



The
Denver and Salt Lake Railway
Company

TIME-TABLE
No. 39

Effective Sunday, June 12, 1938

12.01 A. M.

Mountain Standard Time

Superseding Time-Table No. 38

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

The Management reserves the right to vary
from it at pleasure

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

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

CHAS. PETERSON,
Master Mechanic,
Denver

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

J. B. CULBERTSON,
Chief Dispatcher,
Denver

H. R. FENN,
Yardmaster,
Utah Jct.

WESTWARD

SUBDIVISION 1

D. & S. L.	FIRST CLASS				TIME-TABLE No. 39 JUNE 12, 1938		Symbols	Miles From Denver	Ruling Grade Ascending Per Cent	Car Capacity		
	D. & S. L. 11 Mixed	D. & R. G. W. 19 Mountaineer	D. & R. G. W. 5 Panoramic	D. & S. L. 1 Passenger Mail & Exp.						Staging	Other Tracks	Altitude Feet
Freight Train Running Time	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS							
Minutes	8 00 PM			8 50 AM	DN	DENVER (D. & S. L.) DN	B-K-P	0.0			Yard 125	5170
						1.0			0.5			
					CX	PROSPECT (D. & R. G. W.) DN	J-P	1.0	0.8			5170
	8 11	8 01	4 07	8 55		0.5 FOX JCT.	J	1.50	0.8			5187
	8 13	8 03	4 09	8 57		0.91 ENDO	P	2.41	0.5			5201
3	s 8 16	8 06	4 12	s 9 00	Main Tracks	1.84 ZUNI DN	B-J-K-P	4.25	0.6			5211
2	8 18	8 08	4 14	9 02	Main Tracks	1.18 LOWELL	P	5.43	0.6	127		5217
22	8 20	8 09	4 15	f 9 03		0.99 RALSTON	P	6.42	1.7	126	17	5252
21	8 32	8 19	4 25	f 9 13	JN	5.55 LEYDEN	P	11.97	2.0	119		5617
13	8 45	8 31	4 37	f 9 23		6.01 ARENA	P	17.98	2.0	118	34	6165
18	8 52	8 38	4 45	f 9 28 (6)		2.91 CLAY	P	20.89	2.0	76		6438
13	s 9 02	8 48	4 54	f 9 39	PA	3.56 PLAIN DN	P	24.45	2.0	77	25	6782
						2.77 SCENIC	P	27.22	2.0		Sp-14 East	7038
22	9 11	8 55	5 01	f 9 46		4.12 CRESCENT	P	31.34	2.0	78		7441
25	9 25	9 09	5 13	f 9 58		5.70 CLIFF	P-W	37.04	2.0	84	17	7066
20	s 9 46	9 28	5 33	s 10 16	PC	4.69 ROLLINS	P	41.73	2.0	105	26	8367
20	s 9 59	9 40	5 42 (7)	s 10 29 (7)	R	5.16 TOLLAND DN	P-Y	46.89	2.0	106	127	8886
10	f 10 12	9 52	5 56	s 10 43	MN	2.65 EAST PORTAL	P-Y	49.54	0.8	136	15	9141
