

THE DENVER & RIO GRANDE WESTERN RAILROAD SYSTEM

T. H. BEACOM, Receiver

THIRD DISTRICT

GREEN RIVER DIVISION NO. 95—TIME TABLE—NO. 95

Taking Effect Sunday, June 1st, 1924, at 12:01 A. M.

Standard Time, 105th Meridian

Superseding Time Table No. 94

NOTE IMPORTANT CHANGES IN TIME TABLE RULES

For the exclusive guidance of Employees, not for the information of the Public.

The Management reserves the right to vary from it at pleasure.

I. H. LUKE,
GENERAL MANAGER

L. F. WILSON,
GENERAL SUPERINTENDENT OF TRANSPORTATION

J. D. STACK,
GENERAL SUPERINTENDENT

S. '

WESTWARD

MAIN LINE

WESTWARD

THIRD CLASS				SECOND CLASS			Sub-Division 5 STATIONS			Telegraph Calls	Car Capacity of Passing Sidings	FIRST CLASS				
95 Local Freight				61 California Fast Freight		Miles from Denver	TIME TABLE No. 95					1 Scenic Limited	3 Passenger	7 Panoramic Special		
Leave Daily Ex. Sunday				Leave Daily			June 1, 1924					Leave Daily	Leave Daily	Leave Daily		
			7.00 AM		10.45 PM	449.6	N	GRAND JUNCTION	B† C.W.T.	JN	Yard	2.00AM	10.15AM	10.00PM		
			7.10		10.55	452.0		DURHAM	W.		59	2.03	f 10.19	10.04		
			7.20		11.02	454.5		RACEY			74	2.07	f 10.23	10.08		
			7.30		11.09	456.9		RHONE			48	2.11	f 10.27	10.12		
			7.50		11.20	460.5	D	FRUITA	W.	R	86	2.16	s 10.34	10.18		
			8.10		11.36	465.6	D	LOMA		MO	76	2.23	f 10.42	10.26		
			8.50		11.52	468.9	N	MACK		MC	56	f 2.30 2	s 10.51	10.31		
			9.10		12.05 AM	473.4		RUBY			54	2.40 62	f 10.59	10.39		
			9.23		12.18	477.9		SHALE			54	2.48	f 11.07	10.47		
			9.41		12.36	483.9		UTALINE			70	2.58 8	f 11.17	10.57		
			9.54		12.49	488.4	D	WESTWATER	*W.	WA	82	3.06	f 11.25	11.05		
			10.20		1.15 62	493.2		COTTONWOOD			56	3.18	f 11.37	11.16		
			10.40		1.30 2	498.9		AGATE			82	3.26	f 11.46	11.24		
			11.10		1.45	504.4	N	CISCO	*W.T.	CS	37	3.36	f 11.57 96	11.33		
			11.35 96		2.13 8	512.0		WHITEHOUSE			43	3.51	f 12.12PM	11.47 62		
			12.01 PM		2.35	515.9		ELBA			59	3.59	f 12.20	11.54		
			12.20		3.05	520.1		SAGERS			43	4.08	f 12.29	12.02AM		
			12.40 3		3.35	525.3		VISTA			82	4.20	f 12.40 95	12.13		
			1.15		4.00	528.1	N	THOMPSON	W.T.	HN	48 East 53 West	f 4.32	s 12.51	12.18		
			1.38		4.22	534.2		CRESCENT	W.		71	4.41	f 1.00	12.27 2		
			2.00		4.51 1	540.9		FLOY			83	4.51 61	f 1.10	12.37		
			2.20		5.20	546.9		SOLITUDE			82	5.00	f 1.19	12.46		
			2.40		5.32	551.4		DALY			71	5.07	1.27	12.57 8		
			3.00 PM		5.45 AM	555.2	N	GREEN RIVER	B† C.W.T.	GR	Yard	5.15AM	1.35PM	1.10AM		
			Arrive Daily Ex. Sunday (8.00)		Arrive Daily (7.00)			105.6				Arrive Daily (3.15)	Arrive Daily (3.20)	Arrive Daily (3.10)		
			(13.20)		(15.08)			Schedule Time				(32.49)	(31.68)	(33.34)		
								Average Speed per Hour								

EASTWARD

MAIN LINE

EASTWARD

FIRST CLASS			Sub-Division 5 STATIONS TIME TABLE No. 95 June 1, 1924			Miles from Green River	Telegraph Calls	Car Capacity of Passing Sidings	SECOND CLASS			THIRD CLASS		
2 Scenic Limited	4 Passenger	8 Panoramic Special							62 California Fast Freight			96 Local Freight		
Arrive Daily	Arrive Daily	Arrive Daily							Arrive Daily			Arrive Daily Ex. Sunday		
3.10 AM	7.01 PM	4.10 AM	N	GRAND JUNCTION	B† C.W.T.	105.6	JN	Yard	4.05 AM			4.00 PM		
3.00	f 6.51	4.00		DURHAM	W.	103.2		59	3.50			3.50		
2.56	f 6.47	3.56		RACEY		100.7		74	3.42			3.40		
2.52	f 6.43	3.52		RHONE		98.3		48	3.35			3.30		
2.46	s 6.37	3.46	D	FRUITA	W.	94.7	R	86	3.25			3.20		
2.37	f 6.24	3.35	D	LOMA		89.6	MO	76	3.15			3.00		
f 2.30 1	s 6.16	3.27	N	MAOK		86.3	MC	56	3.00			2.40		
2.16	f 6.03	3.16		RUBY		81.8		54	2.40 1			1.56		
2.07	f 5.55	3.08		SHALE		77.3		54	2.20			1.43		
1.57 62	f 5.45	2.58 1		UTALINE		71.3		70	1.57 2			1.25		
1.49	f 5.37	2.51	D	WESTWATER	*W.	66.8	WA	82	1.34			1.10		
1.41	f 5.25	2.43		COTTONWOOD		62.0		56	1.15 61			12.50		
1.30 61	f 5.15	2.33		AGATE		56.3		82	12.45			12.30 PM		
1.21	s 5.05	2.24	N	CISCO	*W.T.	50.8	CS	37	12.20 AM			11.57 3		
1.09	f 4.52	2.13 61		WHITEHOUSE		43.2		43	11.47 7			11.35 95		
1.03	f 4.46	2.07		ELBA		39.3		59	11.35			11.25		
12.57	f 4.40	2.01		SAGERS		35.1		43	11.25			11.10		
12.48	f 4.31	1.53		VISTA		29.9		82	11.10			10.42		
f 12.43	s 4.25	1.48	N	THOMPSON	W.T.	27.1	HN	48 East 53 West	11.00			10.30		
12.27 7	f 4.08	1.34		CRESCENT	W.	21.0		71	10.20			9.35		
12.10 AM	f 3.54	1.20		FLOY		14.3		83	9.50			9.05		
11.56	f 3.42	1.06		SOLITUDE		8.3		82	9.20			8.35		
11.46	3.32	12.57 7		DALY		3.8		71	8.55			8.15		
11.40 PM	3.25 PM	12.50 AM	N	GREEN RIVER	B† C.W.T.		GR	Yard	8.25 PM			8.00 AM		
Leave Daily	Leave Daily	Leave Daily		105 6					Leave Daily			Leave Daily Ex. Sunday		
(3.30)	(3.36)	(3.20)		Schedule Time					(7.40)			(8.00)		
(30.17)	(29.33)	(31.68)		Average Speed per Hour					(13.77)			(13.20)		

