



J. E. ALLEN
Assistant Superintendent

H. W. DEARING
Terminal Trainmaster
Denver

R. F. SPURLING
Terminal Trainmaster
Pueblo

G. S. D. McCALL
Trainmaster
Denver

J. E. ABERTON
Trainmaster
Pueblo

F. H. GREEN
Trainmaster - Road Foreman of Equipment
Pueblo

R. L. JACOBSEN
Trainmaster
Glenwood

P. H. FOLEY
S. M. LANGFORD
Road Foremen of Equipment
Denver

W. A. HENDERSON
Road Foreman of Equipment
Grand Junction

H. W. EGLEY
Chief Dispatcher
Denver

Denver and Rio Grande Western Railroad Company

TIME TABLE OF THE COLORADO DIVISION

Sub Divisions
1-A, 1-B, 2, 3, 3-A, 4, 4-A, 4-B

No.

2

EFFECTIVE AT 12:01 A. M.
MOUNTAIN STANDARD TIME
Sunday, July 1, 1962

**DESTROY ALL TIME TABLES
OF PREVIOUS DATE**

**For the exclusive guidance of Employees;
not for the information of the Public**

JOHN AYER, JR.
Vice President—Operations

C. V. COLSTADT
Chief Transportation Officer

R. E. DAVIS
Superintendent

2 WESTWARD

MAIN LINE

FIRST CLASS			Station Numbers	Sub-Division 1-A	
7	9	17		Stations	
Prospector	Passenger Mail & Exp.	California Zephyr		TIME-TABLE No. 2	
Leave Daily	Leave Daily	Leave Daily		July 1, 1962	
8 25 PM	9 05 AM	8 40 AM		DENVER 1.0	
6 30 PM	9 10 AM	8 45 AM	3	PROSPECT 1.0 0.5 DNJ FOX JCT. Two Main Tracks	
				NORTH YARD 1.0	
			4	UTAH JCT. 0.7	
	f 9 17		7	C&S JCT. 1.6	
			12	ARVADA 2.3	
	f 9 28		18	LEYDEN 5.3	
			21	ROCKY 5.6	
			25	CLAY 3.2	
7 08	f 9 44	9 24	25	PLAIN 3.3	
			31	CRESCENT 6.8	
			37	CLIFF 5.7	
7 37	s 10 16	9 53	37	ROLLINS 4.7	
	s 10 25		42	TOLLAND 5.2	
	f 10 33		47	EAST PORTAL 3.2	
	s 10 41		50	WINTER PARK 6.8	
f 8 07	s 10 52	10 27	57	FRASER 5.3	
	s 11 04		62	TABERNASH 3.8	
	f 11 08		66	GRANBY 9.8	
s 8 43	s 11 30	x 10 59	76	SULPHUR 10.4	
	s 11 45		86	FLAT 6.8	
			98	TROUBLESOME 5.0	
s 9 22	s 12 14	11 31	103	KREMMLING 5.5	
			106	GORE 2.5	
	f		111	AZURE 5.3	
	s 12 40		116	RADIUM 5.1	
			123	YARMONY 6.6	
10 13 PM	s 1 05	12 18 PM	129	ORESTOD 5.8	
	f 1 19		134	McCOY 5.6	
	f 1 30		139	CRATER 4.3	
	f 1 41		143	VOLCANO 4.0	
	f 2 00		150	EGERIA 7.4	
	s 2 05		153	TOPONAS 3.2	
	2 11		158	TRAPPER 4.6	
	s 2 18		162	YAMPA 3.9	
	s 2 28 PM		168	PHIPPSBURG 6.2	
Arrive Daily	Arrive Daily	Arrive Daily		(168.0)	

No.'s 9 & 10 will make Orestod stop at Train Order Signal opposite Station Bond.

The time shown in schedule columns Denver is for information only.

MAIN LINE

EASTWARD 3

Sub-Division 1-A		Mile Posts	Capacity of Sidings	FIRST CLASS		
Stations				8	10	18
TIME-TABLE No. 2				Prospector	Passenger Mail & Exp.	California Zephyr
July 1, 1962				Ar. Daily	Ar. Daily	Ar. Daily
DENVER 1.0		0.0		8 00 AM	8 20 PM	7 20 PM
PROSPECT 1.0 0.5 DNJ FOX JCT. Two Main Tracks		1.0		7 54 AM	3 14 PM	7 14 PM
NORTH YARD 1.0		1.5				
UTAH JCT. 0.7		2.5	Yard			
C&S JCT. 1.6		3.2				
ARVADA 2.3		4.8	180			
LEYDEN 5.3		7.1		f 3 03		
ROCKY 5.6		12.4	106			
CLAY 3.2		18.0	95	f 2 45		
PLAIN 3.3		21.2	112			
CRESCENT 6.8		24.5	128	7 07	f 2 29	6 18
CLIFF 5.7		31.3	109			
ROLLINS 4.7		37.0	56 E 114	6 33	s 1 57	5 46
TOLLAND 5.2		41.7	84		s 1 49	
EAST PORTAL 3.2		48.9	110		f 1 40	
WINTER PARK 6.8		50.1	120		s 1 35	
FRASER 5.3		56.9	138	f 6 00	s 1 22	5 12
TABERNASH 3.8		62.2	93		s 1 11	
GRANBY 9.8		66.0	195		f 1 05	
SULPHUR 10.4		75.8	94 E 89	s 5 29	s 12 49	x 4 40
FLAT 6.8		86.2	190		s 12 32	
TROUBLESOME 5.0		93.0	136			
KREMMLING 5.5		98.0	111			
GORE 2.5		103.5	116	s 4 53	s 12 05	
AZURE 5.3		106.0	131			
RADIUM 5.1		111.3	95		f	
YARMONY 6.6		116.4	167		s 11 33	
ORESTOD 5.8		123.0	88			
McCOY 5.6		128.8		4 00 AM	11 10 AM	3 15 PM
CRATER 4.3		134.4	54		10 47	
VOLCANO 4.0		138.7	68		10 35	
EGERIA 7.4		142.7	134		10 24	
TOPONAS 3.2		150.1	67		10 06	
TRAPPER 4.6		153.3	45		10 02	
YAMPA 3.9		157.9	65		9 56	
PHIPPSBURG 6.2		161.8	68		9 51	
		168.0	Yard		9 42 AM	
		(168.0)		Lv. Daily	Lv. Daily	Lv. Daily

All Positive A.B.S. and dual-controlled switches between west River Track switch, Bond, Sub-Division 4-A, and east River Track switch, Orestod, Sub-Division 1-A, inclusive, controlled by Operator, Bond, as directed by Train Dispatchers Grand Junction and Denver.

4 WESTWARD

MAIN LINE

SECOND CLASS		FIRST CLASS	Station Numbers	Mile Posts	Sub-Division 2	
81 California Fast Freight	61 California Fast Freight	1 Royal Gorge			Stations	TIME-TABLE No. 2	July 1, 1962
Lv. Daily	Lv. Daily	Lv. Daily				
		12 15 PM	7134	119.4	PUEBLO U. D. BK	
				119.6	0.2	
7 00 PM	11 10 AM		4000	120.1	Two Main Tracks A.T. & S.F. CROSSING	
7 08	11 18	12 22		122.3	0.5 PUEBLO YD. BK	
7 17	11 28	12 29	1706	127.3	2.2 GOODNIGHT.	
7 27	11 40 ⁴⁴	12 37	1712	134.6	5.0 LIVESEY.	
7 34	11 46	12 44	1714	139.6	7.3 SWALLOW.	
7 42	11 54	12 52	1720	145.8	5.0 HOBSON.	
7 45	11 57	12 54	1722	147.1	6.2 PORTLAND. D	
7 51	12 03	1 02	1724	151.9	1.3 ADOBE.	
8 03	12 15	1 23	1740	160.0	4.8 FLORENCE. D	
8 13	12 25	1 32	1748	164.8	8.1 CANON CITY. DOWY	
		1 36 1 46	1749	166.3	4.8 GORGE.	
8 22	12 34	1 50	1750	167.8	1.5 HANGING BRIDGE.	
8 32 ⁴⁸	12 43	1 57	1754	171.2	1.5 SAMPLE.	
8 40	12 52	2 05	1756	175.7	3.4 PARKDALE.	
8 49	1 01	2 12	1760	180.2	4.5 SPIKEBUCK.	
8 55	1 07	2 20	1762	184.1	4.5 ECHO.	
9 06	1 19	2 34	1782	191.7	3.9 TEXAS CREEK. D	
9 12	1 24	2 41	1783	195.4	7.6 COTOPAXI. W	
9 16	1 28	2 45	1784	198.1	3.7 PLEASANTON.	
9 24	1 36	2 53	1786	203.4	2.7 VALLIE.	
9 31	1 43	3 00	1792	208.0	5.3 HOWARD.	
9 39	1 51	3 07	1800	213.2	4.6 SWISSVALE.	
9 45 PM	1 55 PM	3 15 PM	2002	215.1	5.2 CLEORA.	
Ar. Daily	Ar. Daily	Ar. Daily			1.9 SALIDA. BK	
(95.7)						

