located 310 feet west of A.B.S. 6258-F, 48 seconds before Operator can position Dual Controlled spring switch for departure.

Eastward trains departing from lower train yard will communicate with Operator, Helper, for signal indication when ready to depart.

Eastward trains departing from high or coal yard via Independent lead, must stop and obtain permission from Operator, Helper, before entering this lead. The Operator will not grant such permission until authorized by Dispatcher, Green River, who will not issue such authority unless continuous movement can be made to Maxwell.

INSTRUCTIONS GOVERNING THE OPERATION OF CALIFORNIA ZEPHYR TRAINS

7. California Zephyr trains consisting of streamlined equipment, when handled with Diesel-electric locomotives with all dynamic brakes operative, may be operated at a speed of (5) five miles per hour greater than the normal speed authorized on tangents and curves, except will use not less than 32 minutes between Dotsero and Glenwood; but all speed restrictions in the timetable, other than zone speeds will be applicable.

7-A. Except as otherwise provided, inferior class and extra trains and engines will clear the time of California Zephyr trains, Nos. 17 and 18, not less than 10 minutes.

7-B. At Bond, Grand Junction and Helper, if locomotive is not detached or train uncoupled, incoming engineman will make electro-pneumatic application of the brakes. Inspectors will note that train brakes apply, then signal for release.

Outgoing engineman will release brakes and inspectors will note that brakes release. This test to be followed by running test in accordance with Rule 11 of Rules and Regulations Governing Operation and Maintenance of Air Brakes, as soon as speed permits after starting train.

In the event electro-pneumatic brakes are inoperative, automatic air brake test will be made in the same manner.

If the locomotive is detached or train uncoupled, after recoupling, the automatic and electro-pneumatic brakes must be tested as follows:

Upon request or proper signal, engineman will apply the automatic brake in accordance with Rule 8-G of Rules and Regulations Governing Operation and Maintenance of Air Brakes. After inspection has

been completed, inspectors will signal for release of brakes and after automatic brakes are released another signal to apply brakes will be given. Engineman will change brake valve to "SA" position and apply electro-pneumatic straight air brake, after which another inspection must be made to determine that all brakes are applied. Inspector will then signal for release and engineman will release the electro-pneumatic brake. Inspectors will then note that all train brakes are released before removing blue signal from engine.

The standard brake pipe pressure for California Zephyr trains is 110 lbs. and any locomotives used to handle these trains must have feed valve adjusted for this pressure.

California Zephyr trains are equipped with rear red and white light, but these lights will not be in operation between Denver and Salt Lake.

8. Persons accompanying livestock or other freight will be carried on any freight trains handling such livestock or freight, when holding proper transportation, and when permission to accompany same is covered by contract. Passengers on freight trains should be informed that cabooses will not be pulled up to platform to receive or deliver passengers or baggage. Employees holding passes will be carried on any freight trains to and from points at which trains stop when passes are stamped: "Good on Freight Trains."

9. Overhead clearances on main track and sidings at the following locations will not clear a man standing on the top of a car.

Sub-Division	Miles	Description
13	215.1	Salida Yard—Bridge 215.14
3	286.7	Deen Tunnel
3	296.1	Belden Tunnels—Eastward track
3	296.8	Rock Creek Tunnel—Eastward track
4	303.4	Minturn—Bridge 303.40
4	350.0	Shoshone Tunnel No. 1
4	351.0	Shoshone Tunnel No. 2
4	359.0	Glenwood Tunnel
4	360.2	Glenwood—Viaduct
4	360.3	Colorado River Bridge 360.30
5	471.9	Ruby Tunnel
16	400.1	Bridgeport Tunnel
16	423.5	East End Grand Jct. Yard—Bridge 423.52
16-A	380.2	West of Austin—Bridge 380.19.
16-A	398.6	East of Hotchkiss—Bridge 398.66

There are also side clearances on main track and sidings, and overhead and side clearances at other locations that will not clear a man on top or side of car. All employees should familiarize themselves with the location of such clearances and use due care to avoid injury when passing them.

Mail cranes are located adjacent to depot at the following stations and employees are hereby warned of close clearance of these cranes, particularly when mail has been hung:

Yale Red Cliff Eagle Gypsum

9-A. Icehouse on ice track Minturn and stock chute platform on stock track Rifle will not clear L-105 class engines.

