



J. B. NORWOOD, JR.
Assistant Superintendent
Denver

H. W. DEARING
Assistant Superintendent
Denver Terminal
Denver

G. S. D. McCALL
Trainmaster
Denver

P. H. FOLEY
Road Foreman of Equipment
Denver

S. M. LANGFORD
Road Foreman of Equipment
Denver

H. W. EGLEY
Chief Dispatcher
Denver

J. B. CULBERTSON
L. S. LIVELY
Assistant Chief Dispatchers
Denver

**The
Denver and Rio Grande Western Railroad
Company**

PUEBLO DIVISION
SUB-DIVISIONS 1-A AND 1-B

TIME-TABLE
No. 15

Takes Effect Sunday, August 3, 1958

at 12:01 A. M.

Mountain Standard Time

Superseding Time-Table No. 14

**NOTE IMPORTANT CHANGES IN
TIME-TABLE RULES**

**For the Exclusive Guidance of Employees;
Not for the Information of the Public**

L. H. HALE
Vice President & General Manager

W. C. HORNER
Superintendent of Transportation

E. H. WARING
Superintendent

WESTWARD				MAIN LINE				EASTWARD																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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Trains operate eastward by Centralized Traffic Control between ABS 1288-A, Bond Connection; ABS 1296 Sub-Division 1A and ABS 11E and 11W Prospect; westward between ABS 11E and 11W Prospect and ABS 1287, Orestod.

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

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

WESTWARD

CRAIG BRANCH

EASTWARD

FIRST CLASS	Station Numbers	Mile Posts	Sub-Division 1-B		Miles from Craig	Car Capacity		FIRST CLASS		
			STATIONS			Sittings				
9 Passenger Mail & Exp.			TIME-TABLE No. 15							10 Passenger Mail & Exp.
Leave Daily			AUGUST 3, 1958					Arrive Daily		
2 28 PM	168	168.0	BO	PHIPPSBURG	03.7	Yard		8 9 42 AM		
2 35	171	171.4	OK	OAK CREEK	00.3	21		8 9 35		
2 39	174	173.0		ROUTT	58.1	20		7 9 29		
2 42	175	175.2		HAYBRO	56.5	50		7 9 26		
2 47	178	178.2		PARK	53.5	41		7 9 21		
2 56	184	183.9		SIDNEY	47.8	79		7 9 12		
3 13	191	191.1	S	STEAMBOAT	40.6	73		8 9 03		
3 22	198	197.8		BROOK	33.9	39		7 8 51		
3 27	201	201.2		MILNER	30.5	77		8 8 46		
3 31	204	203.8		TOW CREEK	27.9			8 8 42		
3 35	206	206.6		BEAR	25.1	69		8 8 39		
3 38	208	208.0		HARRIS	23.7	61		7 8 37		
3 50	215	215.1	HW	HAYDEN	16.6	41		8 8 27		
3 56	219	219.5		CARY	12.2			7 8 20		
4 20 PM	232	231.7	CO	CRAIG	0.0	Yard		8 8 05 AM		
Arrive Daily			(63.7)					Leave Daily		
1.52 34.1			Schedule Time Average Miles per Hour					1.37 39.4		

Special Time-Table Rules

Superseding Rules and Regulations Which Are Inconsistent Therewith

SUPERIORITY AND MOVEMENT OF TRAINS
(See also Time Table Rule 4)

1. Eastward trains are superior to westward trains of the same class.

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

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

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

2. CLEARANCE CARDS.

Pueblo Division eastward trains, must secure clearance card at Bond.

TRAIN REGISTERS

3. Register stations are shown in body of the time-table in full faced type.

3-A. Train register books are located at:

Denver Union Depot
Phippsburg
Craig

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

4. YARD LIMIT STATIONS.

Burnham-Denver-North Yard-Stock Yards Spur
A. E. Co. Spur
Crater
Phippsburg
Haybro
Steamboat
Milner-Osage Spur
Hayden
Craig

4-A. Trains have no time-table superiority between Bond connection, Orestod, and west switch, River Track, Bond; within Yard limits Phippsburg and Craig, Rule 93 governs all trains. Trains, yard, and other engines occupying these tracks must make way for passenger trains without unnecessary delay.