MAIN LINE

EASTWARD 5

Sub-Division 2		Capacity of Siding	FIRST CLASS	SECOND CLASS		
Stations	TIME-TABLE No. 2		2	44	46	
	July 1, 1962		Royal Gorge	Fast Freight	Fast Freight	
			Ar. Daily	Ar. Daily	Ar. Daily	
PUEBLO U. D. BK			11 45 AM			
0.2						
Two Main Tracks A.T. & S.F. CROSSING.						
0.5						
YD PUEBLO YD. BK		Yard		12 10 PM	10 00 PM	
2.2						
GOODNIGHT.			11 35	11 58	9 52	
5.0		105	11 28 ⁶¹	11 49	9 48	
LIVESEY.		143	11 18	11 40 ⁶¹	9 39	
7.3						
SWALLOW.		88	11 10	11 34	9 31	
5.0						
HOBSON.			11 01	11 27	9 19	
6.2						
PORTLAND. D		121	10 59	11 25	9 17	
1.3						
ADOBE.		145	10 53	11 19	9 11	
4.8						
FLORENCE. D		191	10 40	11 10	9 01	
8.1						
CANON CITY. DOWY		85	10 31	11 01	8 51	
4.8						
GORGE.			10 27			
1.5			10 17			
HANGING BRIDGE.		65	10 13	10 51	8 41	
1.5						
SAMPLE.		89	10 05	10 42	8 32 ⁸¹	
3.4						
PARKDALE.		89	9 58	10 35	8 25	
4.5						
SPIKEBUCK.		89	9 51	10 28	8 18	
4.5						
ECHO.		115	9 45	10 21	8 11	
3.9						
TEXAS CREEK. D		116	9 34	10 09	7 59	
7.6						
COTOPAXI. W		89	9 29	10 03	7 53	
3.7						
PLEASANTON.		119	9 25	9 59	7 49	
2.7						
VALLIE.		95	9 19	9 51	7 41	
5.3						
HOWARD.		92	9 13	9 44	7 34	
4.6						
SWISSVALE.		161	9 05	9 37	7 27	
5.2						
CLEORA.		Yard	9 00 AM	9 30 AM	7 20 PM	
1.9						
SALIDA. BK			Lv. Daily	Lv. Daily	Lv. Daily	
(95.7)						

6 WESTWARD MAIN LINE EASTWARD

FIRST CLASS		Station Numbers	Mile Posts	Sub-Division 3 Stations TIME-TABLE No. 2 July 1, 1962		Capacity of Sidings	FIRST CLASS	
1 Royal Gorge	2 Royal Gorge							
Lv. Daily	Ar. Daily							
3 25 PM		2002	215.1	SALIDA.....BK	Yard		8 50 AM	
		2010	222.2	7.1 BROWN CANON.....	130			
		2018	232.9	10.7 NATHROP.....	130			
s 4 04		2020	240.3	7.4 BUENA VISTA.....		s 8 15		
		2026	244.7	4.4 AMERICUS.....	129			
		2032	252.1	7.4 PRINCETON.....	145			
f 4 29		2034	257.4	5.3 YALE.....		f 7 52		
		2040	263.6	6.2 KOBE.....	158			
s 4 52		2100	271.0	7.4 MALTA.....Y	Yard	s 7 36		
f 5 15		2208	280.3	9.3 TENNESSEE PASS....Y	151	f 7 11		
		2210	283.8	3.5 MITCHELL.....	158			
f 5 37		2218	288.5	4.7 PANDO.....	158	f 6 51		
f 5 52		2220	294.0	5.5 RED CLIFF.....		s 6 39		
		2232	296.2	2.2 BELDEN.....	371			
s 6 15 PM		2250	302.0	5.8 MINTURN.....BK	Yard	6 22 AM		
Ar. Daily		(86.9)				Lv. Daily		

WESTWARD MAIN LINE EASTWARD

FIRST CLASS		Station Numbers	Mile Posts	Sub-Division 4-A Stations TIME-TABLE No. 2 July 1, 1962		Capacity of Sidings	FIRST CLASS	
7 Prospector	17 California Zephyr			8 Prospector	18 California Zephyr			
Leave Daily	Leave Daily			Arrive Daily	Arrive Daily			
10 13 PM	12 18 PM	129	128.6	ORESTOD.....		4 00 AM	3 15 PM	
s 10 15	s 12 20	2302	129.3	0.7 BOND.....BK	Yard	s 3 58	s 3 10	
10 23	12 26	2306	142.1	12.8 DELL.....	144	s 3 05		
f 10 45		2310	144.6	2.5 BURNS.....		s 3 19		
		2314	155.2	10.6 RANGE.....	156			
11 16 PM	1 19 PM	2276	166.8	11.6 DOTSERO.....JY	136	2 47 AM	2 10 PM	
Arrive Daily	Arrive Daily	(38.2)				Leave Daily	Leave Daily	

All positive A.B.S. and dual-controlled switches between west river track switch, Bond, Sub-Division 4-A, and east river track switch, Orestod, Sub-division 1-A, inclusive, controlled by Operator, Bond, as directed by Train Dispatchers Grand Junction and Denver.

LEADVILLE BRANCH WESTWARD EASTWARD

Station Numbers	Mile Posts	Sub-Division 3-A Stations TIME-TABLE No. 2 July 1, 1962		Capacity of Sidings
2100	271.0	MALTA.....	YJ	Yard
2104	273.3	2.3 EILERS.....		Yard
2120	275.9	2.6 LEADVILLE.....	FKOS	Yard
		(4.9)		

WESTWARD ASPEN BRANCH EASTWARD

Station Numbers	Mile Posts	Sub-Division 4-B Stations TIME-TABLE No. 2 July 1, 1962		Capacity of Sidings
2290	360.1	GLENWOOD.....	J	Yard
2408	367.9	7.8 CATTLE CREEK.....		14
2416	373.0	5.1 CARBONDALE.....	D	Yard
2424	379.4	6.4 LEON.....		9
2428	382.0	2.6 EMMA.....		24
2437	392.9	10.9 WOODY CREEK.....		25
2440	401.3	8.4 ASPEN.....Y		Yard
		(41.2)		

WESTWARD CRAIG BRANCH EASTWARD

FIRST CLASS		Station Numbers	Mile Posts	Sub-Division 1-B Stations TIME-TABLE No. 2 July 1, 1962		Capacity of Sidings	FIRST CLASS	
9 Passenger Mail & Exp.	10 Passenger Mail & Exp.							
Lv. Daily	Ar. Daily							
2 28 PM		168	168.0	PHIPPSBURG.....DBFKOSWY	Yard	s 9 42 AM		
s 2 35		171	171.4	3.4 OAK CREEK.....		s 9 35		
f 2 39		174	173.6	2.2 ROUTT.....	28	f 9 29		
f 2 42		175	175.2	1.6 HAYBRO.....	47	f 9 26		
2 47		178	178.2	3.0 PARK.....	38	9 21		
f 2 56		184	183.9	5.7 SIDNEY.....	75	f 9 12		
s 3 13		191	191.1	7.2 STEAMBOAT.....D	69	s 9 03		
s 3 27		201	201.2	10.1 MILNER.....	73	s 8 46		
3 35		206	206.6	5.4 BEAR.....	65	8 39		
f 3 38		208	208.0	1.4 HARRIS.....	58	f 8 37		
s 3 50		215	215.1	7.1 HAYDEN.....D	49	s 8 27		
4 20 PM		232	231.7	16.6 CRAIG.....DBFKWY	Yard	8 05 AM		
Ar. Daily		(63.7)				Lv. Daily		

8 WESTWARD

MAIN LINE

FIRST CLASS			Station Numbers	Mile Posts	Sub-Division 4 Stations
7 Prospector	1 Royal Gorge	17 California Zephyr			
Leave Daily	Leave Daily	Leave Daily			TIME-TABLE No. 2 July 1, 1962
.....	6 25 PM	.....	2250	302.0	
f 6 35	.....	.....	2256	308.2	MINTURN BK
f 6 50	.....	.....	2260	319.0	6.2 AVON.....
s 7 04	.....	.....	2268	329.0	10.8 WOLCOTT.....
.....	.....	.....	2270	332.0	10.0 EAGLE.....
s 7 13	.....	.....	2272	335.8	3.0 WEST.....
.....	.....	.....	2276	341.9	3.8 GYPSUM.....
11 16 PM	7 22	1 19 PM	2276	341.9	6.1 DOTSERO JY
.....	.....	.....	2282	347.5	5.6 ALLEN.....
.....	.....	.....	2284	350.5	3.0 SHOSHONE.....
.....	.....	.....	2288	355.0	4.5 GRIZZLY.....
s 11 53	s 8 00	s 2 05	2290	360.1	5.1 GLENWOOD BJK
.....	.....	.....	2502	361.3	1.2 FUNSTON..... Y
.....	.....	.....	2508	367.9	6.6 CHACRA.....
.....	s 8 17	.....	2512	372.7	4.8 NEWCASTLE.....
.....	s 8 27	.....	2520	379.5	6.8 SILT.....
s 12 25 AM	s 8 50	2 35	2528	386.6	7.1 RIFLE..... Y
.....	.....	.....	2532	391.4	4.8 LACY.....
.....	.....	.....	2538	399.1	7.7 DOS.....
.....	s 9 11	.....	2540	404.0	4.9 GRAND VALEY.....
.....	.....	.....	2542	408.7	4.7 UNA.....
.....	s 9 28	.....	2546	416.6	7.9 DE BEQUE.....
.....	.....	.....	2552	423.3	6.7 AKIN.....
.....	.....	.....	2554	427.7	4.4 TUNNEL.....
.....	.....	.....	2560	432.6	4.9 CAMEO.....
1 25	s 10 03	.....	2572	437.0	4.4 PALISADE.....
.....	s 10 15	.....	2578	442.5	5.5 CLIFTON.....
.....	.....	.....	2580	445.3	2.8 FRUITVALE.....
.....	.....	.....	.....	447.3	2.0 EAST YARD BK
1 40 AM	10 30 PM	3 50 PM	5000	449.6	2.3 GRAND JCT. BJK
Arrive Daily	Arrive Daily	Arrive Daily			(147.6)