20	s 10 22	10 00	6 05	s 10 52	RV	7.32 WEST PORTAL DN	P	56.86	0.0	165	20	9058
16	s 10 38	10 14	6 19	s 11 06	E	5.30 FRASER	P	62.16	0.0	88	39	8561
8	s 10 52	10 25	6 30	s 11 19		3.82 TABERNASH DN	B-F-K P-S-W-Y	65.98	0.0	71 80	Yard 137	8318
13	s 11 00	10 31	6 36	s 11 29	BN	4.31 DALE	P	70.29	0.0	64		8156
13	11 11	10 41	6 47	f 11 44 (2)		5.48 GRANBY DN	P	75.77	0.0	100	34	7937
10	s 11 25	10 52	6 55	s 11 59	B	5.64 WILLOWS	P	81.41	0.0	98		7761
9	11 35 (7)	11 01	7 02	f 12 06 PM		4.74 SULPHUR DN	P-Y-W	86.15	0.0	100	46	7662
14	s 11 45	11 10 (7)	7 08	s 12 14	GB	4.91 PARSHALL	P	91.06	0.0	62	11	7589
5	f 11 59	11 21	7 19	s 12 26		2.18 FLAT	P	93.24	0.0	108		7524
8	12 03 AM	11 24	7 22	f 12 29		4.71 TROUBLESOME	P	97.95	0.0	72	20	7343
9	12 10	11 31	7 28	f 12 36		5.33 KREMMLING DN	F-P-W	103.28	0.0	100	65	7322
5	s 12 21	11 39	7 34	s 12 46	K	2.63 GORE	P	105.91	0.0	62		7322
14	12 25	11 43	7 37	12 50		5.11 AZURE	P	111.02	0.0	90	24	7105
13	12 41 (12)	11 58	7 51	f 1 03		5.16 RADIUM	P-W	116.18	0.0	47		6881
	f 12 55	12 12 AM	8 05	s 1 17	MV	1.01 MAX	P	117.19	0.0	87		6858
2	12 57	12 17 (12)	8 07	f 1 19		5.74 YARMONY	P	122.93	0.0	81	27	6797
11	1 10	12 28	8 17	f 1 30 (7)		3.24 STATE BRIDGE	P	126.17	0.0	15		6728
7	f 1 18	12 35	8 23	f 1 37		2.39 ORESTOD DN	B-J-K P-W	128.56	2.0	57	113	6699
6	s 1 25	12 45 AM	8 32 PM	s 1 41	OP	5.61 MCCOY	P	134.17	2.0	54	14	7228
25	f 1 45			s 1 59	MC	4.45 CRATER	P-Y	138.62	1.0	63	51	7660
20	2 00			f 2 11		3.95 VOLCANO	P	142.57	1.0	54	13	7807
15	2 12			s 2 21		7.37 EGERIA	P-W	149.94	1.0	83	13	8123
26	2 37			f 2 43		3.22 TOPONAS	P-Y	153.16	0.0	58	21	8264
6	f 2 43			s 2 48		4.55 TRAPPER	P	157.71	0.0	80	51	8007
9	2 53			f 2 57		3.94 YAMPA	P-W	161.65	0.0	83	44	7882
8	s 3 04			s 3 07	WA	2.25 SHORTER		163.90	0.0		Sp East 8	7688
4	3 08			3 11		3.90 PHIPPSBURG DN	B-F-K-O P-S-W-Y	167.80	0.0		Yard 410	7413
7	3 30 AM			3 27 PM	BG	(167.80)						
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
(8' 12") (20.0)	(7' 30") (22.4)	(4' 45") (26.9)	(4' 26") (28.8)	(6' 37") (25.3)								
						Schedule Time Average Miles per Hour						