AIR BRAKE AND RETAINER OPERATION AND INSPECTION STOPS

5. When retainers are in use trainmen and enginemen must keep close watch while train is in motion for indications of excessively heated wheels, and when observed, the retainer on such car or cars must be placed in normal release position (turned down) until wheels have had sufficient time to cool.

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

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

5-C. Retainers when used on freight trains will be placed in 10-pound position on loaded cars and in 10-pound or slow direct exhaust position on empty cars. If excessive heat develops on an individual car, retainer on such car should be turned down.

CRATER TO ORESTOD AND EAST PORTAL TO NORTH YARD

5-D. On eastward freight trains when engineman has been approved for "maintaining" system of braking and dynamic brake is operative on entire locomotive, this method of braking may be used.

5-E. When "maintaining" system of braking is used the following tonnages may be handled without use of retainers:

- 4 or more Unit Locomotive—5700 actual tons
- 3 Unit Locomotive—4000 actual tons
- 2 Unit Locomotive—2700 actual tons
- 1 Unit Locomotive—1300 actual tons

If tonnage exceeds that shown above twenty (20) retainers will be used on the forward portion of the train.

Retainers will be used when requested by enginemen.

5-F. When "maintaining" system of braking is used, and a stop is made on descending grade, sufficient time must be allowed to recharge train brake system before starting.

5-G. If engineman has not been approved for "maintaining" system of braking, the following will govern use of retainers:

Freight trains handled by locomotives consisting of three or more units with dynamic brakes operative on entire locomotive:

4 or more Units	Retainers
3100-3600 actual tons	10
Over 3600 actual tons	10 plus one for each 50 tons over 3600 tons
3 Units	
2300-2700 actual tons	10
Over 2700 actual tons	10 plus one for each 50 tons over 2700 tons

Retainers will be used on forward portion of train.

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

5-I. Eastward trains must not exceed a speed of ten (10) miles per hour from a point 1750 feet west of ventilation curtain until locomotive has cleared tunnel.

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

5-K. When dynamic brake is inoperative, when handling passenger trains, locomotive brakes must be allowed to apply when brakes are applied on train.

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

6. Railroad crossings at grade protected by signals.

Sub-division	Mile	Tracks Governed	Remarks
1-A	0.5	C&S	All trains stop. CTC-Interlocking. Each road governed by its own rules and special instructions.
1-A	3.2	C&S, CB&Q-Belt Line	
1-A	3.2	Main Track-Belt Line	

C. T. C.

6-A. Dual controlled switches are located at Fox Junction, Utah Junction, C & S Junction, Arvada, all siding and crossover switches Leyden to and including Switch M.P. 123.7, Orestod (except crossover switches at East Portal).

6-B. The two crossover switches at East Portal will be hand operated 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.

6-C. OPERATION BELT LINE.

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

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

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

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

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

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

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

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

6-E. TRAIN OPERATION THROUGH MOFFAT TUNNEL.

Operating Rule 285 is amended to the extent that a speed of forty (40) miles per hour will apply between:

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

Rule 509 is amended as follows:

When trains or engines are authorized by permissive card to proceed according to Rule 509 through Moffat Tunnel they will proceed at restricted speed.

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 or east of East Switch Winter Park and proceed in the opposite direction at restricted speed. Protection as per Rule 99 is not required between east switch East Portal and east switch Winter Park.

The west 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 ABS 502 located five (5) feet west of switch. Upper signal governs movements on main track; lower signal governs restricted movements through turnout to siding. All signals governing movements over this switch, in addition to their ABS function, will not indicate "Proceed" or "Approach" unless ventilation curtain is raised.

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

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

A 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.

Telephones in Moffat Tunnel.

