CHAS. PETERSON,
Master Mechanic,
Denver

G. F. AMES,
Road Foreman of
Engines and Equipment.
Denver

J. B. CULBERTSON,
Chief Dispatcher,
Denver

H. R. FENN,
Yardmaster,
Utah Jct.

The Denver and Salt Lake Railway Company

Employes'

TIME-TABLE

No. 36

Effective Sunday June 6, 1937

12.01 A. M.

Standard Time, 105th Meridian

Superseding Time-Table No. 35

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. HOLLADAY,
Asst. Superintendent,
Phippsburg, Colo.

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

WESTWARD SUBDIVISION 1

D.&S.L.			FIRST CLASS					TIME-TABLE No. 36 JUNE 6, 1937						Car Capacity		
Freight Train Running Time			D. & S. L. 11 Mixed	D.&R.G.W. 19 Mountaineer	D.&R.G.W. 5 Panoramic	D. & S. L. 1 Passenger Mail & Exp.		STATIONS			Symbols	Miles From Denver	Ruling Grade Ascending Per Cent	Siding	Other Tracks	Altitude Feet
Minutes			Leave Daily	Leave Daily	Leave Daily	Leave Daily										
			8 00 PM			8 50 AM	DN DS DI	DENVER	DN	3.35	R-P	0.0			Yard 125	5170
			s 8 25	7 56 PM	4 17PM	s 9 04	UJ	UTAH JCT	DN	1.47	Y-O-P W-F-R	3.35	0.7		Yard 625	5215
3			8 27	7 58	4 19	9 06		LOWELL		1.60		4.82	0.4	127		5221
4			8 29	8 00	4 21	f 9 09		RALSTON		5.55	P	6.42	0.6	126	17	5252
22			8 41	8 12	4 33	f 9 19	JN	LEYDEN	N	6.01	P	11.97	1.7	119		5617
21			**8 54**	8 22	4 43	f 9 29		ARENA		2.91	P	17.98	2.0	113	17	6165
13			9 00	**8 28**	4 49	f 9 34		CLAY		3.56	P	20.89	2.0	76		6438
18			f 9 10	8 38	5 00	f 9 44	PA	PLAIN	DN	2.77	P	24.45	2.0	77	25	6732
13			9 17	8 45	5 06	f 9 51		SCENIC		4.12	P	27.22	2.0	Sp-14 East		7033
22			9 30	8 59	5 19	f10 02		CRESCENT		5.70	P	31.34	2.0	78		7441
25			s 9 49	9 18	5 36	s10 20	FC	CLIFF	DN	4.69	P-W	37.04	2.0	84	17	7966
20			s10 00	9 30	5 47	s10 32	R	ROLLINS	D	5.16	P	41.73	2.0	105	26	8367
20			f10 12	9 42	6 00	s10 45	MN	TOLLAND	DN	2.65	P-W F-Y	46.89	2.0	106	127	8886
10			s10 20	9 50	6 09	s10 53		EAST PORTAL		7.32	P-Y	49.54	2.0	137	15	9141
25			s10 37	10 05	**6 24**	s **11 08**	RV	WEST PORTAL	DN	1.45	P	56.86	0.3	165	20	9058
4			10 41	10 08	6 27	11 11		VASQUEZ		3.85		58.31	0.0	Sp. West	125	8925
12			s10 54	10 17	6 35	s **11 21**	Z	FRASER	D	3.82	P	62.16	0.0	88	39	8561
8			s11 02	10 25	6 41	s11 31	RN	TABERNASH	DN	4.31	P-Y W-F	65.98	0.0	No. 5-77 No. 6-77	Yard 137	8318
14			11 13	10 35	6 51	f **11 44**		DALE		5.48	P	70.29	0.0	64		8156
12			s11 27	10 46	6 58	s11 59	B	GRANBY	DN	5.64	P	75.77	0.0	100	34	7037
10			11 37	10 55	7 05	f12 06 PM		WILLOWS		4.74	P	81.41	0.0	98		7761
11			s **11 49**	11 04	7 11	s12 14	GR	SULPHUR	DN	4.91	P-Y-W	86.15	0.0	100	30	7662
10			f12 01 AM	11 14	7 22	s12 26		PARSHALL		2.18	P	91.06	0.0	62	11	7539
5			12 05	**11 17**	7 25	f12 29		FLAT		4.71	P	93.24	0.0	108		7524
8			12 12	11 24	7 31	f12 36		TROUBLESOME		5.33	P	97.95	0.0	72	20	7343
8			s12 25	11 31	7 37	s12 46	K	KREMMLING	DN	2.63	P-W-F	103.28	0.0	100	65	7322
6			12 30	11 35	7 41	12 50		GORE		5.11	P	105.91	0.0	62		7322
15			**12 46**	11 50	7 56	f 1 03	*5-25-42*	AZURE ✓		5.16	P	111.02	0.0	90	24	7105
14			f 1 02	12 06 AM	8 10	s 1 17	MU	RADIUM	N	1.01	P-W	116.18	0.0	47		6881
3			1 04	**12 15**	8 12	f 1 19		MAX		5.74	P	117.19	0.0	87		6858
12			1 17	12 27	8 23	f 1 30		YARMONY		3.29	P	122.93	0.0	81	27	6797
10			f 1 25	12 32	8 29	f 1 37		STATE BRIDGE		2.34	P	126.22	0.0	15		6728
6			s **1 39**	12 40 AM	8 35 PM	s 1 41	OD	ORESTOD	DN	5.61	P-R-W	128.56	0.0	57	113	6690
25			f 2 00			s 1 59	MC	McCOY	D	4.45	P	134.17	2.0	54	14	7228
20			2 15			f 2 11		CRATER		3.95	P-Y	138.62	2.0	63	51	7660
15			2 27			s 2 21		VOLCANO		7.37	P	142.57	1.0	54	13	7807
25			2 52			f 2 43		EGERIA		3.22	P-W	149.94	1.0	83	13	8123
9			f 2 58			s 2 48		TOPONAS		4.55	P-Y	153.16	1.0	58	19	8264
12			3 08			f 2 57		TRAPPER		3.94	P	157.71	0.0	80	48	8007
8			s 3 19			s 3 07	WA	YAMPA	D	6.15	P-W	161.65	0.0	83	44	7882
14			3 44 AM			3 27 PM	BO	PHIPPSBURG	DN		P-W-F R-O-Y	167.80	0.0		Yard 410	7413
								(167.80)					0.0			
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										
(8' 38") (19.1)			(7' 44") (21.3)	(4' 44") (20.0)	(4' 18") (29.3)	(6' 37") (24.9)		Schedule Time Average Miles per Hour								

