E. FISHER,
Master Mechanic,
Utah Jct.

P. H. FOLEY,
Road Foreman of Engines,
Utah Jct.

H. R. FENN,
Yardmaster,
Utah Jct.

J. B. CULBERTSON,
Chief Train Dispatcher,
Denver

A. T. HARRIS,
Asst. Chief Train Dispatcher,
Denver

TRAIN DISPATCHERS

F. D. Stephenson
L. P. Hall
L. F. Gore
M. F. Harman
J. C. Phillips
B. L. Stone
D. M. Setzler
M. C. Fowler

SIGNAL MAINTAINERS

HEADQUARTERS	FROM	TO
Denver	ABS 11-15	ABS 239
Cliff	ABS 239	ABS 478
East Portal	ABS 478	ABS 670
Sulphur	ABS 670	ABS 986
Kremmling	ABS 986	ABS 1225
Bond	ABS 1225	ABS 1296

The Denver and Salt Lake Railway Company

TIME-TABLE No. 52

Effective Sunday, June 2, 1946

12.01 A. M.

Mountain Standard Time

Superseding Time-Table No. 51

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

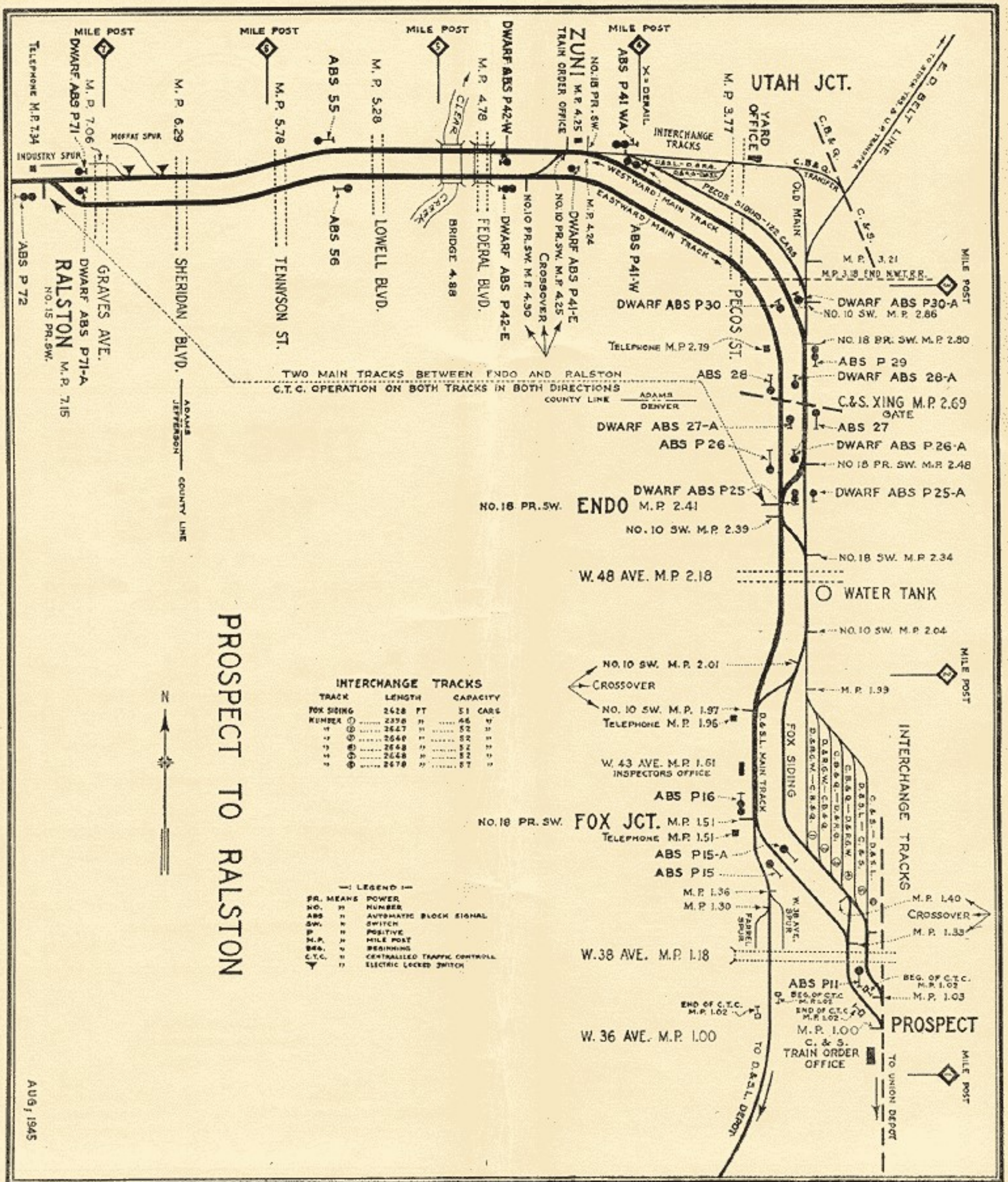
The Management reserves the right to vary from it at pleasure.

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

L. J. DALY,
Ass't to Gen'l Superintendent
Denver, Colo.

M. J. McGann,
Trainmaster,
Phippsburg, Colo.

PROSPECT TO RALSTON



INTERCHANGE TRACKS

TRACK	LENGTH	CAPACITY
FOX SIDING	2628 FT	51 CARS
NUMBER ①	2398 "	46 "
" ②	2647 "	52 "
" ③	2640 "	52 "
" ④	2648 "	52 "
" ⑤	2648 "	52 "
" ⑥	2670 "	57 "

LEGEND

PR.	MEANS	POWER
NO.	"	NUMBER
ABS	"	AUTOMATIC BLOCK SIGNAL
SW.	"	SWITCH
P	"	POSITIVE
M.P.	"	MILE POST
BEG.	"	BEGINNING
C.T.C.	"	CENTRALIZED TRAFFIC CONTROL
	"	ELECTRIC LOCKED SWITCH

AUG, 1945

TONNAGE RATING—D. & S. L. Engines

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

Engine Classes		76	62	44	44	34	33	30		
Engine Numbers		200 to 216	400 to 409	110 111 112 120 121 123	113 119 118 122	303	302	300		
Weight on Drivers		332,000	232,000	195,000	212,000	169,000	140,000	142,000		
FROM	TO	Tons	Tons	Tons	Tons	Tons	Tons	Tons		
SUBDIVISON 1.										
Denver	East Portal	1140	1000	690	690	530	515	475		
East Portal	Tunnel Apex	4600	4050	2840	2840	2250	2170	2000		
Tabernash	Winter Park	1250	1100	750	750	580	565	520		
Winter Park	Tunnel Apex	2530	2225	1550	1550	1220	1180	1085		
Orestod	Tabernash	2530	2225	1550	1550	1220	1180	1085		
Orestod	Crater	1140	1000	690	690	530	515	475		
Crater	Toponas	2145	1890	1310	1310	1030	1000	920		
Phippsburg	Toponas	1400	1235	850	850	650	640	590		
SUBDIVISION 2.										
Phippsburg	Pallas	2145	1890	1310	1310	1030	1000	920		
Haybro	Phippsburg	1400	1235	850	850	650	640	590		
Steamboat	Haybro	2530	2225	1550	1550	1220	1180	1085		
Craig	Steamboat	4600	4050	2840	2840	2250	2170	2000		

In figuring train tonnage, empty cars will be handled at actual lightweight in tons, making allowance for fractional tons so total will be actual tons. For loaded cars, including live stock, gross waybill weight will govern, except that peddler merchandise cars will be carried at actual weight with minimum of one ton. Trains must handle fraction of a car more rather than fraction less than instructed. Yardmaster, Utah Jct., and station employees, Phippsburg, are responsible for figuring freight train tonnage out of these terminals. Conductors are responsible for reporting tonnage changes enroute. Conductors will figure tonnage on Subdivision 2, eastward trains. If less tonnage than instructed is handled, explanation must be made on wheel report.