Refuge No.	M.P.	Refuge No.	M.P.
1	50.6	9	53.0
3	51.2	11	53.3
4	51.5	13	53.7
8	52.7	16	54.4
Apex	52.8	18	54.8
		19	55.3

These telephones connect with Ventilating Plant, East Portal, and may be connected with dispatching circuits at this station. They operate with hand ringing generators, four long rings for East Portal. A succession of long rings quickly repeated must be promptly answered by East Portal.

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

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

OPERATION AT ORESTOD

6-F. ABS 1287 has two signals on mast. Upper signal governs westward movements on Sub-Division 1-A; lower signal governs movements to Bond.

When upper signal ABS 1287, Orestod, displays approach indication for westward trains restricted at Orestod, it is authority to proceed on Sub-Division 1-A to train order office at Bond.

The normal route for eastward passenger trains from Bond is via Junction Switch, Orestod. Eastward freight trains will ask operator, Bond, for routing before departure Bond.

OTHER SIGNALS

6-G. Dragging and/or derailed equipment detectors are located at the following Mile Posts: 23.0, 27.3, 29.4, 33.0, 34.1, 35.5, 39.3, 88.2, 108.0, 109.6, 113.0, 114.2, 119.0, 120.6 and 126.0.

There are telephones at each of these locations.

Signals governing both Eastward and Westward trains are on posts at each location.

Normal indication of signal is dark.

When signal displays purple indication conductor or rear trainman will immediately stop train and inspection of track and train must be made.

If there is no dragging equipment, derailment or track disturbance, cut-out switch, will be opened and report made to dispatcher.

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

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

INSTRUCTIONS COVERING THE OPERATION OF CALIFORNIA ZEPHYR TRAINS

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

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

M.P. 36.5 and 62.0
65.0 and 74.0
86.5 and 89.0
105.5 and 128.8 Orestod

Maximum speed for eastward California Zephyr trains, consisting of streamlined equipment Leyden to Pecos St. M.P. 3.8 is 60 MPH.

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

7-B. The standard brake pipe pressure for California Zephyr trains is 110 lbs. and any locomotives used to handle these trains must have feed valve adjusted for this pressure.

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

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

LIVESTOCK ATTENDANTS

8. Persons accompanying livestock or other freight will be carried on any freight trains handling such livestock or freight, when holding proper transportation, and when permission to accompany same is covered by contract. Passengers on freight trains should be informed that cabooses will not be pulled up to platform to receive or deliver passengers or baggage. Employees holding passes will be carried on any freight trains to and from points at which trains stop when passes are stamped: "Good on Freight Trains."

OVERHEAD CLEARANCES

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

Sub-Division	Mile Post	Description
1A	North Yard	Ice Machine Tracks 1 and 2 Sand Tower on Diesel Fuel Tracks
"	"	Central Fibre Products Belt Line
"	23.4	Tunnel No. 1
"	25.4	" 2
"	25.8	" 3
"	26.1	" 5
"	26.4	" 6
"	26.6	" 7
"	27.4	" 10
"	27.9	" 12
"	29.5	" 17
"	30.0	" 18
"	32.4	" 20
"	33.0	" 22
"	33.2	" 23
"	34.6	" 25
"	35.2	" 26
"	36.4	" 29
"	40.5	" 30
"	50.2	Moffat Tunnel
"	69.1	Tunnel No. 34
"	109.0	" 37
"	110.1	" 38
"	113.8	" 40
"	130.7	" 43
"	132.0	" 44
"	140.5	" 45
"	140.8	" 46
"	141.3	" 48
"	144.0	" 49
"	144.7	" 50
"	145.2	" 51
"	145.9	" 52
"	146.3	" 53
"	147.4	" 54
"	148.1	" 55

TRAIN SPEEDS

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

10-A. Trains must not exceed the maximum speeds prescribed below:

Speed restrictions governing freight trains govern the speed of mixed trains and govern the speed of light engines unless otherwise provided.