SUBDIVISION 1 — EASTWARD

TIME-TABLE
No. 36
JUNE 6, 1937

Station Numbers	Ruling Grade Ascending Per Cent		STATIONS		FIRST CLASS D.&R.G.W. 20 Mountaineer Arrive Daily	FIRST CLASS D.&R.G.W 6 Panoramic Arrive Daily	FIRST CLASS D.&S.L. 2 Passenger Mail & Exp. Arrive Daily	FIRST CLASS D.&S.L. 12 Mixed Arrive Daily	SECOND CLASS 72 Freight Arrive Daily	SECOND CLASS 78 Freight Arrive Daily	SECOND CLASS 74 Freight Arrive Daily	D.&S.L. Freight Train Running Time Minutes
0		DN DS DI	**DENVER**	DN			2 30 PM	6 30 AM				
	0.0		3.35									
3	0.3	UJ	**UTAH JCT.**	DN	6 00 AM	1 30 PM	s 2 13	s 6 10	2 25 PM	9 30 PM	4 30 AM	3
5	0.0		1.47 LOWELL 1.60		5 55 (12)	1 25	2 09	5 55 (20)	2 21	9 28	4 26	4
6	0.0		RALSTON 5.55		5 53	1 23	f 2 07	5 43	2 18	9 25	4 22	12
12	0.0	JN	LEYDEN 6.01	N	5 46	1 16	f 1 57 (72)	5 32	1 57 (2)	9 10	4 04	15
18	0.0		ARENA 2.91		5 37	1 07	1 48	5 22	1 39	8 54 (11)	3 48	10
21	0.0		CLAY 3.56		5 31	1 00	f 1 43	5 11	1 29	8 28 (18)	3 38	11
24	0.0	PA	PLAIN 2.77	DN	5 23	12 52	f 1 34	f 5 00	1 19	8 10	3 28	9
27			SCENIC		5 15	12 43	f 1 26	4 49	1 10	8 02	3 16	
31	0.0		4.12 CRESCENT		5 03	12 32	f 1 16	4 36	12 57	7 50	3 03	13
37	0.0	PC	5.70 CLIFF	DN	s 4 48	s12 16	s 1 02	s 4 20	12 30	7 30	2 50	15
42	0.0	R	4.69 ROLLINS 5.16	D	4 38	12 05 (12) PM	s12 52	s 4 07	12 05 (6) PM	7 10	2 32	13 15
47		MN	TOLLAND	DN	4 29	11 56	s12 43	f 3 58	11 42	6 59	2 20	
50	0.0		2.65 EAST PORTAL		4 23	11 51	s12 36	s 3 48	11 33	6 49	2 10	9
57	0.9	RV	7.32 WEST PORTAL	DN	4 08	11 36	s12 19	s 3 28	11 08 (1)	6 24 (5)	1 36	25
58	2.0		1.45 VASQUEZ		4 04	11 32	12 15	3 23	10 55	6 03	1 31	8
62	2.0	E	3.85 FRASER	D	3 54	11 21 (1)	s12 05 PM	s 3 13	10 30	5 43	1 11	25
	1.7		3.82									12
66		BN	TABERNASH	DN	3 46	11 14	s11 56	s 3 03	10 15	5 30	12 58	
70	1.0		4.31 DALE		3 32	11 04	f11 44 (1)	2 50	9 51	5 03	12 33	20
76	1.0	B	5.48 GRANBY	DN	3 22	10 54	s11 34	s 2 35	9 31	4 43	12 14	23
81	0.9		5.64 WILLOWS		3 14	10 47	f11 22	2 25	9 14	4 28	12 01 AM	18
86	0.8	GS	4.74 SULPHUR	DN	3 06	10 41	s11 13	s 2 15	9 00	4 13	11 49 (11)	16
91	1.0		4.91 PARSHALL		2 54	10 28	s11 01	f 1 45	8 39	3 48	11 22	17
93	0.8		2.18 FLAT		2 50	10 25	f10 57	1 40	8 34	3 43	11 17 (19)	5
98	1.0		4.71 TROUBLESOME		2 43	10 19	f10 50	1 30	8 18	3 29	11 00	16
103	0.3	K	5.33 KREMMLING	DN	2 35	10 13	s10 43	s 1 20	8 06	3 20	10 51	10
106	0.0		2.63 GORE		2 31	10 09	10 39	1 05	8 00	3 13	10 42	7
111	1.0		5.11 AZURE		2 16	9 56	f10 26	12 46 (11)	7 32	2 53	10 22	26
116	1.0	MU	5.16 RADIUM	N	2 01	9 44	s10 14	12 17	7 06	2 33	10 02	26
117	1.0		1.01 MAX		1 59	9 42	f10 12	12 15 (12)	7 04	2 31	10 00	3
123	1.0		5.74 YARMONY		1 50	9 32	f10 02	12 01 AM	6 48	2 15	9 45	15
126	0.5		3.29 STATE BRIDGE		1 43	9 26	f 9 56	f11 55	6 39	2 07	9 37	10
129		OD	2.34 **ORESTOD**	DN	1 39 (11) AM	9 22 AM	s 9 52	s11 50	6 30 AM	2 00 PM	9 30 PM	9
	0.0		5.61									21
134	0.0	MC	McCOY	D			s 9 33	f11 30				15
139			4.45 CRATER				f 9 23	11 19				
143	0.0		3.95 VOLCANO				f 9 13	11 06				15
150	0.0		7.37 EGERIA				f 8 52	10 42				27
153	0.0		3.22 TOPONAS				s 8 47	f10 37				8
158	1.8		4.55 TRAPPER				f 8 37	10 31				20
162	1.0	WA	3.94 YAMPA	D			s 8 31	s10 26				10
168	1.8		6.15									40
		BG	**PHIPPSBURG**	DN			8 11 AM	10 10 PM				
			(167.80)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
			Schedule Time Average Miles per Hour		(4' 21") (29.0)	(4' 08") (30.4)	(6' 10") (26.1)	(8' 20") (19.8)	(7' 55") (15.9)	(7' 20") (16.8)	(7' 00") (18.0)	(9' 38") (17.2)

