The DENVER AND SALT LAKE RAILWAY COMPANY

EMPLOYES' TIME-TABLE

EFFECTIVE 12:01 A. M., SUNDAY, AUGUST 17, 1930

STANDARD TIME, 105th MERIDIAN

THIS TIME-TABLE is for the guidance of employes only, and is not intended for the information of the public, or as an advertisement of any train. The Company reserves the right to vary from it at pleasure.

THE W. H. KISTLER STAT Y CO., DENVER

SUB-DIVISION 1

WESTWARD — EASTWARD

TIME TABLE No. 32

August 17, 1930

Altitude	Freight Train Running Time Minutes	FIRST CLASS 1 Passenger Mail & Exp. L. Daily A. M.	Ruling Grade Ascending Per Cent.	Station Numbers	Distance from Denver	STATIONS			Distance from Craig	Symbols	Ruling Grade Ascending Per Cent.	Car Capacity Passing Tracks	Car Capacity Other Tracks	FIRST CLASS 2 Passenger Mail & Exp. A. Daily P. M.	Freight Train Running Time Minutes
5170		8.40		0	0.	**DENVER**	DN	DS DI	231.65	DN R-P		Yard 132		5.45	
			0.7			3.80					0.				
5215	10	s 8.54	0.6	4	3.80	UTAH JUNCTION			227.85	Y-O-F W-P	1.2	Yd.700	325	s 5.30	9
						3.12									
5268	22	f 9.00	1.7	7	6.92	RALSTON			224.73	P	0.	48		f 5.22	15
						6.02									
5687	25	f 9.10	2.0	13	12.94	LEYDEN JUNCTION			218.71	W-P	0.	59		f 5.10	12
						5.01									
6162	13	f 9.22	2.0	18	17.95	ARENA			213.70	P	0.	46	17	f 4.58	10
						2.53									
6395	21	f 9.28	2.0	20	20.48	FIRE CLAY			211.17	P	0.		12	f 4.50	11
						3.97									
6783	13	f 9.40	2.0	25	24.45	PLAINVIEW		PA	207.20	DN-P	0.	80	11	s 4.43	9
						2.85									
7040	22	f 9.45	2.0	27	27.30	SCENIC			204.35	P	0.	Sp-14 East		f 4.35	15
						4.26									
7457	28	f 9.57	2.0	32	31.56	CRESCENT			200.09	P	0.	50		f 4.24	18
						5.48									
7958	20	s 10.13	2.0	37	37.04	PINE CLIFF			194.61	W-P	0.	89	18	s 4.10	13
						4.69									
8367	25	s 10.26	2.0	42	41.73	ROLLINSVILLE		R	189.92	P	0.	40	25	f 4.00	15
						5.16									
8889	15	s 10.40	2.0	47	46.89	TOLLAND		MN	184.76	D-P	0.	34	167	s 3.50	10
						2.94									
9197	18	f 10.50	0.3	50	49.83	EAST PORTAL			181.82	P	0.9	75	10	f 3.40	25
						6.80									
9076	4	s 11.05	0.	57	56.63	WEST PORTAL		RV	175.02	DN-P	2.0	75	16	s 3.25	8
						1.68									
8918	13	11.10	0.	58	58.31	VASQUEZ			173.34	P	2.0	SP West	125	3.20	25
						3.85									
8560	8	s 11.20	0.	62	62.16	FRASER		Z	169.49	D-P	1.7	54	25	s 3.10	15
						3.82									
8317		11.30		66	65.98	**TABERNASH**		RN	165.67	R-Y-W-F DN-P		Yd 250	275	3.00	
		A. M. A. Daily												P. M. L. Daily	
	(4′ 17″)	(2′ 50″)				(65.98)								(2′ 45″)	(3′ 30″)

ADDITIONAL SIDINGS, SPURS, WATER STATIONS, FLAG STOPS & TELEPHONES

LOCATION	Station Numbers	Phone	Miles from Denver	Car Capacity	Switch Connections	Flag Stops Trains
Plastic	17		16.97	12	Sd	
Coal Creek		P	22.97	Water		
Tunnel 17	29	P	29.34	11	Sp-East	
Miramonte	34		33.60			1 and2
Pactolus	38		38.55	14	Sp-West	
Lincoln Hills	39		39.31			1 and 2
Espy	43		42.68	37	Sd	
Hill Line	49		49.39		Sp-East	
Wood	59	P	59.19	17	Sp-West	
Pearsons	61		61.19	7	Sp-East	Disconnected