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

Locomotives running light East Portal to Arvada will be governed by authorized speed for freight trains if dynamic brake is inoperative.

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

10-B. ZONE SPEEDS.

	Passenger Train MPH	Freight Train MPH
Prospect—Fox Jct. (Eastward).....	20	20
Prospect—Fox Jct. (Westward).....	25	20
Fox Jct.—Pecos St., MP 3.8.....	40	30
Belt Line, Utah Jct.—UP Transfer MP 4.....	20	20
Pecos St., MP 3.8—Arvada.....	60	45
Arvada—Rocky (Westward).....	60	45
Rocky—Arvada (Eastward).....	45	25
Rocky—Rocky Plant AEC Spur.....	20	20
Rocky—Cliff.....	25	22
Cliff—East Portal (Eastward).....	40	25
Cliff—East Portal (Westward).....	40	40
East Portal—MP 58.6.....	40	40
MP 58.6—Fraser.....	30	25
Fraser—East Switch Tabernash.....	60	45
East Switch Tabernash—MP 74.....	40	35
MP 74—West Switch Sulphur.....	70	55
West Switch Sulphur—MP 89.....	35	25
MP 89—Gore.....	70	55
Gore—East Switch Radium.....	30	25
East Switch Radium—River Track Switch Orestod.....	45	40
River Track Switch—Jct. Switch Orestod.....	20	20
Orestod—Egeria.....	25	20
Egeria—Phippsburg.....	50	40
Phippsburg—Routt.....	35	25
Routt—Park.....	40	40
Park—Craig.....	50	40

All Sub-Divisions except where Sub-Division restrictions in certain territory require lower speed:

Turnouts and Crossovers as follows:

Fox Jct. (End of two main tracks).....	40	30
Utah Jct., C. & S. Jct., North Yard Siding.....	30	30
Rocky, Clay, Plain, East Switch Crescent, East Switch East Portal.....	25	22
Arvada, Leyden, Cliff, Rollins, Tolland, Fraser, Tabernash, Winter Park.....	30	25
Granby, Sulphur, Flat, Troublesome, Kremm- ling, Gore, Azure, Radium, Yarmony.....	30	30
Other turnouts and crossovers.....	15	15
Railroad Crossing Utah Junction.....	45	45
Other railroad crossings at grade.....	25	25
Engines turning on wyes.....	5	5

Maximum speeds permissible in any service by various classes of power and equipment as follows:

	Miles Per Hour
Diesel series 600-601.....	75
Diesel series 548, 552-554.....	70
Diesel series 5100-5113, 5200-5204, 5300-5314, 5901-5954, 555-577.....	65
Diesel series 540-547, 549-551.....	40
Diesels Series 120-123, 150-152.....	60
Diesels Series 66-74, 100-119.....	50
Diesels Series 38-42.....	35

Speed restrictions on sidings named are as follows:

	Miles Per Hour
Tabernash Siding.....	20
Granby East Siding.....	30
Granby West Siding.....	20
Sulphur.....	20
Radium.....	15
Leyden.....	30
Rocky.....	25
Clay.....	15

	Miles Per Hour
Diesel series 540-547, 549-551 when handled dead in train	40
Clam Shells, Scale Test Cars, Pile Drivers moving on own wheels, K. & J. and Western Air Dumps.....	25
Steam Derricks	35
Snow Plow X-67 (when handled in train).....	30

MEDICAL ATTENTION AND REPORTS

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

K. A. Jankovsky, M.D.....	Denver
R. N. Chisholm, M.D.....	Denver
A. Lee Albers, M.D.....	Denver
E. A. Hinds, M.D., Chief Surgeon.....	Denver

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

St. Joseph's Hospital.....	Denver
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11-B. MEDICAL TREATMENT OF EMPLOYEES. Care of sick and injured employees is rendered by Hospital Association doctors located as follows:

Denver and vicinity.....	Ph. DUDLEY 8-3693
W. F. Deal.....	Craig
M. P. Ogden.....	Granby
J. M. Fraser.....	Granby
E. G. Ceriani.....	Kremmling
J. W. Leslie.....	Oak Creek
H. S. Richards.....	Steamboat

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

St. Anthony's	Denver
St. Joseph's.....	Denver
Middle Park	Kremmling
Oak Creek Hospital.....	Oak Creek

11-D. When persons not employees or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depot or other industries, etc.) are injured, if they are unable to care for themselves, and if no friends or others are at hand to care for them, any of the doctors listed in Rule 11 may be called, or if they are not available, any competent physician may be called. The doctor should be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company except the emergency attention above noted.