MAIN LINE

EASTWARD 9

Sub-Division 4 Stations	Capacity of Sidings	FIRST CLASS		
		8 Prospector	2 Royal Gorge	18 California Zephyr
TIME-TABLE No. 2 July 1, 1962		Arrive Daily	Arrive Daily	Arrive Daily
MINTURN BK	Yard	.....	6 12 AM	.....
6.2 AVON.....	166	f 6 02	.....	.....
10.8 WOLCOTT.....	150	f 5 46	.....	.....
10.0 EAGLE.....	.....	s 5 31	.....	.....
3.0 WEST.....	150	.....	.....	.....
3.8 GYPSUM.....	.....	f 5 21	.....	.....
6.1 DOTSERO JY	136	2 47 AM	5 13	2 10 PM
5.6 ALLEN.....	107	.....	.....	.....
3.0 SHOSHONE.....	75	.....	.....	.....
4.5 GRIZZLY.....	95	.....	.....	.....
5.1 GLENWOOD BJK	35	s 2 15	s 4 40	s 1 38
1.2 FUNSTON..... Y	Yard	.....	.....	.....
6.6 CHACRA.....	108	.....	.....	.....
4.8 NEWCASTLE.....	119	f 4 09	.....	.....
6.8 SILT.....	110	f 4 02	.....	.....
7.1 RIFLE..... Y	116	s 1 40	s 3 55	1 05
4.8 LACY.....	123	.....	.....	.....
7.7 DOS.....	111	.....	.....	.....
4.9 GRAND VALEY.....	99	f 3 35	.....	.....
4.7 UNA.....	116	.....	.....	.....
7.9 DE BEQUE.....	89	f 3 20	.....	.....
6.7 AKIN.....	120	.....	.....	.....
4.4 TUNNEL.....	89	.....	.....	.....
4.9 CAMEO.....	82	.....	.....	.....
4.4 PALISADE.....	E 94 W 121	f 2 55	.....	.....
5.5 CLIFTON.....	99	.....	.....	.....
2.8 FRUITVALE.....	.....	.....	.....	.....
2.0 EAST YARD BK	Yard	.....	.....	.....
2.3 GRAND JCT. BJK	Yard	12 20 AM	2 40 AM	11 53 AM
(147.6)		Leave Daily	Leave Daily	Leave Daily

Special Time Table Rules

SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

SUPERIORITY AND MOVEMENT OF TRAINS

(See also Time-Table Rule 4)

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

1-A. Schedule time and train orders westward trains will apply at the end of two main tracks at **Goodnight**.

1-B. Schedule and train order times for eastward trains, Sub-Division 2, will apply at East Switch, Track No. 1, M.P. 214.5, **Salida**.

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

1-D. Operating Rule 86 is amended as follows:

Inferior trains must clear the time of first class trains in the same direction not less than five (5) minutes between **Orestod** and **Craig**.

1-E. Schedule time and train orders train No. 10 will apply at Station **Steamboat**.

CLEARANCE CARDS

2. Eastward Trains must secure clearance cards at **Bond**.

2-A. Trains will leave the following stations without clearance card:

Subdivision	Station	
4-A	Dotsero	Eastward and westward trains, Subdivision 4-A.
4	Grand Junction, West Yard or passenger station	When verbally authorized by dispatcher.

TRAIN REGISTERS

3. Register stations are shown in body of the Time Table in **FULL FACED TYPE**.

3-A. Passenger trains will leave register ticket at **Prospect**. Nos. 9 and 10 will register with register ticket at **Phippsburg**.

3-B. First-class trains arriving and departing **Pueblo U.D.** will be registered at **Pueblo Yd.** by the Train Dispatcher through the Operator.

Trains other than first-class arriving or departing **Pueblo**, Sub-Division 1, may register either at **Pueblo U.D.** or **Pueblo Yd.**

3-C. Train register is not maintained at **Goodnight**. If positive observation check be made between **Pueblo** and **Goodnight** it will apply to end of two main tracks. Trains approaching each other between these stations will reduce speed sufficiently to permit identification.

3-D. No.'s 7, 8, 17, and 18 will register with registering ticket at **Bond**.

Trains destined to or enroute from **Phippsburg** will register with Train Registering Ticket at **Bond**, and will receive train order, Form T, Train Order Check of Trains when necessary. (See Rule 6-D.)

3-E. Use of Form 3948 (train register check) discontinued between **Salida** and **Grand Junction**; between **Prospect** and **Dotsero** 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.

YARD LIMIT STATIONS

4. Burnham-Denver-North Yard-Stock Yards Spur		
Rocky Spur	Salida-Monarch	Haybro-Routt
Pueblo-Minnequa	Malta-Leadville	Steamboat
Portland	Glenwood-Aspen	Hayden
Canon City	Crater	Craig
Cleora-Salida	Phippsburg	

4A. Trains have no time table superiority within limits described below and Rule 93 governs all trains. Trains, yard and other engines occupying these tracks must make way for passenger trains without unnecessary delay:

Sub-Division	Location	Limits
3	Salida	East end track No. 1, M.P. 214.5 and eastward A.B.S. 2162. "Beginning of C.T.C.", west end Salida.
1-A	Orestod	ABS 1287 Orestod to Train Order Signal Bond.
1-B	Phippsburg	Yard
1-B	Craig	Yard

4-B. Trains have no time-table superiority between beginning and end of CTC north of **D&RGW-MP crossing, MP 118.8** (near Santa Fe Avenue) and **Union Avenue Viaduct** (entrance to Pueblo U.D.). Rule 93 applies.

4-C. Trains originating or terminating at **Minturn, Bond-Orestod**, and at **Grand Junction West Yard** may occupy main track without flag protection.

4-D. Protection as per Rule 99 is not required by eastward freight trains between A.B.S. 2818, West Portal **Tennessee Pass** tunnel and crossover Mile Post 280.3 **Tennessee Pass**.

AIR BRAKE AND RETAINER OPERATION AND INSPECTION STOPS

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. Conductors will arrange for track behind last car to be observed at intervals while moving out of tracks and between stations for fresh wheel or other marks that may have been made by the train or cars being handled and take such action as circumstances may warrant.

5-B. Trains consisting of more than one-third ore, rock, slag, coal or similar heavy loads will be considered coal trains.

5-C. All passenger trains will make a running test of air brakes in accordance with Air Brake Rule 11 before departing from **East Portal Eastward** and **Winter Park Westward**, and before departing from **Tennessee Pass**.

5-D. At all times, the number of operative air brakes in a train must not be less than 85% of the total number of cars in the train.

5E. When doubleheading, engineman on second locomotive will not use to exceed 300 amperes on dynamic brake. Engineman on leading locomotive will use train air brakes with the maintaining system of braking, together with whatever dynamic brake necessary to control speed, in the same manner as would be done in handling a single locomotive train.

CRATER TO ORESTOD AND EAST PORTAL TO NORTH YARD

5-F. Passenger trains, handled by locomotive having dynamic brake inoperative, locomotive brakes must be allowed to apply when brakes are applied on train.

5-G. On freight trains, if actual tonnage per unit with operative dynamic brake exceeds:

	Coal Trains	Other Trains
FT, F-7, GP-7, GP-9, F-9, RS-3	1500 tons	1600 tons
SD-7, SD-9	2500 tons	3000 tons
ML-4	2400 tons	2800 tons
GP-30	2000 tons	2300 tons

beginning at head end of train place ten retainers in 10 pound position, plus one retainer in 10 pound position for each additional 50 tons.

5-H. On freight trains, when dynamic brake is inoperative, retainers will be used in 10 pound position on all loaded cars, and in 10 pound or slow direct exhaust position on every other empty car, alternated at inspection points. Inspection stops will be made at **East Portal** and at intervals of not more than 15 miles thereafter between **East Portal** and **Arvada**. If train is stopped at any station between **East Portal** and **Arvada**, inspection will be made each fifteen miles thereafter.

TENNESSEE PASS TO SALIDA

5-I. When dynamic brake is inoperative Eastward trains will stop at **Kobe** to cool wheels and inspect train. If stop is made at **Malta** or **Yale** for other reasons inspection may be made at either of these points instead of **Kobe**.

TENNESSEE PASS TO MINTURN

5-J. On freight trains, if actual tonnage per unit with operative dynamic brake exceeds:

	Coal Trains	Other Trains
FT, F-7, GP-7, GP-9, F-9, RS-3	900 tons	1000 tons
SD-7, SD-9	1600 tons	1800 tons
ML-4	1500 tons	1700 tons
GP-30	1300 tons	1400 tons

beginning at head end of trains place ten retainers in 10 pound position, plus one retainer in 10 pound position for each additional 50 tons.

5-K. On freight trains, when dynamic brake is inoperative, retainers will be used in 20 pound position on all heavily loaded cars, and in 10 pound position on other loaded cars and every other empty car, alternated at inspection point. Inspection stop will be made at **Pando**.

5-L. Passenger trains handled by locomotive having dynamic brake inoperative, retaining valves will be used and locomotive brakes must be allowed to apply when brakes are applied on train.

5-M. **LEADVILLE BRANCH.** In the Leadville District, before descending grades, air brake test must be made in accordance with Air Brake Rule 8-H.

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-N. **MONARCH SPUR.** On trains before leaving **Monarch** or **Garfield**, application and release test of air brakes must be made. Train crew will observe that brakes apply and release properly.

On descending grade movements retainers must be used in 20-pound position on all loaded cars, and in 10-pound position or slow direct position on empty cars, **Monarch** to **Maysville**.

It will not be necessary to stop at **Maysville** and change position of retainers, and trains may proceed directly from **Garfield** to **Salida** with retainers in 20-pound position.

5-O. On descending grade movements, trains must not depart from **Monarch** or **Garfield** until air brake system is charged to at least 105-pounds. This is to be determined by placing automatic brake valve in LAP position and noting brake pipe pressure on locomotive gauge as per Air Brake Rule 8-G.

Caboose air gauge must also be observed and proceed signal must not be given until caboose gauge shows at least 105-pounds.

5-P. In handling trains descending **Monarch Spur**, not more than one (1) car having inoperative brakes will be permitted to descend in solid rock trains.

5-Q. Standard brake pipe pressure on **Monarch Spur** is 110-pounds.

RAILROAD CROSSINGS AT GRADE, A.B.S., C.T.C. AND OTHER SIGNALS

6. Railroad crossings at grade protected by signals.

Sub-Division	Mile	Tracks Governed	Remarks
1-A	0.5	C&S	All trains stop.
1-A	3.2	C&S, CB&Q-Belt Line	CTC-Interlocking.
1-A	3.2	Main Track-Belt Line	Each road governed by its own rules and special instructions.
2	119.6	D. & R. G. W. Main Track and Freight House Lead and A. T. & S. F. Crossings	Color light signals for normal movements. Controlled by A. T. & S. F. Dispatcher. D. & R. G. W. and A. T. & S. F. governed by their own rules. Switch at West end Pueblo U.D. is dual controlled.