WESTWARD — SUBDIVISION 2 — EASTWARD

TIME-TABLE No. 36

JUNE 6, 1937

Altitude	Ruling Grade Ascending Per Cent	Miles From Denver	WESTWARD FIRST CLASS 11 Mixed Leave Daily	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 Daily	Symbols	Car Capacity Sidings	Car Capacity Other Tracks	Ruling Grade Ascending Per Cent
7413		167.80	3 44 AM	3 27 PM	168	BG	PHIPPSBURG	DN	8 11 AM	10 10 PM	P-R-Y O-W-F	Yard 410	133	
	1.0						3.45							1.8
7397	0.0	171.25	s 4 09	s 3 40	171	CK	OAK CREEK	D	s 8 02	s 9 37	P	29	9	
							0.62							1.0
7372	0.0	171.87	4 11	f 3 42	172		OAK HILLS		f 7 59	9 27	P		Mine Tracks	
							1.55							1.6
7279	0.0	173.42	f 4 14	f 3 45	173		ROUTT		f 7 56	f 9 24	P	39	Mine Tracks	
							1.59							1.7
7169	0.0	175.01	s 4 19	s 3 49	175		HAYBRO		s 7 52	f 9 20	W-P	60	Mine Tracks	
							2.95							1.3
7037	0.0	177.96	4 24	f 3 54	178		PARK		f 7 47	9 14	P	40		
							5.70							1.0
6823	0.0	183.66	f 4 34	f 4 04	184		SIDNEY		s 7 38	f 9 03	P	90		
							7.26							1.0
6682	0.0	190.92	s 5 00	s 4 22	191	S	STEAMBOAT	D	s 7 26	s 8 50	P-Y-W	60	140	
							6.66							0.5
6529	0.0	197.58	f 5 09	f 4 31	198		BROOK		f 7 11	f 8 26	P	48		
							3.40							0.5
6480	0.0	200.98	s 5 17	f 4 38	201		MILNER		f 7 06	f 8 20	P	91	17	
							2.60							0.5
6448	0.0	203.58	f 5 22	f 4 43	204		TOW CREEK		f 7 01	f 8 14			Sd-16	
							2.78							0.5
6425	0.0	206.36	s 5 27	f 4 48	206		BEAR		s 6 56	f 8 09	P	80	Mine Tracks	
							1.42							0.4
6413	0.0	207.78	s 5 50	s 4 58	208	HS	HARRIS	D	s 6 53	s 8 05	P-W-Y	72	60	
							7.08							0.5
6328	0.0	214.86	s 6 18	s 5 12	215	HN	HAYDEN	D	s 6 39	s 7 48	P	51		
							4.42							0.5
6278	0.0	219.18	f 6 32 ⑤	f 5 18	219		CARY		f 6 32 ⑪	f 7 38	P	25		
							5.83							0.4
6223	0.0	225.11	f 6 42	f 5 26	225		ELK		f 6 24	f 7 27	P	Sp.- 16 East		
							6.35							0.5
6174		231.46	7 20 AM	5 35 PM	231	CG	CRAIG	D	6 15 AM	7 15 PM	P-R-Y W-F	Yard 161		
			Arrive Daily	Arrive Daily			(63.66)		Leave Daily	Leave Daily				
			(3' 36") (17.5)	(2' 08") (29.5)			Schedule Time Average Miles per Hour		(1' 56") (32.6)	(2' 55") (21.6)				

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

NAME	Station Number	Water Phone	Miles from Denver	Car Capacity	Switch Connections	Flag Stops for Trains
Subdivision 1						
Plastic	17	None	16.97	8	Siding	None
Fire Clay	20	P	20.47	11	Siding	1 and 2
Coal Creek	23	P-W	22.97	None	None	1 and 2
Tunnel 17	29	P	29.34	10	Spur East End	1 and 2
Miramonte	34	P	33.60	None	None	1 and 2
Mile Post 35	35	P	35.00	None	None	None
Lincoln Hills	39	None	39.31	None	None	1 and 2
Espy	43	P	42.65	42	Siding	None
Wood	59	P	59.19	14	Spur West	None
Mile Post	69	P	69.00	None	None	None
Wasatch	80	None	79.79	None	None	1 and 2
Byers Canon	88	P	88.51	None	None	None
Goré Canon		P	108.11—108.91	None	None	None
Mile Post	113	P	112.91	None	None	None
Blacktail	115	P	114.94	26	Spur—West End Connection	None
Mile Post	119	P	118.81	None	None	None
Yarmony Sec. House	122	P	121.81	None	None	1 and 2
Coppertown	132	P	132.00	5	Spur—East End Connection	1 and 2
Rock Creek	141	P-W	140.58	None	None	1 and 2
Cinder Pit	144	P	143.43	40	East and West End Conn.—Yard Tracks	1 and 2
Egeria Canon	146	P	146.11	None	None	None
Shorter	164	None	163.90	10	Spur—East End Connection	None
Subdivision 2						
Pallas	170	P	170.44	3	Spur—West	None
Continental	171	None	171.04	2	Spur—East	None
Pinnacle	171½	None	171.60	Mine Tracks	Spur—West	None
Keystone	173	P	173.57	Mine Tracks	Spur—West	None
Harding	176	P	176.10	Mine Tracks	Spur—West	1 and 2
Mill Spur	190	P	189.62	4	Spur—East	None
McGregor	202	P	201.83	Mine Tracks	Spur—West	1 and 2
Butcherknife	205	P.	204.86			

Phones in All Section Houses

Special Time-Table Rules

Superseding General Rules and Regulations Which Are Inconsistent Therewith

1. The Chief Dispatcher has charge of train dispatchers, agents, operators and train movements.

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

3. At Utah Jct. schedule time and train orders apply at the junction switch. At Orestod schedule time and train orders apply at the west siding switch. All trains and engines will move between west siding switch and junction switch Orestod at restricted speed.