WESTWARD

MAIN LINE

WESTWARD

THIRD CLASS				SECOND CLASS			Miles from Denver	Sub-Division 6 STATIONS TIME TABLE No. 95 June 1, 1924			Telegraph Calls	Car Capacity of Passing Sidings	FIRST CLASS			
97 Local Freight			137 Mixed		61 California Fast Freight	N		D	W.T.	7 Panoramic Special			17 Passenger	1 Scenic Limited	3 Passenger	
Leave Daily Ex. Sunday			Leave Daily Ex. Sunday		Leave Daily					Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily
						6.00 AM	555.2	N	GREEN RIVER	B† C.W.T.	GR	Yard	1.15AM		5.20 AM	1.40 PM
						6.35	561.3		6.1 SPHINX			71	1.30		5.35	f 1.54
						7.00	568.0		6.7 DESERT			47	1.45		5.50	f 2.08
						7.30	574.7		6.7 CLIFF			66	2.00		6.05	f 2.21
						7.50	580.6	D	5.9 WOODSIDE	*W.T.	WD	55	2.10		6.15	f 2.35 4
						8.15	586.9		6.3 GRASSY			71	2.23		6.28	f 2.50
						8.43	593.5		6.6 CEDAR			57	2.40		6.46	f 3.05
						8.57	599.4		5.9 VERDE			59	2.50		6.56	f 3.15
					10.25 AM	9.16	603.2	N	3.8 MOUNDS	*W.T.	MU	Yard	2.58		7.04	f 3.24
					10.45	9.31	608.7		5.5 FARNHAM			46	3.08		7.14	f 3.34
					11.00	9.44 98	613.5		4.8 WELLINGTON			71	3.16		7.22	f 3.43
				s 11.30		10.00	619.1	N	5.6 PRICE	W.T.	CV	103	3.26	6.00 AM	s 7.36	s 4.00 138 62
					11.40	10.10	621.8		2.7 MAXWELL			89	3.31	6.05	7.41	4.05
				s 12.30 PM		10.50	626.5	N	4.7 HELPER	B† C.W.T.	RA	Yard	s 3.50	s 6.20	s 8.00	s 4.25
					12.45	11.05	628.8		2.3 UTAH RY. JCT.			Yard	3.57	f 6.25	8.08	4.32
					1.00	11.18	630.3	D	1.5 CASTLE GATE	C.W.T.	CG	Yard	4.02	s 6.35	8.15	s 4.40
					1.35	11.48	635.1		4.8 NOLAN			102	4.18	f 6.49	8.30	4.58
					2.10	12.10 PM	639.3	N	4.2 KYUNE	W.T.	KN	45	4.32	f 7.01	8.44	5.14
					3.00	12.45	644.5	D	5.2 COLTON	W.T.	CN	Yard	4.48	s 7.19	s 9.00	s 5.30
					4.00 PM	1.45 PM	651.5	N	7.0 SOLDIER SUMMIT	B† C.W.T.	JF	Yard	5.10AM	7.40 AM	9.20 AM	5.55 PM
				Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily		96.3				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
				(8.00)		(5.35)	(7.45)		Schedule Time				(3.55)	(1.40)	(4.00)	(4.15)
				(12.03)		(8.65)	(12.42)		Average Speed per Hour				(24.58)	(19.44)	(24.07)	(22.65)

EASTWARD

MAIN LINE

EASTWARD

FIRST CLASS				Sub-Division 6 STATIONS TIME TABLE No. 95 June 1, 1924				SECOND CLASS		THIRD CLASS			
8 Panoramic Special	2 Scenic Limited	18 Passenger	4 Passenger			Miles from Soldier Summit	Telegraph Calls	Car Capacity of Passing Siding	138 Mixed	62 California Fast Freight	98 Local Freight		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday		
12.45AM	11.35PM		3.20PM	N	GREEN RIVER B† C.W.T.	96.3	GR	Yard		8.10 PM	1.30 PM		
12.31	11.22		f 3.07		6.1 SPHINX	90.2		71		7.30	1.10		
12.21	11.12		f 2.56		6.7 DESERT	83.5		47		7.00	12.50		
12.11	11.02		f 2.46		6.7 CLIFF	76.8		66		6.40	12.25 PM		
12.02AM	10.52		f 2.35 ³	D	5.9 WOODSIDE *W.T.	70.9	WD	55		6.10	11.55		
11.53	10.42		f 2.21		6.3 GRASSY	64.6		71		5.50	11.30 ⁹⁷		
11.43	10.31		f 2.10		6.6 CEDAR	58.0		57		5.29	11.00		
11.33	10.21		f 2.00		5.9 VERDE	52.1		59		5.10	10.35		
11.27	10.15		f 1.54	N	3.8 MOUNDS *W.T.	48.3	MU	Yard	5.01 PM	4.56	10.20		
11.17	10.05		f 1.44		5.5 FARNHAM	42.8		46	4.41	4.36	10.00		
11.10	9.58		f 1.35 ⁹⁷		4.8 WELLINGTON	38.0		71	4.25	4.20	9.44 ⁶¹		
11.00	s 9.48	2.30 PM	s 1.25	N	5.6 PRICE W.T.	32.4	CV	103	s 4.00 ³ ₆₂	4.00 ¹³⁸ ₃	9.30		
10.53	9.38	2.13 ⁹⁷	1.13		2.7 MAXWELL	29.7		89	3.00	3.46	8.25		
10.45	s 9.30	s 2.05	s 1.05	N	4.7 HELPER B† C.W.T.	25.0	RA	Yard	s 2.45	3.30	8.10		
10.37	9.22	f 1.45	12.52		2.3 UTAH RY. JCT.	22.6		Yard	2.20	3.00	7.40		
10.33	9.18	s 1.40	s 12.48	D	1.5 CASTLE GATE C.W.T.	21.2	CG	Yard	2.10	2.50	7.30		
10.21	9.06	f 1.13	12.36		4.8 NOLAN	16.4		102	1.50	2.30	7.00		
10.10	8.55	f 1.02	12.25	N	4.2 KYUNE W.T.	12.2	KN	45	1.30	2.10	6.30		
9.59	8.44	s 12.50	s 12.14 PM	D	5.2 COLTON W.T.	7.0	CN	Yard	1.10	1.55	6.00		
9.45PM	8.30PM	12.30 PM	11.59 AM	N	7.0 SOLDIER SUMMIT B† C.W.T.		JF	Yard	12.45PM	1.30 PM	5.30 AM		
Leave Daily	Leave Daily	Leave Daily	Leave Daily		96.3				Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday		
(3.00)	(3.05)	(2.00)	(3.21)		Schedule Time				(4.16)	(6.40)	(8.00)		
(32.10)	(31.23)	(16.20)	(28.74)		Average Speed per Hour				(11.32)	(14.44)	(12.03)		