D. & R. G. W. yard engines using route to and from Freight House Lead must open gate protecting M.P. crossing to receive signal indication. When route lined for any D. & R. G. W. movement signal will display lunar indication. When lined for A. T. & S. F. movement signal will display red over yellow indication.

1	118.5	D&RGW-AT&SF Crossing	Interlocking
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Trains operate by CTC between **Bragdon** and south limits **Pueblo Jct.** Interlocking as indicated by signs.

If the interlocking home signal governing either northward or southward movements at **Pueblo Jct.** cannot be cleared, hand signals from operator will be authority to proceed through interlocking limits only, as provided by D. & R. G. W. Operating Rule 663, and permissive card in addition must be secured before proceeding through CTC limits.

See instructions posted in telephone boxes for details for operation of Interlocking Plant.

Yard engines making moves to "C" Street Industrial Area which requires crossing A.T. & S.F. Main Line track at MP 118.9 must obtain permission from Operator at **Pueblo Junction** or **Block 2** before lining switch or fouling A.T. & S.F. main line track of this crossing at grade. When movement is completed across A.T. & S.F. main line track yard engine must report in the clear to Operator at **Pueblo Junction** or **Block 2**.

When yard engine is ready to leave "C" Street Industrial Area, the Operator at **Pueblo Junction** or **Block 2** must again be contacted and permission received before opening switch or fouling A. T. & S. F. main line track crossing at Grade. When movement out of "C" Street Industrial Area is completed Operator must be notified.

A telephone is located just north of crossing across A.T. & S.F. main line track.

Missouri Pacific entering Signal 8959-A, located just east of D.&R.G.W.-MP crossing, **Pueblo**, controlled by push button. Before entering upon D.&R.G.W. tracks MP trains will come to a stop, and when Signal 8959-A displays proceed indication, or receives proper signal from switch tender at "C" Street, this will be authority for MP trains to occupy D.&R.G.W. main track.

Signal 8959-A does not govern yard engines.

OPERATION BELT LINE

6-A. Trains and locomotives operate by Centralized Traffic Control over Belt Line between **Utah Junction** (West end of North Yard) and **Belt** (Rock Island connection switch) and between **Belt** and **Union Pacific Transfer MP 4** as indicated by CTC signs. Movements over this territory are controlled by D.&R.G.W. dispatcher, **Denver**.

Operating Rules 281-294 inclusive, 505-523 inclusive, and 550-585 inclusive are in effect.

Dual-Controlled switches are installed at switch leading to Stockyards Branch and at Switch leading to Rock Island Track at **Belt**.

Positive ABS 31 and 32, respectively, govern movements out of and into **North Yard**.

Positive ABS 36 and 37, respectively, govern movement from **Belt Line** to **North Yard** and from **North Yard** to **Belt Line** over D.&R.G.W. and C&S-CB&Q main tracks at **Utah Junction**.

Positive ABS B-21, B-22 and B-22A govern movements over Stockyards Branch Dual-Controlled switch.

Positive ABS B-27, B-28 and B-28A govern movements over Dual-Controlled switch at **Belt**.

On Yard Switch movements doubling from CB&Q overhead to UP interchange, **Pullman**, when returning for rear portion of cut may pass ABS B-38 displaying stop indication without permissive card.

OPERATION ROCKY SPUR

6-B. Spur with west end connection at MP 18 is 3.9 miles in length.

Two industry tracks, No. 1 (southward track), capacity eight (8) cars; No. 2 (northward track), capacity sixteen (16) cars, serve the **Rocky Plant**. Facing point switch located 3.5 miles from main track connection.

Gates are across both tracks at **Rocky Plant** 500 feet east of switch and are handled by A.E.C. Security Guards. At crossing of Highway No. 93, 3,200 feet from main track connection and crossing of Highway No. 72, 4,400 feet from main track connection, trains or locomotives will, in case of restricted visibility during daylight hours, and at night flag highway traffic with red fusee before proceeding over these crossings. Movement over highway should be continuous and crossings will not be blocked by standing equipment if it can be avoided.

As information, access gates have been placed on north side of cattle guards at these crossings to permit compliance with above. These gates must be kept closed and latched at all times.

OPERATION THROUGH MOFFAT TUNNEL

6-C. Operating rule 285 is amended to the extent that a speed of forty (40) miles per hour will apply between:

Eastward ABS 566 and 566-A—**Winter Park** and
Westward ABS 501 and 501-A—**East Portal**

Not more than one train will be permitted to occupy track in **Moffat Tunnel** between east switch at **Winter Park** and east switch at **East Portal** (either on siding or main track, according to how the west switch siding at **East Portal** may be lined) except that a helper may be uncoupled from the rear of an eastward train inside tunnel or east of **East Switch Winter Park** and proceed in the opposite direction at restricted speed. Protection as per Rule 99 is not required between east switch **East Portal** and east switch **Winter Park**.

The west switch siding at **East Portal** (located immediately inside the **Moffat Tunnel**) is controlled by dispatcher. Eastward movements over this switch are governed by ABS 502 located five (5) feet west of switch. Upper signal governs movements on main track; lower signal governs restricted movements through turnout to siding. All signals governing movements over this switch, in addition to their ABS function, will not indicate "Proceed" or "Approach" unless ventilation curtain is raised.

Eastward signal 504 (located inside tunnel 680 feet west of ABS 502) repeats indications of ABS 502 by displaying green when upper signal 502 displays green or yellow, and yellow when upper signal 502 displays red. Signal 504 will not display "Stop" indication.

White flashing light signal for information regarding proximity of **East Portal** for eastward trains is located at **Refuge No. 1**.

A "3-Position" switch is located on south side of **Moffat Tunnel** approximately twenty (20) feet west of curtain by which curtain may be operated in case of emergency. There is a second "3-Position" switch inside Office which may be used to operate curtain in case of emergency or by motor car operators. Be governed by instructions posted at each location.

A door on south side of **Moffat Tunnel** approximately fifteen (15) feet west of the curtain leads from **Moffat Tunnel** through the motor-supply room into Office. This may be used as emergency exit from **Moffat Tunnel**.

In case train finds curtain down, or inoperative, dispatcher must be contacted immediately.

Eastward freight trains must not exceed a speed of twenty (20) miles per hour, and eastward passenger trains must not exceed a speed of twenty-five (25) miles per hour, from a point 1750 feet west of ventilation curtain until the locomotive has cleared **Moffat Tunnel**.

Telephones in Moffat Tunnel.

Refuge No.	M.P.	Refuge No.	M.P.
1	50.6	11	53.3
3	51.2	13	53.7
4	51.5	16	54.4
8	52.7	18	54.8
9	53.0	19	55.3

These telephones are connected direct with Dispatcher, **Denver**.

If a train is delayed in the tunnel for any reason, dispatcher should be promptly notified from nearest refuge telephone of the reason for the stop.

If a locomotive is used to shove a westward train into the tunnel, do not shove beyond ABS 501 or ABS 501-A.

OPERATION AT ORESTOD

6-D. ABS 1287 has two signals on mast. Upper signal governs westward movements to **Bond**; lower signal governs movements to Sub-division 1-A (or **Craig**).

When lower signal ABS 1287 **Orestod** displays approach indication for westward train restricted at **Orestod**, it is authority to proceed on Sub-division 1-A to Train Order Office at **Bond**.

OPERATION AT PUEBLO

6-E. Between Positive ABS 1208-E and Positive ABS 1205-F, west end of **Pueblo Yard**, as indicated by beginning and end of CTC signs, trains are operated by centralized traffic control within these limits.

Westward freight trains departing from **Pueblo Yard** will be governed by indication of ABS 1205-F.

ABS No. 001 is located to the right of AT&SF track at **Dry Creek** and governs the movement of westward trains from AT&SF track to D&RGW westward main track when AT&SF-D&RGW crossover is reversed.

Westward trains departing from **Rogers lead** will automatically set signal 1207-W at stop, provided no westward trains are occupying main track approaching signal 1207-W. When signal 1207-E will not clear due to train approaching 1207-W, hold the hand operated snap switch, which is located on outside of telephone booth, in reverse position until signal 1207-E clears and locomotive passes signal, after which handle should be released. This operation will place signal 1207-W in stop position and requires approximately 20 seconds elapsed time before signal 1207-E will clear.

OPERATION AT TENNESSEE PASS

6-F. Ventilation control curtains at East Portal and at West Portal **Tennessee Pass** tunnel in service and controlled by Dispatcher, Grand Junction.

A.B.S. 2818 governs curtains for eastward movements through tunnel.

A.B.S. 2811, 2811-A and 2811-B govern curtains for westward movements through tunnel.

If these signals display stop indication, in addition to observance of Operating Rules, crews must determine from dispatcher before passing governing signal that curtains have been raised, or, when authorized by dispatcher, will manually operate curtains.

Instructions for manual operation are posted at each tunnel portal.

Additional signal mounted on mast below Eastward A.B.S. 2812, **Tennessee Pass**, when illuminated, displays the letter "S". Trains receiving this signal must hand operate switch and take yard track.

Crossover between main track and siding, located Mile Post 280.3, **Tennessee Pass**, car capacity between crossover and east end of siding 80 cars.

Eastward freight trains arriving **Tennessee Pass** will contact dispatcher for authority to operate hand throw switches at crossover, M.P. 280.3 for purpose of cutting out helper engine, to either main track or siding, when cut into train or at rear of train. If permission cannot be obtained to use siding, helper engine may be cut out through east switch of yard track.

REPEATER SIGNALS

6-G. Repeater signal M.P. 297.8 repeats indication of A.B.S. 2979-A, west end **Belden**. When repeater signal displays no indication, in addition to A.B.S. 2979-A displaying stop, track circuit between Repeater and A.B.S. 2979-A may be occupied by another train or engine. (See Rule 510-A)

Repeater signal located north side Main Track, **Minturn**, repeats the indication of Positive A.B.S. 3010 east end **Minturn**.