3-A. At Fraser, Troublesome, Yarmony and Milner, schedule time and train orders for eastward trains apply at the crossover switch, and at Ralston schedule time and train orders for westward trains apply at the crossover switch. The crossover switches will be used by inferior trains when taking siding when length of train will permit.

Ralston—capacity on siding between east switch and crossover, 126 cars; west of crossover, 17 cars.

Fraser—capacity on siding between crossover and west switch, 88 cars; east of crossover, 15 cars.

Troublesome—capacity on siding between crossover and west switch, 72 cars; east of crossover, 20 cars.

Yarmony—capacity on siding between crossover and west switch, 81 cars; east of crossover, 27 cars.

Milner—capacity on siding between crossover and west switch, 90 cars; east of crossover, 17 cars.

3-B. Tabernash—Unless otherwise necessary, No. 6 track will be used by eastward trains and No. 5 track by westward trains as siding.

4. A train must not leave its initial station on any subdivision without clearance card.

4-A. All trains must procure clearance card at Utah Jct.

5. Register stations are shown in FULL FACED TYPE.

5-A. Conductors will show on train register the numbers of helper engines in their train.

5-B. Trains may register at Orestod and Utah Jct. with register ticket, Form 825. The operator will immediately transcribe from Form 825 the information required on train register.

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

7. All eastward freight trains will stop at least twice between Rollins and Utah Jct., and more frequently if in the judgment of the conductor or engineman it is necessary, for inspection and to cool wheels.

7-A. All eastward passenger trains will stop at Cliff for train inspection and to cool wheels and will make such additional stops for this purpose as may, in the judgment of the conductor or engineman, be necessary. Passenger trainmen should frequently observe the condition of wheels with respect to heat when train is moving, particularly when rounding curves.

8. Conductors of freight trains will give the dispatcher as much advance notice as possible of the approximate time train will be ready to leave a station; and also report immediately to the dispatcher their arrival at all stations where stops are made of sufficient duration to permit reporting without delay to train.

9. Care must be exercised when handling outfit cars; occupants must be notified before coupling to or moving such cars.

10. When entering tunnels, headlight must be lighted, stack hood raised and passenger trainmen will see that cars are lighted.

11. Enginemen will report on Form 915-R coal taken by them, depositing same in receptacle provided for that purpose at coaling station.

12. When spotting cars on coal chutes at Tolland, Tabernash, Kremmling and Craig, sufficient cars must be handled to avoid placing engine on incline.

13. Car capacity of sidings is figured on the basis of 45 feet per car and makes no allowance for engines or cabooses.

14. The distance specified between the names of stations is the mileage for sidings from center of depot to center of depot, train order office or station shelter. For spur tracks, the distance applies to the spur track switch.

15. Trestle leading to power plant from McGregor spur is not safe for engines.

16. When train orders are received over the telephone by a member of train or engine crew, they must be written in detail on Form 1238-C and the conductor and each engineman must receive a copy.

At the end of run, conductor will mail one copy of each order so received to chief dispatcher.

16-A. A "19" train order, which does not restrict the right of that train, may be received over the telephone by any member of the train or engine crew. The party taking order must sign his last name in full in space provided for operator's signature, then deliver copy of order to each person addressed.

16-B. A "31" train order may be received over the telephone by any member of the train or engine crew, but must be repeated by and "complete" given only to either the conductor or engineman of the train.

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

Equipment such as Jordan spreaders, ditchers, wrecking derrick equipment, etc., should be handled next to train engine. When rotary plows are trailed ascending grades, they must be securely chained to drawbar.

18. Fusees must be placed outside of rail on the side of the engineman of an approaching train. Trains handling gasoline or other inflammable lading must not pass over burning fusees. Fusees must not be placed in tunnel timbers or frame structures.

19. When an auxiliary water tank is used behind an engine tender, it is considered as part of the engine, within the meaning of Operating Rule No. 22.

20. The superior train, when arriving first and holding main track at meeting point, will open switch for the train to be met, but must not give the approaching train a proceed signal.

When headlight has been dimmed or extinguished under Operating Rule 17, it must not be turned bright to interfere with vision of trainmen on rear end of opposing train.

21. Under Operating Rule 99, when a rear flagman is called in by the engineman and the train is in such a position that a signal from the rear end cannot be seen from the head end, the flagman will, on his return to the rear of train, open the train line sufficiently to make a reduction of at least 20 pounds; the engineman will accept this as a signal to proceed, but will stop after the rear of train comes within his range of vision unless the proper proceed signal is then given.

22. The engineman and conductor must know that air gauge registers 80 pounds brake pipe pressure on freight trains and 90 pounds on passenger trains.

23. D&SL trains originating at Utah Jct. and Phippsburg must not leave initial terminal until Form 959 (air brake inspection card) has been properly executed and given to engineman.

24. Should there not be a clear, unobstructed view for at least 15 car lengths (675 feet), the track will be considered as obstructed within the meaning of Rule 93.

25. When a private car or a car with an observation compartment is attached to the rear of train, the flagman may ride in the rear end of the second car from the rear of the train and Operating Rule 760 is modified to that extent.

26. When D&RGW trains display markers with green instead of yellow discs, these green discs will be considered as indicating the same as yellow.