ADJUSTED TONNAGE RATINGS—D&RGW ENGINES

FROM	TO	Class 5400 H.P. Series 543-547 549-551	Class 5400 H.P. Series 540-542 548	Class L-131-132 Engines 3600-3619	Class L-109 Engines 3550-3564	Class L-99 Engines 3400-3401 3402-3403 3409-3414	Class L-95 Engines 3400-3415†	Class M-67—M-78 Engines 1501-1530	Class M-64 Engines 1700-1713	Class K-59 Engines 1200-1213	Adjustment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Zuni	East Portal	2100*	1875*	2100	1600	1500	1450	1040	950	900	3
Orestod	Tabernash	4950*	4500*	4425	3300	3172	3035	2230	2036	1890	6
Tabernash	Winter Park	2750*	2500*	2250	1750	1526	1460	1090	1034	940	3

In computing tonnage, adjustment factor represents number of tons added to total weight of each car, loaded or empty. Caboose shall count as a car. Tonnage hauled may exceed rating by fraction of a car.

*Applies to Symbol trains only.

†Except Engines 3400-3401-3402-3403-3409-3414.

D. & R. G. W. SYMBOL TRAINS

WESTWARD

	Lv. Denver	Lv. Zuni	Arr. Orestod
Ute	1:00 P.M.	2:00 P.M.	8:25 P.M.
No. 75	12:01 A.M.	1:00 A.M.	8:25 A.M.

EASTWARD

	Lv. Orestod	Arr. Zuni	Arr. Denver
AD	10:05 A.M.	10:00 P.M.	2:50 A.M.
BD	12:05 P.M.	11:30 P.M.	2:50 A.M.
BX	2:20 P.M.	12:30 A.M.	2:50 A.M.
SX	3:05 P.M.	1:00 A.M.	2:50 A.M.
CS	5:35 P.M.	1:30 A.M.	2:50 A.M.

WESTWARD — SUBDIVISION 1

TIME-TABLE No. 52

JUNE 2, 1946

	FIRST CLASS				
	D. & S. L. **11** Mixed	D. & R. G. W. **19** Mountaineer	D. & R. G. W. **7** Prospector	D. & R. G. W. **5** Exposition Flyer	D. & S. L. **1** Passenger Mail & Exp.
	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	8 20 PM				8 50 AM
		8 10 PM	5 05 PM	2 05 PM	
	8 27				8 56
	f 8 38				f 9 03
					f 9 08
					f 9 18
					f 9 30
					f 9 38
	f 9 35	9 00	5 50	2 55	f 9 48
					f 10 05
	s 10 19	9 32	6 22	3 27	s 10 25
	s 10 33				s 10 38
	f 10 48				f 10 50
	s 10 56				s 10 57
	s 11 16	10 35	7 15	4 38	s 11 12
	s 11 32				s 11 24
	s 11 40				s 11 32
	s 12 06 AM			5 14	s 11 55
	s 12 30	11 25	8 01		s 12 07 PM
					f 12 20
					f 12 26
	s 1 21	11 50	8 25	5 50	s 12 36
					f 12 39
					f 12 51
	f 1 58				s 1 05
					f 1 15
	s 2 30 AM	1 00 AM	9 18 PM	x 6 48 PM	s 1 29 PM
	Arrive Tues., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	(6′ 10″) (20.8)	(4′ 50″) (26.4)	(4′ 13″) (30.2)	(4′ 43″) (27.0)	(4′ 39″) (27.6)

STATIONS

	Symbols	Miles From Denver	Ruling Grade Ascending Per Cent	Car Capacity: Sidings	Car Capacity: Other Tracks	Altitude Feet
DN DS D1 **DENVER** (D&SL) DN	B-K-P	0.0			Yard 123	5170
1.0			0.5			
CX **PROSPECT** (D&RGW) DN	J-P	1.0				5170
0.52			0.8			
Psgr. 1′ 20′ — Frt. 1′ 47′ **FOX JCT.** 0.90	J-P	1.51				5187
Two Main Tracks — 2′ 32′ — **ENDO** 1.69 — 3′ 23′ — Two Main Tracks	P	2.41				5201
UJ 3′ 53′ — **ZUNI** 2.91 — DN 0′ 59″	J-P	4.24	0.5			5211
RALSTON 4.79	P	7.15	0.6		39	5258
6′ 23′ — **LEYDEN** 4.45 — 11′ 28′	P	11.97	1.7	111	10	5017
6′ 04′ — **ARENA** 2.03 — 10′ 34′	P-W	17.98	2.0	111	19	6165
4′ 53′ — **CLAY** 2.22 — 6′ 07′	P	21.15	2.0	127		6438
5′ 19′ — **PLAIN** 5.29 — 6′ 39′	P	24.45	2.0	143	25	6782
12′ 42′ — **CRESCENT** 4.92 — 15′ 52′	P	31.34	2.0	122	18	7441
11′ 49′ — **CLIFF** 2.99 — 14′ 46′	P-W	37.04	2.0	W 130 E 66	42	7966
4′ 49′ — **ROLLINS** 4.00 — 7′ 23′	P	41.73	2.0	101	26	8367
R 6′ 00′ — **TOLLAND** 1.23 — D 9′ 36′	P-Y	46.89	2.0	128	54	8886
1′ 51′ — **EAST PORTAL** 6.46 — 3′ 41′	P-Y	50.09	2.0	135	33	9192
9′ 42′ — **WINTER PARK** 3.77 — 9′ 42′	P	56.86	0.3	164	20	9058
RV 8′ 36′ — **FRASER** 2.20 — DN 10′ 36′	P	62.16	0.0	110	74	8561
Z 2′ 12′ — **TABERNASH** 7.33 — D 2′ 56′	B-F-K P-S-W-Y	65.98	0.0	E 88 W 88	Yard	8318
RN 11′ 24′ — **GRANBY** 7.83 — DN 16′ 36′	P	75.77	0.0	E 100 W 111	64	7937
B 8′ 23′ — **SULPHUR** 6.07 — D 11′ 07′	F-K-S-P-Y-W	86.15	0.0	208	48	7662
GS NS 9′ 53′ — **FLAT** 3.45 — DN 13′ 44′	P	93.00	0.0	161		7524
3′ 34′ — **TROUBLESOME** 4.03 — 4′ 36′	P	97.77	0.0	130	28	7343
4′ 10′ — **KREMMLING** 1.26 — 5′ 22′	P-W	103.28	0.0	133	98	7322
K 1′ 18′ — **GORE** 4.30 — DN 1′ 41′	P	105.61	0.0	153	53	7322
9′ 01′ — **AZURE** 4.42 — 12′ 02′	P	111.13	0.0	88	24	7105
9′ 49′ — **RADIUM** 4.85 — 14′ 44′	P	116.18	0.0	191	22	6858
8′ 07′ — **YARMONY** 4.34 — 11′ 19′	P	122.80	0.0	108		6797
7′ 35′ — OD **ORESTOD** DN	B-J-P-W	128.56		56	River Track 90	6699
(128.56)						
Schedule Time Average Miles per Hour						