SUB-DIVISION 2

TIME-TABLE No. 32

August 17, 1930

Altitude	Freight Train Running Time Minutes	FIRST CLASS 1 Passenger Mail & Exp. L. Daily A. M.	Ruling Grade Ascending Per Cent.	Station Numbers	Distance from Denver	STATIONS	Distance from Craig	Symbols	Ruling Grade Ascending Per Cent.	Car Capacity Passing Tracks	Car Capacity Other Tracks	FIRST CLASS 2 Passenger Mail & Exp. A. Daily P. M.	Freight Train Running Time Minutes
8317		11.35		66	65.98	**TABERNASH** RN	165.67	R-Y-W F-DN-P		Yd. 250	275	3.00	
	15		0.			4.25			1.0				20
8157		f 11.45		70	70.23	ELKDALE	161.42	P		52		f 2.42	
	13		0.			5.56			1.0				23
7937		s 11.59 AM		76	75.79	GRANBY B	155.86	D-P		61	35	s 2.30	
	12		0.			5.38			0.9				18
7766		f 12.10 PM		81	81.17	WILLOWS	150.48			46		f 2.19	
	13		0.			4.98			0.8				18
7665		s 12.22		86	86.15	SULPHUR SPRINGS GS	145.50	Y-W-D P		106	30	s 2.07	
	16		0.			4.91			1.0				17
7592		s 12.35		91	91.06	PARSHALL	140.59	P		45	15	s 1.55	
	18		0.			6.78			1.0				26
7348		f 12.53		98	97.84	TROUBLESOME	133.81	P		60		s 1.37	
	13		0.			5.63			0.3				14
7322		s 1.10		103	103.47	KREMMLING K	128.18	W-F DN-P		63	52	s 1.25	
	8		0.			2.54			0.				8
7322		1.20 ②		106	106.01	GORE	125.64	P		Sp-21 East		1.20 ①	
	15		0.			5.31			1.0				28
7100		f 1.35		111	111.32	AZURE	120.33	P		62	25	f 1.08	
	16		0.			5.05			1.0				26
6883		f 1.50		116	116.37	RADIUM	115.28	W-P		50		f 12.55	
	17		0.			6.60			1.0				18
6797		f 2.05		123	122.97	YARMONY	108.68	Y-P		80		f 12.42	
	10		0.			3.39			1.0				12
6728		s 2.13		126	126.36	STATE BRIDGE	105.29	P		19		s 12.35	
	6		0.			2.19			0.5				9
6700		f 2.18		129	128.55	ORESTOD	103.10	W-P		60	12	f 12.32	
	31		2.0			5.82			0.				21
7228		s 2.40		134	134.37	McCOY MC	97.28	DN-P		58	15	s 12.15	
	23		2.0			4.33			0.				15
7664		f 2.55		139	138.70	CRATER	92.95	Y-P		67	69	f 12.05 PM	
	15		1.0			3.84			0.				15
7807		f 3.07		143	142.54	VOLCANO	89.11	P		57	14	f 11.53 AM	
	25		1.0			7.22			0.				27
8112		f 3.30		150	149.76	EGERIA	81.89	W-P		88	14	f 11.29	
	9		1.0			3.06			0.				10
8246		s 3.37		153	152.82	TOPONAS	78.83	Y-P		62	21	s 11.23	
	15		0.			5.19			1.8				20
8007		f 3.47		158	158.01	TRAPPER	73.64	P		88	51	f 11.12	
	10		0.			3.83			1.0				10
7882		s 3.57		162	161.84	YAMPA WA	69.81	W-D-P		88	47	s 11.05	
	14		0.			6.15			1.8				40
7413		4.20		168	167.99	**PHIPPSBURG** BG	63.66	Y-W-F-R DN-O-P		Yd. 380	140	10.40	
		P. M. A. Daily										A. M. L. Daily	
	(5′ 14″)	(4′ 45″)				(102.01)						(4′ 20″)	(6′ 35″)