WESTWARD				MAIN LINE				EASTWARD					
SECOND CLASS		FIRST CLASS		Distance from Denver	Sub-Division 16 STATIONS TIME TABLE No. 95 June 1, 1924	Distance from Grand Junction	Siding Capacity in Cars Passing Tracks	FIRST CLASS		SECOND CLASS			
361 Freight	321 Passenger	315 Passenger	316 Passenger					322 Passenger	362 Freight				
										Leave Daily except Sun.	Leave Daily	Leave Daily	Arrive Daily except Sun.
										Arrive Daily except Mon.	Arrive Daily	Arrive Daily	Leave Daily except Sat.
6.00 PM		2.40 PM	351.51	Ms MONTROSE B† Tg RNWCY	72.68	Yard	12.01 PM		4.00 AM				
6.30		f 2.55	357.39	5.88 MENOKEN	66.80	34	f 11.42		3.25				
7.10		s 3.08	362.21	4.82 Ho OLATHE D	61.98	27	s 11.30		3.00				
7.30		f 3.22	367.49	5.28 CHIPETA	56.70	34	f 11.16		2.20				
8.15	10.25 AM	s 3.40	372.81	5.32 Dt DELTA B† Tg RNWCY	51.38	Yard	s 11.05	4.20 PM	1.50				
8.35	f 10.40 ³¹⁶	f 3.52	377.53	4.72 ROUBIDEAU	46.66	76	f 10.40 ³²¹	f 4.06	12.35				
8.50	f 10.46	f 4.00 ³²²	380.19	2.66 STRATTER	44.00	44	f 10.34	f 4.00 ³¹⁵	12.20 AM				
9.10	f 10.57	f 4.10	384.84	4.65 ESCALANTE	39.35	34	f 10.25	f 3.45	11.55				
9.40	f 11.11	f 4.24	390.92	6.08 DZ DOMINGUEZ DNW	33.27	52	f 10.13	f 3.31	11.30				
10.05	f 11.26	f 4.38	397.67	6.75 BRIDGEPORT Tg	26.52	43	f 9.59	f 3.16	11.00				
10.30 ³⁶²	f 11.38	f 4.52	402.83	5.16 DEER RUN	21.36	71	f 9.47	f 3.03	10.30 ³⁶¹				
10.55	f 11.49	f 5.05	407.96	5.13 KAHNAH	16.23	18	f 9.35	f 2.51	10.05				
11.30	f 11.59	f 5.18	411.80	3.84 Wr WHITEWATER TgNW	12.39	52	f 9.28	f 2.43	9.50				
12.10 AM	f 12.12 PM	f 5.32	417.26	5.46 UNAWEEP	6.93	34	f 9.15	f 2.30	9.30				
1.00 AM	12.30 PM	6.00 PM	424.19	6.93 Jn GRAND JUNC. B† RNWCYTg		Yard	9.00 AM	2.15 PM	9.00 PM				
	Arrive Daily except Mon.	Arrive Daily	Arrive Daily	72.68			Leave Daily	Leave Daily	Leave Daily except Sat.				
(7.00) (10.38)	(2.05) (24.66)	(3.20) (21.80)		Schedule Time Average Speed per Hour			(3.01) (24.09)	(2.05) (24.66)	(7.00) (10.38)				

WESTWARD				NORTH FORK BRANCH—Delta and Somerset						EASTWARD			
SECOND CLASS		FIRST CLASS		Distance from Denver	Sub-Division 16-A STATIONS		Distance from Delta	Siding Capacity in Cars	FIRST CLASS		SECOND CLASS		
363		321							322		364		
Freight		Passenger							Passenger		Freight		
Lv. Tue. Thur. Saturday		Leave Daily							Arrive Daily		Ar. Mon. Wed. Friday		
10.00 AM		8.05 AM	415.28	Su	SOMERSET	B†RDWCT	42.47	Yard	6.30 PM		1.00 PM		
10.40		f 8.18	410.90		4.38 BOWIE		38.09	7	f 6.15		12.05 PM		
11.00		s 8.40	405.92	SW	4.98 PAONIA	D	33.11	31	s 6.05		11.00		
11.20		f 8.48	403.58		2.34 COBURN		30.77	17	f 5.48		10.20		
12.10 PM		s 9.15	397.74	Hk	5.84 HOTCHKISS	DWY	24.93	34	s 5.35		10.00		
1.00		f 9.27	393.24		4.50 LAZEAR		20.43	12	f 5.17		9.32		
1.05		f 9.29 ³⁶⁴	392.58		0.66 ROGERS MESA		19.77	42	f 5.15		9.29 ³²¹		
1.35		f 9.42	385.40		7.18 PAYNE		12.59	41	f 4.58		8.40		
2.00		s 9.57	380.82	Ax	4.58 AUSTIN	WD	8.01	24	s 4.45		8.10		
2.05		f 10.05	379.76		1.06 SAXTON		6.95	47	f 4.40		7.40		
3.00 PM		10.20 AM	372.81	Dt	6.95 DELTA	B†RDNWCY		Yard	4.25 PM		7.00AM		
Ar. Tue. Thur. Saturday		Arrive Daily			42.47				Leave Daily		Lv. Mon. Wed. Friday		
(5.00) (8.49)		(2.15) (18.87)			Schedule Time Average Speed per Hour				(2.05) (20.38)		(6.00) (7.08)		