CENTRALIZED TRAFFIC CONTROL

SUBDIVISION 1 — EASTWARD

TIME-TABLE
No. 52
JUNE 2, 1946

FIRST CLASS

Station Numbers	Ruling Grade Ascending Per Cent	STATIONS	D. & R. G. W. 20 Mountaineer Arrive Daily	D. & R. G. W. 8 Prospector Arrive Daily	D. & R. G. W. 6 Exposition Flyer Arrive Daily	D. & S. L. 2 Passenger Mail & Exp. Arrive Daily	D. & S. L. 12 Mixed Arrive Wed., Fri., Sun.
		DN DS DI **DENVER** (D&SL) DN				3 00 PM	6 30 AM
	0.0	1.0					
1		CX **PROSPECT** (D&RGW) DN	7 13 AM	8 23 AM	12 44 PM		
	0.0	0.52					
2		Psgr. ▼ Frt. ▼ **FOX JCT.**				2 45	6 11
	0.3	1′ 20″ — 0.90 — 1′ 47″					
3		**ENDO**					
	0.4	Two Main Tracks: 2′ 32″ — 1.69 — 3′ 23″ Two Main Tracks					
4		UJ **ZUNI** DN				f 2 38	5 52
	0.3	3′ 53″ — 2.91 — 6′ 59″					
7		**RALSTON**				f 2 34	
	0.0	6′ 23″ — 4.79 — 11′ 28″					
12		**LEYDEN**				f 2 27	
	0.0	6′ 04″ — 4.45 — 10′ 34″					
18		**ARENA**					
	0.0	4′ 53″ — 2.03 — 6′ 07″					
21		**CLAY**				f 2 05	
	0.0	5′ 19″ — 2.22 — 6′ 39″					
24		**PLAIN**	6 15	7 30	11 50	f 1 56	s 4 55
	0.0	12′ 42″ — 5.29 — 15′ 52″					
31		**CRESCENT**				f 1 38	
	0.0	11′ 49″ — 4.92 — 14′ 46″					
37		**CLIFF**	5 40	6 55	11 15	s 1 22	s 4 12
	0.0	4′ 49″ — 2.99 — 7′ 23″					
42		R **ROLLINS** D				s 1 10	s 3 57
	0.0	6′ 00″ — 4.00 — 9′ 36″					
47		**TOLLAND**				f 1 00	f 3 45
	0.0	1′ 51″ — 1.23 — 3′ 41″					
50		**EAST PORTAL**				s 12 54	s 3 35
	0.0	9′ 42″ — 6.46 — 9′ 42″					
57		BV **WINTER PARK** DN	4 55	6 10	10 30	s 12 38	s 3 15
	2.0	8′ 36″ — 3.77 — 10′ 36″					
62		Z **FRASER** D				s 12 24	s 2 50
	1.7	2′ 12″ — 2.20 — 2′ 56″					
66		BN **TABERNASH** DN				s 12 16 PM	s 2 40
	1.0	11′ 24″ — 7.33 — 16′ 36″					
76		B **GRANBY** D			9 43	s 11 55	s 2 10
	0.9	8′ 23″ — 7.83 — 11′ 07″					
86		GS NS **SULPHUR** DN	3 59	5 10		s 11 35	s 1 35
	1.0	9′ 53″ — 6.07 — 13′ 44″					
93		**FLAT**				f 11 18	
	1.0	3′ 34″ — 3.45 — 4′ 36″					
98		**TROUBLESOME**				f 11 12	
	0.3	4′ 10″ — 4.03 — 5′ 22″					
103		K **KREMMLING** DN	3 26			s 11 05	s 12 55
	0.0	1′ 18″ — 1.26 — 1′ 41″					
106		**GORE**				f 10 58	
	1.0	9′ 01″ — 4.30 — 12′ 02″					
111		**AZURE**				f 10 46	
	1.0	9′ 49″ — 4.42 — 14′ 44″					
116		**RADIUM**				s 10 32	f 12 20 AM
	1.0	8′ 07″ — 4.85 — 11′ 19″					
123		**YARMONY**				f 10 21	
	1.0	7′ 35″ — 4.34 — 11′ 35″					
129		OD **ORESTOD** DN	2 35 AM	3 52 AM	8 05 AM	10 10 AM	11 50 PM
		(128.56)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.
		Schedule Time Average Miles per Hour	(4′ 38″) (27.5)	(4′ 31″) (28.2)	(4′ 30″) (27.4)	(4′ 50″) (26.6)	(6′ 40″) (19.2)

TRAFFIC CONTROL — CENTRALIZED

WESTWARD — SUBDIVISION 1 — EASTWARD

TIME-TABLE
No. 52
JUNE 2, 1946

Altitude	Ruling Grade Ascending Per Cent	Miles From Denver	WESTWARD FIRST CLASS 11 Mixed — Leave Tues., Thurs., Sat.	WESTWARD FIRST CLASS 1 Passenger Mail & Exp. — Leave Daily	Station Numbers	STATIONS	EASTWARD FIRST CLASS 2 Passenger Mail & Exp. — Arrive Daily	EASTWARD FIRST CLASS 12 Mixed — Arrive Tues., Thurs., Sat.	Symbols	Car Capacity: Sidings	Car Capacity: Other Tracks	Ruling Grade Ascending Per Cent
6699		128.56	2 30 AM	1 29 PM	129	OD **ORESTOD** DN	s10 10 AM	s11 50 PM	B-J-P-W	56	River Track 90	
	2.0					5.61						0.0
7228		134.17	f 2 53	s 1 44	134	MC McCOY D	s 9 51	f11 20	P	66	12	
	2.0					4.36						0.0
7654		138.53	3 07	f 1 56	139	CRATER	f 9 40	11 08	P-Y	83	10	
	1.0					4.04						0.0
7807		142.57	3 20	f 2 07	143	VOLCANO	f 9 29	10 54	P	53	13	
	1.0					7.37						0.0
8123		149.94	3 45	f 2 27	150	EGERIA	f 9 09	s10 29	P-W	81		
	1.0					3.22						0.0
8264		153.16	f 3 51	s 2 32	153	TOPONAS	s 9 04	f10 23	P-Y	57	21	
	0.0					4.55						1.8
8007		157.71	4 01	f 2 41	158	TRAPPER	f 8 56	10 08	P	81	54	
	0.0					3.94						1.0
7882		161.65	s 4 13	s 2 51	162	WA YAMPA D	s 8 50	s10 00	P-W	83	44	
	0.0					2.25						1.8
7688		163.00	4 16	2 54	164	SHORTER	8 41	9 50		None		
	0.0					3.90						1.8
7413		167.80	4 45 AM	3 10 PM	168	BG **PHIPPSBURG** DN	8 35 AM	9 35 PM	B-F-K-O P-S-W-Y		Yard 439	
			Arrive Tues., Thurs., Sat.	Arrive Daily		(39.24)	Leave Daily	Leave Tues., Thurs., Sat.				
			(2' 15") (17.4)	(1' 41") (23.3)		Schedule Time Average Miles per Hour	(1' 35") (24.7)	(2' 15") (17.4)				