SUBDIVISION 1

EASTWARD

Station Numbers	Ruling Grade Ascending Per Cent	TIME-TABLE No. 39 JUNE 12, 1938		FIRST CLASS				SECOND CLASS			D. & S. L. Freight Train Running Time Minutes
				D. & R. G. W. 20	D. & R. G. W. 6	D. & S. L. 2	D. & S. L. 12	72	78	74	
				Mountaineer	Panoramic	Passenger Mail & Exp.	Mixed	Freight	Freight	Freight	
		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Minutes
0		DN DS DI DENVER (D. & S. L.) DN			2 30 PM	6 30 AM					
1	0.0	1.0 CX PROSPECT (D. & R. G. W.) DN	6 22 AM	10 08 AM							
2	0.0	0.5 FOX JCT.	6 20	10 06	2 15	6 10					
3	0.3	0.91 ENDO	6 16	10 01	2 13	6 06					
4	0.4	1.84 UJ ZUNI DN	6 11	9 56	s 2 11	5 47		12 20 PM	7 35 PM	3 40 AM	
5	0.3	1.18 LOWELL	6 09	9 54	2 09	5 45		12 18	7 31	3 36	2
6	0.0	0.99 RALSTON	6 06	9 52	f 2 07	5 43		12 16	7 29	3 34	2
12	0.0	5.55 JN LEYDEN	5 57	9 45	f 2 00	5 32		12 04 PM	7 17	3 21	12
18	0.0	6.01 ARENA	5 46	9 37	1 52	5 22		11 49	7 02	3 06	15
21	0.0	2.91 CLAY	5 38	9 28 ①	f 1 42	5 11		11 39	6 52	2 56	10
24	0.0	3.56 FA PLAIN DN	5 27	9 18	f 1 33	s 5 00		11 28	6 41	2 45	12
27	0.0	2.77 SCENIC	5 17	9 08	f 1 24	4 48		11 19	6 32	2 36	9
31	0.0	4.12 CRESCENT	5 06	8 56	f 1 13	4 35		11 05	6 18	2 22	14
37	0.0	5.70 PO CLIFF	s 4 50	s 8 41	s 12 57	s 4 18		10 47	6 00	2 04	19
43	0.0	4.69 ROLLINS D	4 40	8 31	s 12 47	s 4 02		10 29 ①	5 42 ②	1 46	13
47	0.0	5.16 TOLLAND DN	4 31	8 22	s 12 38	f 3 50		10 14	5 25	1 35	15
50	0.0	2.65 EAST PORTAL	4 26	8 17	s 12 33	s 3 40		10 09	5 20	1 30	8
57	0.9	7.32 WEST PORTAL DN	4 12	8 03	s 12 19	s 3 20		9 49	4 59	1 05	20
62	2.0	5.30 FRASER D	3 57	7 48	s 12 02 PM	s 3 05		9 36	4 34	12 40	25
66	1.7	3.82 TABERNASH DN	3 50	7 41	s 11 54	s 2 55		9 16	4 25	12 30	12
70	1.0	4.31 DALE	3 40	7 31	f 11 44 ①	2 40		8 51	4 00	12 05 AM	20
76	1.0	5.48 GRANBY DN	3 30	7 21	s 11 34	s 2 25		8 35	3 44	11 49	23
81	0.9	5.64 WILLOWS	3 23	7 14	f 11 22	2 15		8 21	3 30	11 35 ①	18
86	0.8	4.74 SULPHUR DN	3 16	7 07	s 11 15	s 2 05		8 09	3 20	11 10 ①	16
91	1.0	4.91 PARSHALL	3 01	6 52	s 11 01	f 1 45		7 49	3 00	10 48	17
93	0.8	2.18 FLAT	2 58	6 49	f 10 58	1 40		7 44	2 55	10 43	5
98	1.0	4.71 TROUBLESOME	2 52	6 43	f 10 52	1 30		7 29	2 41	10 28	6
103	0.3	5.33 K KREMLING DN	2 45	6 36	s 10 46	s 1 20		7 19	2 31	10 18	16
106	0.0	2.63 GORE	2 41	6 32	10 42	1 05		7 14	2 26	10 14	7
111	1.0	5.11 AZURE	2 28	6 19	f 10 29	12 41 ①		6 53	2 05	9 53	26
116	1.0	5.16 MU RADIUM	2 16	6 07	s 10 17	12 20		6 32	1 44	9 32	26
117	1.0	1.01 MAX	2 14	6 05	f 10 15	12 17 ①		6 30	1 42	9 30	3
123	1.0	5.74 YARMONY	2 04	5 55	f 10 05	11 59		6 18	1 30 ①	9 18	15
126	1.0	3.29 STATE BRIDGE	1 58	5 49	f 9 59	f 11 51		6 09	1 17	9 07	10
129	0.5	2.34 OD ORESTOD DN	1 54 AM	5 45 AM	s 9 55	s 11 45		6 00 AM	1 10 PM	9 00 PM	10
134	0.0	5.61 MCOY D			s 9 33	f 11 04					21
139	0.0	4.45 CRATER			f 9 23	10 52					15
143	0.0	3.95 VOLCANO			f 9 13	10 36					15
150	0.0	7.37 EGERIA			f 8 52	10 19					27
153	0.0	3.22 TOPONAS			s 8 47	f 10 13					7
158	1.8	4.55 TRAPPER			f 8 37	10 02					20
162	1.0	3.94 WA YAMPA D			s 8 31	s 9 55					10
164	1.8	2.25 SHORTER			8 26	9 50					15
168	1.8	3.90 BG PHIPPSBURG DN			8 11 AM	9 25 PM					25
		(167.80)	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	
		Schedule Time Average Miles per Hour	(4' 28") (28.3)	(4' 23") (29.2)	(6' 19") (26.5)	(9' 05") (18.5)		(6' 20") (19.7)	(6' 25") (19.5)	(6' 40") (18.8)	(9' 25") (17.4)