ADDITIONAL SIDINGS, SPURS, WATER STATIONS, FLAG STOPS and TELEPHONES

LOCATION	Station Numbers	Phone	Miles from Denver	Car Capacity	Switch Connections	Flag Stops Trains
Wasatch	80		79.79			1 and 2
Byers Canon		P	88.51			
Dollofts	89		88.76			1 and 2
Gore Canon		P	109.10			
Gore Canon		P	112.08			
Blacktail	115	P	115.13	28	Sp-West	
Coppertown	132		132.19	6	Sp-East	1 and 2
Rock Creek		P	140.49	Water		
Cinder Pit	144	P	143.62	116	Ballast Pit	1 and 2
Egeria Canon		P	147.30			
Shorter	164		164.09	8	Sp-East	

SUB-DIVISION 3

WESTWARD — EASTWARD

TIME-TABLE No. 32 — August 17, 1930

Altitude	Ruling Grade Ascending Per Cent.	FIRST CLASS 1 Passenger Mail & Expr. L. Daily P. M.	Station Numbers	Distance from Denver	STATIONS	Distance from Craig	Symbols	Car Capacity Passing Tracks	Car Capacity Other Tracks	FIRST CLASS 2 Passenger Mail & Exp. A. Daily A. M.	Ruling Grade Ascending Per Cent.
7413		4.20	168	167.99	PHIPPSBURG BG	63.66	DN-P-R Y-O-W-F	Yard 380	140	10.40	
	1.0				3.45						1.8
7397		s 4.40	171	171.44	OAK CREEK CK	60.21	D-P	16	10	s 10.30	
	0.				.78						1.0
7363		f 4.45	172	172.22	OAK HILLS	59.43	P		Mine Trks.	f 10.25	
	0.				1.19						1.6
7285		f 4.48	173	173.41	ROUTT	58.24	Y-P	41	Y-21	f 10.23	
	0.				1.27						1.7
7199		s 4.52	175	174.68	HAYBRO	56.97	W-P	18	Mine Trks.	s 10.20	
	0.				3.71						1.3
7031		f 5.00	178	178.40	DEER PARK	53.26	P	53		f 10.13	
	0.				5.14						1.0
6822		s 5.15	184	183.85	SIDNEY	48.12	P	69		s 10.00	
	0.				7.58						1.0
6683		s 5.40	191	191.11	STEAMBOAT SPRINGS S	40.54	DN-P Y-W	64	104	s 9.45	
	0.				6.66						0.5
6529		f 5.53	198	197.77	BROOKSTON	33.88	P	51		f 9.23	
	0.				3.40						0.5
6478		s 6.00	201	201.17	MILNER	30.48	P	52		s 9.15	
	0.				2.60						0.5
6448		f 6.10	204	203.77	TOW CREEK	27.88			Sd-16	f 9.07	
	0.				2.58						0.5
6425		f 6.16	206	206.35	BEAR RIVER	25.30	P		Mine Trks.	f 9.00	
	0.				1.62						0.4
6413		s 6.25	208	207.97	MT. HARRIS RS	23.68	D-P Y-W	76	Sd-30 Y-30	s 8.57	
	0.				7.08						0.5
6327		s 6.45	215	215.05	HAYDEN HN	16.60	D-P	54		s 8.40	
	0.				4.42						0.5
6278		s 6.54	219	219.47	CARY RANCH	12.18	P	27		s 8.29	
	0.				5.83						0.4
6225		f 7.05	225	225.30	ELK HEAD	6.35	P	Sp-17 East		f 8.18	
	0.				6.35						0.5
6174		7.20	232	231.65	CRAIG CG	0.00	D-R-P W-P	Yard	170	8.05	
		P. M. A. Daily								A. M. L. Daily	
		(3′ 00″)			(63.66)					(2′ 35″)	

ADDITIONAL TRACKS AND FLAG STOPS

LOCATION	Station Numbers	Distance from Denver	Car Capacity	Switch Connections	Flag Stops for Trains
Pallas Spur	170	170.60	3	West	
Continental Oil Spur	171	171.23	2	East	
Pinnacle Spur	171½	171.79	Mine Tracks	West	
Keystone Spur	173	173.76	Mine Tracks	West	
Harding Spur	176	176.29	Mine Tracks	West	1 and 2
Mill Spur	190	189.81	4	East	
McGregor Spur	202	202.02	Mine Tracks	West	1 and 2
Coalview Spur	205	205.62	Mine Tracks	East	1 and 2
Wolfe Creek Spur	208	207.63	Mine Tracks	Wye	
Elevator Spur	215	214.81	4	East	
Spencer Spur	227	227.15	2	East	Disconnected

1. The Chief Dispatcher has charge of the dispatchers, agents, operators and train movements.

2. A train must not leave its initial station on any sub-division without procuring clearance card. Register stations are shown in FULL FACED TYPE on each Sub-division.