WESTWARD — SUBDIVISION 2 — EASTWARD

TIME-TABLE
No. 52
JUNE 2, 1946

Altitude	Ruling Grade Ascending Per Cent	Miles From Denver	WESTWARD FIRST CLASS 1 Passenger Mail & Exp. — Leave Daily	WESTWARD FIRST CLASS 11 Mixed — Leave Tues., Thurs., Sat.	Station Numbers	STATIONS	EASTWARD FIRST CLASS 2 Passenger Mail & Exp. — Arrive Daily	EASTWARD FIRST CLASS 12 Mixed — Arrive Tues., Thurs., Sat.	Symbols	Car Capacity: Sidings	Car Capacity: Other Tracks	Ruling Grade Ascending Per Cent
7413		167.80	3 10 PM	4 45 AM	168	BG **PHIPPSBURG** DN	s 8 35 AM	s 9 35 PM	B-F-K-O P-S-W-Y		Yard 430	
	1.0					2.64						0.0
7467		170.44	3 13	4 48	170	PALLAS	8 26	9 25	P	None	SP.West2	
	0.0					0.81						1.8
7397		171.25	s 3 25	s 5 05	171	CK OAK CREEK D	s 8 23	s 9 22	P	27	9	
	0.0					0.62						1.0
7372		171.87	f 3 27	f 5 07	172	OAK HILLS	f 8 18	f 9 17	P		Mine Tracks	
	0.0					1.55						1.6
7279		173.42	s 3 30	f 5 10	173	ROUTT	s 8 15	f 9 14	P	37	Mine Tracks	
	0.0					1.59						1.7
7169		175.01	s 3 34	s 5 16	175	HAYBRO	s 8 11	f 9 10	P-W	59	Mine Tracks	
	0.0					2.95						1.3
7037		177.96	f 3 39	5 21	178	PARK	f 8 05	9 03	P	None	SP. West 49	
	0.0					5.70						1.0
6823		183.66	f 3 48	f 5 30	184	SIDNEY	f 7 56	f 8 53	P	89	21	
	0.0					7.26						1.0
6682		190.92	s 4 13	s 6 01	191	S STEAMBOAT D	s 7 45	s 8 40	P-W-Y	78	107	
	0.0					6.66						0.5
6529		197.58	f 4 21	f 6 11	198	BROOK	f 7 28	f 8 18	P	46		
	0.0					3.40						0.5
6480		200.98	s 4 26	s 6 19	201	MILNER	s 7 23	f 8 12	P	89	16	
	0.0					2.60						0.5
6448		203.58	f 4 30	f 6 24	204	TOW CREEK	f 7 19	f 8 07	P	None	Sd-14	
	0.0					2.78						0.5
6425		206.36	f 4 34	f 6 29	206	BEAR	f 7 15	f 8 02	P	78	Mine Tracks	
	0.0					1.42						0.4
6413		207.78	s 4 42	s 6 40	208	RS HARRIS D	s 7 12	s 7 58	P-W-Y	71	60	
	0.0					7.08						0.5
6328		214.86	s 4 55	s 7 00 ②	215	HN HAYDEN D	s 7 00 ①	s 7 43	P	49	55	
	0.0					4.42						0.5
6278		219.28	f 5 03	f 7 10	219	CARY	f 6 50	f 7 34	P	None	SP. West 12	
	0.0					5.83						0.4
6223		225.11	f 5 11	f 7 20	225	ELK	f 6 40	f 7 25	P	None		
	0.0					6.35						0.5
6174		231.46	5 40 PM	7 45 AM	231	CG **CRAIG** D	6 30 AM	7 15 PM	B-F-K-P-W-Y	Yard 259		
			Arrive Daily	Arrive Tues., Thurs., Sat.		(63.66)	Leave Daily	Leave Tues., Thurs., Sat.				
			(2' 30") (25.4)	(3' 00") (21.2)		Schedule Time Average Miles per Hour	(2' 05") (30.5)	(2' 20") (27.2)				

Phones in all Section Houses and at Mileposts 28.10, 32.71, 35, 44.34, 60, 68, 69, 72, 78.50, 80.46, 82.25, 88, 100.50, 107.42, 109.15, 113, 114.50, 119, 121, 125, 143.43, 145.28, 147, 176.62, 180.25 and 195.

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

NAME	Station Number	Water Phone	Miles from Denver	Car Capacity	Switch Connections	Stops for Trains 1 and 2
Subdivision 1:						
48th Ave. (see map)		P-W	2.18	——	——	None.
Pecos Siding (see map)		P	2.86	122	Both ends.	None.
Utah Jct. (see map)	4	P-W	2.86	723	YARD F-O-S-Y-B-K	Flag.
Fire Clay	20	P	20.47	15	Both ends.	Flag.
Coal Creek	23	P-W	22.97	None	None.	Flag.
Scenic	27	P	27.25	10	Spur—west.	Flag.
Quartz	29	P	29.33	9	Spur—east.	Flag.
Miramonte	34	P	33.60	None	None.	Flag.
Pactolus-(Lincoln Hills)	39	P	39.31	28	Both ends.	Flag.
Espy	43	P	42.65	40	Both ends.	None.
Vasquez	58	None	58.31	19	Spur—west.	None.
Elkdale	70	P	70.29	None	None.	Flag.
Drowsy Water	80	None	79.79	None	None.	Flag.
Willows	81	P	81.41	None	None.	Flag.
Parshall	91	P	91.06	60	Both ends.	Stop.
State Bridge	126	P	126.17	13	Both ends.	Flag.
Coppertown	132	P	132.00	None	None.	Stop.
Rock Creek	141	P-W	140.58	None	None.	Flag.
Cinder Pit	144	P	143.43	40	Both ends.	Flag.
Subdivision 2:						
Continental	171	None	171.04	2	Spur—east.	None.
Pinnacle	171½	None	171.60	Mine Tracks.	Spur—west.	None.
Keystone	173	P	173.57	Mine Tracks.	Spur—west.	None.
Harding	176	P	176.39	Mine Tracks.	Both ends.	Flag.
Mill Spur	190	P	189.62	3	Spur—east.	None.
McGregor	202	P	201.83	1	Spur—west.	Flag.
Grassy Spur	209	None	208.71	8	Spur—east.	None.

Special Time-Table Rules

Superseding Rules and Regulations Inconsistent Therewith

1. EXCEPT WHEN CTC IS IN OPERATION, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

2. SCHEDULE TIME AND TRAIN ORDERS.

(a) Any deviation from compliance with rules and regulations applicable to train operation must be promptly reported (by telegraph if necessary) to Chief Dispatcher.