WESTWARD

SUBDIVISION 2

EASTWARD

Altitude	Ruling Grade Ascending Per Cent	Miles From Denver	FIRST CLASS		Station Numbers	TIME-TABLE No. 39 JUNE 12, 1938		FIRST CLASS		Symbols	Car Capacity		Ruling Grade Ascending Per Cent	
			11	1		2	12	Sidings	Other Tracks					
			Mixed	Passenger Mail & Exp.		Passenger Mail & Exp.	Mixed							
			Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily					
7413	1.0	167.80	3 30 AM	3 27 PM	168	BG	PHIPPSBURG 3.45	DN	8 11 AM	9 25 PM	B-F-K-O P-S-W-Y	Yard 410	133	1.8
7397	0.0	171.25	s 3 55	s 3 40	171	CK	OAK CREEK 0.62	D	s 8 02	s 9 15	P	29	9	1.0
7372	0.0	171.87	f 3 57	f 3 42	172		OAK HILLS 1.55		f 7 59	f 9 11	P		Mine Tracks	1.6
7279	0.0	178.42	f 4 01	f 3 45	173		ROUTT 1.59		f 7 56	f 9 08	P	39	Mine Tracks	1.7
7169	0.0	175.01	s 4 06	s 3 49	175		HAYBRO 2.95		s 7 52	f 9 04	P-W	60	Mine Tracks	1.8
7037	0.0	177.96	4 12	f 3 54	178		PARK 5.70		f 7 47	8 58	P	49		1.0
6823	0.0	183.66	f 4 22	f 4 04	184		SIDNEY 7.26		s 7 38	f 8 48	P	90	23	1.0
6682	0.0	190.92	s 4 50	s 4 22	191	S	STEAMBOAT 6.66	D	s 7 26	s 8 35	P-W-Y	84	109	1.0
6529	0.0	197.58	f 4 59	f 4 31	198		BROOK 3.40		f 7 11	f 8 17	P	48		0.5
6480	0.0	200.98	s 5 07	f 4 38	201		MILNER 2.60		f 7 06	f 8 11	P	91	17	0.5
6448	0.0	203.58	f 5 12	f 4 43	204		TOW CREEK 2.78		f 7 01	f 8 06	P		Sd-16	0.5
6425	0.0	206.86	s 5 17	f 4 48	206		BEAR 1.42		s 6 56	f 8 01	P	80	Mine Tracks	0.4
6413	0.0	207.78	s 5 40	s 4 58	208	BS	HARRIS 7.08	D	s 6 53	s 7 57	P-W-Y	72	60	0.5
6328	0.0	214.86	s 6 00	s 5 12	215	HN	HAYDEN 4.42	D	s 6 39	s 7 42	P	51	30	0.5
6278	0.0	219.28	f 6 32 ②	f 5 18	219		CARY 5.83		f 6 32 ①	f 7 34	P	25		0.4
6223	0.0	225.11	f 6 42	f 5 26	225		ELK 6.35		f 6 24	f 7 25	P	Sp.-20 East		0.5
6174		231.46	7 20 AM	5 35 PM	231	CG	CRAIG (63.66)	D	6 15 AM	7 15 PM	B-F-K P-W-Y	Yard 186		
			Arrive Daily	Arrive Daily					Leave Daily	Leave Daily				
			(3' 50") (17.7)	(2' 08") (29.5)					(1' 56") (32.6)	(2' 10") (29.0)				
Schedule Time Average Miles per Hour														