9-B. Structures located on track which serves Scowcroft & Son, at Price, will not clear L-105, L-131-132 class engines. This track leads off house track.

10. The speed of trains should be so restricted that absolute safety will be assured, and the maximum speed will ordinarily be that necessary to make the schedule.

Diesel locomotives when doubleheading with steam engines must be placed on head end and will not be doubleheaded with steam engines smaller than M-64 class.

10-A. Trains must not exceed the maximum speeds prescribed below:

Speed restrictions governing freight trains govern the speed of mixed trains and govern the speed of light engines unless otherwise provided.

Where other speed restrictions do not prohibit, Diesel locomotives running light may be operated in A.B.S. limits at a maximum speed of sixty (60) MPH but will not exceed the maximum speed authorized for passenger trains.

Steam engines running backward will not exceed 15 MPH on curves and 25 MPH on tangent track.

ZONE SPEEDS	Passenger MPH	Freight MPH
Sub-Division 3:		
Salida-Tennessee Pass	60	40
Tennessee Pass to Rex	22	15
Rex to Minturn	30	20
Minturn to Tennessee Pass	30	20
Tennessee Pass to Salida: Roller bearing engines, except diesel locomotives with dynamic brake operating		35
Sub-Division 3-A	25	15
Sub-Division 4 and 4-A:		
Minturn-Funston	55	45
Dotsero-Orestod	55	45
Funston-Palisade	65	50
Except M. P. 412-M. P. 436	55	45
Palisade-Grand Junction	70	50
Passenger trains will use not less than 32 minutes and freight trains not less than 42 minutes between Dotsero and Glenwood.		
Freight or mixed trains must not exceed a speed of ten miles per hour less than that shown on slow boards between Dotsero and Glenwood. Rule 10-H of the rules and regulations of the Operating Department, 1948, modified accordingly.		
Sub-Division 4-B	20	20
Sub-Division 5:		
Grand Junction-M. P. 471	70	50
M. P. 471-Westwater	55	45
Westwater MP 590	65	50
MP 590-Verde	55	45
Verde-Maxwell	65	50
Maxwell-Helper	55	45
Neslen Spur	12	12
Sub-Division 5-A:		
Mounds-Columbia Junction	20	20
Columbia Junction-Sunnyside	12	12
Sub-Division 16:		
Montrose-Delta	40	30
Delta-Grand Junction	40	25
Sub-Division 16-A:		
Delta-Bridge 380.19	40	30
Bridge 380.19-Payne	30	20
Payne-Somerset	30	15
All Sub-Divisions, except where specific restrictions in certain territories require lower speed:		
Through turn-outs equipped with Dual Controlled switches: West end Dotsero siding; east and west end Allen siding; west end Grizzly siding; west end north siding Funston: west end Chacra siding; east and west switch New Castle siding; east and west switch Silt siding; east and west switch Ives siding; east and west switch Rifle siding; east and west switch Lacy siding; east and west switch Dos siding; east and west switch Grand Valley siding; east and west switch Una siding; east and west switch DeBeque siding; east and west switch Akin siding; east and west switch Tunnel siding; east and west switch Cameo siding; east and west switch Palisade siding; east and west switch Clifton siding; east end east long lead MP 445.0; east and west switch Durham siding; west switch west long lead Durham; east and west switch Rhone siding; east and west switch Fruita siding; east and west switch Mack siding; east and west switch Cedar siding	32	32

	Passenger MPH	Freight MPH
Through turn-outs equipped with Dual Controlled switches: East end Shoshone siding; east end Grizzly siding; west end south siding Funston; east end Chacra siding	25	25
Through other turn-outs equipped with Dual Controlled switches	15	15
Through turn-outs equipped with spring switches except when lower speed is specified by time-table or slow boards	25	25
Through turn-outs all spring switches Salida	8	8
Through turn-outs spring switches Pando; east switch Swan, Riverside, Avon, and Eagle; west switch Princeton and Niche; M.P. 301.7 Minturn	15	15
Through turn-outs spring switch west end river track Bond	15	15
Through turn-outs spring switch east and west end outside sidings Farnham, west end Price, east and west end outside sidings Maxwell	15	15
On straight track when trailing through spring switches	30	30
Through turn-out between Main Track Sub-Division 4 and 4-A, Dotsero	25	25
In or out of other turn-outs	15	15
Approaching and thru interlockers	25	20
Over Railroad Crossings not interlocked	25	20
On curve east end of Bridge 360.30, Glenwood	25	25
Between MP 555 and west water column, Green River	30	30