27. Operating Rule 11 is modified and supplemented as follows:

"A train finding a fusee burning red on or near its track must stop and extinguish the fusee, and then proceed at restricted speed, until train or obstruction is encountered, or for a distance of at least one-half mile. A red fusee should be used when safety requires that the following train be stopped.

"A yellow fusee is a signal to proceed at restricted speed for a distance of at least one-half mile. A yellow fusee should be used on ascending grades or where safety will permit."

27-A. Rule 93-A of "Rules and Regulations of the Operating Department," defining station limits, is annulled.

27-B. Operating rule No. 206 is modified to the extent that initials of Denver & Rio Grande Western engines will not be written in train orders.

27-C. That portion of operating rule 211 reading: "When a "19" train order restricting the superiority of a train is issued for it at the point where such superiority is restricted, the train must be brought to a stop before delivery of the order" is annulled. Operating Rule S-208-C will govern.

27-D. Train orders relating to track conditions and to work trains, must be respected by conductors and enginemen on all trips made during any one working period or tour of duty. It will not be necessary to obtain the annulment of a schedule or section (Form "K" Train Order) more than once, provided conductor and engineman have a copy in their possession on each trip.

27-E. Extra trains may run ahead of second-class trains, and operating rule 85 is modified to that extent.

OPERATION MOFFAT TUNNEL

28. The Moffat Tunnel block limits extend over main track between the east siding switch at East Portal and the east siding switch at West Portal. All trains, engines, motor cars and work cars of whatever description must procure authority before occupying track within the Moffat Tunnel block limits. Within these limits trains will be operated by indication of manual signals, operated under authority from the train dispatcher, and the superiority of trains will be void.

28-A. Movements may be made in either direction within the Moffat Tunnel block limits, as authorized by fixed signal or block order, until block is cleared, without flag protection, except when a helper engine is detached from the rear of train within the block limits, the train must not make a reverse movement until it is known that the detached engine has cleared the block.

28-B. When an operator is on duty at West Portal, authority for eastward trains to enter the Moffat Tunnel block limits will be controlled by the train order signal. When within view of the signal, the engineman will sound the prescribed whistle signal (Rule 221-B). If the signal is then changed to "proceed," it will be authority for the train to proceed through the block limits. If the signal is not changed to "proceed," a written block order must be obtained before train enters the block limits.

28-C. Authority for westward trains to enter the Moffat Tunnel block limits will be given by fixed color signals. A three-color signal, normal indication red, is located near the east siding switch, East Portal. When the train dispatcher has authorized the fan operator to do so, the fan operator will change the color indication to green or yellow. A green indication is authority for the train to proceed on main track and a yellow indication is authority for the train to proceed on the siding to the next signal.

At the west end of siding, east of the west switch, there are two signals, of two-color indication (red and green), one located on north side of main track governing westward trains on main track and one on north side of siding governing westward trains on siding. A green indication of these signals is authority for the train governed to proceed through the tunnel, subject to instructions in Time-table Rule 28-E.

28-D. When the rear end of a train has passed the block signal near the east siding switch at East Portal and the block signal near the west siding switch at East Portal, the fan operator will promptly restore the color indication to normal.

28-E. The Ventilating Plant curtain which controls the draft in the tunnel is located at East Portal and its position (whether up or down) is indicated by color light signal located 92 feet east of the curtain. When a westward train arrives at a point on the main track 1750 feet east of the curtain, a track circuit relay will cause the signal to show a red indication. The train may continue to approach the signal but must not pass it until indication has changed to green. A green signal is an indication that the curtain is up and that the train may proceed through the tunnel. A train on the siding will not operate the color signal until arrival at the fouling point at the west end, at which point the red and green indications will appear in the same sequence as for a train on the main track.

28-F. When the engine of an eastward freight train has arrived at a point in the tunnel 1750 feet west from the curtain (location identified by sign reading "Signal"), the speed of the train must be reduced to not more than 10 miles per hour and this speed must not be increased until train has come to a full stop at East Portal. Eastward passenger trains will also reduce speed to 10 miles per hour 1750 feet west of the curtain and not increase speed until engineman knows that curtain is up. When the train has arrived at that point (1750 feet west of the curtain), a red light will appear on a signal located 500 feet west of the curtain. If this red light has not changed to green within 10 seconds, the train must be stopped immediately. A green signal indicates that the curtain has been raised and the train may proceed. A red indication or the absence of any light on this signal must be regarded as a stop indication.

28-G. When the rear of an eastward train has cleared the west siding switch at East Portal, the dispatcher may instruct the fan operator to line the west siding switch for the siding and, when this has been done, the block will be cleared for a following eastward train even though the preceding train may not have passed the east siding switch, East Portal. When the west siding switch has been so lined, it must remain in that position until the dispatcher has instructed the fan operator to change it.

28-H. The fan operator at East Portal will be responsible for the position of the west siding switch at East Portal and will line same as directed by the dispatcher, and trainmen will not handle this switch unless specifically instructed by the dispatcher to do so, except when opening the switch for a westward train to enter the block from the siding. The operator at West Portal will be responsible for the lining of the east siding switch at West Portal behind eastward trains and conductors are relieved from this responsibility.

28-I. Before a train enters the Moffat Tunnel, the fireman will prepare the fire so as to reduce smoke to a minimum after the engine enters the tunnel and will not add any more fuel than necessary to move the engine through the tunnel. The fire box door should be slightly open and combustion tubes (on engines so equipped) opened to reduce the amount of smoke that may develop.

28-J. Retainers must not be turned up on trains while standing inside the Moffat Tunnel.

28-K. When helper engines are uncoupled from trains at the west siding switch, East Portal, the indication of the curtain signal and the position of the tunnel curtain must be closely observed at all times to avoid backing through the curtain.

28-L. The maximum grade between the apex and West Portal is 0.9%, descending westward. The maximum grade east from the apex is 0.3%, descending eastward, to a point 650 feet east of the tunnel portal, where it increases to 2.0% descending. When the engine of an eastward train has arrived at the 2.0% grade at East Portal, the engineman must exercise careful judgment to insure stopping train at the proper place. It is unsafe to make more than one application and release of the brakes in making this stop. Make one application and come to a full stop before releasing.