11-E. Parties calling Doctors should explain as fully as possible the nature of the injuries so that the Doctor may know what equipment to bring with him.

11-F. PROMPT TELEGRAPHIC REPORT (FORM 3884) MUST BE MADE OF ALL ACCIDENTS. In the event Form 3884 cannot be furnished without unduly delaying the train, a message must be filed

at first open telegraph office giving principal facts concerning the accident and Form 3884 filed as quickly as possible thereafter. When a personal injury occurs on a train an additional message must be sent immediately to the Superintendent and Claim Department and if the injured person is not an employee on duty, the following information must be given: Kind of transportation injured person holds, giving number of ticket or pass, description of injured party, whether coach or pullman passenger with number and name of car and, if injured party stopping over enroute, state where stopover will be made and address at point of stopover.

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

- Form 3922—All personal injuries and crossing accidents.
- Form 4009—When accident occurs on train; to be filled out by passengers.
- Form 4012—Inspection of Equipment (Mechanical Department).
- Form 4119—Fire Report (Section Foremen).
- Form 3511—Stock Struck (Enginemen).
- Form 4117—Stock Struck (Section Foremen).
- Form 3949—Break-in-two (Conductors and Enginemen).

11-G. When any accident, collision of trains, or any collision of trains with vehicles or pedestrians, resulting in loss of life or injury to persons in Colorado, the superior officer, agent or employee on ground at time of such accident shall immediately notify the Public Utilities Commission of Colorado, Capitol Building, Denver, Colorado, by telegram, the details of such accident stating the immediate location and nature of accident and 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 so transmit, making notation that same shall be charged to Railroad account.

CONDITIONAL STOPS

12. No. 19 will stop at any station to pick up passengers for points west of Bond.

No. 20 will stop at any station to discharge passengers.

No. 20 will stop at Bond twenty (20) minutes to secure sandwiches and Conductors on No. 20 will wire Bond Lunch Room from Dotsero the number of passengers desiring sandwiches.

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

13. Omitted.

13-A. CAPACITY, 48-FOOT CARS, OF SIDINGS WITH CROSS-OVERS:

East Portal	East 22	West 88
Sidney	East 79	West 15
Milner	East 10	West 77

WATER TANKS OR CRANES BETWEEN STATIONS

14. Omitted.

AUXILIARY LINES

15. The following are Auxiliary lines:

Orestod.....Subdivision 4-A—Grand Junction Division

HEADLIGHTS OF LOCOMOTIVES

16. Headlights of locomotives must be kept burning during daylight hours when in road service except when necessary to comply with Operating Rules 17-B, 17-C and 570.

HANDLING OF UNEASY PASSENGERS

17. Any passenger who by reason of intoxication or otherwise, is guilty of such disorderly conduct as to annoy, threaten, or insult other persons on the train, and who refuses to desist therefrom when requested to do so by the Conductor, may be ejected, with his baggage, at the next station where Agent is on duty. The Conductor shall use only such force as may be necessary to accomplish such removal, and he may command other railroad employees to assist in such removal, and when necessary wire ahead for assistance. Before ejecting a passenger the Conductor shall tender to such passenger the unused portion of any fare which has been paid.

Whenever a passenger is ejected, the name and address of such passenger and the names and addresses of all witnesses, and their statements in writing if possible, should be obtained. All facts connected with such ejection should be at once reported to the Division Superintendent.