Maximum speeds permissible in any service by various classes of power and equipment as follows:	Miles per Hour
Diesel locomotives Nos. 600-601	75
Diesel locomotives Nos. 548, 552, 553, 554, and M-64, M-68 class engines	70
Diesel locomotives Nos. 540, 541, 542, 543, 544, 545, 546, 547, 549, 550, 551, 555, 556, 557	65
Diesel locomotives Nos. 120, 121, 122, 123, 150, 151, 152	60
Diesel locomotives Nos. 66-74 and 100-119	50
Diesel locomotives Nos. 38-43	35
L-105 class engines	65
K-59 class engines	55
K-63 class engines	35
M-67 and M-78 class engines	50
M-75, L-131-132 class engines	45
C-48, L-95, F-81 and L-107 class engines	40
L-109 class engines	35
Trains hauling dead engines with side rods up	25
Trains hauling dead engines with side rods all down	15
Trains hauling dead engines with one pair wheels swinging	10
Derricks, Shovels, Clam Shells, Scale Test Cars, Ditchers and Pile Drivers moving on own wheels also K&J and Western Air Dumps, Sand cars X-3550 and X-3551 and loaded system coke racks	25
Steam Derricks 022, 026, 027, 028	35
Steam Derrick 028 must not be used on Aspen branch; when used on other branches speed must be restricted to 15 miles per hour over wooden trestles.	

10-B. City ordinances speed limits as follows:

Stations	Miles per Hour
Buena Vista	25
Grand Valley	30
Palisade	25
Grand Junction	25
Montrose	15
Price	30

10-C. Engines heavier than C-48 class will not be permitted to cross bridge 215.14 on narrow gauge main track Salida yard.

M-68, M-75 and L-105 class engines must not be used on Sub-Division 3-A.

On Sub-Division 4-B, C-41 class engines must not be doubleheaded with any power larger than T-29 class and C-48 class engines must not be double headed with any class of power. C-48 class engines must not be put on high bridge just beyond depot at Aspen.

M-68 class engines must not be moved on wye at Funston and Rifle.

Engines must not be moved on spur track leading off stem of wye and must not be moved beyond 500 feet north of warehouse on stem of wye, Cisco.

M-64, M-67, M-68, M-75, F-81, L-105, L-107, L-109, and L-131-132 class engines must not be moved on wye at Price.

M-67, M-75 and M-78 class engines must not be used east of Dragerton.

11. Company Surgeons are located as follows:

E. A. Hinds, Chief Surgeon, Denver

C. R. Fuller, Assistant Chief Surgeon, Salida

A. J. Bender	Salida
H. D. Smith	Salida
R. A. Hoover	Salida
L. E. Thompson: Eye, Ear, Nose & Throat	Salida
Leo J. Leonardi	Salida
T. H. Close	Buena Vista
F. J. McDonald	Leadville
V. E. Kelly	Leadville
John Kehoe	Gilman-Minturn
Robt. Barnard	Eagle
E. G. Ceriani (Kremmling)	Bond
R. R. Livingston	Bond-Glenwood
Paul J. White	Bond-Glenwood
R. C. Lewis	Aspen
O. F. Clagett	Rifle
F. H. Weidlein	Palisade
A. G. Taylor	Grand Junction
G. C. Cary (Eye)	Grand Junction
R. A. Raso	Grand Junction
H. M. Tupper	Grand Junction
K. E. Prescott	Grand Junction
Wm. C. Beaver: Eye Ear, Nose & Throat	Grand Junction
L. Hick, Jr.	Delta
W. S. Cleland	Delta
R. R. Rigg	Olathe-Montrose
J. A. Spring	Montrose
N. A. Brethouwer	Montrose
A. H. Milne	Paonia
Woodrow E. Brown	Paonia
Jas. S. Orr	Fruita
F. R. King	Green River-Price
F. V. Colombo	Columbia
Wm. W. Barrett	Sunnyside
J. C. Hubbard	Price
S. W. Fennemore	Price
J. E. Dorman: Eye, Ear, Nose & Throat	Price
A. R. Demman	Helper
Frank J. Gorishek	Helper

11-A. Hospitals are located as follows: D. & R. G. W. Salida; St. Mary's, Grand Junction; Price City, Price.