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

	NAME	Station Number	Water Phone	Miles from Denver	Car Capacity	Switch Connections	Flag Stops for Trains
Phones in All Section Houses	Subdivision 1						
		Fox Siding		1.50	105	Siding	None
		Phone		2.00	None	None	None
		Water		2.16	None	None	None
		Pecos Siding		2.86	122	Siding	1 and 2
		Plastic	17	16.97	8	Siding	None
		Fire Clay	20	20.47	11	Siding	1 and 2
		Coal Creek	23	22.97	None	Siding	1 and 2
		Tunnel 17	29	29.34	10	None	1 and 2
		Miramonte	34	33.60	None	Spur East End	1 and 2
		Mile Post 35	35	35.00	None	None	1 and 2
		Lincoln Hills	39	39.31	None	None	None
		Espy	43	42.65	42	None	1 and 2
		Vasquez	58	58.31	125	Siding	None
		Wood	59	59.19		Spur—West End Connection	None
		Mile Post	69	69.00	None	None	None
		Wasatch	80	79.79	None	None	None
		Byers Canon	88	88.51	None	None	1 and 2
		Gore Canon		108.11—108.91	None	None	None
		Mile Post	113	112.91	None	None	None
		Blacktail	115	114.94	26	Spur—West End Connection	None
		Mile Post	119	118.81	None	None	None
		Yarmony Sec. House	122	121.81	None	None	1 and 2
		Copper Spur	132	132.00	5	Spur—East End Connection	1 and 2
		Rock Creek	141	140.58	None	None	1 and 2
		Cinder Pit	144	143.43	40	East and West End Conn.—Yard Tracks	1 and 2
		Egeria Canon	146	147.00	None	None	None
		Subdivision 2					
	Pallas	170	P	170.44	3	Spur—West	None
	Continental	171	None	171.04	2	Spur—East	None
	Pinnacle	171½	None	171.60	Mine Tracks	Spur—West	None
	Keystone	173	P	173.57	Mine Tracks	Spur—West	None
	Harding	176	P	176.10	Mine Tracks	Spur—West	1 and 2
	Mill Spur	190	P	189.62	4	Spur—East	None
	McGregor	202	P	201.83	Mine Tracks	Spur—West	1 and 2

Special Time-Table Rules

Superseding Rules and Regulations Inconsistent Therewith

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

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

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

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

4. CAR CAPACITY OF SIDINGS WITH CROSSOVERS.

Ralston	East 126, West 17
East Portal	East 66, West 70
West Portal	East 85, West 79
Fraser	East 15, West 88
Willows	East 43, West 53
Troublesome	East 20, West 72
Yarmony	East 27, West 81
Sidney	East 90, West 23
Milner	East 17, West 90

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

5. **TABERNASH.** Outer switches are normally lined for what was formerly designated as No. 6 track and this track is now used as main track. The former main track through yard is designated as "Old Main." Eastward trains taking siding, use Old Main (capacity 80 cars); westward trains No. 5 track (capacity 71 cars).

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

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

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

7. **TRAIN REGISTERS** are located at Denver Passenger Station, Prospect, Zuni, Orestod, Phippsburg and Craig. Register Ticket, Form 825, may be used by trains to register at Prospect, Zuni and Orestod. D&SL freight trains will leave register ticket at Tabernash to be transmitted to train dispatcher.

8. **RETAINERS** will be used in "light" position on freight trains, Crater to Orestod, East Portal to Leyden and, when in the judgment of conductor and engineman it is necessary, West Portal to Tabernash. Retainers will be used in "heavy duty" position only when absolutely necessary, and then only on heavily loaded cars.

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

9. **INSPECTION STOPS.** Eastward freight trains will stop at least twice between Rollins and Zuni, and more frequently, if in the judgment of conductor or engineman it is necessary, for inspection and to cool wheels.

When coal or other heavy loads are handled in train 12, a stop of at least ten minutes must be made at Cliff, Plain and Leyden.

All eastward passenger trains will stop at Cliff for inspection and to cool wheels and will make such additional stops for this purpose as, in the judgment of conductor or engineman, may be necessary.

Trainmen should frequently observe train and condition of wheels with respect to heat, when moving.

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

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

12. **TRAIN ORDERS.** When train orders are copied by a crew member, Form 1238-C will be used, and conductor will mail copy to chief dispatcher.

12-A. A train order which does not restrict train receiving order, may be copied by any crew member, who must sign his last name thereon and deliver copy to each person addressed.

12-B. A train order restricting the train at point of receipt may be received via telephone by any crew member, but must be repeated by and "complete" given only to conductor or engineman of train addressed.

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

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

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

14. When headlight has been dimmed or extinguished (Operating Rule 17), it must not be brightened so as to interfere with vision of trainmen on rear of train to be met.