3. Rule 93 of Rules and Regulations of Operating Department: Yard and Station Limits. Should there not be a clear, unobstructed view for at least 15 car lengths, (630 feet) track will be considered, under this rule, as being obstructed.

4. Conductors will show on the train register the numbers of all helper engines in their train.

5. Retainers will be used on all eastward trains Crater to Orestod and East Portal to Ralston. On trains handling stock, the extent to which retainers will be used is left to the judgment of the conductor and engineman. When only a portion of the retainers are used, they must be alternated, to reduce liability of overheating wheels. Retainers will be used in "heavy duty" position only when absolutely necessary, and then only on heavily loaded cars.

All eastward dead freight trains will make stop at either Pine Cliff or Crescent for inspection and to cool wheels.

6. Conductors of freight trains will give the dispatcher as much advance notice as possible of the approximate time train will be ready to leave a station; they will also report immediately to the dispatcher their arrival at all stations where stops are made of sufficient duration to permit reporting without delay to train.

Conductors handling local freight trains will wire Chief Dispatcher on or before arrival at end of run a report covering all loaded and empty cars at non-agency stations and will make blind siding report on Form 989-R as per instructions thereon.

7. Care must be exercised when handling outfit cars in service; occupants must be notified before coupling to or moving cars.

8. All passenger train conductors and trainmen must, at all times while on duty, wear the prescribed badges and regulation uniform leaving and arriving at terminals, and during the entire trip when it can be done without serious detriment to the uniform.

9. When entering tunnels where light is obscured, headlight must be lighted and a red light must be displayed to the rear of train; trainmen must have lanterns ready for immediate use. Passenger trainmen will see that lamps are lighted in each car.

When a passenger train is stopped in a tunnel, train must be moved out as promptly as possible to avoid discomfort to passengers.

10. Enginemen will report on form 915R all coal taken by them, depositing same in receptacle provided for that purpose at coaling station.

11. When spotting cars on coal chutes at Tolland and Kremmling, sufficient cars must be handled to avoid placing engine on incline.

12. Cars must not be dropped from the Wadge mine at Mt. Harris. When dropping cars to Bear River mine, let cars go to main track, then pick up and shove cars to mine track with engine.

13. When so instructed, or it otherwise becomes necessary for a passenger train to take siding when meeting a freight train, when practicable, freight crew will handle all switches.

14. When cars are set out at Leyden Junction for delivery to the D&IM R'y, conductor will leave in the waybill box a blind siding report to cover; these reports to show time and date car was set out, and when covering loaded cars, name of consignee, location and whether load has been weighed.

15. Car capacity of sidings is figured on the basis of 42 feet per car.

16. Trestle and bridge leading to power plant from McGregor mine spur are not safe for engines.

17. A "19" train order may be received over the telephone by any member of the train or engine crew; the party taking order must sign his last name in full in the space provided for operators signature, then deliver copy of order to each person addressed.

A "31" train order may be received over the telephone by any member of the train or engine crew, but must be repeated by and "complete" given only to either the conductor or engineman of the train.

18. When handling cranes and other similar equipment requiring a car upon which to rest the boom, cars must be securely chained to prevent parting.

Equipment such as Jordan spreaders, ditchers, wrecking derricks, etc., should be handled next to train engine. When rotary plows are trailed ascending grades, they must be securely chained to draw bar.

19. Fusees must be placed outside of rail on the side of the engineman of an approaching train. When fusees are thrown from a moving train, care must be exercised to know that fusee is thrown outside of rail. Trains handling gasoline or other inflammable lading must not pass over burning fusees.

20. When an auxiliary water tank is used behind an engine tender, it is considered as part of the engine, within the meaning of Operating Rule No. 22.

21. The superior train, when arriving first and holding main track at meeting point, will open switch for the train to be met, but must not give the approaching train a proceed signal.

22. Under Operating Rule 99, when a rear flagman is called in by the engineman and the train is in such a position that a signal from the rear end cannot be seen from the head end, the flagman will, on his return to rear of train, open the train line sufficiently to make a reduction of 15 to 20 pounds; the engineman will accept this as a signal to proceed, but will stop after the rear of train comes within his range of vision unless the proper proceed signal is then given.