11-B. PROMPT TELEGRAPHIC REPORT (Form 3884) MUST BE MADE OF ALL ACCIDENTS. In the event Form 3884 cannot be furnished without unduly delaying the train a message must be filed at first open telegraph office giving principal facts concerning the accident and Form 3884 filed as quickly as possible thereafter. When a personal injury occurs on a train an additional message must be sent immediately to the Superintendent and Claim Department and if the injured person is not an employee on duty, the following information must be given; Kind of Transportation injured person holds, giving number of ticket or pass, destination of injured party, whether coach or pullman passenger with number or name of car and, if injured party stopping over enroute, state where stopover will be made and address at point of stopover.

In addition to the telegraphic reports (Form 3884) and messages above described, mail reports of all accidents and casualties must be promptly made and forwarded, using the following forms, according to the instructions thereon and in the Book of Rules:

Forms 3918 and 3922—All personal injuries and all crossing accidents.
Form 4009—When accident occurs on train to be filled out by passengers.
Form 4012—Inspection of Equipment (Mechanical Dept.)
Form 4119—Fire Report (Section Foremen).
Form 3511—Stock Struck Report (Enginemen).
Form 4117—Stock Report (Section Foremen).

11-C. SURGICAL ATTENTION. (Passengers and employes.) Whenever passengers or employes are injured, everything must be done to care for them properly, either calling the Company's nearest Surgeon to treat them (and if seriously injured, calling the nearest competent Surgeon to be had, until the Company's Surgeon can get to the place of accident), or if they are able to be moved, taking them to the nearest place at which the Company has a Surgeon and turning them over to him for care and treatment. If other than a Company Surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

(Others.) When persons not employes or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depot or industries, etc.) are injured, if they are unable to care for themselves, and if no friends or others are at hand to care for them, the nearest Company Surgeon should be called, or if he cannot be

reached, the nearest other competent Surgeon, which Surgeon must be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company except the emergency attention above noted.

11-D. Parties calling Surgeons should explain fully as possible the nature of the injuries so that the Surgeon may know what equipment to bring with him.

11-E. When any accident, collision of trains, or any collision of trains with vehicles or pedestrians, resulting in loss of life or injury to persons in Colorado, the superior officer, agent or employe on the ground at time of such accident shall immediately notify the Public Utilities Commission, 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.

Information concerning such accidents must be sent by Western Union Telegraph Company's wires and all agents will accept and so transmit, making notation that same shall be charged against CAK 33.

CONDITIONAL FLAG STOPS

12. Nos. 1 and 2 will stop at any station to discharge pay passengers ticketed through from foreign lines, or to pick up pay passengers ticketed through to points on foreign lines.

No. 8 will stop at any station between Helper and Grand Junction to pick up pay passengers for Denver or beyond.

12-A. No. 1 will stop at any station east of Grand Junction to pick up pay passengers for stations west of Grand Junction and will stop at Palisade to discharge pay passengers originating at Denver, Colorado Springs or Pueblo.

12-B. No. 2 will stop at any station east of Grand Junction to discharge pay passengers from west of Grand Junction and will stop at Palisade to pick up pay passengers destined Salida or points east thereof where train is scheduled to stop.

12-C. Nos. 1 and 2 will stop at stations where flag stop is shown between Grand Junction and Helper only on Sundays, Wednesdays, and Saturdays, to pick up and let off pass passengers.

12-D. Nos. 7 and 8 will stop at Rifle to pick up or discharge pay passengers to and from Denver.

No. 7 will stop at any station between Grand Jct. and Helper to discharge pay passengers from Denver.

12-E. Nos. 19 and 20 will stop on flag at Highway Overhead Crossing East of Eagle River Bridge Dotsero.