(b) When train order is copied on Form 1238-C the conductor will mail copy to chief dispatcher.

(c) Between the west switch at Orestod and Craig an extra train must clear the time of a first-class train, in the same direction, at any station, not less than five (5) minutes, and the remainder of Operating Rule 86 will not be applicable in this particular territory.

(d) Initials of foreign lines engines will not be used in train orders (Operating Rule 206) unless there is a duplication of numbers.

3. CLEARANCE CARDS.

(a) D&SL trains will leave Denver without clearance card, and may enter CTC Limits at Fox Junction by indication of ABS 15 and leave register ticket Form 825 at Zuni.

(b) When Signal displays proper indication, a train or engine originating within Centralized Traffic Control (CTC) Limits may enter main track via a remotely controlled switch on verbal authority from train dispatcher (without train order or clearance card) and proceed on signal indication through said limits.

(c) All trains must procure clearance card at Sulphur.

4. TRAIN REGISTERS.

Train registers are located at Denver (D&SL Depot) Orestod, Phippsburg and Craig. D&RGW passenger trains will leave Form 825 at Prospect; freight trains at Zuni. All trains leave Form 825 at Orestod.

5. YARD LIMIT STATIONS.

(a) Between ABS 1288 and MP 129.58 (Orestod), and at Crater, Egeria, Phippsburg, Haybro, Steamboat, Harris, Hayden and Craig.

(b) Operating Rule 93 governs train and engine movements between Fifteenth Street, Denver, and Fox Junction, and on auxiliary tracks between Fox Junction and Zuni including terminal tracks at Utah Junction and East Denver Belt Line.

(c) Within yard limits at Phippsburg, main track may be used, PROTECTING against first class trains.

6. ADVANCE TRAIN ORDER SIGNAL.

Operating Rule 221 is supplemented to read:

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

7. AUTOMATIC BLOCK SIGNALS.

(a) That portion of Operating Rule 509 reading: "IN ALL CASES, A FLAGMAN MUST PRECEDE THE TRAIN THROUGH AN INTERVENING TUNNEL," is suspended.

(b) Passenger trains may pass a grade signal, the same as freight trains, and Operating Rule 510 is modified accordingly.

8. CENTRALIZED TRAFFIC CONTROL (CTC).

(a) Train Dispatchers direct the operation of all Positive Automatic Block Signals and Remote Controlled Switches within CTC limits, MP 1.02 to MP 128.8.

(b) LOCATION OF REMOTE CONTROLLED SWITCHES.

Between Fox Junction and Ralston, inclusive, as per sketch on Page 2; the siding and crossover switches Leyden to and including River Track Switch (MP 127.95) at Orestod (except crossover switches at East Portal).

(c) White electric light "Call Signals" are installed on bungalows adjacent to remotely controlled switches. When illuminated it indicates that any employee (except an employee on a moving train) should call the train dispatcher immediately on the telephone.

(d) A regular train will not pass stations, within Centralized Traffic Control (CTC) Limits, in advance of time shown in the time-table schedule.

(e) Repeater Signal 1161 located 1400 feet east of Positive ABS 1161 at East Switch Radium repeats the indication of Positive ABS 1161 as follows:

When Repeater Signal 1161 Displays	Positive Signal 1161 at Radium Displays
Upper Yellow or Green	Yellow or Green over Red
Lower Yellow	Red over Yellow
No Color	Red over Red

(f) Classification signals will not be displayed within CTC Limits (Operating Rules 20 and 21).

9. ELECTRICALLY LOCKED SWITCHES.

(a) Location.

Moffat Spur.....Ralston	Tolland.....E and W Ind. Switch
Industry Spur.....Ralston	Vasquez -
Scenic	Tabernash Mill Spur and Wye
Quartz	Sulphur.....E and W—Wye Switch
Pactolus.....E and W Switch	Parshall.....E and W Switch
Espy.....West Switch	State Bridge.....E and W Switch

(b) To operate electrically locked switches, proceed as follows:

(1) Do not attempt to open door of lock or operate switch until advance authority has been obtained from dispatcher. THE EMERGENCY RELEASE MUST NOT BE USED UNLESS AUTHORIZED BY DISPATCHER.

(2) To enter switch from main track, stop not more than 50 feet (within space indicated by yellow on rail) from switch, remove switch lock from case and open door. When indicator reads "UNLOCKED," move lever one-half turn to left. The switch may then be operated for movements according to authority granted by the dispatcher.

(3) To enter main track when switch is locked, stop clear of bonded track, request dispatcher to unlock switch and, when informed that he has done so, proceed as per (2) above.

(4) To restore lock mechanism to normal, line switch for main track, move case lever one-half turn to the right, close and lock case cover.

(5) If lock fails to release per above instructions after obtaining authority, break seal and operate emergency release lever. The switch may then be unlocked as per (2) above. Signal maintainer must be immediately notified.

10. TRAIN OPERATION THROUGH MOFFAT TUNNEL.

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

(b) The west siding switch at East Portal (located immediately inside the Moffat Tunnel) is lever controlled by fan operator. Eastward movements over this switch are governed by Dwarf Signal 502 (two signals) located five (5) feet west of switch. The top 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.

(c) Eastward Signal 504 (located inside tunnel 900 feet west of Signal 502) repeats indication of signal 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.

(d) Dwarf Signal 531 (a two-color signal—red and yellow), located at Refuge 9, governs westward helper engine movements backing out of tunnel. The signal is normally dark for through westward movement and when not illuminated will not govern such through movements. If signal indicates "Stop," engine or train will stop and then proceed at a speed not exceeding five (5) miles per hour.

(e) White flashing light signals for information regarding proximity of tunnel portals are located—one for westward trains at Refuge No. 21 and one for eastward trains 1750 feet west of the east portal.

(f) Eastward trains must not exceed a speed of ten (10) miles per hour or consume less than two minutes from a point 1750 feet west of ventilation curtain (see Rule (e) above) until train has cleared tunnel. Eastward freight trains must stop at East Portal and will not exceed this speed before stop is made. Maximum grade between the apex (MP 52.82) and Winter Park is 0.9%, descending westward. Maximum grade east from the apex is 0.3%, descending eastward to 650 feet east of tunnel portal where it increases to 2%. When engine of an eastward freight train has arrived at the 2% grade, engineman must exercise care to insure stopping train clear of west switch. It is unsafe to make more than one application of brakes in making this stop.

(g) Motor cars, other than trains, must obtain, from the train dispatcher through the operator at Winter Park, authority on Form 1223-R before occupying or passing through the Moffat Tunnel.

(h) A switch which operates a bell in ventilating plant is located on south side of tunnel, fifteen (15) feet west of curtain, by means of which fan operator may be signaled that curtain is to be raised.

(i) **Telephones in Moffat Tunnel.**

Refuge No.	1	3	4	7	8	9	11	13	16	18	19
Mile Post	50.62	51.27	51.55	52.48	52.73	53.02	53.38	53.76	54.40	54.85	55.31

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

Other refuges without telephones are located as follows:

Refuge No.	2	5	6	10	14	15	17	20	21
Mile Post	50.92	51.86	52.15	53.18	53.85	54.13	54.56	55.62	55.87

(j) Each engine in a train must have maximum steam pressure and fire in good condition before train enters tunnel so as to reduce firing to the minimum after entry. If necessary to insure this, train should be stopped outside tunnel for conditioning of engine. ELIMINATE SMOKE.