23. OPERATION MOFFAT TUNNEL. All trains, inspection cars, motor cars and work cars of whatever description must procure authority from the train dispatcher before occupying track within the Moffat Tunnel limits. All movements within these limits will be made under absolute block authority secured from the train dispatcher.

The Moffat Tunnel limits extend over main track between the east passing track switch at East Portal and the east passing track switch at West Portal.

Trains and others may move in either direction within the Moffat Tunnel limits, as authorized by block order, until block is cleared, without flag protection, except when a helper engine is detached from the rear of train within the tunnel limits, the train must not make a reverse movement until it is known that the detached engine is clear of the block. Telephones are located at various points in the tunnel for use in such emergencies.

Authority for eastward trains to enter the Moffat Tunnel limits will be given by train order semaphore, or a written block order. When within view of the semaphore, the engineman will sound the prescribed whistle signal, the same as done at other stations; if the board is then raised to the 'clear' or 'proceed' position, it will be authority for the train to enter the block and proceed through the tunnel. If the semaphore board is not changed, or it is changed to any other position than 'proceed', a written block order authority must be obtained before train enters the block. Unless otherwise instructed, eastward trains will clear the Moffat Tunnel block from Pine Cliff.

Authority for westward trains to enter the Moffat Tunnel limits must be secured before occupying main track beyond the east passing track switch at East Portal. The signal light at East Portal is operated from the Ventilating Plant. Trains and others will not pass signal while red is displayed; a green indication is a signal to enter the tunnel after block order authority has been secured. Operators, when on duty, will clear block for westward trains at West Portal. Train must be entirely clear of block territory before block is cleared.

Authority to enter the block will not in any way affect or change any train orders held, or Time Table schedule rights.

If a train is stopped in the Moffat Tunnel in excess of ten minutes, the dispatcher must be promptly advised. Should a passenger train be stopped in tunnel under circumstances that might cause discomfort to passengers from smoke or gas, such action must be taken as will, in the judgment of the conductor, afford the necessary relief, detaching engine and moving it out of the tunnel if necessary.

Should a delay occur after authority has been procured for an eastward movement, the dispatcher must be promptly notified so that steps can be taken to avoid unnecessary operation of the ventilating plant.

Should a train handling gasoline or other inflammable lading meet with an accident in the tunnel, every precaution must be taken to avoid damage from fire or explosion. When practical, engines should be moved to a safe distance from the trouble.

Fire extinguishers and other necessary fire fighting apparatus are mounted on specially equipped push cars and are located in Refuges No's 8, 13 and 18; all concerned must familiarize themselves with these locations, that no time will be lost in locating this equipment when needed. Fire wagon located at West Portal.

In case of fire, promptly notify the Fan Operator and supply him with the necessary information as to any change desired in the air current.

Gas masks and pulmotor are located in the ventilating plant at East Portal.

Trainmen are relieved from closing passing track switches behind train when entering tunnel in either direction. Fan operator at East Portal and station operator at West Portal will be held responsible for the closing of these switches. When a train enters the tunnel from passing track at East Portal, the switch must not be lined for main track unless the main track is clear to the east passing track switch, or the train has cleared the block at West Portal.

24. Passengers on freight trains: Passengers, other than caretakers holding proper transportation and others holding transportation endorsed 'good on freight trains', will only be carried on freight trains under special instructions issued by proper authority.

BLOCK RULES

25. All trains and yard engines operating between Denver and Utah Junction will move under absolute block authority, secured from the train dispatcher, and the block must be cleared promptly after movement has been completed.

All movements made through the Moffat Tunnel by trains or workmen using other means of transportation must be made under absolute block authority secured from the train dispatcher; block must be promptly released after movement is made. (See Time Table Rule 23.)

WARNINGS.

26. All employes are warned that there are coal chutes, platforms and other structures adjacent to main track and sidings, spurs and industry tracks that will not clear a person on side of car and employes should acquaint themselves with location of same and must protect themselves from injury when passing such structures.

The viaduct posts under the 16th Street viaduct, Denver, will not clear a person on side of car or hanging out of window of car and all are cautioned of the danger incident to exposing person on side of cars passing under the viaduct.

Employes are warned that it is dangerous to stand on top of high cars while passing through tunnels, snow sheds or under viaducts.