15. **AIR GAUGE.** Engineman and conductor must know that gauge registers 80 pounds brake pipe pressure on freight trains and 90 pounds on passenger trains.

16. **AIR BRAKE INSPECTION CARD.** D&SL freight trains must not leave Utah Jct. or Phippsburg without Form 959, executed and given to engineman.

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

18. On westward passenger trains passing through tunnels between Plain and Cliff and in both directions through Moffat Tunnel, conductors must know that all windows, ventilators and doors are closed and passengers prohibited from standing on observation platforms or walking between cars.

MOFFAT TUNNEL BLOCK

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

19-A. Authority for eastward trains to enter block will be given by train order signal at West Portal. Enginemen will whistle for signal (Operating Rule 221-A) and if signal is changed to "Proceed" it will be authority for train to enter block. If signal is not changed to "Proceed," a block order (Form 1223 R) must be procured.

19-B. Authority for westward trains to enter block limits will be given by fixed color signals. A three-color signal (normal indication red) is located near east siding switch at East Portal. A green indication authorizes train to proceed on main track and a yellow indication authorizes train to proceed on siding. At west end of siding there are two-color signals: red and green. The signal on north side of main track governs movement of westward trains on main track and the signal on north side of siding governs movement of westward trains on siding. A green indication authorizes train governed to proceed, subject to instructions in Time Table Rule 19-C.

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

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

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

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

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

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

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

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

19-J. LOCATION OF TELEPHONES IN TUNNEL ON SOUTH SIDE.

Refuge Nos.	1	3	4	7	8	9	11	12	13
Mile Posts	50.62	51.27	51.55	52.48	52.73	53.02	53.38	53.56	53.76
	16	18	19						
	54.40	54.85	55.31						

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

Other refuges without telephones are located as follows:

Refuge Nos.	2	5	6	10	14	15	17	20	21
Mile Posts	50.92	51.86	52.15	53.18	53.85	54.13	54.56	55.62	55.87

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

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

20. **WEST PORTAL.** Movement of eastward trains, west siding switch to train order signal, will be governed by signal indication (manually controlled by operator on authority of train dispatcher), regardless of train orders in effect or time table schedules. Three-color signal located at west switch: yellow, enter siding via west switch. Three-color signal opposite crossover switch: yellow, enter

via crossover. Two-color signal (red and green) on north side of siding near crossover switch, governs movement on siding. Normal indication of all signals is red.

21. **PHIPPSBURG-HAYBRO BLOCK.** All trains, except first-class trains, will move between west yard limit board Phippsburg and east yard limit board Haybro under block authority (Form 1223-R), procured from operator, Phippsburg. Block must be promptly cleared when movement is completed.

22. Form 1223-R is authorized for use in issuing block orders for trains moving within the Moffat Tunnel Block and Phippsburg-Haybro block.

23. RAILROAD CROSSINGS—Subdivision 1.

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

24. SPRING SWITCHES.

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

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

25. Junction switch, (D&RGW with D&SL) Orestod, is located at MP 128.76. Normal position of switch is locked for D&SL main track. When authorized by dispatcher, operator will open switch for trains and promptly restore to normal position when movement is completed.

26. Operator will handle crossover switches at Zuni and switch leading to Utah Jct. Yard, MP 4.25.

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

28. COUNTY INTERSECTING LINE SIGNS.

Denver County—Adams County	MP	2.67
Adams County—Jefferson County		6.29
Jefferson County—Boulder County		26.14
Boulder County—Jefferson County		28.35
Jefferson County—Boulder County		29.37
Boulder County—Gilpin County		34.59
Gilpin County—Boulder County		36.83
Boulder County—Gilpin County		37.51
Gilpin County—Grand County		52.85
Grand County—Eagle County		119.03
Eagle County—Routt County—		133.90
Routt County—Moffat County		224.84

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

30. **YARD LIMITS.** Denver to Ralston; Prospect to Fox Jct.; Leyden; Cliff; Tabernash; Orestod; Crater; Cinder Pit; Phippsburg; Haybro; Steamboat; Harris; Craig.

30-A. Operating Rule 93 is modified to the extent that main track may be used in Phippsburg Yard only, PROTECTING against first-class trains as prescribed by the rules.