13. SPRING SWITCHES:

Miles from Denver	Location Spring Switches	Normal Position
213.8	Barrel	Main track
216.2	Salida	Main track
227.2	East Switch Swan	Main track
247.2	East Switch Riverside	Main track
252.7	West Switch Princeton	Main track
282.0	East Mitchell	Westward main track
284.6	West Mitchell	Eastward main track
286.8	Deen	Westward main track
288.5	East Switch Pando	Eastward main track
289.6	West Switch Pando	Westward main track
301.7	Minturn	Eastward lead track
302.2	Minturn	Eastward main track
303.6	Minturn	Main track
303.9	Minturn West Running Track	West Running Track
307.3	East Switch Avon	Main track
319.1	West Switch Wolcott	Main track
328.9	East Switch Eagle	Main track
336.7	West Switch Gypsum	Main track
129.4	West Switch, River Track, Bond	Main track
142.6	West Switch Dell	Main track
149.2	West Switch Sylvan	Main track
163.7	West Switch Niche	Main track
607.7	East Switch Outside Siding Farnham	Westward (outer) Siding
609.0	West Switch Outside Siding Farnham	Eastward (inner) Siding
619.5	West Switch Price	Main track
621.4	East Switch Outside Siding Maxwell	Westward (outer) Siding
622.7	West Switch Outside Siding Maxwell	Eastward (inner) Siding
625.3	Helper-East end Independent Lead	Main track

DUAL CONTROLLED SPRING SWITCHES

303.1	Minturn— West Running Track	To Derail
451.0	Grand Junction— West Long Lead	To Derail
625.6	Helper	Independent Lead
625.7	Helper	Independent Lead

13-A. Location of crossovers on two main tracks.

Miles from Denver	Points	Miles from Denver	Points
294.0	Facing	301.5	Trailing
294.4	Trailing	301.7	Facing
297.9	Trailing	302.0	Trailing
298.0	Facing		

14.

15. The following are Auxiliary lines (Rules 14 T, 14-U):

Salida	Sub-Division 13
Malta	Sub-Division 3-A
Dotsero	Sub-Division 4-A
Orestod	Sub-Division 4-A
Glenwood	Sub-Division 4-B
Grand Junction	Sub-Division 16
Mounds	Sub-Division 5-A
Delta	Sub-Division 16-A

16. Headlight of diesel locomotives must be kept burning during daylight hours when in road service except when necessary to comply with Operating Rules 17-B and 17-C.

17. Track No. 1 at Malta is westward siding.

18. East switch of wye at Sunnyside must be lined for the wye when not in use. Engine with or without cars departing Sunnyside from a point east of this wye switch must be brought to a stop before switch is lined for main track.

Switch to High-line coke bin track, Sunnyside, must be left lined for High-line coke bin track and switch to stub derail spur located off High-line coke bin track must be left lined for spur when not in use.

19. Switch to Carbon County Railway at east end of Columbia Junction must be lined for Sub-Division 5-A when not in use.

20. Any passenger who by reason of intoxication, or otherwise, is guilty of such disorderly conduct as to annoy, threaten or insult other persons on the train, and who refuses to desist therefrom when requested to do so by the Conductor, may be ejected, with his baggage, at the next station where Agent is on duty. The Conductor shall use only such force as may be necessary to accomplish such removal, and he may command other railroad employees to assist in such removal, and when necessary wire ahead for assistance. Before ejecting a passenger the Conductor shall tender to such passenger the unused portion of any fare which has been paid.

Whenever a passenger is ejected, the name and address of such passenger and the names and addresses of all witnesses, and their statements in writing if possible, should be obtained. All facts connected with such ejectment should be at once reported to the Division Superintendent.

Tracks Not Shown as Stations in Time-Table

SUB-DIVISION	NAME	Mile	Car Capacity	Switch Connection
3	Tie Plant	216.8	381	East End
3	Rex Spur	298.5	5	West End
4	Dowd	303.4	5	West End
4	Edwards	312.0	15	East End
4	Higby	353.5	7	West End
4	South Canon	365.2	3	East End
4	Nada	385.6	14	East End
4	Savoy	436.7	40	West End
4-B	Flour Mill	362.8	4	East End
4-B	Red Canon	364.1	3	East End
4-B	Kiggin	370.6	5	East End
4-B	Mulford	376.0	6	Both Ends
4-B	Hooks	380.4	5	East End
4-B	Saco	384.3	9	East End
4-B	Wingo	385.1	9	Both Ends
4-B	Rose	386.8	5	East End
4-B	Bates	387.4	21	Both Ends
4-B	Mellor	395.7	4	Both Ends
5	Loma	465.7	35	Both Ends
5	Neslen Spur	528.0	Yard	East End
5-A	Dragerton	14.2	10	Both Ends
16	Frost	359.4	8	Both Ends
16	Huff	385.9	12	Both Ends
16	Broughton	392.2	10	Both Ends
16	Peoples	394.0	10	Both Ends
16-A	Beet Track	374.0	20	Both Ends
16-A	Saunders	377.3	7	Both Ends
16-A	Hadley	404.5	12	Both Ends
16-A	Roberts	407.2	8	East End
16-A	Underwood	407.9	3	West End
16-A	Juanita Jct	412.0	50	East End
16-A	Bear Mine	416.6	31	Both Ends
16-A	Hawksnest	417.0	12	Both Ends
16-A	Oliver	417.4	Yard	Both Ends