(k) Operate engine stack hood in deflecting position at all times inside the tunnel while throttle is open. It must be in deflecting position while passing under curtain at East Portal, eastward or westward. Engineman on westward trains must operate deflector not less than 50 feet from the curtain.

(l) Operate engine blower throughout tunnel, and if engine is equipped with air cooling jets in cab, operate them while engine is working in tunnel.

(m) If excessive heat is developed in the train, it is apt to be occasioned by insufficient train speed and this is particularly true in the case of westward trains. Increase speed within the maximum permissible, if possible, and endeavor to run out of the hot zone. If this cannot be done within a minute or two, stop train and communicate promptly with fan operator by nearest refuge telephone.

(n) If an engine is used to shove a westward train into the tunnel, do not shove beyond ABS 501 or ABS 501-A.

(o) If a train stops in the tunnel for any reason, except to uncouple helper engine at the Apex, fan operator should be promptly notified from nearest refuge telephone of the reason for the stop.

11. OPERATION THROUGH ALL TUNNELS.

Windows, vestibule doors, connecting doors and other openings must be closed and air conditioning apparatus shut off on all passenger trains moving through tunnels.

12. OPERATION VIA CROSSOVERS.

(a) At Milner inferior westward trains will enter siding via crossover switch, and at Sidney inferior eastward trains will enter siding via crossover switch (Operating Rule 5).

(b) The two crossover switches at East Portal may be hand operated by trains when the letter "S" is illuminated on the controlling ABS; if on ABS 495, it authorizes a westward train on main track to hand operate the switches and proceed to siding; if on ABS 496-A, it authorizes an eastward train on siding to hand operate the switches and proceed to main track.

(c) CAPACITY, 45-FOOT CARS, OF SIDINGS WITH CROSSOVERS:

East Portal	East 63, West 72
Winter Park	East 84, West 80
Sulphur (2 connected sidings)	East 110, West 98
Radium	East 104, West 87
Sidney	East 89, West 21
Milner	East 16, West 89

13. OPERATION AT TABERNASH.

(a) Auxiliary tracks are numbered beginning with the first track south of coal chute as

Track No. 1	Capacity 88 cars
Track No. 2	Capacity 31 cars
Track No. 3	Capacity 30 cars
Track No. 4	Capacity 30 cars
Track No. 5	Capacity 29 cars
Track No. 6	Capacity 75 cars
Track No. 7	Capacity 88 cars
West Lead	Capacity 81 cars
East Lead	Capacity 34 cars

(b) Tracks No. 1 and No. 7 are sidings of assigned direction. Unless otherwise authorized, eastward trains taking siding will use Track No. 1 and westward trains Track No. 7.

(c) East and west handthrown switches (MP 65.50) and (MP 66.22) for Track No. 6 must be relined for movement via Track No. 1 after using.

(d) Entering and departing color light signals located at east spring switch (MP 65.47) and west spring switch (MP 66.32) are manually controlled by the Operator at Tabernash under direction of Train Dispatcher, Sulphur.

ENTERING SIGNALS—INDICATION

Green—Enter assigned siding.

Yellow—Enter Track No. 6.

Red—Inspect spring switch points. If remains red contact Operator.

DEPARTING SIGNALS—INDICATION

Yellow—Train on an assigned siding depart;
Other trains procure permission from Operator and be governed by indication of departing signal.

Red—Remain clear of adjacent tracks until signal displays yellow.

(e) Operating rules 103 and 105 govern train and engine movements on tracks other than main track at Tabernash.

14. OPERATION AT ORESTOD.

(a) The normal position of the junction switch (D&SL-D&RGW) and the west siding switch is locked for D&SL main track, and the operator is responsible for opening and closing these switches.

(b) The normal route for eastward passenger trains out of Bond is via the junction switch. Freight trains will ask for routing before leaving Bond.

(c) When the letter "S" on Westward ABS 1281 (governing east siding switch) is illuminated it indicates—"WESTWARD TRAINS TAKE SIDING."

15. OPERATION OVER HIGHWAY CROSSINGS.

(a) Trains and engines will stop at the 19th Street Crossing (MP 0.42) and a crew member will walk ahead and protect against vehicular traffic and pedestrians.

(b) Switching or backup movements must not be performed over Pecos Street (MP 3.77), over highway crossing on west leg of Wye at Harris, and over Ranney Street (MP 231.95), without flag protection.

16. RAILROAD GRADE CROSSINGS.

Location	Instructions
MP 0.57—C&S RR	All D&SL trains stop
MP 2.69—C&S RR	Stop if gate against D&SL
MP 3.21—(D&SL Belt Line) C&S—CB&Q	Stop if gate against D&SL

17. SPRING SWITCHES.

(a)

MP	Location	Normal Position
65.47	Tabernash Yard (East End)	For Track No. 7
66.32	Tabernash Yard (West End)	For Track No. 1

(b) Spring switches are protected by illuminated signals which display red and indicate "Stop" when switch is open one-quarter inch or more. An interval of time is required for switch points to return to normal after being trailed through and reverse movement must not be made until it is definitely known that switch points are in proper position. Trains will approach facing point switches prepared to stop if signal does not indicate proceed. When a spring switch is opened by hand it must be closed by hand.

18. TRAIN INSPECTION.

(a) On descending grades trains must stop at designated intervals for inspection of brake rigging, wheels and other parts of train, and conductor must know that such inspection has been made before train proceeds.

(b) Freight train conductors will arrange for track behind caboose to be observed, at intervals between stations, for fresh wheel marks that may have been made by the train and take such action as circumstances may warrant.

(c) Eastward passenger trains will make a regular inspection stop at Cliff, in addition to such additional inspection stops as may, in the judgment of the conductor or engineman, be advisable.

(d) D&SL eastward freight and mixed trains will stop for inspection at Crater and Orestod, and will make such additional stops as are required by these rules.

(e) Eastward D&RGW freight trains handled by Engines 543 to 551, inclusive, with dynamic brake operating, will make one regular inspection stop at East Portal and need not make additional stops if train is operating normally.

(f) Except as provided in 18 (e), eastward freight trains and mixed trains will stop for inspection at East Portal and at intervals of not more than fifteen (15) miles thereafter, between East Portal and Ralston. If train is stopped at any station between East Portal and Ralston, train inspection will be made and train dispatcher will assume that a normally operating train will not again stop for inspection at a station not more than fifteen (15) miles east thereof.

(g) Westward freight trains will stop at Winter Park, eastward freight trains at East Portal, and conductor must know that brakes apply and release on rear car and that air pressure is restored on caboose gauge before starting.

19. USE OF RETAINING VALVES.

(a) RETAINERS, when used on freight and mixed trains, will be placed in ten-pound position on cars of gross weight less than 80 tons; in twenty-pound position on cars weighing more than 80 gross tons. Four-position (release control) retainers will be used in slow direct exhaust position, instead of ten-pound position, on empty cars. Trainmen must closely observe train in motion for indication of excessive wheel heating. If excessive heat develops on an individual car, retainer on such car should be turned down. Trainmen must notify engineman at stopping point regarding any change made in the number of cars with retainers in operating position.