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

DESIGNATION OF TRACKS—POSITION OF SWITCHES RESTRICTION OF TRACK

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

18-A. TRAIN OPERATION A.E.CO. SPUR.

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

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

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

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

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

18-C. TRACKS NOT SHOWN AS STATIONS IN TIME TABLE, PHONE, REGULAR AND FLAG STOPS

Subdivision 1-A	Station Numbers	Mile Post	Car Capacity	Switch Connection	Phone	Stops for Trains 9 and 10
Plastic.....	17	17.0	3	Both Ends	P	
Rocky Spur.....		18.0	Yard	West	P	
Lincoln Halls.....	38	38.6				Flag
Espy.....	43	42.7	37	Both Ends	P	
Elkdale.....	70	70.3				Flag
Parshall.....	92	91.1	44	Both Ends	P	Stop
State Bridge.....	126	126.4	11	West End	P	Flag
Coppertown.....	132	132.2				Flag
Subdivision 1-B						
Keystone.....	174	173.8	Mine Tracks	Spur-West	P	
Oak Ridge.....	174	174.2		Both Ends		
Mill Spur.....	190	189.8	1	Spur-East	P	
Osage Spur.....		202.3	Mine Tracks	Spur-East	P	

DOUBLEHEADING AND PLACING OF HELPER AND DEAD ENGINES IN TRAIN

19. When double-heading FT, F-3, F-7 and F-9 locomotives in freight service, where one of the engines is a single unit, the single unit engine will be placed behind the other engine.

When more than four units are used on head end of train, without helper engine on rear, tonnage must not exceed—

4000 actual tons North Yard to East Portal
4000 actual tons Tabernash to Winter Park
4000 actual tons Orestod to Crater
5500 actual tons Phippsburg to Toponas

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

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

Unless otherwise instructed, engines helping eastward freight trains will be coupled behind 01400 cabooses from Tabernash to Winter Park.

One or two unit helper may be coupled behind caboose North Yard to East Portal, Phippsburg to Toponas, and Park to Pallas, and two and three units between Tabernash and West Portal, Moffat Tunnel. Three and four unit diesel helpers may be coupled behind caboose Phippsburg to Toponas provided drawbar is blocked on shoving unit.

If necessary to cut helper into train, North Yard to East Portal, it must be cut in 19 cars ahead of caboose.

19-A. Dead Locomotives:

Road and road-switcher locomotives are to be handled in forward portion of train.

Switch locomotives smaller than 1500 HP are to be handled in accordance with Air Brake Rules 30-A and 30-B.

19-B. SD-7 and SD-9 units must not be placed immediately behind other type units when used in multiple unit helping service.

19-C. When stops are made on ascending grade with helper cut in or on rear of train, stop will be made with automatic air brakes, which will be released and recharged immediately after stopping. When train is ready to proceed road engineman will make full service application and release of air brakes, thereby indicating to helper engineman that train is ready to proceed. After releasing air brakes, engineman will wait three (3) minutes before attempting to start train.

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

19-E. When both engine and caboose are equipped with radio the radio should be used to coordinate movements.

19-F. Helper engines turning on wye at East Portal when there is snow or ice on the track will head in and back out.

19-G. Cars placarded "Rear End" or "Handle on Rear of Train Only," must be trained behind helper engine or engines, when such engines are on rear of train.

JOINT OPERATIONS

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

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

MISCELLANEOUS

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

21-A. When GP-9, GP-7, SD-9, or SD-7 class locomotives are coupled together or with other class road units and alarm sounds in cab of the operating unit, requiring inspection of engine, train will be stopped when necessary and given proper inspection.

21-B. Trains are prohibited from blocking crossings at Granby, Colorado, longer than fifteen (15) minutes, except trains picking up and setting out at Granby are permitted under court order to block

crossings not in excess of twenty-five (25) minutes. Violation of court injunction subjects the company and/or its employees to contempt of court action.