LOCAL WATCH INSPECTORS

Mrs. Martha B. McCrumb.....Salida
Leadville Jewelry Co.....Leadville
George R. Parsons.....Grand Junction
T. E. Dever.....Glenwood Springs
C. D. Allen & Son.....Delta
G. J. DeVinny.....Montrose
Ross Jewelers.....Helper

Open Hours of Train Order Offices

Station	Week Day Hours	Sunday and Holiday Hours
Salida	Continuous	Continuous
Buena Vista	7:30 AM to 11:30 PM	7:30 AM to 11:30 PM
Malta	7:30 AM to 11:30 PM	7:30 AM to 11:30 PM
Tennessee Pass	Continuous	Continuous
Minturn	Continuous	Continuous
Wolcott	7:45 AM to 4:45 PM	Closed
Eagle	7:45 AM to 4:45 PM	Closed
Gypsum	7:45 AM to 4:45 PM	Closed
Dotsero	Continuous	Continuous
Bond	Continuous	Continuous
Grand Junction	Continuous	Continuous
Mounds (Sub-Division 5-A Only)	6:45 AM to 3:45 PM	Closed
Helper	Continuous	Continuous
Carbondale	8:00 AM to 5:00 PM	Closed
Aspen	8:00 AM to 5:00 PM	Closed
Delta	8:45 AM to 5:45 PM	8:45 AM to 11:45 AM
Olathe	9:00 AM to 6:00 PM	9:00 AM to 11:00 AM
Montrose	9:00 AM to 6:00 PM	4:00 PM to 6:00 PM
Austin	9:00 AM to 6:00 PM	Closed
Hotchkiss	8:00 AM to 5:00 PM	Closed
Paonia	9:00 AM to 6:00 PM	Closed

Following are legal holidays:

New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas (provided when any of the above days fall on Sunday, the day observed by the State, Nation, or by proclamation shall be considered the holiday).

UTAH STATE LAW: "Every locomotive shall be provided with a bell which shall be rung continuously from a point not less than 80-rods from any city or town street or public highway grade crossing until such city or town street or public highway grade crossing shall be crossed, but, except in towns and at terminal points, the sounding of the locomotive whistle or siren at least one-fourth of a mile before reaching any such grade crossing shall be deemed equivalent to ringing the bell as aforesaid; during the prevalence of fogs, snow and dust storms, the locomotive whistle shall be sounded before each street crossing while passing thru cities and towns. All locomotives with or without trains before crossing the main track at grade of any other railroad must come to a full stop at a distance not exceeding 400 feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle or two sounds of the siren shall be sounded at the moment of starting; **provided,** that whenever interlocking signal apparatus and derailing switches or any other crossing protective device approved by the Public Utilities Commission is adopted, such stop shall not be required.

"Provided that local authorities in their respective jurisdiction may, by ordinance approved by the Public Service Commission, provide more restricted sounding of bells or whistles or sirens than is provided herein and may prescribe points different from those herein set forth at which such signals shall be given and may further restrict such ringing of bells or sounding of whistles or sirens so as to provide for either the ringing of a bell or the sounding of a whistle or of a siren or the elimination of the sounding of such bells or whistles or sirens or either of them, except in case of emergency.

"The term locomotive as used herein shall mean every self-propelled steam engine, electrically propelled interurban car and so-called diesel-operated locomotive.

"Every person in charge of a locomotive violating the provisions of this section is guilty of a misdemeanor, and the Railroad Company shall be liable for all damages which any person may sustain by reason of such violation."