Repeater Signal located south side of siding, **Minturn**, repeats the indication of Positive A.B.S. 3010-A, east end **Minturn**. (See Rule 510-A)

Repeater signal M.P. 142.9 repeats indication of A.B.S. 1428, west end **Dell**.

In addition to aspects provided for by Rule 510-A, repeater signal at M.P. 142.9 has two additional aspects, as follows:

Red over lunar will be displayed if slide fence between Repeater and A.B.S. 1428 is operated and track circuit between Repeater and A.B.S. 1428 is unoccupied by train or engine. Trains receiving this signal will be governed by Rule 290, looking out for rocks or obstruction on track.

Red over dark will be displayed if fence is operated and track circuit between Repeater and A.B.S. 1428 is occupied by train or engine. Trains receiving this signal will proceed to A.B.S. 1428, being governed by Rule 509.

OPERATION AT MINTURN

6-H. Dual-controlled derailing switch on siding, M.P. 303.3, **Minturn**, normal position for derail. Positive A.B.S. 3033-A governs movement through derail and west end **Minturn** siding. Trains must occupy release section located 490 ft, east of A.B.S. 3033-A for 60 seconds before dispatcher can position dual-controlled switches for departure.

Westward trains must remain in clear of west yard lead until permission obtained from Train Dispatcher, to occupy west end of siding.

OPERATION AT DOTSERO

6-I. Eastward A.B.S. 3420, **Dotsero**, has three signals on mast. Upper signal governs movement on main track, sub-division 4. Middle signal governs movement through crossover to sub-division 4-A. Lower signal governs movement through crossover to old storage track.

Eastward A.B.S. 3420-A, **Dotsero**, governs movement to sub-division 4, sub-division 4-A or into old storage track.

A.B.S. to enter or depart old storage track, **Dotsero**, will not display proceed indication until hand-operated derail on west end old storage track is placed in non-derailing position.

OPERATION AT GRAND JUNCTION

6-J. Depot Running Track between dual-controlled switches at Mile Post 449.04 and Mile Post 450.1 **Grand Junction** connects with westward main track. Rule 103 applies. Trains, yard or other engines occupying this track must make way for passenger trains without unnecessary delay.

Trains originating Depot Running Track, or Depot Yard, Passenger Station, may depart without clearance card when repeater signal M.P. 449.8 eastward or M.P. 449.3 westward displays proceed indication. If repeater signal does not indicate authority to proceed when train is ready to depart, dispatcher must be contacted immediately. (See Time Table Rule 2-A).

Trains and engines must not pass Signals D-2, D-3, D-5, D-6, D-10, D-12, D-14, or D-16 (all located in the vicinity of the hump at **East Yard** and to which A.B.S. and C.T.C. Rules do not apply) when displaying stop indication, without authority from yardmaster.

These signals are operated from retarder tower. Signals D-2 and D-5 do not control the movement of yard engines when such yard engines are governed by trimmer signal located on west side of humpmaster building.

Unless otherwise instructed, Signal D-5 will govern eastward trains departing from Tracks 1 to 3, inclusive, and Signal D-2 will govern eastward trains departing from Tracks 4 to 8, inclusive.

OTHER SIGNALS

6-K. Additional signals mounted on mast below Eastward A.B.S. 2224 **Brown Canon**; Westward A.B.S. 2323 **Nathrop**; Eastward A.B.S. 2452 **Americus**; Westward A.B.S. 2627 **Kobe**; Eastward A.B.S. 2846 **Mitchell**; Eastward A.B.S. 3090 **Avon**; Westward A.B.S. 3177 **Wolcott**; Eastward A.B.S. 3328 **West**; and Westward A.B.S. 3597 **Glenwood**, when illuminated, display letter "S". Trains receiving this signal must hand operate switch and take siding.

When Westward A.B.S. 2811-B, West end **Tennessee Pass** or Eastward A.B.S. 3598-A, **Glenwood**, display illuminated letter "S" in conjunction with a proceed indication, it is authority to hand-operate switch.

Dragging and/or derailed equipment detectors are located at the following Mile Posts; 23.0, 27.3, 29.4, 33.0, 34.1, 35.3, 39.8, 88.2, 108.0, 109.6, 113.0, 114.2, 119.0, 120.6 and 126.0, Sub-Division 1-A; and at MP 162.5, 166.6 and 169.6, Sub-Division 2.

There are telephones at each of these locations.

Normal indication of signals are dark. When signals display purple indication, conductor or rear trainman will immediately stop train and inspection of track and train must be made.

If there is no dragging equipment, derailment or track disturbance, cut-out switch, located on side of signal cases will be opened and report made to dispatcher. Dispatcher must call signal maintainer to restore detector.

If there is cause for purple indication being displayed, and this condition is corrected cut-out switch will be opened and report made to dispatcher from first point of communication.

Signal maintainer must be called by dispatcher.

Should engineman observe purple indication, train should be stopped, cut-out switch opened and report made to dispatcher, then proceed at restricted speed to next clear or approach ABS.

INSTRUCTIONS COVERING THE OPERATION OF CALIFORNIA ZEPHYR TRAINS

7. California Zephyr trains Nos. 17 and 18 may be operated at a speed of five (5) miles per hour greater than the speed authorized for passenger trains, except at all points where permanent slow boards are displayed, speed will be restricted to conventional passenger train speed, but all other speed restrictions in the time table, other than zone speeds, will be applicable.

Between the following locations only conventional passenger train speed is authorized:

M.P. 00.0 and 62.0
65.0 and 74.0
86.5 and 89.0
105.5 and 128.8 **Orestod**

7-A. Rear trainman out of Denver will change marker lens from green to yellow by manipulating from within the rear of the observation car.

California Zephyr trains are equipped with rear red and white light, but these lights will not be in operation between Denver and Salt Lake. Trainmen before departure Denver will see that they are turned off.

California Zephyr Trains will carry 200 pounds steam train line pressure throughout the year.

LIVESTOCK ATTENDANTS

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."

OVERHEAD CLEARANCES

9. Overhead clearances at the following locations will not clear a man standing on the top of a car:

Sub-Division	Mile Post	Description
1-A	North Yard	Ice Machine Tracks 1 and 2 Sand Tower on Diesel Fuel Tracks
"	" "	Overhead Wires
"	Central Fibre Products Belt Line	Tunnel No. 1
"	23.4	" 2
"	25.4	" 3
"	25.8	" 5
"	26.1	" 6
"	26.4	" 7
"	26.6	" 10
"	27.4	" 12
"	27.9	" 17
"	29.5	" 18
"	30.0	" 20
"	32.4	" 22
"	33.0	" 23
"	33.2	" 25
"	34.6	" 26
"	35.2	" 29
"	36.4	" 30
"	40.5	Moffat Tunnel
"	50.2	Tunnel No. 34
"	69.1	" 37
"	109.0	" 38
"	110.1	" 40
"	113.8	" 43
"	130.7	" 44
"	132.0	" 45
"	140.5	" 46
"	140.8	" 48
"	141.3	" 49
"	144.0	" 50
"	144.7	" 51
"	145.2	" 52
"	145.9	" 53
"	146.3	" 54
"	147.4	" 55
"	148.1	Bridge 134.75
2	134.8	Bridge 142.57
"	142.6	Bridge 145.66
"	145.7	Cement Company Railroad Main and sidings
"	146.0	Tipple over Brewery tracks
"	151.6	Hanging Bridge 166.25
"	166.3	Bridge 205.44
"	205.4	Deen Tunnel
3	286.7	Belden Tunnels
"	296.1	

9. OVERHEAD CLEARANCES—(Cont'd)

Sub-Division	Mile Post	Description
3-A	296.8	Rock Creek Tunnel
4	303.4	Minturn-Bridge 303.40
"	350.0	Shoshone Tunnel No. 1
"	351.0	Shoshone Tunnel No. 2
"	359.0	Glenwood Tunnel
"	360.2	Glenwood-Viaduct
"	360.3	Colorado River Bridge 360.30
"	435.95	East Palisade-Main Track & Siding, Overhead wires
Monarch }	{215.1	Salida Yard-Bridge 215.14
Spur }	{236.7	Monarch Tipple

9-A. 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:

Howard Parkdale Yale Red Cliff Gypsum

TRAIN SPEEDS

10. The speed of trains should be so restricted that absolute safety will be assured.

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 locomotives unless otherwise provided.

Where other speed restrictions do not prohibit, locomotives running light, or with steel caboose only, may be operated in ABS territory at a maximum speed of sixty (60) MPH but will not exceed the maximum speed authorized for passenger trains.

Locomotives running light East Portal to Arvada, or Tennessee Pass to Minturn with dynamic brake inoperative will be governed by authorized speed for freight trains.

Trains consisting of passenger equipment cars and all-steel caboose will be governed by passenger train speed restrictions.

10-B. ZONE SPEEDS

Sub-Division 1-A	Passenger Trains MPH	Freight Trains MPH
Prospect-Fox Jct. (Eastward).....	20	20
Prospect-Fox Jct. (Westward).....	25	20
Railroad Crossing-Utah Junction	45	45
Fox Jct.-Pecos St., MP 3.8	45	30
Belt Line, Utah Jct.-UP Transfer MP 4.....	20	20
Pecos St., MP 3.8-Arvada	65	55
Arvada-Rocky (Westward).....	65	55
MP 12-Arvada (Eastward).....	60	40
Rocky-MP 12 (Eastward).....	50	25
(If necessary to use retainers under provisions of Special Timetable Rule 5-H, speed of freight trains must be restricted to 25 MPH between MP 12 and Arvada)		
Rocky-Rocky Plant AEC Spur-Great Western		
Aggregate Spur	20	20
Rocky-Cliff	25	25
Cliff-East Portal (Eastward).....	40	25
Cliff-East Portal (Westward)	40	40
East Portal-MP 58.6	40	40
MP 58.6-Fraser	30	30
Fraser-East Switch Tabernash	60	45
East Switch Tabernash-MP 74.....	40	40
MP 74-West Switch Sulphur.....	70	55
West Switch Sulphur-MP 89.....	25	25

10-B. ZONE SPEEDS—(Continued)

	Passenger Trains MPH	Freight Trains MPH
MP 89-Gore	70	60
Gore-East Switch Radium.....	30	30
East Switch Radium-River Track Switch		
Orestod	45	45
River Track Switch Orestod-Bond.....	20	20
Orestod-Egeria	25	20
Egeria-Phippsburg	50	40
Sub-Division 1-B		
Phippsburg-Routt	35	25
Routt-Park	40	40
Park-Craig	50	40

	Passenger Trains MPH	Freight Trains MPH	Ore or Rock Trains MPH
Sub-Division 2:			
Salida-Canon City	60	45	45
Canon City-Pueblo	65	60	45
(Freight trains consisting of more than one-third ore, rock or slag will be considered an ore or rock train.)			