(b) RETAINERS will be used on eastward freight trains from Crater to Orestod and from East Portal to Ralston, on all loaded cars; if more than ten empty cars in train they will be used on every other empty car, alternated at inspection points. Retainers on empty cars may be turned down at Leyden and it is not necessary to turn down retainers at Ralston. (For trains handled with D&RGW engines 543-551, See Rule 19-e).

(c) WINTER PARK TO TABERNASH. Except on freight trains handled by D&RGW diesel-electric engines with dynamic brakes operative, retainers will be used in ten-pound position on forward portion of trains: if train consists of more than 50% loads, two-thirds of retainers; if less than 50% loads, one-fourth of retainers.

(d) D&RGW PASSENGER TRAINS. At least 50% of retainers will be used from East Portal to Leyden, alternated frequently to prevent overheating wheels.

(e) D&RGW DIESEL-ELECTRIC ENGINES 543-551, INCLUSIVE. On trains handled by engines with dynamic brakes operative on ENTIRE ENGINE, retainers will be used in ten-pound position as follows:

(1) WINTER PARK TO TABERNASH. When train consists of more than 3600 actual tons, one retainer will be used on forward portion of train for each fifty tons in excess of 3600 actual tons.

(2) EAST PORTAL TO PROSPECT. When train consists of more than 1900 actual tons and less than 2400 actual tons, ten retainers will be used on forward portion of train. If more than 2400 actual tons, ten retainers will be used on forward portion of train and, in addition, one retainer will be used for each fifty tons in excess of 2400 actual tons.

(3) If the dynamic brake on ANY PART of engine is inoperative, retainers must be used as per Rules 19 (b) and 19 (c).

20. PASSENGER STOPS.

(a) D&SL passenger and mixed trains will stop at any station to discharge revenue passengers.

(b) D&RGW No. 5 will stop on flag at Orestod to pick up passengers from D&SL destined to points where this train is scheduled to stop.

(c) D&RGW No. 6 will stop at any point between Orestod and Denver to discharge revenue passengers ticketed from points west of Bond when D&SL No. 2 has departed Orestod ahead of D&RGW No. 6.

21. HELPER ENGINES.

(a) Helper engines on eastward D&RGW passenger trains consisting of conventional type cars (Two Troop Sleepers or Troop

Kitchen cars are equal to one conventional type car) will be uncoupled at Winter Park as follows:

10 cars or less
.....with M-64, M-67 and M-78 (1700) and (1500) Class Engines;
9 cars or less.....with K-59 (1200) Class Engines;
8 cars or less.....with P-44 (800) Class Engines.

(b) Helper engines on westward D&RGW passenger trains will be uncoupled at East Portal. If train engine alone cannot start train, helper engine may assist from the rear end, without coupling air hose. If conditions in individual cases make it impracticable for helper engine to push from rear end, helper engine may be double-headed through the tunnel.

(c) Helper engine behind caboose of westward D&RGW freight train will, after stop is made at East Portal, remain against train until same has started to prevent slack running out and assist in starting train if necessary.

When helper engine is cut out of train and train is shoved together, the same procedure must be followed and brake test made per Air Brake Rule 9-A.

(d) Unless otherwise instructed, engines helping eastward D&RGW freight trains will be coupled behind 01400 cabooses from Tabernash and helped to Apex. When instructed to cut helper off at Winter Park, train will stop, air hose will be disconnected and helper will assist train to, but not beyond, tunnel portal. When trains have cabooses or cars which are not suitable to shove on, conductor will advise train dispatcher from Orestod and helper will couple to head end of train, Tabernash to Winter Park or East Portal, if required.

Two D&RGW Class L-131-132 (3600) engines must not be double-headed except when operating light.

5400 HP Diesel electric engines when double heading with steam engines, must be placed on headend and will not be double headed with engines smaller than M 67 (1500) class.

(e) When helper engine behind caboose of an eastward train is uncoupled inside Moffat Tunnel, train will stop at Apex where train engine, alone can start train, wait approximately two minutes for helper engine to be uncoupled and may then start without proceed signal. Helper engine will wait until train departs, then return to Winter Park.

(f) Helper engines turning on wye at East Portal when there is snow or ice on the track will head in and back out, and will be governed by indication of ABS 496-A or 495-A when proceeding from wye.

(g) D&SL helper engines may be coupled behind caboose from Cliff to East Portal, Tabernash to Apex in Moffat Tunnel, Phippsburg to Toponas and Park to Pallas.

(h) Unless otherwise instructed Tabernash helper engines will wait on stem of wye for trains to be helped.

22. MAXIMUM AUTHORIZED TRAIN SPEED.

(a) Speed of trains should be so restricted that absolute safety will be assured. Except on track covered by slow orders or restricted by fixed slow boards, maximum speed will ordinarily be that necessary to maintain the schedule, if in the judgment of the engineman and conductor it is safe and prudent to do so, in view of the general condition of track, weather, train, etc. Speed must not at any time exceed 60 miles per hour by passenger trains or 45 miles per hour by freight trains.

(b) The figures in center between stations on schedule pages designate the mileage between outer switches. The time figures (minutes and seconds) on each side of the mileage figure, is the minimum time which a train may consume between stations without exceeding maximum authorized speed limits and if temporary speed restrictions between stations reduce speed below maximum authorized speed, the time element is correspondingly longer. The time figures on the left side applies to passenger trains and on the right side to freight trains.

(c) Where other speed restrictions do not prohibit, diesel freight or passenger engines running light will be governed by maximum authorized speed for passenger trains.

(d) Steam engines running forward light will be governed by maximum authorized speed for freight trains, except that between East Portal and Cliff the maximum permissible speed will be 30 MPH; between Cliff and Arena, 25 MPH; and between Arena and Ralston, 35 MPH. Such engines running backward will not exceed 15 MPH on curves and 25 MPH on tangent track.

(e) D&SL mixed trains will be governed by authorized speed for passenger trains, except that such trains will not exceed a maximum speed of 45 miles per hour, and freight train speed will govern where there are fixed slow boards, when slow orders restrict speed and when retainers are used. All D&RGW trains handling freight equipment or passenger equipment with freight trucks are restricted to speed authorized for freight trains.