31. **HELPER ENGINES.** When passenger trains consist of 10 or more cars, helper engine will be used through the Moffat Tunnel.

31-A. **FREIGHT TRAINS.** Except when doubleheading and as otherwise provided, helper engines will be cut in train not more than 20 cars ahead of caboose. When helper engine is to be handled through Moffat Tunnel, it will doublehead from Tolland or East Portal. When helper engine is cut out at East Portal, it will proceed immediately to east switch and clear block for westward trains.

31-B. Helper engines may be coupled behind caboose as follows:
Tolland to East Portal.
Tabernash to apex in Moffat Tunnel.
Phippsburg to Toponas.
Park to Pallas.

31-C. A helper engine may be coupled to train engine or cut in any place in train when and as directed by chief dispatcher or superior officer.

31-D. When a helper engine in a westward train is to be cut out within the Moffat Tunnel Block Limits, train engine will stop before entering portal of Moffat Tunnel.

31-E. When a helper engine behind caboose of an eastward train is uncoupled inside Moffat Tunnel, train will stop at a point over the apex where train engine alone can start train. Train engine will then wait approximately two minutes for helper engine to be uncoupled and may then proceed without signal from rear of train, and helper engine will immediately proceed to West Portal and clear block.

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

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

32-A. Each member of crew will execute in detail Form 1216 and mail to General Superintendent.

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

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

32-D. If persons who are not employes or passengers are injured and are unable to care for themselves and no friends or relatives are at hand to care for them, the same procedure will be followed as per Time Table Rule 32-C, except surgeon or physician called must be advised that he is called for emergency attention only and that the company does not assume any responsibility for his bill. If trespassers are not taken care of by friends or others, they should be promptly turned over to public authorities and no expense incurred on behalf of the company, except as herein stated.

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

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

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

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

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

33-A. Switching must not be performed over Pecos Street (see map on page 10) and over highway crossing on west leg of wye, Harris, without flag protection.

MAXIMUM SPEED LIMITS, MILES PER HOUR

34. Except as indicated by permanent speed markers, slow boards, etc., the maximum permissible speed will be as follows:

	Passenger Trains	Freight Trains and Light Engines
Over 19th St., 43rd Ave., and 48th Ave., crossings		
Denver	12	12
Between Endo and Lowell (via two main tracks)....	60	40
Between Endo and Zuni (via Utah Jct.).....	15	10
Between Lowell and Leyden.....	60	40
Between Leyden and Arena.....	60	35
Between Arena and Cliff.....	25	20
Between Cliff and East Portal.....	40	30
Between East Portal and Vasquez (MP 58).....	50	40
Between Vasquez and Fraser.....	40	30
Between Fraser and Tabernash.....	60	45
Through Tabernash Yard.....	15	15
Between Tabernash and Mile Post 73.....	40	30
Between Mile Post 73 and west switch Sulphur.....	60	45
Between west switch Sulphur and Mile Post 89.....	35	25
Between Mile Post 89 and Gore.....	60	45
Between Gore and Radium.....	30	25
Between Radium and Orestod.....	45	35
Between Orestod and Crater.....	35	25
Between Crater and Egeria.....	25	18
Between Egeria and Phippsburg.....	50	40
Through Phippsburg Yard.....	15	15
Between Phippsburg and Oak Creek.....	50	35
Between Oak Creek and Routt.....	40	30
Between Routt and Craig.....	50	40
In heading in and out over switches, turnouts and crossovers between Denver and Craig.....	15	15
Between east wye switch and east siding switch, Harris	20	20
D&RGW K-59 class engines must not exceed 55 M.P.H.		

HANDLING OF SPECIAL EQUIPMENT

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

35-A. Equipment such as Jordan spreaders, ditchers, wrecking derricks, etc., should, when practicable, be handled next to engine.

35-B. The maximum speed of freight trains handling equipment indicated below will be as follows:

	M. P. H.
Steam shovels on wheels, ditchers, pile drivers, cranes, etc.	25
Wrecking derricks	30
Rotary snow plows.....	15
Dead engines with side rods down and disconnected, one pair drivers swinging.....	10
Dead engine with side rods all down, all drivers on rail..	15
Dead engines with side rods up and connected.....	20
Engines under steam with all rods in place, one main rod removed	20
Engines running backward: {on tangent	25
{on curves	15
Loaded coke racks and air dumps.....	25

36. Maximum speed limits specified are speeds that can be made under favorable conditions. Judgment should be exercised and speed reduced under unfavorable conditions, when rocks may be falling, track becoming soft, during fogs, snow storms, etc.