28-M. All eastward freight trains will stop at East Portal, clear of the west switch, for inspection and to turn up retainers.

28-N. A switch operating a bell in the ventilating plant is located on the south side of the tunnel 15 feet west of the tunnel curtain, by means of which the fan operator may be signaled from inside the tunnel and notified that it is desired that the curtain be raised.

28-O. If a train is stopped in the Moffat Tunnel in excess of 20 minutes, the dispatcher must be promptly notified. Should a passenger train be stopped in the tunnel under circumstances that might cause discomfort to passengers, such action must be taken as will, in the judgment of the conductor, afford necessary relief, detaching engine and moving it out of the tunnel if necessary.

28-P. Telephones are located in the tunnel on the south side in:

Refuge Nos.	4	7	8	9	12	16	18	19
Mile Posts	51.55	52.48	52.73	53.02	53.56	54.40	54.85	55.31

These telephones connect with the telegraph office at West Portal and the Ventilating Plant office at East Portal and may be connected with the dispatching telephone circuit at these offices. One long ring is the call for East Portal; two long rings is the call for West Portal; a succession of long rings quickly repeated will be an emergency call that will be promptly answered at both East Portal and West Portal.

28-Q. Should a train handling gasoline or other inflammable lading meet with an accident in the tunnel, every precaution must be taken to prevent fire or explosion and, when practicable, engines should be moved to a safe distance from the trouble. In case of fire, promptly notify the fan operator and supply him with information regarding change in air current that may be desirable. Gas masks and pulmotor are located in the ventilating plant at East Portal.

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

29. **WEST PORTAL**—Movement of eastward trains, west siding switch to train order signal will be governed by signal indication (manually controlled by operator on authority of train dispatcher), regardless of train orders in effect or time-table schedules. Three-color signal located at west switch; yellow take siding via west switch. Three-color signal opposite crossover switch; yellow take siding via crossover. Two-color signal (red and green) on north side of siding near crossover switch, governs movement on siding. Normal indication of all signals is red.

30. **DENVER-UTAH JCT. BLOCK**—All trains and yard engines operating between Denver and Utah Jct. will move under block authority (Form 1223.R) secured from the train order operator at Utah Jct., and the block must be cleared promptly after movement has been completed.

30-A. **PHIPPSBURG-HAYBRO BLOCK**—All trains except first class trains operating between the west yard limit board at Phippsburg and the east yard limit board at Haybro, will move under block authority (on Form 1223.R) secured from the train order operator at Phippsburg, and the block must be cleared promptly after movement has been completed.

31. **WARNINGS**—Employes are warned that there are coal chutes, platforms and other structures adjacent to main track and sidings, spurs and industry tracks that will not clear a person on side of car and employes should acquaint themselves with location of same and protect themselves from injury when passing such structures. It is dangerous to stand up on top of high cars while passing through tunnels, under viaducts or overhead wires. Columns under 16th Street Viaduct, Denver, will not clear a person on side of car or leaning out of windows.

RAILROAD CROSSINGS AND JUNCTIONS

32. All trains and engines must come to a stop within 300 feet of any railroad crossing at grade, sound whistle signal 14-b and not proceed until track is known to be clear, and operating rule 98 is amended accordingly.

32-A. At the crossing with the C. & S. Belt Line (MP 0.57), D. & S. L. trains have right to cross ahead of C. & S. trains.

32-B. At the crossing with the C. & S. Georgetown Line (MP 2.68), C. & S. trains have the right to cross ahead of D. & S. L. trains.

32-C. The "Junction Switch" by means of which D. & R. G. W. trains enter and leave D. & S. L. main track at Utah Jct. is located at milepost 3.35. The "Junction Switch" by means of which the D. & R. G. W. connects with the D. & S. L. main track at Orestod is located at milepost 128.76. At Utah Jct., D. & R. G. W. trains have precedence over D. & S. L. trains of the same or inferior class and at Orestod D. & S. L. trains have precedence over D. & R. G. W. trains of the same or inferior class.

32-D. The normal position of the junction switch at Utah Jct. and at Orestod is for D. & S. L. main track. The operators at Utah Jct. and Orestod are responsible for the opening and closing of the junction switch. Operators will notify the dispatcher when a train is approaching the junction switch and will not open the switch until authorized by the dispatcher to do so. They will promptly close (line for D&SL main track) and lock the switch when authorized movements have been completed.

INTERCHANGE TRACKS

33. With Colorado & Southern Ry—West 38th Ave., Denver.

33-A. With Union Pacific R. R.—East 47th Ave., Denver. D. & S. L. engines will stop before entering transfer tracks.

33-B. With Chicago, Burlington & Quincy R. R.—Utah Jct.

33-C. With Denver & Rio Grande Western R. R.—Utah Jct. and Orestod.

33-D. With Denver & Intermountain R. R.—Leyden. When necessary to use the D. & I. M. R. R. tracks, permission must be procured from the D. & I. M. dispatcher at Clear Creek Junction, over telephone in booth at Leyden Junction. In using the three-rail switches leading to the D. & I. M. tracks at Leyden Junction, care must be exercised to know that equipment is clear of all switch points before switch is thrown. Transmission and trolley wires of the D. & I. M. R. R. will not clear man on top of box car.

34. **TRAIN ORDER OFFICES**—When a green flag is displayed on the mast of a train order semaphore and signal is in clear position, it indicates the office is closed. Rule 221-F is modified to the extent that it is not required that semaphore lights be extinguished when office is closed.

COUNTY INTERSECTING LINE SIGNS

35.