21-C. Phones in all Section Houses and at Mileposts 26.2, 28.1, 44.3, 59.5, 68.0, 69.7, 72.0, 78.5, 82.3, 87.5, 88.5, 100.5, 105.6, 111.3, 119.0, 129.6, 131.9, 143.4, 145.3, 147.0, 176.6, 181.3, 195.0 and 202.5. (Also see Special Rule 6-G for phones at dragging equipment detector locations.)

21-D. Train, engine and yard service employees are required to have their watches adjusted in event there is a variation of 30 seconds or more at time of comparison.

OPEN HOURS OF TRAIN ORDER OFFICES

Stations	Monday Through Friday	Saturday Hours	Sunday and Holiday Hours
Denver DU.....	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM	Closed
Prospect.....	Continuous	Continuous	Continuous
North Yard.....	Continuous	Continuous	Continuous
Bond.....	Continuous	Continuous	Continuous
Yampa.....	8:00 AM to 5:00 PM	Closed	Closed
Phippsburg.....	8:00 AM to 4:00 PM 6:00 PM to 2:00 AM	8:00 AM to 4:00 PM 6:00 PM to 2:00 AM	8:00 AM to 4:00 PM 6:00 PM to 2:00 AM
Steamboat.....	8:00 AM to 5:00 PM	Closed	Closed
Hayden.....	8:00 AM to 5:00 PM	Closed	Closed
Craig.....	7:40 AM to 4:40 PM	7:40 AM to 4:40 PM	7:40 AM to 4:40 PM

Following are legal holidays: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas (provided when any of the above holidays fall on Sunday, the day observed by the State, Nation, or by proclamation shall be considered the holiday).

SIGNAL MAINTAINERS

Headquarters	Signal District	
	From	To
Denver.....	ABS 11 Utah Jct C&S 1D	ABS 229-230 MP 4 Belt Line C&S 2Ds Approach
Cliff.....	ABS 229-230	ABS 489
Fraser.....	ABS 489	ABS 776
Kremmling.....	ABS 776	ABS 1178
Bond.....	ABS 1178	ABS 1302

LOCATIONS WAYSIDE RADIO STATIONS

North Yard—Tower

LOCAL WATCH INSPECTORS

Hansen & Hansen Jewelry Co.....	Denver
Ivan E. Sundman.....	Denver
Cameron Jewelers.....	Denver
Denver Jewelry Co.	Denver
Kester Jewelry Co.....	Craig

ADJUSTED TONNAGE RATINGS AND CAR LIMITS

		Class F-9 GP-9 Series 577 5901-5954	Class FT F-7 Series 540-547 549-551 555-576	Class F-3 Series 552-554	Class SD-7 Series 5300-5314	Class GE-7 Series 5200-5204	Class GP-7 Series 5100-5113	Adjust- ment Factor
FROM	TO	Tons	Tons	Tons	Tons	Tons	Tons	
Denver.....	East Portal.....	2675	3400	2530	1350	1000	800	3
Tabernash.....	Winter Park.....	3800	3550	2700	1400	1040	886	4
Orested.....	Tabernash.....	7050	6525	4950	2600	1000	1656	6
Orested.....	Toponas.....	3675	3400	2530	1350	1000	800	3
Phippsburg.....	Toponas.....	4750	4400	3000	1550	1350	1200	4
Phippsburg.....	Pallas.....	7050	6500	5000		2300	1900	6
Haybro.....	Phippsburg.....	4750	4400	3000	1550	1350	1200	4
Steamboat.....	Haybro.....	6800	6300	4800	2600	2100	1000	6
Craig.....	Steamboat.....	13600	12600	9600	4300	3550	3550	9

Tonnage ratings shown for FT, F-3, F-7, F-9 and GP-9 locomotives are based on four units. Where more or less than this number is used, tonnage will be figured according to number of units used. Where different types of units are used in a locomotive, either as train engine or in helping service, the rating of the lowest rated unit will govern the rating of all units on that train.

Where ratings for GP-7, GE-7 engines are not shown, they will be the same as one unit of FT-F-7 class engine.