RAILROAD CROSSINGS AND JUNCTIONS.

27. All trains and engines must come to a stop within 300 feet of any railroad crossing at grade, sound whistle signal 14-b and not proceed until track is known to be clear.

At the crossing with the C. & S. Belt Line (MP 0.57) D. & S. L. trains have right to cross ahead of C. & S. trains.

At the crossing with the C. & S. Georgetown line (MP 2.68) C. & S. trains have the right to cross ahead of D. & S. L. trains.

Care must be exercised when pushing cars. Approaching railroad crossings the stop must be made when the lead car is clear of crossing; trainman riding the lead car must know that crossing is clear before giving signal to proceed.

The normal position of the junction switch at Utah Junction with the Belt Line is for the D. & S. L. main track; all trains must approach this switch prepared to stop and know that switch is properly set before passing over it.

INTERCHANGE TRACKS.

28. Denver, West 38th Avenue, Colo. & Southern R'y.

Denver, East 47th Avenue, Union Pacific R'y. D. & S. L. engines will come to stop before entering transfer tracks.

Utah Junction, Chicago, Burlington & Quincy R'y.

Leyden Junction, Denver and Intermountain R'R. When necessary to use the D. & I. M. R. R. tracks, permission must be procured from the D. & I. M. dispatcher at Clear Creek Junction, over telephone in booth at Leyden Junction. In using the three rail switches leading to the D. & I. M. tracks at Leyden Junction, care must be exercised to know that equipment is clear of all switch points before switch is thrown.

Transmission and trolley wires of the D. & I. M. R. R. will not clear man on top of box car.

OPEN HOURS TRAIN ORDER OFFICES.

29. When a green flag is displayed on the mast of a train order semaphore and boards are in clear position, it indicates the office is closed.

Rule 221-F is modified to the extent that it is not required that semaphore lights be extinguished when office is closed.

Should the semaphore arm indicate stop, or approach with caution, and a green flag be displayed on the mast, it must be treated as the most restrictive indication that can be given by that signal, and necessitates the strict compliance with the provisions of Rule 221-A of the Rules and Regulations of the Operating Department.

30. COUNTY INTERSECTING LINE SIGNS

Denver County-Adams County	MP	2.69
Adams County-Jefferson County		6.29
Jefferson County-Boulder County		26.14
Boulder County-Jefferson County		28.36
Jefferson County-Boulder County		29.38
Boulder County-Gilpin County		34.60
Gilpin County-Boulder County		36.64
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

31. STANDARD CLOCKS.

First Sub-division—
Denver, dispatcher's office.
Tabernash, telegraph office.
Second Sub-division—
Tabernash, telegraph office.
Phippsburg, telegraph office.
Third Sub-division—
Phippsburg, telegraph office.

32. BULLETIN BOOKS.

First Sub-division—
Denver, dispatcher's office.
Tabernash, telegraph office.
Second Sub-division—
Tabernash telegraph office.
Phippsburg, telegraph office.
Third Sub-division—
Phippsburg, telegraph office.
Craig, telegraph office.

33. YARD LIMIT BOARDS.

First Sub-division—
Utah Junction.
Tabernash.
Second Sub-division—
Tabernash.
Cinder Pit.
Phippsburg.
Third Sub-division—
Phippsburg.
Mt. Harris.
Craig.

SPEED LIMITS, MILES PER HOUR

34. Trains handling steam shovels, wrecking derricks, ditchers, etc., 20 miles.

Rotary snow plows 15 miles; dead engines 15 miles.

Engines running backwards, 15 miles.

Engines running light or with caboose only, excepting engines of Mallet type, may make passenger train scheduled speed.

Except as restricted by speed markers, the following will govern the speed of all trains:

First Sub-division—
Passenger trains, 50 miles.
Freight trains, 35 miles.
East Portal to Plainview:
Passenger trains, 40 miles.
Freight trains, 25 miles.
Vasquez to Fraser:
Passenger trains, 35 miles.
Freight trains, 25 miles.
Second Sub-division—
Passenger trains, 50 miles.
Freight trains, 35 miles.
Crater to Orestod:
Passenger trains, 35 miles.
Freight trains, 25 miles.
Third Sub-division—
Passenger trains, 50 miles.
Freight trains, 40 miles.
Phippsburg to Haybro:
Passenger trains, 35 miles.
Freight trains, 25 miles.