Denver County—Adams County	MP	2.69
Adams County—Jefferson County		6.29
Jefferson County—Boulder County		26.14
Boulder County—Jefferson County		28.36
Jefferson County—Boulder County		29.38
Boulder County—Gilpin County		34.60
Gilpin County—Boulder County		36.64
Boulder County—Gilpin County		37.51
Gilpin County—Grand County		52.85
Grand County—Eagle County		119.03
Eagle County—Routt County		133.90
Routt County—Moffat County		224.84

36. **STANDARD CLOCKS**—Denver: Passenger Station; Dispatcher's Office; D&RGW Telegraph Office, 201 Union Depot; D&RGW Yard Office, 7th Street; Utah Jct.; Tabernash; Orestod; Phippsburg.

37. **BULLETIN BOOKS AND CIRCULAR BOOKS** will be maintained at 2201 16th Street, Denver; Room 201, Union Depot, Denver; D. & R. G. W. yard office, Seventh Street, Denver; Utah Jct.; Tabernash; Orestod; Phippsburg; Craig.

The "Bulletin Book" will be used exclusively for special instructions regarding train movements and those addressed in such bulletins will sign for same on a signature sheet which will accompany each bulletin.

The "Circular Book" will be used for general circulars issued by various departments which do not directly concern train movements.

38. **YARD LIMIT STATIONS**—Utah Jct., Leyden, Cliff, Tabernash, Orestod, Cinder Pit, Phippsburg, Haybro, Steamboat, Harris, Craig.

39. **OPERATION THROUGH TUNNELS**—On westward passenger trains passing through tunnels between Plain and Cliff and in both directions through the Moffat Tunnel, conductors must know that all windows, ventilators and doors are closed and passengers are prohibited from standing on observation platform and from walking between cars.

HELPER ENGINES

40. **Passenger Trains.** When a helper engine is used on a passenger train, it will be coupled to the train engine.

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

40-B. Helper engines may be coupled behind the caboose between the following points:

From Tolland to East Portal,
From Tabernash to Apex in Moffat Tunnel,
From Phippsburg to Toponas,
From Park to Pallas.

40-C. A helper engine may be coupled to train engine or cut in any place in the train when and as directed by the chief dispatcher or superior officer, who is authorized to exercise his judgment in the matter.

40-D. When a helper engine in a westward train is to be cut out after the train has entered the block at East Portal, the train engine will be stopped before it enters the portal of the Moffat Tunnel. The helper will then be cut out and used when required to start the train.

40-E. When a helper engine behind the caboose of an eastward train is to be uncoupled inside the Moffat Tunnel, the train will be stopped after it has arrived at a point over the apex where the train engine, alone, can start the train. The train engine will then wait approximately two minutes for the helper engine to be uncoupled and may then proceed without proceed signal from the rear end. When helper engines are uncoupled from trains within the Moffat Tunnel block limits, they will immediately move out of the block limits when released and clear block at West Portal.

40-F. Except when starting train from rear end after being uncoupled as per Rule 40-D, when helper engines are used the air must be connected.

41. **HANDLING OF CARS ON GRADES**—Operating Rules 611 and 1228 are supplemented as follows: When switching cars on grades, it is the duty of the crew doing switching on any particular track to see to it that all cars left on such track, including cars previously set out, are properly secured with hand brakes, blocking, etc. When picking up cars on grades, not less than two trainmen will assist in making couplings and they will be prepared to take immediate steps to prevent accident in the event the couplings should fail to connect. Trainmen must not uncouple cars on grades without first testing hand brakes and knowing they are in good operating condition.

42. **D. & R. G. W. PASSENGER TRAINS, RETAINERS**—Graduated release operation will not be used from East Portal to Leyden and retainers must be used on all passenger train cars between these points.

43. **TRAIN ACCIDENTS**—Accidents involving cars or engines, such as derailments, collisions, sideswiping cars, extensive damage to equipment, etc., must be promptly reported by wire on Form 1212 by the conductor. In case of derailments, show distance moved after getting off track in rail lengths.

PERSONAL INJURIES

44. When a personal injury occurs, the conductor or ranking employe in charge will promptly wire, in message form, complete details to the 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 on which person was injured, number of train, time and place where accident occurred and other pertinent details.

44-A. Each member of a crew will execute in complete detail and mail to the general superintendent a report on Form 1216.

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

44-C. When passengers or employes are injured, everything must be done to care for them promptly and properly. When necessary, the company's nearest 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.

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

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

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

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

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

45. **STRIKING OF LIVE STOCK**—When stock is struck by a train, the conductor and engineman will telegraph the details to general superintendent, giving train number, time and date, location, etc., and the engineman will make report by mail on Form 912 to the general superintendent.

46. **ENGINE FAILURES**—Will be reported by wire, by conductor and engineman, on Form 1215. Hot boxes on cars will be reported by conductor on Form 988.

47. When spreaders are handled in trains, other than work extras, they must be headed in working direction and safety appliances properly fastened.

48. Cars placarded "Explosives" must not be cut off while in motion and other cars must not be dropped against them.

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

MAXIMUM SPEED LIMITS, MILES PER HOUR

50. Except as otherwise specified or indicated by speed markers, slow boards, etc., the maximum permissible speed will be as follows:

Over road crossings between	Passenger Trains M. P. H.	Freight Trains M. P. H.
Denver and Utah Jct.	12	8
Between Junction Switch and Pecos St., Utah Jct.	8	8
Between Pecos St., Utah Jct. and Arena	60	40
Between Arena and Plain	45	35
Between Plain and Cliff	35	25
Between Cliff and East Portal	45	35
Between East Portal and West Portal	50	35
Between West Portal and Vasquez	60	40
Between Vasquez and Fraser	40	30
Between Fraser and Tabernash	60	45
Through Tabernash Yard	15	15
Between Tabernash and Mile Post 73	45	35
Between Mile Post 73 and West Switch, Sulphur	60	40
Between West Switch, Sulphur and Mile Post 89	35	25
Between Mile Post 89 and Gore	60	40
Between Gore and Radium	35	30
Between Radium and Orestod	45	35
Between Orestod and McCoy	35	25
Between McCoy and Crater	45	35
Between Crater and Egeria	27	18
Between Egeria and Phippsburg	60	40
Through Phippsburg Yard	15	15
Between Phippsburg and Oak Creek	60	40
Between Oak Creek and Routt	40	30
Between Routt and Craig	60	40
In heading in and out over switches, turnouts and crossovers between Denver and Craig	15	10