SIGNAL MAINTAINERS

Headquarters	Signal District From	Signal District To
Salida	ABS 2121	ABS 2162
Buena Vista	ABS 2163	ABS 2580
Tennessee Pass	ABS 2580	ABS 2897
Minturn	ABS 2897	ABS 3192
Dotsero	ABS 3192 / ABS 1665	ABS 3469 / ABS 1548
Bond	ABS 1289	ABS 1549
Glenwood	ABS 3469	ABS 3791
Rifle	ABS 3791	ABS 4081
DeBeque	ABS 4081	ABS 4332
Grand Junction	ABS 4332	ABS 4573
Mack	ABS 4573	ABS 4828
Cisco	ABS 4828	ABS 5097
Thompson	ABS 5097	ABS 5344
Green River	ABS 5344	ABS 5737
Cedar	ABS 5737	ABS 6038
Price	ABS 6038	ABS 6240

LOCATION WAYSIDE RADIO STATIONS

Bond
Dotsero
Funston
Salida—Dispatcher
Tennessee Pass
Minturn
Grand Junction—Dispatcher
Green River
Helper

Adjusted Tonnage Ratings

FROM	TO	Class 6000 H.P. Diesels 555-557	Class 6000 H.P. Diesels 552-554	Class 5400 H.P. Diesels 540-547 549-551	Class 5400 H.P. Diesel 548	Class L-131 L-132 Engines 3600-3619	Class L-107 L-109 Engines 3500-3509 3550-3564	Class L-105 Engines 3700-3714	Class L-95 Engines 3400-3415 xx	Class M-75 Engines 1600-1609	Class M-68 Engines 1800-1804	Class M-64 x M-67 Engines 1501-1510 1520-1530 1700-1713	Class K-59 K-63 Engines 1200-1213 1220-1227 1228-1229	Class C-48 Engines 1131-1199	Class C-41 Engines 1000-1028	Adjustment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Salida	Tennessee Pass.	4800	3600	3500	2800	3000	2700	2650	2000	1800	1580	1600	1210	1070	940	4
Minturn	Tennessee Pass.	2050	1550	1450	1400	1350	1125	1100	950	780	620	685	550	450	420	2
Grand Jct.	Glenwood	7200	6000	6300	5300	5100	4850	4500	3700	3350	3220	3000	2400	2000	1750	6
Glenwood	Minturn	5000	3900	3800	3500	3300	3000	2650	2400	2000	1870	1700	1500	1200	1130	4
Glenwood	Bond	5600	4400	4400	4200	3500			2550			1825	1600	1280		6
Grand Jct.	Mounds	6000	4900	4700	4200	4400		3500		2525	2400	2315	1790	1630		5
Mounds	Helper	7200	4900	4800	4400	4600	3850	3700	3400	2750	2600	2500	1970	1630		5
Helper	Woodside	6350	5100	5000	4600	6000	5300	4600	4550	3670	3300	3300	2390	2100		7
Woodside	Green River	6350	5100	4800	4400	4400		3700		3020	2600	2700	2040	1870		6
Green River	Grand Jct.	6350	5100	4700	4400	4400		3550		2525	2400	2315	1790	1630		5
Mounds	Columbia Jct.					2800	2300		2000	1540		1365	1050	950	700	3
Columbia Jct.	Sunnyside					1450	1325		1030				530	450	350	2
Grand Jct.	Delta												4250	3320	2720	10
Delta	Montrose												1950	1570	1280	5
Delta	Somerset												1850	1520	1240	5
Somerset	Rogers Mesa												4000	3200	2380	8

xx Tractive effort engines 3400, 3401, 3402, 3403, 3409 and 3414 have been increased to 99,000 pounds and are rated 4.2% more than other 3400 series engines.

x Engine 1515 is M-67 class.

TONNAGE RATINGS AND CAR LIMITS

These ratings are the usual tonnage ratings for dead freight trains. Chief Dispatchers are authorized to increase or decrease these ratings in their discretion in accordance with standing instructions, to adjust for slack grades, condition of power, necessity for maintaining stock schedules, or for any other reasons which justify.

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.

Following are the car limits per train Tennessee Pass to Minturn:

90 loaded cars.
100 loads and empties mixed.
100 empties.

Following are the car limits per train, Sunnyside Branch:

Sunnyside to Columbia Junction: 50 loaded cars. Any empties may be handled in addition to loads. Trains handled by diesel electric switch engines: 40 loaded cars, not to exceed 30 cars of coal; empties may be handled in addition to loads. Caboose must be on train and air coupled thru at Sunnyside before final air test is made prior to departure.

Columbia Junction to Mounds: 105 cars.