34A. Speed Table:

10 miles per hour is equivalent to one mile in	6 minutes, 0 seconds
15 miles per hour is equivalent to one mile in	4 minutes, 0 seconds
20 miles per hour is equivalent to one mile in	3 minutes, 0 seconds
25 miles per hour is equivalent to one mile in	2 minutes, 24 seconds
30 miles per hour is equivalent to one mile in	2 minutes, 0 seconds
35 miles per hour is equivalent to one mile in	1 minute, 43 seconds
40 miles per hour is equivalent to one mile in	1 minute, 30 seconds
45 miles per hour is equivalent to one mile in	1 minute, 20 seconds
50 miles per hour is equivalent to one mile in	1 minute, 12 seconds
55 miles per hour is equivalent to one mile in	1 minute, 5 seconds

35. COMPANY SURGEONS.

Dr. Matt R. Root, Chief Surgeon.....731 Majestic Building, Denver
Dr. William Roberts, Local Surgeon..730 Majestic Building, Denver
Dr. E. T. Boyd, Oculist.....823 Majestic Bldg., Denver
Dr. W. K. Coleman, Dental Surgeon...316 Majestic Building, Denver
Dr. G. P. Lingenfelter, Skin Specialist..452 Metropolitan B., Denver
Dr. A. C. Sudan, Local Surgeon.....Kremmling
Dr. W. C. Cole, Local Surgeon.....McCoy
Dr. W. S. Fleming, Local Surgeon.....Phippsburg
Dr. F. J. Blackmer, Local Surgeon.....Steamboat Springs
Dr. W. E. Driscoll, Local Surgeon.....Craig

36. TIME INSPECTOR.

K. C. Cosley, 301 University Building...16th & Champa Sts., Denver

37. TRAIN DISPATCHERS.

J. B. Culbertson, Chief Dispatcher, Denver.
A. S. Meldrum, Dispatcher, Denver.
W. C. Patty, Dispatcher, Denver.
S. L. Smith, Dispatcher, Denver.
G. A. Durbin, Dispatcher, Denver.

W. R. FREEMAN, President, Denver
A. L. JOHNSON, General Superintendent, Denver
L. HOLLADAY, Assistant Superintendent, Tabernash
M. L. PHELPS, Assistant to General Superintendent, Denver

TONNAGE RATING

FOR ALL ENGINES OVER ALL GRADES

Engine Classes		76	63	44	42	34	33	30	28	19
Engine Numbers		200 to 216	400 to 409	103 to 123	100 to 102	303	301 to 302	300	20 to 21	390 to 391
Weight on Drivers		332,000	232,000	195,000	186,000	161,500	140,000	142,000	132,000	70,000
FROM	TO	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
FIRST SUB-DIVISION										
Denver	East Portal	1140	1000	690	670	530	515	475	440	290
East Portal	Tabernash	4600	4050	2840	2765	2250	2170	2000	1810	1220
Tabernash	West Portal	1250	1100	750	735	580	565	520	480	125
West Portal	Denver	2530	2225	1550	1510	1220	1180	1085	990	660
SECOND SUB-DIVISION										
Orestod	Tabernash	2530	2225	1550	1510	1220	1180	1085	990	660
Orestod	Crater	1140	1000	690	670	530	515	475	440	290
Crater	Toponas	2145	1890	1310	1280	1030	1000	920	840	560
Phippsburg	Toponas	1400	1235	850	825	650	640	590	550	360
THIRD SUB-DIVISION										
Haybro	Phippsburg	1400	1235	850	825	650	640	590	550	360
Steamboat Spgs.	Haybro	2530	2225	1550	1510	1220	1180	1085	990	660
Craig	Steamboat Spgs.	4600	4050	2840	2765	2250	2170	2000	1810	1220

The above tonnage ratings will govern under ordinary conditions. Conductors are responsible for the proper tonnage being handled in their trains, and when weather conditions are such that full ratings cannot be handled, they should notify the dispatcher; if unable to confer with the dispatcher, conductor will reduce tonnage to what can be handled. Westward rating is based on empty cars; eastward on loaded cars.

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 waybill 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. A written explanation must be made when this rule is not complied with. Yardmasters at Utah Junction and station employes at Tabernash and 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 Third District eastward trains. If less tonnage than instructed is handled, a suitable explanation must be made on wheel report.