50-A. The maximum speed of trains handling equipment indicated below will be as follows:

	M. P. H.
Steam shovels on wheels, ditchers, cranes, etc.	25
Wrecking Derricks	30
Rotary Snow Plows	15
Trains having dead engines in tow must observe the following speed rules:	
If dead engine has rods down or disconnected with one pair drivers "swung" or suspended off rail	10
With rods down or disconnected, but with all drivers on rail	15
With all rods up and connected	20
Locomotives operating under their own steam with all side rods in place and one main rod removed	20
Engines running backward, on tangents 25; curves	15
Loaded coke racks	25

50-B. D&SL mallet engines running light may make maximum speed specified for freight trains; other D&SL engines running light or with caboose only, may make passenger train speed. D&RGW K-59 class engines will not exceed 55 miles per hour. D&RGW light engines will not exceed maximum speed specified for freight train.

50-C. The maximum speed limits specified are speeds that can safely be made under favorable conditions. Judgment should be exercised and speed reduced under unfavorable conditions, when rocks might be falling, track becoming soft, during fogs, snow storms, etc.

50-D. Enginemen of trains handling dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and when making station stops so that train will move smoothly, without jar, and conductors must observe that this is done.

50-E. **SPEED TABLE**

10	miles	per	hour	is equivalent to	one	mile	in 6 minutes, 0 seconds.
15	miles	per	hour	is equivalent to	one	mile	in 4 minutes, 0 seconds.
20	miles	per	hour	is equivalent to	one	mile	in 3 minutes, 0 seconds.
25	miles	per	hour	is equivalent to	one	mile	in 2 minutes, 24 seconds.
30	miles	per	hour	is equivalent to	one	mile	in 2 minutes, 0 seconds.
35	miles	per	hour	is equivalent to	one	mile	in 1 minute, 43 seconds.
40	miles	per	hour	is equivalent to	one	mile	in 1 minute, 30 seconds.
45	miles	per	hour	is equivalent to	one	mile	in 1 minute, 20 seconds.
50	miles	per	hour	is equivalent to	one	mile	in 1 minute, 12 seconds.
55	miles	per	hour	is equivalent to	one	mile	in 1 minute, 5 seconds.
60	miles	per	hour	is equivalent to	one	mile	in 1 minute, 0 seconds.

50-F. Speed restriction signs are placed for locations where the maximum permissible time-table speed must be reduced. The facing side of this sign is yellow, with a line through the center. The numerals above the line indicate passenger train speed and numerals below the line indicate freight train speed permissible. The reverse side of sign is green and this sign on opposite side of track indicates that normal speed may be resumed when last car in train has passed it.

51. Snow flangers must be raised for guard rails (markers indicate beginning and end of guard rails), for cattle guards, over road crossings and switches.

52. **COMPANY SURGEONS**

Dr. H. S. Finney, Chief Surgeon.....1236 Republic Bldg., Denver.
Dr. Geo. S. Cattermole, Asst. Chief Surgeon.....301 Majestic Bldg., Denver.
Dr. George P. Lingenfelter, Skin Specialist.....910 Republic Bldg., Denver.
Dr. Ralph W. Danielson, Eye Specialist.....324 Metropolitan Bldg., Denver.
Dr. W. K. Coleman, Dentist.....500 Metropolitan Bldg., Denver.
Dr. Harold Hickey, Nose and Throat Specialist..934 Republic Bldg., Denver.
Dr. George Dorsey, Kidney Specialist.....946 Metropolitan Bldg., Denver.
Dr. G. D. Hoschouer, Local Surgeon.....Granby, Colo.
Dr. J. H. Cole, Local Surgeon.....Oak Creek, Colo.
Dr. W. S. Fleming, Local Surgeon.....Phippsburg, Colo.
Dr. F. E. Willett, Local Surgeon.....Steamboat, Colo.
Dr. C. E. Fitzgerald, Local Surgeon.....Craig, Colo.

53. **TIME INSPECTORS**

Ball Time Inspection Service, Room 3, Union Depot, Denver, Colorado.
Hansen & Hansen, 329 16th Street and 1628 17th Street, Denver, Colorado.
C. W. Coffin, Local Watch Inspector, Craig, Colorado.

TONNAGE RATINGS

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

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

The above tonnage ratings will govern under ordinary conditions. Conductors are responsible for the proper tonnage being handled in their trains, and when weather conditions are such that full ratings cannot be handled, they should notify the dispatcher; if unable to confer with the dispatcher, conductor will reduce tonnage to what can be handled. Westward rating is based on empty cars; eastward on loaded cars.

In figuring train tonnage, empty cars will be handled at actual lightweight in tons, making allowance for fractional tons so the total will be the actual tons. For loaded cars, including live stock, the gross waybill weight will govern, except that peddler merchandise cars will be carried at actual weight with a minimum of one ton. Trains must handle a fraction of a car more rather than a fraction less than instructed. A written explanation must be made when this rule is not complied with. Yardmaster at Utah Jct. and station employes at Phippsburg are responsible for figuring freight train tonnage out of these terminals. Conductors are responsible for reporting tonnage changes enroute. Conductors will figure tonnage on Subdivision 2, eastward trains. If less tonnage than instructed is handled, a suitable explanation must be made on wheel report.

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

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

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

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

WESTWARD

No. 77	Lv. Denver	6:00 A.M.	Lv. Utah Jct.	6:25 A.M.	Arr. Bond	2:30 P.M.
No. 75	Lv. Denver	7:30 P.M.	Lv. Utah Jct.	8:15 P.M.	Arr. Bond	3.00 A.M.
Ute	Lv. Denver	7:00 A.M.	Lv. Utah Jct.	7:45 A.M.	Arr. Bond	2:30 P.M.

EASTWARD

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