	Passenger Trains MPH	Freight Trains MPH
Sub-Division 3:		
Salida-MP 230	60	45
MP 230-Buena Vista	60	60
Beuna Vista-MP 262	60	45
MP 262-Malta	60	60
Malta-Tennessee Pass	60	45
Except freight trains consisting of more than one-third ore, rock or slag: Tennessee Pass-Salida (Eastward).....		
Over Crossover Switch MP 280.3 Tennessee Pass	20	20
Over East Switch and West Switch Yard Track, MP 280.2 and MP 281.1 Tennessee Pass	20	20
Tennessee Pass-MP 298 (Westward).....	25	20
Except over East Switch and West Switch Industry Track MP 293.8 and MP 294.1 Red Cliff		
Tennessee Pass-MP 298 (Eastward).....	30	30
Except over East Switch and West Switch Industry Track MP 293.8 and MP 294.1 Red Cliff		
MP 298-Minturn	30	30
(If necessary to use retainers under provisions of Timetable Rule 5-K, or if train consists of more than one-third coal or slag, speed must be restricted to 17 MPH Tennessee Pass to MP 298, and 25 MPH, MP 298 to Minturn)		

Sub-Division 3-A	25	15
Sub-Division 4 and 4-A:		
Minturn-Funston	55	50
Dotsero-Orestod	55	50
Funston-Palisade	65	60
Except M.P. 412-M.P. 436.....	55	50
Palisade-Grand Junction	70	60
Sub-Division 4-B:		
Glenwood-Flour Mill M.P. 362.8 (Westward)....	20	20
Flour Mill M.P. 362.8-East Switch Carbon-dale (Westward)	25	25
East Switch Carbondale-Aspen (Westward)....	20	20
Aspen-Flour Mill M.P. 362.8 (Eastward).....	20	20
Flour Mill M.P. 362.8-Glenwood (Eastward)....	15	15

10-B. ZONE SPEEDS—(Continued)

	Passenger Trains MPH	Freight Trains MPH
Monarch Spur:		
Salida-Monarch (Westward)		30
Monarch-M.P. 228.5 (Eastward)		8
Except locomotives running light or with caboose only if dynamic brake is opera- tive		12
M.P. 228.5-Maysville (Eastward)		12
Maysville-Salida (Eastward)		20
Bridge 215.4 Salida Yard.....		10

Dual Controlled switches,
All Sub-Divisions:

Permissable speed through turn-outs
equipped with dual-controlled switches
is listed below. Where zone speed is
lower such speed will govern.

East end North Yard siding and Fox Jct. (End of two main tracks).....	40	30
C&S Jct., West end North Yard Siding.....	30	30
Leyden East and West end siding.....	30	25

Rocky East and West end siding		
Clay East and West end siding		
Plain East and West end siding		
Crescent East end siding	25	25

Cliff East and West end both sidings		
Rollins East and West end siding		
Tolland East and West end siding		
East Portal East end siding		
Winter Park East and West end siding		
Fraser East and West end siding		
Tabernash East and West end siding.....	30	25

Granby East and West end both sidings		
Sulphur East and West end siding		
Flat East and West end siding		
Troublesome East and West end siding		
Kremmling East and West end siding		
Gore East and West end siding		
Azure East and West end siding		
Radium East and West end siding		
Yarmony East and West end siding		
Salida West end siding		
Brown Canon East end siding		
Nathrop West end siding		
Americus East end siding		
Princeton East and West end siding		
Kobe West end siding		
Malta East and West end siding		
Tennessee Pass East end siding		
Mitchell East end siding		
Pando East and West end siding		
Minturn East and West end siding		
Avon East end siding		
Wolcott West end siding		
West East end siding		
Bond West end river track		
West end siding		
Dell East and West end siding		
Range East and West end siding		
Dotsero West end siding		
Allen East and West end siding		
Shoshone East end siding		
Grizzly East and West end siding		
Funston West end North siding		
West end South siding		
Chacra East and West end siding		
New Castle East and West end siding		

10-B. ZONE SPEEDS—(Continued)

	Passenger Trains MPH	Freight Trains MPH
Silt East and West end siding		
Rifle East and West end siding		
Lacy East and West end siding		
Dos East and West end siding		
Grand Valley East and West end siding		
Una East and West end siding		
De Beque East and West end siding		
Akin East and West end siding		
Tunnel East and West end siding		
Cameo East and West end siding		
Palisade East and West end siding		
Clifton East and West end siding		
M.P. 445.0 East end East Long Lead		

Dotsero:

Junction switch for movement to and from
Sub-Divisions 4 and 4-A

East and West switches of West crossover
for movement to and from Sub-Divisions
4 and 4-A.

To and from old storage track..... 30 30

Funston East end North siding		
East end South siding.....	25	25

Through other turn-outs equipped with Dual Controlled switches	15	15
---	----	----

Through turnouts equipped with spring switches except when lower speed is specified by time- table or slow boards.....	30	30
--	----	----

Turnouts equipped with spring switches listed
below.

Dry Creek		
Adobe East end siding		
Gorge West end siding		
Sample West end siding		
Brown Canon West end siding		
Nathrop East end siding		
Americus West end siding.....	15	15

On straight track when trailing through spring switches	30	30
--	----	----

In and out of other turn-outs.....	15	15
------------------------------------	----	----

Approaching and through interlockers.....	25	20
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Over railroad crossings not interlocked.....	25	20
--	----	----

Over hand-throw switches M.P. 129 to 129.1, Bond	20	20
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Between M.P. 301.7 and M.P. 302.6 Minturn.....	20	20
--	----	----

On curve east end of Bridge 360.30, Glenwood....	25	25
--	----	----

On both main tracks 10th Street to Grand Avenue, Grand Junction	20	20
--	----	----

10-C. City ordinances speed limits as follows:

	Miles per Hour
Florence	40
Buena Vista	25
Grand Valley	30
Palisade	25
Grand Junction	25

10-D. Maximum speeds permissible in any service by various types of power and equipment as follows:

	Miles Per Hour
Diesel Series 600-601, 4001-4003.....	75
Diesel Series 548, 552-554, 3001-3013.....	70
Diesel Series 5100-5113, 5200-5204, 5300-5314, 5901-5954 and 555-577.....	65
Diesel Series 120-123, 150-152.....	60
Diesel Series 66-74, 100-119.....	50
Diesel Series 540-547, 549-551.....	40
Diesel Series 38-42.....	25
Diesel Series 540-547, 549-551 when handled dead in train.....	40
Steam Derricks.....	35
Russell Snow Plow X-67 (when handled in trains) Clamshells, Scale Test Cars, (except D&RGW Scale Test Car X-450) and Pile Drivers moving on own wheels.....	25
D&RGW Scale Test Car X-450, moving on own wheels.....	40
Spreaders and Flangers handled in trains.....	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-E. Speed restrictions on sidings named are as follows:

	Miles Per Hour
Leyden.....	30
Rocky.....	25
Clay.....	10
Tabernash Siding.....	20
Radium.....	15

MEDICAL TREATMENT OF PASSENGERS

11. Any Doctor of Medicine may be called to treat sick or injured passengers. In case of illness, passengers are responsible for the doctor's bill. In case of injury, the doctor submits his bill and report to the Chief Surgeon, Denver. For convenience, the following doctors at principal points are suggested, but if not available any physician may be called:

If assistance is needed to secure a doctor at Denver, the Denver Medical Society Referral Center, AC 2-5817, may be contacted.

E. A. Hinds, M.D., Chief Surgeon.....	Denver
C. N. Caldwell, M.D.....	Pueblo
F. W. Barrows, M.D.....	Pueblo
L. J. Leonardi, M.D.....	Salida
Glenwood Medical Associates.....	Glenwood
T. D. Burleigh, M.D.....	Grand Junction
R. F. Linnemeyer, M.D.....	Grand Junction

11-A. Suggested hospital for the care of injured passengers is located as follows, but when expedient, any hospital may be used:

St. Joseph's Hospital.....	Denver
St. Mary's-Corwin.....	Pueblo
Salida Hospital.....	Salida
Valley View Hospital.....	Glenwood
St. Mary's Hospital.....	Grand Junction

MEDICAL TREATMENT OF EMPLOYEES

11-B. Care of sick and injured employes is rendered by Hospital Association Doctors, located as follows:

Denver and vicinity.....	MA 3-8443
D. W. Kramer.....	Craig
M. P. Ogden.....	Granby
E. G. Ceriani.....	Kremmling
B. M. Sutherland.....	Kremmling