WESTWARD--Sunnyside Branch--EASTWARD									
SECOND CLASS		Miles from Sunnyside	Sub-Division 6-A STATIONS		Telegraph Calls	Car Capacity of Sidings	Miles from Mounds	SECOND CLASS	
137 Mixed			TIME TABLE No. 95					138 Mixed	
Leave Daily Ex. Sunday			June 1, 1924					Arrive Daily Ex. Sunday	
8.15AM			D SUNNYSIDE C.W.T.		Sy	Yard	16.8	7.00 PM	
		4.0	4.0						
			COLUMBIA JCT.				12.8		
f 9.00		7.4	3.4			40	9.4	f 6.00	
			WHITE'S						
10.15AM		16.8	9.4		Mu	Yard		5.10 PM	
Arrive Daily Ex. Sunday			N MOUNDS W.T.					Leave Daily Ex. Sunday	
2.00			16.8					1.50	
8.40			Schedule Time						
			Average Speed per Hour					9.16	

WESTWARD--Kenilworth and Helper Branch--EASTWARD									
	Miles from Kenilworth	Sub-Division 6-B STATIONS TIME TABLE No. 95 June 1, 1924					Miles from Kenilworth Junction		

WESTWARD--Spring Canyon Branch--EASTWARD				
Miles from Spring Canyon Junction	Sub-Division 6-C STATIONS TIME TABLE No. 95 June 1, 1924			Miles from Rains
		SPRING CANYON JCT.	W.	6.7
	0.4	SPRING CANYON YARD		6.3
	1.6	UTAH RY. CONNECTION		5.1
	3.6	PEERLESS		3.1
	4.1	STORRS		2.6
	5.0	STANDARDVILLE		1.7
	6.2	LATUDA		0.5
	6.5	MUTUAL JUNCTION		0.2
	6.7	RAINS		

WESTWARD--Pleasant Valley Branch--EASTWARD									
SECOND CLASS		Miles from Clear Creek	Sub-Division 6-D STATIONS		Telegraph Calls	Car Capacity of Sidings	Miles from Colton	SECOND CLASS	
651 Mixed			TIME TABLE No. 95					652 Mixed	
Leave Daily Ex. Sunday			June 1, 1924					Arrive Daily Ex. Sunday	
6.20AM		0.3	END OF TRACK				21.4		
		3.7	CLEAR CREEK		Wm	Yard	21.1	3.00 PM	
		6.2	UTAH MINE C.			48	17.7		
s 7.15		12.3	D	SCOFIELD W.T.	Mi	Yard	15.2	s 2.20	
f 7.40		21.4		HALE W.		45	9.1	f 1.40	
8.25AM			D	COLTON W.T.	Cn	Yard		1.00 PM	
Arrive Daily Ex. Sunday			21.4					Leave Daily Ex. Sunday	
2.05			Schedule Time					2.00	
10.27			Average Speed per Hour					10.70	
		Miles from Clear Creek	Sub-Division 6-E STATIONS		Telegraph Calls	Car Capacity of Sidings	Miles from Colton		
			TIME TABLE No. 95						
			June 1, 1924						
		8.6	WINTERQUARTERS ^C				17.6		
		6.2	D	SCOFIELD W.T.	Mi	Yard	15.2		
			2.4						
			2.4						

SPECIAL RULES

SUPERSEDING GENERAL RULES WHICH ARE INCONSISTENT THEREWITH

1. Definition appearing on page 9, Rules and Regulations of the Operating Department, reading:

"DISTRICT—A part of a division so designated on the time table," is hereby abrogated. That part of a division heretofore designated as a district will hereafter be designated as a SUB-DIVISION.

2. Eastward trains are superior to Westward trains of the same class.

3. A train must not leave its initial station on any sub-division without clearance, unless otherwise prescribed by time table rule.

3-A. EXTRA TRAINS ARE NOT REQUIRED TO HAVE RUNNING ORDERS TO USE DOUBLE TRACK WITH CURRENT OF TRAFFIC BETWEEN HELPER AND SOLDIER SUMMIT, BUT MUST OBTAIN CLEARANCE CARD, Form 3249, BEFORE OCCUPYING MAIN TRACK.

DISPATCHERS WILL RECORD IN TRAIN ORDER BOOK NUMBER OF CLEARANCE, NUMBERING THEM CONSECUTIVELY FROM MIDNIGHT EACH DAY, AND OPERATORS WILL INSERT NUMBER FURNISHED BY DISPATCHER ON CLEARANCE WHICH WILL AUTHORIZE A TRAIN TO RUN WITH CURRENT OF TRAFFIC IN THE DIRECTION TRAIN IS GOING WHEN OBTAINING CLEARANCE.

3-B. No train will leave Soldier Summit, Helper, Grand Junction, Delta, Montrose or Somerset without a clearance.

4. Train Register Books are located at:

Soldier Summit
Helper.
Green River.
Grand Junction.
Colton. (Branch trains only.)
Scofield.
Mounds. (Branch trains only.)
Sunnyside.
Delta.
Montrose.
Somerset.

Register stations are shown in body of the Time Table in FULL FACED type. At such stations, conductors must personally register their trains unless otherwise provided by Time Table Rules or train order.

4-A. A train relieved from registering by Time Table Rule or train order will be cleared of register by train order. Conductor will register by Registering Ticket and operator will record same in train register.

4-B. Conductors must register the number of their helper engines with their trains.

5. YARD LIMIT STATIONS:

Grand Junction	Spring Canyon, from 220 feet west of Bridge 628-A, east of Utah Railway Junction, to Mile Post 631.9, west of Rolapp Mine, including Utah Railway Junction Yard, Panther, Castle Gate, and Rolapp Yards.	Clear Creek
Fruita		Winterquarters
Mack		Scofield
Westwater		Sunnyside
Cisco		Kenilworth Junction
Thompson		Delta
Green River		Olathe
Woodside	Kyune	Montrose
Mounds	Colton	Austin
Price	Soldier Summit	Hotchkiss
Helper		Paonia
		Bowie
		Somerset

Within yard limits, the main track may be used protecting against first class trains. Second and inferior class and extra trains must move within yard

limits prepared to stop unless the main track is seen or known to be clear. However, trains while standing within yard limits or stations protected by yard limit boards, in stormy or foggy weather, or where the view is obscured and where the head or rear of their trains is so situated that it cannot be seen by approaching train FOR A DISTANCE OF 1000 FEET, must be protected according to Rule 99. This will not relieve the approaching train in any manner from responsibility under existing yard limit rules.

6. When a train is detoured it must not leave the station at which it returns to its own rails without a "31" running order.

7. Unless otherwise indicated, the time of a train at any station on the Time Table applies to the switch where an inferior train takes the siding; where there is no siding, it applies to the place from which fixed signals are operated. Where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

8. A switch must not be closed for main track while a train, engine, or car is outside of clearance point of the siding. Neither switch of a cross-over between two main tracks must be closed for a main track while a train, engine, or car occupies such a cross-over. A train entering a siding or moving through a cross-over between main tracks must not stop to pick up a man at switch while any part of train is between switch and clearance point of siding or between switches of the cross-over.