(f)

Speed Limits Between	Passenger Trains	Freight Trains
	Miles Per Hour	
Denver and MP 1.00	25	20
MP 1.00 and Zuni	40	30
Zuni and Arena	45	25
Arena and Cliff	25	20
Cliff and Tolland	40	25
Tolland and East Portal	40	20
East Portal and MP 58.60	40	40
East Switch Winter Park (Westward Trains)	15	15
MP 58.60 and Fraser	25	20
Fraser and East Switch Tabernash	60	45
East Switch Tabernash and MP 73	40	25
MP 73 and East Switch Sulphur	60	45
East Switch Sulphur and MP 89	35	25
MP 89 and Gore	58	45
Gore and Radium	30	25
Radium and Orestod	45	35
Orestod and Crater	35	25
Crater and Egeria	25	20
Egeria and Phippsburg	50	40
Phippsburg Yard	15	15
Phippsburg and Oak Creek	50	35
Oak Creek and Routt	35	25
Routt and Steamboat	40	30
Steamboat and Craig	50	35

Turnouts as follows:

In or out of Turnouts and crossovers at Fox Junction, Endo, MP 2.80, Zuni (except crossovers) Ralston, West Switch Arena, East and West Switch Clay, East and West Switch Plain, East Switch Crescent, East and West Switch Tolland, East and West Switch Tabernash, East Switch Sulphur, East Switch Kremmling, East and West Switch Radium	25	25
In or out of other turnouts or crossovers	15	15
Trailing through spring switches on straight track	30	30
East wye switch and east siding switch Harris	20	20
Railroad Crossings at Grade	25	25
Engines Turning on Wyes	5	5

(g) D&RGW Engines will not exceed maximum speed of:

Class K-59	55 MPH
Class M-67—M-78	50 MPH
Class L-95—L-99	40 MPH
Class L-109	35 MPH
Class L-131-132	45 MPH

(h) Maximum authorized speeds for handling of special equipment and disabled engines are as follows:

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

(i) Diesel locomotives must not be run through water which is more than three inches above top of rail. If it is necessary to operate diesel locomotives through water up to three inches above top of rail, speed must not exceed two or three miles per hour. Water must never be allowed to touch the bottom of the traction motor frame.

23. HANDLING OF SPECIAL EQUIPMENT.

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

(b) Jordan spreaders, ditchers, wrecking derricks, etc., should when practicable, be handled next to engine.

(c) Snow flangers must be raised for switches, cattle guards, road crossings, guard rails, ABS ground wires and rail lubricators.

24. LOCOMOTIVE WATER SUPPLY.

(a) If a D&RGW engine takes water at Orestod or Utah Jct., telegraphic report of the circumstances must be made by the engineman to the Chief Dispatcher.

(b) Water will not be taken by engines at Coal Creek except in emergency, and when so taken, enginemen will report to Chief Dispatcher amount of water taken and number of feet of water remaining in tank.

25. PERSONAL INJURIES.

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

(b) Each member of crew will execute in detail Form 1216 and mail to General Superintendent.

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

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

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

(f) The party who calls a surgeon or physician should explain nature of injuries so he may know what equipment to bring.

(g) General Order No. 31 issued by the Public Utilities Commission, State of Colorado, reads as follows:

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

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

26. MEAL STOPS FOR FREIGHT TRAINS.

(a) A through freight train making a normal run on Subdivision 1 may, if circumstances warrant, make one meal stop enroute. If an abnormal run is made, arrangements may be made through the dispatcher for such additional meal stops as circumstances may justify.

(b) All crew members on a train will eat at the same point. It is not permissible for part of a crew to eat one place and the others at another place.

(c) Sulphur is designated as the normal meal stop for D&SL freight crews in both directions.

(d) On normal runs, D&RGW freight crews on trains in both directions who desire to stop for meals enroute will do so at Tabernash.

(e) D&RGW freight crews on trains in both directions between Denver and Bond, after being on duty six and one-half to seven hours from the time called at Terminal, will be permitted to secure meal wherever one is available on advance notice to train dispatcher. Also, crews on duty six and one-half to seven hours after having departed from Tabernash, with or without eating, will be permitted to secure meal wherever one is available on advance notice to train dispatcher.

(f) Unless otherwise authorized by dispatcher, when meal stop is made at Tabernash, train will take siding and must not block route of helper engines from and to coal chute track.

(g) In order to avoid train congestion and delays when a meal stop is to be made, the Conductor will give advance telegraphic notice addressed jointly to Chief Dispatcher and Operator at station where stop will be made, stating train engine number and kind of meals desired. Eastward trains will file this notice, D&SL trains at Kremmling; D&RGW trains at Sulphur; westward trains at Winter Park.

(h) Operators receiving notice of intended meal stop will promptly transmit it as addressed, and operator at meal stop will make prompt delivery to lunchroom.

(i) Train, enginemen and operators are requested to cooperate with the train dispatcher to the end that train delays and traffic congestion may be reduced to a minimum because of meal stops.

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

28. COUNTY INTERSECTING LINE SIGNS.

Denver County-Adams County	MP	2.68
Adams County-Jefferson County	MP	6.29
Jefferson County-Boulder County	MP	26.14
Boulder County-Jefferson County	MP	28.35
Jefferson County-Boulder County	MP	29.37
Boulder County-Gilpin County	MP	34.59
Gilpin County-Boulder County	MP	36.83
Boulder County-Gilpin County	MP	37.51
Gilpin County-Grand County	MP	52.85
Grand County-Eagle County	MP	119.03
Eagle County-Routt County	MP	133.90
Routt County-Moffat County	MP	224.84

29. MISCELLANEOUS.

(a) Engine signal whistle 14 (m) will be sounded at "S" signs approaching stations. "One Mile" boards are located one mile from outer switches as a definite guide for compliance with Operating Rule 14(n).

(b) Unless some form of block signals is used, operator must space all trains, in the same direction, ten minutes apart, instead of five minutes as provided in Operating Rule 221-D. All trains in the same direction must keep not less than ten minutes apart, instead of five minutes as provided in Operating Rule 91, except when closing up at stations. When a train on siding has authority to proceed after another train in the same direction has passed, the rear end of the train must not depart from the leaving switch until ten minutes have elapsed.

(c) If engine ash pans are dumped where ties are not protected, engineman will see that fire is extinguished and make immediate report to Chief Dispatcher.

(d) In the interest of brevity, certain station names have been contracted in this time-table, although the full name appears on station sign boards. Examples—Plainview is contracted to Plain; Pine Cliff to Cliff; Rollinsville to Rollins; Sulphur Springs to Sulphur; Deer Park to Park; Steamboat Springs to Steamboat, etc.

(e) Operating Rule 19, Figure 9, Page 28, is supplemented as follows:

Rear of train by night when on siding to be passed by another train **and when stopped in clear on siding in CTC Territory at night.**

(f) Sand must not be used over rail lubricators and switches.

30. TIME INSPECTORS.

R. W. Gumm, General Time Inspector, Room 3, Union Depot, Denver.
Hansen & Hansen, 1628 17th Street, Denver.
Sather Jewelry Co., Craig.
Agents, Tabernash and Phippsburg—For semi-monthly comparison.

31. MEDICAL STAFF.

Geo. S. Cattermole, Chief Surgeon.....712 Metropolitan Bldg., Denver
Ralph W. Danielson and John C. Long (Eye)
.....324 Metropolitan Bldg., Denver
Geo. P. Lingenfelter (Skin).....910 Republic Bldg., Denver
Harold L. Hickey (Ear, Nose and Throat)....934 Republic Bldg., Denver
Geo. Dorsey (Kidney).....810 Republic Bldg., Denver
G. D. Hoschouer.....Granby
A. C. Sudan.....Kremmling
E. L. Morrow.....Oak Creek
F. E. Willett.....Steamboat
Susan Anderson (D&RGW) .....Fraser

32. ERRATA—1938 OPERATING RULES.

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

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

Rule D-197, Page 44, is corrected to read D-97.