H. S. Richards.....	Steamboat
R. L. Kulp.....	Steamboat
R. E. Smith (DDS).....	Steamboat
F. W. Barrows.....	Pueblo
C. N. Caldwell.....	Pueblo
J. F. Gentry.....	Pueblo
W. L. Ingram.....	Pueblo
A. Demshki (Ear, Nose & Throat).....	Pueblo
E. B. Ley.....	Pueblo
T. A. Gunter (Dentist).....	Pueblo
H. S. Rusk (Eye, Ear, Nose & Throat).....	Pueblo
W. M. Lewallen, Jr.....	Pueblo
T. C. Philippus.....	Pueblo
L. L. Ward.....	Pueblo
R. L. McKittrick.....	Pueblo
H. T. Low.....	Pueblo
J. S. Norman.....	Pueblo
F. C. Tice.....	Pueblo
J. L. Williams.....	Pueblo
John Hruby (DDS).....	Pueblo
C. E. Sturevant.....	Pueblo
H. H. Kerr.....	Pueblo
Bernard Baxter.....	Pueblo
William McCormick.....	Pueblo
P. J. Gamache.....	Florence
John V. Buglewicz.....	Florence
H. C. Grabow.....	Canon City
E. C. Budd.....	Salida
Leo J. Leonardi.....	Salida
H. D. Smith.....	Salida
S. B. Phillips.....	Salida
William Mehos.....	Salida
L. A. Ralston (Dentist).....	Salida
R. A. Hoover.....	Salida
V. A. Veltri (DDS).....	Salida
J. M. Kehoe.....	Leadville
V. E. Kelly.....	Leadville
G. B. Stanley.....	Gilman
L. W. Simmons.....	Eagle
Marshall Gibby.....	Eagle
E. G. Ceriani (Kremmling).....	Bond
B. M. Sutherland (Kremmling).....	Bond
B. E. Nutting.....	Glenwood Springs
Roy W. Day (Ear, Nose, Throat).....	Glenwood Springs
Glenwood Medical Associates.....	Glenwood Springs
H. O. Hendrick.....	Carbondale
Aspen Medical Center.....	Aspen
Aspen Clinic.....	Aspen
Robert Burlingame.....	Aspen
H. G. Knapp.....	Rifle
E. E. Echternecht.....	Rifle
R. D. Niehoff.....	Rifle
Grand Junction.....	CH 3-3545

11-C. Assigned hospitals of the Hospital Association are located as follows:

St. Joseph's.....	Denver
St. Anthony's.....	Denver
St. Luke's.....	Denver
General Rose Memorial.....	Denver
Middle Park.....	Kremmling
St. Mary's-Corwin.....	Pueblo
Parkview Episcopal.....	Pueblo
St. Joseph's.....	Florence
St. Thomas-Moore.....	Canon City
Salida Hospital.....	Salida
St. Mary's.....	Grand Junction

When persons not employes or passengers (for example —persons injured at crossings, trespassers, outsiders at work around depot or other 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, any of the doctors listed in Rule 11 may be called or if they are not available, any competent physician may be called. The doctor should 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-E. Parties calling Doctors should explain fully as possible the nature of the injuries, so the Doctor may know what equipment to bring with him.

11-F. 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 the Claim Department, and if the injured person is not an employe 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 whether stop-over will be made and address at point of stop-over.

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

Form 3918 and 3922—All Personal Injuries and all Vehicular Accidents.

Form 4009—When an accident occurs on train, to be filled out by passengers.

Form 4012—Inspection of equipment (Mechanical Department).

Form 4119—Fire Report (Section Foreman).

Form 3511—Stock Struck Report (Enginemen).

Form 4117—Stock Report (Section Foremen).

Form 3949—Enginemen: Break-in-Two Report.

11-G. 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 the State of Colorado, the superior officer, agent or employe on the ground at time of such accident shall immediately notify: PUBLIC UTILITIES COMMISSION, Capitol Building, Denver, Colorado, by telegraph, 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 to Railroad Account.

CONDITIONAL STOPS

12. Nos. 7 and 8 will stop at **Winter Park** to pick up and discharge revenue passengers to and from points where these trains are scheduled to stop.

Nos. 9 and 10 will stop at **Parshall**; and will stop on flag at **State Bridge, Coppertown, and Cary**.

No. 17 will stop at **Granby** to discharge revenue passengers from Omaha, Nebraska and east thereof and to pick up revenue passengers for Sacramento, California and west thereof.

No. 18 will stop at **Granby** to discharge revenue passengers from Sacramento, California or west thereof and to pick up revenue passengers for Omaha, Nebraska or east thereof.

Trains No. 1 and No. 2 will, unless otherwise provided, stop ten (10) minutes at **Hanging Bridge**.

No. 1 will stop Sundays on flag only at stations shown as regular stops between **Glenwood** and **Grand Junction** except **Rifle**.

No. 1 will stop Sundays on flag only at **Gypsum**.

No. 2 will stop Mondays on flag only at **Red Cliff**.

13. SPRING SWITCHES

Miles from Denver	Location	Normal Position
119.7	Pueblo	Westward Main Track
120.5	Pueblo	Roger Lead to Eastward Main Track
120.6	Pueblo	Westward Main Track
120.6	Pueblo	Eastward Main Track to So. yard lead
122.3	Goodnight	Eastward Main Track
134.6	West Switch Swallows	Main Track
146.53	East Switch Adobe	Main Track
151.8	East Switch Florence	Main Track
161.2	West Switch Canon City	Main Track
164.9	West Switch Gorge	Main Track
168.2	West Switch Sample	Main Track
171.3	West Switch Parkdale	Main Track
185.0	West Switch Texas Creek	Main Track
198.3	West Switch Vallie	Main Track
203.9	West Switch Howard	Main Track
222.9	West Switch Brown Canon	Main Track
232.9	East Switch Nathrop	Main Track
245.2	West Switch Americus	Main Track
262.8	East Switch Kobe	Main Track
284.6	West Switch Mitchell	Main Track
309.0	West Switch Avon	Main Track
317.7	East Switch Wolcott	Main Track
332.7	West Switch West	Main Track
445.6	East Switch East Yard	East Yard
446.9	East Switch Departure Track East Yard	East Long Lead
447.3	Entering Track to East Yard	East Yard
449.3	East Switch Depot #1 Track	Depot Running Track

LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

SUB-DIVISION 2		SUB-DIVISION 4	
Miles from Denver	Points	Miles from Denver	Points
119.9	Facing	448.65	Trailing
120.6	Trailing	449.04	Facing
120.7	Facing	451.1	Trailing

WATER TANKS OR CRANES BETWEEN STATIONS

14. Omitted.

AUXILIARY LINES

15. Dotsero Sub-Division 4-A
Orestod Sub-Division 4-A

HEADLIGHTS OF DIESEL LOCOMOTIVES

Headlight of diesel locomotives must be kept burning at all times when in road service except when necessary to comply with Operating Rules.

HANDLING OF UNRULY PASSENGERS

17. 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 ejection should be at once reported to the Division Superintendent.

When Military Police or Shore Patrol are available they should be consulted before ejecting any military or naval personnel from the train.

DESIGNATION OF TRACKS—POSITION OF SWITCHES RESTRICTION OF TRACK

18. Yard track indicator located in west end of North Yard indicates track, by number, on which eastward trains will be yarded.

18-A. D&RGW yard locomotives are authorized to operate over C&S yard track from Prospect Junction, Denver, to connect with trackage of D&RGW, with turnout off C&S freight lead, switch located approximately 300 feet north of 20th Street Viaduct. D&RGW trackage connecting with above described trackage serves Northwest Terminal Area. Movement of D&RGW yard locomotives over C&S trackage will be made as prescribed by Burlington Lines Rules of the Operating Department. Normal position of switch of turnout off C&S freight lead is lined and locked for C&S freight lead.

18-B. Second and inferior class trains moving between Main Street switch shanty and East Roger switch shanty, Pueblo, over Denver Division eastward main track will be governed by signals from switch tenders.

18-C. Westward freight trains entering East Yard will head in receiving yard as indicated by Track Indicator, located at M.P. 445.6.

Track Indicator for eastward trains is located at MPH-447.3. Eastward trains entering alternate eastbound track East Yard, will be governed by instructions from Yardmaster.

18-D. At Milner, inferior westward trains will enter siding via crossover, and at Sidney inferior eastward trains will enter siding via crossover.

18-E. West Switch to Rock Track at Pleasanton is spiked and lined for movement through Rock Track. Pleasanton Siding cannot be used except to set out and pickup.

18-F. Switch point derail at M.P. 214.6 on Barrel lead No. 2, Salida, must be left in derail position when not in use. Switches must be lined for Barrel lead No. 2 when not in use to provide derail protection for the yard.

Westward trains departing Salida yard, other than No. 1 track, must secure verbal permission from dispatcher before fouling or lining No. 1 track switch. Telephone is located south of main track, opposite west end No. 3 track switch.

18-G. Trains departing Monarch must leave derail in derailing position. Cross-over switch at tipple must be lined for load track.

18-H. Switch leading from Leadville Branch to west leg of wye at Malta and west wye switch at connection to No. 5 track, must be kept lined for west leg of wye at all times when not in use.

Trains or engines from Sub-Division 3-A will not occupy siding Malta without permission from dispatcher.

18-I. Unless otherwise instructed, trains proceeding to siding on signal indication at Minturn will, after occupying siding, be governed as follows:

Passenger Trains—continue on siding to location where passenger trains ordinarily stop at Minturn.

Freight Trains—Westward, continue on siding to clear East and West yard lead switches.

Eastward, use West Yard lead to Track No. 3.

When not in use, hand-operated switch from siding to West Yard lead, and west switches of yard tracks 1, 2 and 3 at Minturn, will be left lined for No. 3 track.

Eastward freight trains when ready to depart Minturn, will notify Train Dispatcher. Eastward freight trains departing from yard will enter siding through hand-throw switch at M.P. 301.6. Normal position of switch lined for yard lead.

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.

Unless otherwise instructed—eastward freight trains of ninety (90) cars or less arriving Minturn on Track No. 3 will stop with operating cab of engine opposite east end of section house, which is located just east of depot at Minturn.

Trains consisting of more than ninety (90) cars must be pulled in to clear west end of track No. 3, clearing back lead, doubling over at east end when necessary.