At point of meeting, the superior train, if arriving first, must set the switch to be used by the inferior train in entering the siding.

9. When running over track or bridges under slow order, the conductor must have a man on the steps of the last car of a passenger train and on top of the last car of a freight train, WHO WILL GIVE PROCEED SIGNAL WHEN THE POINT COVERED BY THE SLOW ORDER HAS BEEN PASSED.

10. In order to further promote safe operation of trains, it is the duty of trainmen, sectionmen and bridgemen, station employes, pumpers, and all others whose duty will permit, to place themselves in a position to discover any unusual or unsafe condition about passing trains, and give suitable signal to conductor or rear brakeman, who must be in position to receive and act upon such signal.

11. On approaching a station at which a train should stop or take the siding to meet or be passed by another train, the conductor must give the engineman a stop signal, and the engineman must acknowledge the signal by one short blast of the whistle. The signal should be given immediately after the station whistle is sounded, and should the engineman fail to acknowledge it, the conductor must stop the train. Conductors on passenger trains will use signal 16(d) for this purpose.

12. Rule 14(k) of the Rules and Regulations of the Operating Department is supplemented as follows:

If not answered by a train, the train displaying signals must stop and ascertain the cause.

Enginemen must whistle classification signals to both engine and caboose. Trainmen at caboose will answer by hand or lamp signal.

13. Unless some form of block signal is used, trains must keep at least five minutes apart, except in closing up at stations. A train following a train carrying passengers must keep at least ten minutes behind it.

Operators at open telegraph offices will block trains accordingly, holding train order signals at "stop" the required time for this purpose.

13-A. All trains, (including light engines), on descending grade, Soldier Summit to Helper, will be blocked ten minutes apart by train order board.

14. During zero weather, it will not be necessary for trainmen to ride on top on descending grades. They must, however, see that brakes are thoroughly tested and put in proper condition immediately before descending, and they will be required to ride on top after train has started from the summit until after the engineer has made first application of air, and has made check of speed, to be sure that engineer by such check and handling has full control of the air. It is also imperative that every trainman be in his proper place, ready to take instant action, should anything occur at any point on descending grades. The rear brakeman and the conductor must be in the cupola watching their train, with brake clubs at hand, so they can give assistance the instant anything goes wrong. The head brakeman is also required to place himself in readiness in a similar manner, and no excuse will be taken from the conductor for failure to see that his brakemen and himself are properly placed.

The trainmen should also watch the air gauge in the caboose, and if they find engineer is losing air pressure in making reductions, or losing control of train, will take necessary action to assist with brakes, so that the engineer can recharge to the full train line and reservoir pressure.

14-A. On westward freight trains all retainers must be turned up before leaving Soldier Summit; the rear one-third of train should have retainers turned up in light position, and the balance, or head end of train, should have retainers turned up in heavy position, from Soldier Summit to Thistle.

On eastward freight trains consisting of loads, retainers must be turned up on light loads in light position, and on heavy loads in heavy position; on trains of empties, retainers must be turned up in the light position on the forward half of train, Kyune to Helper.

Retainers must not be turned down, except where wheels are overheating, until train has passed the yard limit board at Helper, and then only by beginning on the rear end of train.

When a stop has been made at any point on heavy grades, and it becomes necessary to turn retainers down in order to start the train, begin on rear end of train, turn them down and up again as soon as the air has exhausted from the brake cylinder.

Engineers should not attempt to release brakes after a full stop has been made without having a maximum main reservoir pressure of 130 pounds.

On passenger trains, one-half of retainers must be turned up between Kyune and Castle Gate eastward, alternating frequently to avoid overheating of wheels.

After the train has stopped, the rear brakeman will begin at the rear end of the train and turn down all retainers, turning them up again as soon as the air has exhausted, until he meets the head brakeman, who has, in the meantime, inspected the head end of the train and who will in turn handle the retainers as above until the head end of the train is reached.

The rear brakeman will inspect rear portion of the train after he has cared for the retainers, as above directed.

When the inspection has been completed and the train is ready to depart, release the hand brakes on head end of train, beginning with the last one set. When the train has started, the engineer must hold the slack with the engine and tank brakes to avoid slack running out of train until train brakes are applied, when driver brakes can be then released, if necessary, by the cut-out cock in the cab. This method of handling by the engineer must be followed after starting the train, descending all heavy grades.

When inspecting air brakes on made-up trains with engine attached, inspectors will include the inspection of tender brakes and engine driver brakes. The travel of pistons on driver brakes will be maintained at 7 inches.

Sub-Division 5.—On Ballard and Thompson Branch, all retainers must be used on descending grades.

Sub-Division 6-A.—Mounds-Sunnyside: All retainers must be used on descending grades.

Sub-Division 6-B.—Kenilworth Junction-Kenilworth: All retainers must be used on descending grades.

Sub-Division 6-C.—Spring Canyon Junction-Rains: All retainers must be used on descending grades.

14-B. On double track, when a train is stopped by an emergency application of the air brakes, or by some unknown cause, adjacent track must be at once protected, in both movements, until it is ascertained that it is safe and clear for the movement of trains.

14-C. When there are five or more empties in a train, eastward or westward, these cars will be trained on head end of train out of Soldier Summit.

15. All railroad crossings at grade are protected by interlocking signals, except as follows:

Sub-Division.	M.P.	Location	Crossing	Remarks	Operated by
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Trains approaching these crossings must stop at a point designated by stop board and not proceed until sure that track is clear. (See General Rule 98.)

16. Passenger equipment must not be handled in switching unless the air is in service on all cars, and must not be cut off when moving.

17. Persons accompanying live stock or other freight will be carried on any freight trains handling such live stock 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. Employes 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."

Passengers may be carried on the following trains:

Nos. 138 and 137, between Helper and Sunnyside.

Nos. 651 and 652, between Colton and Clear Creek.

18. Trainmen must not uncouple cars on grades without first testing hand brakes and knowing they will hold. Cars placarded "High Explosives" or "Inflammables" must not be cut off while cars are in motion.

19. Rule No. 19 of the Rules and Regulations of the Operating Department is revised as follows:

"The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, marker lamps not lighted; by night, lighted markers displaying green to the front and side and red to the rear, except when the train is clear of the main track, when green lights must be displayed to the front and rear. On double track when a train is turned against the current of traffic, green lights must be displayed to the front, a green light to the rear on the side next to the main track on which the current of traffic is in the direction the train is moving, and a red light to the rear on the opposite side. At night, an additional red light will be displayed to the rear on freight trains in the caboose cupola, which must be turned to show green to the front and rear as soon as train is clear of the main track or when train is running against the current of traffic on double track. Trains while standing on main track at night must also display a red light in center of rear platform."

20. Paragraph 4, Rule 5 of the Rules and Regulations of the Operating Department is revised as follows:

When there are one or more trains scheduled to meet or pass a train at any station, attention is called to it by small figures denoting train or trains to be met or passed.

21. All employees are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side of a car; and all employees must protect themselves from injury in passing such structures.

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through or under the below named bridges or viaducts, and necessary precautions must be used by all employees to protect themselves from injury from overhead structures at said points while riding on top of cars.

Sub-Divn.	Mile Post	Name	Clearance
5	471.9	Ruby Tunnel	22 feet 0 inch
5		Bridge 554-A	21 feet 1 inch
6	630.3	Castle Gate Mine Trestle	21 feet 10 inches
6	631.1	Castle Gate Mine Trestle	23 feet 0 inch
6	636.3	Nolan Tunnel	23 feet 0 inch
6	638.7	Kyune Tunnel	23 feet 0 inch
16	400.04	Bridgeport Tunnel	
16	378.94	Bridge 378-C—Roubideau	
16-A	380.23	Bridge 380-A	

PLEASANT VALLEY BRANCH

6-E	Winter Quarters Mine Trestle	21 feet 10 inches
6-D	Clear Creek Mine Trestle	21 feet 10 inches

22. Rule 6 of the Rules and Regulations of Operating Department is revised as follows:

On the Employees' Time Table the words "daily," "daily, except Sunday," etc., printed on the head and foot in connection with a train, indicate how it shall be run. The following signs indicate:

- s—Regular stop.
- f—Flag stop to receive or discharge passengers or freight.
- ¶—Meals or lunch.
- N—Day and night telegraph office.
- NO—Night (only) telegraph office.
- D—Day (only) telegraph office.
- DN—Part day and part night telegraph office.
- TG—Telegraph station.
- C—Coal station.
- W—Water station.
- Y—Wye.
- T—Turntable.
- S—Scale.
- B—Bulletin.
- †—Standard clock.
- *—Sand.

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

Except in territory specified below, enginemen and conductors may moderately increase the speed above that required by the schedules when the necessity

arises, if in their judgment it be safe and prudent, bearing in mind that safety in operation is to be given first consideration, and always giving due consideration to track and surrounding conditions. At no time, however, should a speed exceeding 50 miles per hour be made with passenger trains, or a speed exceeding 30 miles per hour be made with freight trains on the main line; and 30 miles per hour with passenger trains and 20 miles per hour with freight trains on branch lines.

The specific restrictions below cover certain territories where conditions, such as curves, grades, etc., make a specific limited speed necessary, and these restrictions, also any other special speed restrictions, must be complied with.

TERRITORY	Passenger Trains Miles per Hour	Freight Trains Miles per Hour
Engines of M-67—M-78 class.....	45	30
Between Westwater and Ruby, Sub-Division 5.....	30	20
Ballard and Thompson Branch, Sub-Division 5.....	6	6
Green River Bridge 554-A (Mallet, Santa Fe and Mountain type engines, Sub-Division 5).....	10	10
East switch Woodside, Sub-Division 6.....	25	25
Soldier Summit-Kyune, Eastward.....	30	20
Kyune-Helper, Eastward.....	25	15
Helper-Kyune, Westward.....	25	20
Kyune-Soldier Summit, Westward.....	30	25
Mallet and other engines running light will not exceed speed of freight trains between Soldier Summit and Helper in either direction. Freight trains leaving Soldier Summit, Westward, must not exceed a speed of six miles per hour while pulling out of yard.		
Sub-Division 6-A: Mounds-Sunnyside		12
Sub-Division 6-B: Kenilworth Junction-Kenilworth		4
Sub-Division 6-C: Spring Canyon Junction-Rains.....		6
Sub-Divisions 6-D, 6-E: Colton-Clear Creek-Winter Quarters.....		Schedule Running Time
Sub-Divisions 16, 16-A: Grand Junction-Delta-Somerset	27	18
Through Bridgeport Tunnel, near M. P. 400.....	15	10
Slow boards between M. P. 403-404.....	15	10
Slow boards at shale cut near M. P. 402 and slow boards between M. P. 413-414.....	12	8
All Sub-Divisions:		
In or out of turnouts and over switches.....	15	15
Approaching and thru interlockers.....	25	20
Over railroad crossings not interlocked.....	10	10
Mallet Engines	25	25
Engines backing up.....	15	15
Trains hauling dead engines with side rods up.....		20
Dead engines with side rods all down.....		15
With one pair wheels swinging.....		10
Steam derricks, pile drivers, steam shovels, coal hoists, etc., with boom supported.....		20
With booms not supported.....		15

23-A. City ordinance speed limits as follows:

	Miles per Hour
Grand Junction	10
Montrose	15

23-B. TRAINS MUST APPROACH PASSENGER STATIONS WHERE THE VIEW IS OBSTRUCTED PREPARED TO STOP SHOULD EMERGENCY ARISE.

24. Company surgeons are located as follows:

NAME	LOCATION	OFFICE	RESIDENCE
J. F. ROE, Chief Surgeon,	Denver,	Equitable Building.	
F. S. BASCOM,			
Asst. Chief Surgeon,	Salt Lake City,	Boston Building.	
H. R. BULL,	Grand Junction.		
K. HANSON,	Grand Junction.		
E. H. MUNRO,	Grand Junction.		
JAS. S. ORR,	Fruita.		
F. R. KING,	Green River.		
R. M. JONES,	Price.		
C. T. KENDALL,	Helper.		
C. O. DEWEY,	Soldier Summit.		
E. V. LONG,	Clear Creek.		
W. H. BASH,	Winter Quarters.		
A. W. DOWD,	Sunnyside.		
C. E. McDERMID,	Castle Gate.		
L. A. HICK,	Delta.		
W. A. McARTHUR,	Delta.		
F. SCHERMERHORN,	Montrose.		
C. G. BERTHOUSER,	Montrose.		
C. E. LOCKWOOD,	Olathe.		
W. H. LEWIS,	Hotchkiss.		
H. W. HAZLETT,	Paonia.		
J. A. McCONNELL,	Somerset.		

24-A. Hospitals are located as follows:

NAME	PLACE	LOCATION	TELEPHONE
Official Hospital:			
St. Marys,	Grand Junction.		

24-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS, personal injuries, when train is not wrecked, by message to Superintendent, who will promptly advise Claim Department. Telegraph Accident Report (Form 3884) must be made at once as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to the instructions thereon and in the Book of Rules:

- Personal Injury Report (Form 3922 or 3407, as appropriate).
- Names of Passengers, (Form 4009).
- Names of Witnesses, (Form 4000).
- Ejectment, (Form 3926).
- Inspection, (Form 4012).
- Fire Report, (Form 4119).
- Stock Report, (Enginemen, Form 3511).
- Stock Report, (Sectionmen, Form 4117).

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

(Others). When persons not employees or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depots or industries, etc.) are injured, if they are unable to care for themselves, and if no friends or others are at hand to care for them, the nearest Company surgeon should be called, or if he cannot be reached, the nearest other competent surgeon, which surgeon must be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company except the emergency attention above noted.

24-D. Parties calling surgeons should explain fully as possible the nature of the injuries, so that the surgeon may know what equipment to bring with him.

24-E. When any wreck, collision of trains, or any collision of trains with vehicles of pedestrians, resulting in loss of life or injury to persons in Colorado, the supervisor, officer, agent, or employe on the ground at time of such accident shall immediately notify the Public Utilities Commission, Capitol Building, Denver, Colorado, by telegram, the details of such accident, stating the immediate location and the nature of the accident and the number of persons killed or injured.

Information covering such accidents must be sent by Western Union Telegraph Company wires, and all Agents will accept and transmit same, assessing charges therefor against the Railroad Account.

25. HOURS WORKED BY OPERATORS:

	Week Days	Sundays
Grand Junction.....	Continuous	Continuous
Fruita.....	9:30 a. m. to 6:30 p. m.	9:30 a. m. to 6:30 p. m.
Loma.....	10:00 a. m. to 7:00 p. m.	10:00 a. m. to 7:00 p. m.
Mack.....	Continuous	Continuous
Westwater.....	10:00 a. m. to 7:00 p. m.	10:00 a. m. to 7:00 p. m.
Cisco.....	9:30 p. m. to 5:30 a. m.	9:30 p. m. to 5:30 a. m.
Thompson.....	10:00 a. m. to 6:00 p. m.	10:00 a. m. to 6:00 p. m.
Green River.....	Continuous	Continuous
Woodside.....	9:00 a. m. to 6:00 p. m.	9:00 a. m. to 6:00 p. m.
Mounds.....	Continuous	Continuous
Price.....	Continuous	Continuous
Helper.....	Continuous	Continuous
Castle Gate.....	6:00 a. m. to 10:00 p. m.	6:00 a. m. to 10:00 p. m.
Kyune.....	Continuous	Continuous
Colton.....	8:45 a. m. to 5:45 p. m.	8:45 a. m. to 5:45 p. m.
Soldier Summit.....	Continuous	Continuous
Scotfield.....	9:00 a. m. to 6:00 p. m.	9:00 a. m. to 6:00 p. m.
Sunnyside.....	12:00 p. m. to 9:00 p. m.	12:00 p. m. to 9:00 p. m.
Delta.....	Continuous	10:30 a. m. to 4:30 p. m.
Olathe.....	8:30 a. m. to 5:30 p. m.	10:30 a. m. to 4:30 p. m.
Montrose.....	Continuous at present	10:00 a. m. to 4:00 p. m.
Somerset.....	7:45 a. m. to 4:45 p. m.	8:00 a. m. to 10:00 a. m.
Paonia.....	7:50 a. m. to 4:50 p. m.	8:40 a. m. to 10:40 a. m.
Hotchkiss.....	9:00 a. m. to 6:00 p. m.	4:50 p. m. to 6:50 p. m.
Austin.....	9:00 a. m. to 6:00 p. m.	9:15 a. m. to 11:15 a. m.
		4:20 p. m. to 6:20 p. m.
		10:20 a. m. to 12:20 p. m.
		3:20 p. m. to 5:20 p. m.

26. No. 1 will stop at Mounds and Castle Gate to discharge passengers from east of Grand Junction, and will reduce speed at Heiner, Mile Post 628.5, and Rolapp to exchange mail.

26-A. No. 2 will stop at Colton to discharge passengers from Thistle and points west thereof.

26-B. No. 4 will stop at Kyune to discharge passengers from points west of Salt Lake, and reduce speed at Rolapp, and Heiner, Mile Post 625.5, P. O., to exchange mail.

26-C. Nos. 3, 17 and 18 will stop on flag at Rolapp.

26-D. Nos. 138 and 137 will carry passengers, baggage and express between Helper and Sunnyside only.

Extracts from Revised Statutes of Utah

27. RINGING OF BELLS AND BLOWING WHISTLES AT CROSSINGS.

Section 447. Every locomotive shall be provided with a bell, weighing not less than twenty pounds, which shall be rung continuously from a point not less than eighty rods from any street, road or highway crossing, until such street, road or highway shall be crossed, but the sounding of a locomotive whistle at least one-fourth of a mile before reaching any such crossing shall be deemed equivalent to ringing the bell as aforesaid, except in towns and at terminal points; during the prevalence of fogs, snow and dust storms the locomotive whistle shall be sounded before each street crossing while passing through cities and towns.

MOVEMENT OVER RAILROAD CROSSINGS

Section 447. All locomotives, with or without trains, before crossing the main track at grade of any other railroad, must come to a full stop at a distance not exceeding four hundred feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle shall be sounded at the moment of starting; provided, that whenever interlocking signal apparatus and derailing switches are adopted, such stops shall not be required. Every person in charge of a locomotive, for any neglect to observe the provisions of this section, shall be deemed guilty of a misdemeanor, and the corporation shall be liable for all damages which any person may sustain by reason of such neglect.

EMPLOYES TO WEAR OFFICIAL BADGES.

Section 452. Every conductor, baggage master, brakeman, or other employe of said railroad company employed in a passenger train, or at stations for passengers, shall wear upon his hat or cap, or in some conspicuous place on the breast of his coat, a badge indicating his office or station, and the initial letters of the name of the company by which he is employed; and no collector or conductor, without such badge, shall demand or be entitled to receive from any passenger, any fare, or ticket, or exercise any of the powers of his office or station, or interfere with any passenger or property.

FREIGHT CARS NOT TO BE PLACED IN PASSENGER TRAINS.

8203. (4203.) Placing freight car in rear of train. Every person who, in making up or running railroad trains, places or runs, or causes to be placed or run, any freight car in the rear of passenger cars is guilty of a misdemeanor, and, if loss of life or limb results from such placing or running, is guilty of felony. The term "freight car" as used in this section does not include a baggage, express or mail car.

28.

Tracks not shown as Stations in Time Table

	NAME	Mile	Car Capacity	Swth Connection
Sub-Division 6.....	Rolapp.....	631.6	60	East and West
Sub-Division 6.....	Heiner.....	628.5	4	West End
Sub-Division 6.....	Kenilworth Junc.....	625.3	Yard	West End
Sub-Division 5.....	Elgin Spur.....	553.9	6	West End
	Roe.....	357.25	24	Both Ends
	Frosts.....	359.39	12	East End
Sub-Division 16.....	Casner's.....	364.69	8	West End
	Sage.....	370.50	5	West End
	Campbell.....	375.76	6	West End
	Beet Track.....	374.00	33	Both Ends
	Saunders.....	377.29	8	Both Ends
	Read.....	379.04	14	East End
	Bell Creek.....	400.48	12	East End
Sub-Division 16-A.....	Elberta.....	401.27	15	East End
	Hadleys.....	404.49	14	Both Ends
	Roberts.....	407.16	12	Both Ends
	Underwood.....	408.00	4	East End
	Morgan.....	409.08	3	Both Ends
	Juanita Junc.....	412.03	50	West End
	Coal Mines.....	416.11	173	East End

SPEED TABLE

Speed per Hour	Time of Performance					
	¼ Mile		½ Mile		1 Mile	
Miles	m.	s.	m.	s.	m.	s.
1.....	15	00	30	00	60	00
5.....	3	00	6	00	12	00
10.....	1	30	3	00	6	00
15.....	1	00	2	00	4	00
20.....	0	45	1	30	3	00
25.....	0	36	1	12	2	24
30.....	0	30	1	00	2	00
35.....	0	25	0	51	1	42
40.....	0	22	0	45	1	30
45.....	0	20	0	40	1	20
50.....	0	18	0	36	1	12
55.....	0	16	0	32	1	05
60.....	0	15	0	30	1	00

TONNAGE RATINGS.

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

All ratings are shown in M lbs., or thousands of pounds; two M lbs. equal one ton; so that, if necessary to reduce these ratings to tons, they should be divided by two; conversely, to reduce tons to M lbs., multiply by two.

In computing tonnage, the adjustment factor represents the number of Ms 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.

Note: Ratings are temporarily shown in tons and Ms to facilitate understanding of new arrangement.

Between Helper and Mounds these ratings may be increased 25 per cent when there is tonnage which cannot or should not be left for No. 138.

Adjusted Tonnage Ratings

FROM	TO	Class of Engine L-107 No. of Engines 3500-3509		Class of Engine L-95 No. of Engines 3400-3415		Class of Engine L-62 No. of Engines 3300-3307		Class of Engine M-78 No. of Engines 1511-1520		Class of Engine M-67 No. of Engines 1501-1510 1521-1530		Class of Engine K-55 No. of Engines 1200-1213		Class of Engine C-48 No. of Engines 1131-1199		Adjustment Factor	
		Tons	"M"	Tons	"M"	Tons	"M"	Tons	"M"	Tons	"M"	Tons	"M"	Tons	"M"	Tons	"M"
Grand Junction.....	Green River.....							2500	5000	2110	4220	1790	3580			5	10
Green River.....	Grand Junction.....							2500	5000	2240	4480	1900	3800			5	10
Green River.....	Helper.....							2500	5000	2110	4220	1790	3580	1630	3260	5	10
Helper.....	Woodside.....							3370	6740	2850	5700	2390	4780	2100	4200	7	14
Woodside.....	Green River.....							2800	5600	2420	4840	2040	4080	1870	3740	6	12
Helper.....	Kyune.....	1500	3000	1170	2340	870	1740	960	1920	870	1740	760	1520	685	1370	3	6
FROM	TO	Class of Engine K-55 No. of Engines 1200-1213		Class of Engine C-48 No. of Engines 1131-1199 Superheated		Class of Engine C-48 No. of Engines 1131-1199 Saturated		Class of Engine C-41 No. of Engines 1000-1029		Class of Engine T-28 No. of Engines 720-739		Class of Engine C-28 No. of Engines 630-691		Class of Engine S-33 No. of Engines 50-62		Adjustment Factor	
		Tons	"M"	Tons	"M"	Tons	"M"	Tons	"M"	Tons	"M"	Tons	"M"	Tons	"M"	Tons	"M"
Mounds.....	Whites.....	1010	2020	850	1700	760	1520	700	1400					520	1040	3	6
Whites.....	Sunnyside.....	530	1060	450	900	400	800	450	900					400	800	2	4
Colton.....	Scofield.....			810	1620	730	1460	670	1340							3	6
Scofield.....	Clear Creek.....			540	1080	470	940	440	880							2	4
Grand Junction.....	Delta.....			3320	6640	3000	6000	2720	5440	1890	3780	1440	2880			10	20
Delta.....	Montrose.....			1570	3140	1400	2800	1280	2560	950	1900	830	1660			5	10
Delta.....	Somerset.....			1520	3040	1370	2740	1240	2480	940	1880	800	1600			5	10
Somerset.....	Rogers Mesa.....			2830	5660	2720	5440	2380	4760	1700	3400	1450	2900			8	16

30. LOCATION OF CROSSOVERS ON DOUBLE TRACK.

Miles from Denver	Points
626.4	Facing.
626.6	Trailing.
627.0	Facing.
627.5	Trailing.
628.9	Trailing.
629.6	Facing.
630.2	Trailing.
630.6	Trailing.
631.2	Facing.
631.6	Trailing.
635.2	Facing (Nolan) E. B. to Passing Track.
635.2	Facing (Nolan) W. B. to Passing Track.

Miles from Denver	Points
637.1	Trailing.
641.9	Trailing.
644.1	Trailing.
644.4	Facing.
644.6	Trailing.
645.3	Facing.
650.4	Trailing.
650.9	Facing.
651.2	Facing.
651.6	Trailing.
651.8	Facing.

D. E. WILCOX,
Assistant Superintendent,
Soldier Summit.

M. J. RULAND,
Trainmaster, Sub-Div. 5, 16 and 16-A,
Grand Junction.

C. A. STOTLAR,
Trainmaster, Sub-Div. 6, 6-A,
6-B, 6-C, 6-D, 6-E,
Helper.

L. T. WRIGHT,
Chief Dispatcher.

W. M. HENDERSON,
Second Chief Dispatcher.

J. W. HOPKINS,	H. H. McCLURE,
N. J. BROWN,	J. F. JONES,
D. A. KEELEY,	C. N. COLSTADT,
Dispatchers.	

R. L. GARDNER,
Relief Dispatcher,
Grand Junction.

B. H. DECKER,
Chief Dispatcher.

E. H. BLACKWELL,
Second Chief Dispatcher.

S. R. TWYMAN,
O. D. GRIFFIN,
W. C. LIVESAY,
Dispatchers.

E. S. BUCHANAN,
Extra Dispatcher,
Soldier Summit.

F. T. EDGAR,
Road Foreman of Equipment,
Grand Junction.