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

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

38. COMPANY SURGEONS

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

39. TIME INSPECTORS

Ball Time Inspection Service, Room 3, Union Depot, Denver.
 Hansen & Hansen, 329 16th Street and 1628 17th Street, Denver.
 Sather Jewelry Co., Local Watch Inspectors, Craig.

40.

SPEED TABLE

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

41. ERRATA—1938 OPERATING RULES

"Form 1222" in Rule 210-D and in Form T Train Order, Page 86, is corrected to read "Form 825."

Rule 876, Page 139, under "Passenger Brakemen" is corrected to read "878."

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

Engine Classes -----		76	63	44		34	33	30		
Engine Numbers -----		200 to 216	400 to 409	106 to 123		303	301 to 302	300		
Weight on Drivers -----		332,000	232,000	195,000		161,500	140,000	142,000		
FROM	TO	Tons	Tons	Tons		Tons	Tons	Tons		
SUBDIVISION 1.										
Denver -----	East Portal -----	1140	1000	690		530	515	475		
East Portal -----	Tabernash -----	4600	4050	2840		2250	2170	2000		
Tabernash -----	West Portal -----	1250	1100	750		580	565	520		
West Portal -----	Denver -----	2530	2225	1550		1220	1180	1085		
Orestod -----	Tabernash -----	2530	2225	1550		1220	1180	1085		
Orestod -----	Crater -----	1140	1000	690		530	515	475		
Crater -----	Toponas -----	2145	1890	1310		1030	1000	920		
Phippsburg -----	Toponas -----	1400	1235	850		650	640	590		
SUBDIVISION 2.										
Phippsburg -----	Pallas -----	2145	1890	1310		1030	1000	920		
Haybro -----	Phippsburg -----	1400	1235	850		650	640	590		
Steamboat -----	Haybro -----	2530	2225	1550		1220	1180	1085		
Craig -----	Steamboat -----	4600	4050	2840		2250	2170	2000		

In figuring train tonnage, empty cars will be handled at actual lightweight in tons, making allowance for fractional tons so the total will be the actual tons. For loaded cars, including live stock, the gross 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. Yardmaster at Utah Jct. and station employees at Phippsburg are responsible for figuring freight train tonnage out of these terminals. Conductors are responsible for reporting tonnage changes enroute. Conductors will figure tonnage on Subdivision 2, eastward trains. If less tonnage than instructed is handled, a suitable explanation must be made on wheel report.

TONNAGE RATINGS FOR D. & R. G. W. ENGINES

	Class L-95 Engines 3400-3415 Tons	Class K-59 Engines 1200-1213 Tons	Class C-48 Engines 1131-1199 Tons	Class P-44 Engines 800-805 Tons	Class T-29 Engines 762-793 Tons	Adjust- ment Factor Tons
From Zuni						
To E. Portal ..	1390	900	810	705	440	3
From Orestod						
To Tabernash	3035	1890	1630	1470	930	6
From Tabernash						
To W. Portal	1460	940	850	740	460	3

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.

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

WESTWARD

No. 77	Lv. Burnham 7:00 A.M.	Lv. Endo 7:45 A.M.	Arr. Bond 4:30 P.M.
No. 75	Lv. Burnham 7:30 P.M.	Lv. Endo 8:15 P.M.	Arr. Bond 4:00 A.M.
Ute	Lv. Burnham 6:30 A.M.	Lv. Endo 7:15 A.M.	Arr. Bond 2:15 P.M.

EASTWARD

BX	Lv. Bond 3:00 P.M.	Arr. Endo 12:01 A.M.	Arr. Denver 2:50 A.M.
CW	Lv. Bond 4:30 P.M.	Arr. Endo 1:45 A.M.	Arr. Denver 2:50 A.M.
CS	Lv. Bond 5:45 P.M.	Arr. Endo 2:00 A.M.	Arr. Denver 2:50 A.M.