Tracks Not Shown as Stations in Time-Table

Sub-Division	Name	Mile Post	Station Numbers	Car Capacity	Switching Connection
1-A.	Rocky Spur	18.0		Yard	West End
1-A.	Espy	42.7	43	43	West End
1-A.	Parshall	91.1	92	40	Both Ends
1-A.	State Bridge	126.4	126	10	West End
1-A.	Coppertown	132.2	132		
1-B.	Oak Creek	171.4	171	20	East End
1-B.	Oak Ridge	174.2	174	Mine Track	Both Ends
1-B.	Tow Creek	203.8	204		
1-B.	Cary	219.5	219		
2.	Water Works	121.9	1701	91	West End
2.	Concrete	144.6	1718	70	E. & W. Ends
2.	Rockvale Spur	153.2		AT&SF	East End
2.	Penitentiary	161.1	1744	30	West End
2.	Burnito	161.4	1746	34	East End
2.	Fink	170.3	1752	74	E. & W. Ends
2.	Wellsville	208.9	1796	15	East End
2.	English	210.3	1797	5	West End
3.	Tie Plant	216.8	2002	381	East End
3.	Buena Vista	240.3	2020	32	Both Ends
3.	Rock Spur	254.1	2031	14	East End
3.	Yale	257.4	2034	34	Both Ends
3.	Red Cliff	294.0	2220	22	Both Ends
4.	Eagle	329.0	2268	31	Both Ends
4.	Gypsum	335.8	2272	21	Both Ends
4.	Higby	353.5	2286	7	West End
4.	Nada	385.6	2526	14	East End
4.	Rock Spur Alkin	423.3	2552	20	East End
4-A.	Burns	144.8	2310	10	Both Ends
4-A.	Sweetwater	158.0	2316	33	Both Ends
4-B.	Flour Mill	362.8	2404	4	East End
4-B.	Wingo	385.1	2432	9	Both Ends
4-B.	Bates	387.4	2436	21	Both Ends

DOUBLEHEADING AND PLACING OF HELPER AND DEAD ENGINES IN TRAIN

19. Dead locomotives moving in trains will be handled as provided for by Air Brake Rules No. 30-A to 31-E, inclusive.

19-A. Cars placarded "Rear end" or "Handle on Rear of Train Only" and other cars designated as "Rear Enders" must be trained behind helper or helpers, when such helpers are on rear of train.

19-B. When one unit FT, F-3, F-7 or F-9 is used to double-head another locomotive in freight service, the single unit must be placed behind the other locomotive.

HELPER LOCOMOTIVES—GENERAL

19-C. When helper consisting of more than two units ML-4, three units GP-30 or four units of other types is used on rear of train, all units in excess of two, three or four respectively will be isolated.

19-D. Coupler must be blocked on SD-7 and SD-9 units when used behind other type units in helping service.

19-E. One unit ML-4 or two units of other types may be placed behind caboose, provided coupler is blocked on shoving unit.

HELPER LOCOMOTIVES—Sub-Divisions 1-A and 1-B

19-F. If necessary to cut helper into train, **North Yard to East Portal**, it must be cut in 19 cars ahead of caboose when helper engine is to be cut out at East Portal.

19-G. Helper will be placed behind caboose of westward freight trains at **East Portal** to prevent slack running out and assist in starting train if necessary.

19-H. At **East Portal**, train will be stopped with automatic air brakes, and conductor will contact dispatcher for permission to cut out helper. If permission is not granted, conductor will notify head trainman on telephone at west end located in depot, and trainman will advise engineman to release train brakes until such time as helper engine can be cut out. After helper engine is cut out and placed behind caboose and train coupled up, road engineman will release train brakes and wait three (3) minutes before attempting to start train.

19-I. Helpers turning on wye at **East Portal** when there is snow or ice on the track will head in and back out.

19-J. Unless otherwise instructed, locomotives helping eastward freight trains will be coupled behind 01400 cabooses from **Tabernash to Winter Park**.

19-K. Tonnage handled by units on head end of train must not exceed:

- 4300 adjusted tons, North Yard to East Portal
- 4500 adjusted tons, Tabernash to Winter Park
- 4300 adjusted tons, Orestod to Crater
- 5800 adjusted tons, Phippsburg to Toponas

If train consists of more than this tonnage, helper engine will be placed on rear or cut into train.

HELPER LOCOMOTIVES—Sub-Divisions 2, 3 and 4

19-L. When two helper locomotives are used, the larger helper will be placed behind road engine's tonnage, and the smaller helper just ahead of caboose.

19-M. When one helper locomotive of four units or less supplying power is used, train just ahead of caboose; if helper of more than four units supplying power is used, train ahead of 1600 tons.

19-N. Tonnage handled by units on head end of train must not exceed:

- 6000 adjusted tons, Canon City to Tennessee Pass
- 3000 adjusted tons, Minturn to Tennessee Pass
- 6500 adjusted tons, Glenwood to Dotsero
- 6200 adjusted tons, Dotsero to Minturn

If train consists of more than this tonnage, helper engine will be placed on rear or cut into train.

JOINT OPERATIONS

20. C&S Denver Terminal Division Time-Table governs movements between **Prospect** and **Denver Union Terminal Railway Co.** tracks, Denver. Within these limits Rules and Regulations of Burlington Lines govern.

Denver Union Terminal Railway Co. Time-Table governs trains and locomotives while on the Denver Union Terminal Railway Co. tracks.

20-A. D&RGW "Rules and Regulations of the Operating Department, 1948," will govern train and locomotive movements within yard limits, **Pueblo**.

20-B. Trainmen, Enginemen, Hostlers and Yardmen must have in their possession to cover **Pueblo Terminal**, current time tables and supplements thereto or re-issues thereof as follows:

- AT&SF-D&RGW, Denver Division.
- D&RGW, Colorado Division.
- MP, Colorado Division.
- PUD&RR Co.

20-C. Trains or locomotives while on Union Depot tracks, **Pueblo**, will be governed by rules and regulations of Pueblo Union Depot timetable, except D&RGW Operating Rules will govern use of spring switches and protective signals in Pueblo Union Depot Yard.

20-D. D&RGW trains entering **Pueblo U.D.** from the West will be governed by track indicator at Spring Switch 5.

Yard and other locomotives will disregard track indicators.

20-E. Track indicator governing M.P. trains entering **Pueblo U.D.** will normally display track "2." When displays "X" trains will proceed through crossover and be governed by track indicator at Spring Switch 5.

20-F. Trains departing **Pueblo U.D.** Westward will not foul lead until receive signal indication permitting departure.

MISCELLANEOUS

21. In freight service, fireman (helper) will patrol engine room as frequently as conditions require after which he will immediately return to his proper place in the control room of the operating unit. He is responsible for operating conditions, observance of signals, etc., only when he is in the control unit.

ADJUSTED TONNAGE RATINGS AND CAR LIMITS

FROM	TO	Type F-9 GP-9, 577 5901-5854 5762-5763	Type GP-7, RS-3 5100-5113 5200-5204 FT, F-7 540-547 549-551 555-575 5761-5764	Type SD-7-9 5300-5314	Type GP-30 3001-3013	Type ML-4 4001-4003	Adjustment Factor
Denver.....	East Portal.....	920	850	1350	1050	1500	3
Tabernash.....	Winter Park.....	950	890	1400	1100	1600	4
Orestod.....	Tabernash.....	1760	1650	2600	2000	2900	6
Orestod.....	Toponas.....	920	850	1350	1050	1500	3
Phippsburg.....	Toponas.....	1250	1200	1800	1350	2000	4
Phippsburg.....	Pallas.....	1950	1900	2850	2000	2750	6
Haybro.....	Phippsburg.....	1250	1200	1800	1350	2000	4
Steamboat.....	Haybro.....	1950	1900	2850	1950	2750	6
Craig.....	Steamboat.....	3600	3550	5200	4200	5500	9
Pueblo.....	Portland.....	3600	3350	5000	4000	5500	9
Portland.....	Canon City.....	3350	3200	4800	3800	5200	6
Canon City.....	Salida.....	1500	1400	2000	1700	2400	4
Salida.....	Tennessee Pass.....	1300	1200	1900	1550	2250	4
**Minturn.....	Tennessee Pass.....	600	550	850	700	1000	2
Grand Jct.....	Glenwood.....	2050	1850	2700	2250	3100	6

Glenwood.....	Minturn.....	1400	1300	2050	1600	2400	6
Glenwood.....	Bond.....	1500	1400	2150	1700	2600	6
Glenwood.....	Leon.....	1700	1650		2000	2800	2
Leon.....	Aspen.....	850	800		1050	1500	2
Malta.....	Eilers.....	700	650		800	1200	2
Eilers.....	Leadville.....	600	550		700	1050	2
Salida.....	Maysville.....	800	750	1100	1000	1400	2
Maysville.....	Monarch.....	380	340	530	450	700	1

**Units 6001-6013 rated 430 tons each unit, Minturn to Tennessee Pass.
 **Units 5481-2-3-4 rated 320 tons each unit, Minturn to Tennessee Pass.

Tonnage ratings shown for all locomotives are based on single unit. Where more than one unit is used, tonnage will be based on number of units used. SD-7 units will be rated the same as F-7 units, and SD-9 units will be rated the same as F-9 units when used on a train with any other type units.

Car Limits excluding Caboose:

Tennessee Pass to Minturn—4 or more units:

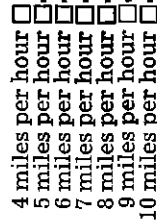
90 loaded cars
 100 loads and empties mixed
 100 empties

Tennessee Pass to Malta..... 4 or more units — 110 cars
 Malta to Salida..... 4 or more units — 120 cars
 Salida to Pueblo..... 3 or more units — 120 cars
 2-unit GP, F-7, F-9..... 80 cars
 One unit GP, F-7, F-9..... 40 cars
 2-unit GP, SD, ML-4..... 120 cars
 One unit GP, SD, ML-4..... 60 cars

Not more than 90 cars of rock or heavier loading to be handled in any one train.

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:



SAFE COUPLING SPEED

Damage begins
 2½ times as damaging as 4 MPH
 3 times as damaging as 4 MPH
 4 times as damaging as 4 MPH
 5 times as damaging as 4 MPH
 6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR — A BRISK WALK.**

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS!