

**Safety**



**Service**

H. V. MEEK  
Assistant Superintendent  
Grand Junction

W. A. HENDERSON  
Trainmaster-Road Foreman of Equipment  
Salida

HARRY BROOKS  
W. E. CLAWSON  
R. S. ENO  
Trainmasters  
Grand Junction

D. J. BUTTERS  
E. R. HOUSE  
Road Foremen of Equipment  
Grand Junction

W. M. HENDERSON  
Chief Dispatcher  
Grand Junction

J. L. DYKE  
D. M. SETZLER  
Assistant Chief Dispatchers  
Grand Junction

The  
Denver and Rio Grande Western Railroad  
Company

**GRAND JUNCTION  
DIVISION**

**TIME-TABLE  
No. 146**

**Takes Effect Sunday, April 24, 1960**

**at 12:01 A. M.  
Mountain Standard Time**

**Superseding Time-Table No. 145**

**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

C. E. McENANY  
Superintendent

**SIGNAL MAINTAINERS**

Headquarters	Signal District		Headquarters	Signal District	
	From	To		From	To
Salida.....	ABS 2124	ABS 2179	DeBeque .....	ABS 4094	ABS 4332
Buena Vista.....	ABS 2179	ABS 2639	Grand Junction .....	ABS 4332	ABS 4614
Tennessee Pass.....	ABS 2639	ABS 2946	Mack .....	ABS 4614	ABS 4840
Minturn.....	ABS 2946	ABS 3287	Cisco .....	ABS 4840	ABS 5098
Dotsero.....	(ABS 3287	ABS 3420	Thompson .....	ABS 5098	ABS 5407
	(ABS 1428	ABS 1667	Green River .....	ABS 5407	ABS 5682
Bond.....	ABS 1289	ABS 1428	Cedar .....	ABS 5682	ABS 6028
Glenwood.....	ABS 3420	ABS 3839	Price .....	ABS 6028	ABS 6246
Rifle.....	ABS 3839	ABS 4094			

## Adjusted Tonnage Ratings And Car Limits

FROM	TO	Class F-9 GP-9 577 5901-5954	Class PT-F-7 540-547 549-551 555-576	Class F-3 552-554	Class SD-7-9 5300-5314	Class GP-7 GE-7 5100-5113 5200-5204	Adjustment Factor
		Tons	Tons	Tons	Tons	Tons	
Salida.....	Tennessee Pass.....	1325	1225	900		1200	4
**Minturn.....	Tennessee Pass.....	595	550	390		512	2
Grand Jet.....	Glenwood.....	2025	1875	1500		1800	6
Glenwood.....	Minturn.....	1400	1300	975		1250	6
Glenwood.....	Bond.....	1500	1400	1100		1400	6
Grand Jet.....	Mounds.....	1750	1540	1225		1500	6
Mounds.....	Helper.....	1875	1800	1225	2700	1800	6
Helper.....	Grand Jet.....	1750	1590	1275		1588	6
Mounds.....	Columbia Jet.....	1160	1075	775	1560	1075	3
Columbia Jet.....	Sunnyside.....	595	550	390	900	512	2
Grand Jet.....	Delta.....	4800	4400		5000	4400	10
Delta.....	Montrose.....	2000	1850		2600	1850	5
Delta.....	Somersaet.....	2000	1850		2000	1850	5
Hotchkiss.....	Rogers Mesa.....	3800	3500		4000	3500	8
Montrose.....	Ridgway.....	1950	1800			1800	5
Sub-Divn. 16 wye.....	East Yard.....	4600	4000			4000	0
Glenwood.....	Leon.....	1700	1650			1650	2
Leon.....	Aspen.....	850	800			800	2
Malta.....	Eilers.....	700	650			650	2
Eilers.....	Leadville.....	600	550			550	2
Salida.....	Mayaville.....	800	750		1100	750	2
Mayaville.....	Monarch.....	380	340		530	340	1

\*\*Units 6001-6013 Rated 430 tons each unit, Minturn to Tennessee Pass.

\*\*Units 5482-3-4 Rated 320 tons each unit, Minturn to Tennessee Pass.

Tonnage ratings shown for all locomotives are based on single unit. Where more than one unit is used tonnage will be based on number of units used. Where different class 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.

Following are the car limits per train Tennessee Pass to Minturn—4 or more units:

- 90 loaded cars.
- 100 loads and empties mixed.
- 100 empties.

Following are the car limits per train Tennessee Pass to Salida:

- Eastward freight trains handled by 4 or more units—Tennessee Pass to Malta—110 cars.
- Malta to Salida—120 cars.

Following are the car limits per train, Sunnyside Branch:

Sunnyside to Columbia Junction: Trains handled by one unit SD-7 or SD-9 class locomotive with dynamic brakes operative: Not more than 60 loaded cars. Trains handled by one unit of other class locomotives—not more than 40 loaded cars—empties may be handled in addition to loads. With four or more units, with dynamic brakes operative on at least 4 units, 70 loads may be handled Sunnyside to Columbia Junction and 115 cars Columbia Junction to Mounds.

Cars placarded "Rear End" or "Handle on Rear of train Only", must be trained behind helper, when helper is on rear of train.

20. (Omitted).

### 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.

When GE-7, GP-7, GP-9, SD-7 or SD-9 locomotives are being operated together, or coupled with other units, or when "A" units of "FT" locomotives are being operated coupled between other units, and an alarm sounds, trains will be stopped and units given inspection, when necessary.

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

21-B. Cars must not be "dropped" over main highways.

21-C. X rock flat cars, either loaded or empty, must be handled on rear of train, except when in work train service.

21-D. Riding, getting on or off Scale Test Car while same is in motion, is prohibited.

21-E. UTAH STATE LAW: "Every locomotive shall be provided with a bell which shall be rung continuously from a point not less than 80 rods from any city or town street or public highway grade crossing until such city or town street or public highway grade crossing shall be crossed, but, except in towns and at terminal points, the sounding of the locomotive whistle or siren at least one-fourth of a mile before reaching any such grade crossing shall be deemed equivalent to ringing the bell as aforesaid; during the prevalence of fogs, snow and dust storms, the locomotive whistle shall be sounded before each street crossing while passing thru cities and towns. All locomotives with or without trains before crossing the main track at grade of any other railroad must come to a full stop at a distance not exceeding 400 feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle or two sounds of the siren shall be sounded at the moment of starting; provided, that whenever interlocking signal apparatus and derailing switches or any other crossing protective device approved by the Public Utilities Commission is adopted, such stop shall not be required.

"Provided that local authorities in their respective jurisdiction may, by ordinance approved by the Public Service Commission, provide more restricted sounding of bells or whistles or sirens than is provided herein and may prescribe points different from those herein set forth at which such signals shall be given and may further restrict such ringing of bells or sounding of whistles or sirens so as to provide for either the ringing of a bell or the sounding of a whistle or of a siren or the elimination of the sounding of such bells or whistles or sirens or either of them, except in case of emergency.

"The term locomotive as used herein shall mean every self-propelled steam engine, electrically propelled interurban car and so-called Diesel-operated locomotive.

"Every person in charge of a locomotive violating the provisions of this section is guilty of a misdemeanor, and the Railroad Company shall be liable for all damages which any person may sustain by reason of such violation."

### 21-F. Open Hours of Train Order Offices

Station	Monday Through Friday Hours	Saturday Hours	Sunday and Holiday Hours
Salida.....	Continuous	Continuous	Continuous
Buena Vista.....	7:30 AM to 4:30 PM	7:30 AM to 4:30 PM	Closed
Malta.....	Continuous	Continuous	Continuous
Minaturn.....	Continuous	Continuous	Continuous
Bond.....	Continuous	Continuous	Continuous
Grand Junction.....	Continuous	Continuous	Continuous
Helper.....	Continuous	Continuous	Continuous
Delta.....	9:00 AM to 6:00 PM	Closed	Closed
Montrose.....	9:00 AM to 6:00 PM	Closed	Closed
Hotchkiss.....	9:00 AM to 6:00 PM	Closed	Closed
Paonia.....	9:00 AM to 6:00 PM	Closed	Closed
Olathe.....	8:30 AM to 5:30 PM	Closed	Closed

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 days fall on Sunday, the day observed by the State, Nation, or by proclamation shall be considered the holiday).

### LOCAL WATCH INSPECTORS

VOLNEY PERRY.....	Salida
PARKER JEWELRY STORE.....	Leadville
GEORGE R. PARSONS.....	Grand Junction
T. E. DEVER.....	Glenwood Springs
McKNIGHT BROS. ....	Delta
G. J. DeVINNY.....	Montrose
WOODY JEWELRY STORE.....	Helper

### SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
—	36	100	—	58	62.6	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.2	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	30	24.0
—	51	70.6	1	26	41.9	2	45	21.8
—	52	69.2	1	28	40.9	3	—	20.0
—	53	67.9	1	30	40.0	3	30	17.1
—	54	66.6	1	32	39.1	4	—	15.0
—	55	65.5	1	34	38.3	5	—	12.0
—	56	64.2	1	36	37.5	6	—	10.0
—	57	63.2	1	38	36.8	—	—	—

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

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

Freight Trains —Westward, continue on siding to clear East and West yard lead switches.  
Eastward, use West Yard lead to Track No. 3

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

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

Eastward freight trains departing Minturn when cutting in swing engine will use crossover No. 3 to No. 4 track located 31 car lengths west of east switch to No. 3 track, Minturn yard.

Track No. 4 must be left clear of cars from this crossover to east end No. 4 track.

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

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

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

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

18-C. East switch of wye at Sunnyside must be lined for the wye when not in use. Engine with or without cars departing Sunnyside from a point east of this wye switch must be brought to a stop before switch is lined for main track.

Switch to High-line coke bin track, Sunnyside, must be left lined for High-line coke bin track and switch to stub derail spur located off High-line coke bin track must be left lined for spur when not in use.

Switch to Carbon County Railway at east end of Columbia Junction must be lined for Sub-Division 5-A when not in use.

18-D. Normal position of west siding switch leading to stockyards, Montrose, is to stock track.

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

18-F. Engines must not be moved on spur track leading off stem of wye and must not be moved beyond 500 feet north of warehouse on stem of wye, Cisco.

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

Locomotives must not go beyond switch point of north track, empty yard, nor in north load track, Knight Ideal Coal Company yard, Wellington.

## Tracks Not Shown as Stations in Time-Table

SUB-DIVISION	NAME	MILE	STATION NUMBERS	CAR CAPACITY	SWITCH CONNECTION
3	Tie Plant	216.8	2002	381	East End
3	Rock Spur	234.1	2031	14	East End
3	Red Cliff	294.0	2220	22	Both Ends
4	Engle	329.0	2268	31	Both Ends
4	Gypsum	335.8	2272	21	Both Ends
4	Higby	353.5	2286	7	West End
4	Nada	385.6	2326	14	East End
4	Rock Spur Akin	428.3	2552	20	East End
4-A	Burns	144.6	2310	10	Both Ends
4-A	Sweetwater	158.0	2316	33	Both Ends
4-B	Flour Mill	342.8	2404	4	East End
4-B	Red Canon	304.1	2406	3	East End
4-B	Kiffin	370.6	2410	5	East End
4-B	Hooks	380.4	2426	5	East End
4-B	Saco	384.3	2420	9	East End
4-B	Wingo	353.1	2432	9	Both Ends
4-B	Rose	386.5	2434	5	East End
4-B	Bates	387.4	2436	21	Both Ends
5	Gilsonite	463.8	2809	65	Both Ends
5	Lama	465.7	2810	35	Both Ends
5	Ucaru	553.8	2948	10	West End
5-A	Dragerton	14.2	9103	10	Both Ends
Menarch Spur	Mayaville	224.6	3014	18	Both Ends
	Garfield	292.4	3020	12	East End
	Monarch	236.3	3028	Yard	Yard
16	Colorado Core Co. Spur	353.2		6	East End
16	Meado Lumber Spur	333.5	2648	4	West End
16	Frost	339.4	2640	8	Both Ends
16	Huff	385.0	2617	12	Both Ends
16	Broughton	392.2	2613	10	Both Ends
16	Peoples	394.0	2615	10	Both Ends
16	Vernal	358.5	2652	42	Both Ends
16	Colona	343.9	2655	11	Both Ends
16	Ridgway	377.1	2664	Yard	Yard
16-A	Beet Track	374.0	2702	20	Both Ends
16-A	Sanders	377.3	2704	6	Both Ends
16-A	Girling	393.3	2716	7	East End
16-A	White	393.4	2716	0	West End
16-A	Hadley	461.5	2726	12	Both Ends
16-A	Roberts	467.2	2730	8	East End
16-A	Underwood	467.9		3	Both Ends
16-A	Juanita Jek	412.0	2758	50	East End
16-A	Bear Mine	416.6	2742	Yard	Both Ends
16-A	Hawkanest	417.0	2744	12	Both Ends
16-A	Oliver	417.4	2744	Yard	Both Ends

## DOUBLEHEADING AND PLACING OF HELPER AND DEAD LOCOMOTIVES IN TRAIN

### 19. DEAD LOCOMOTIVES:

When moving in trains will be handled as provided in Air Brake Rules 30-A to 31-E inclusive.

### 19-A. HELPER LOCOMOTIVES:

When helper locomotive consisting of more than four units is used on rear of train, all units in excess of four will be isolated, so that no more than four units are supplying power.

Eastward Freight Trains Minturn to Tennessee Pass:

Engine man of train engine must not release train brakes until helper is in position at rear of train to prevent run out of slack.

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

When one helper locomotive of four units or less, supplying power, is used, train just ahead of caboose; if helper of more than four units supply power is used, train ahead of 2100 tons.

One or two unit helper may be placed behind caboose provided coupler is blocked on shoving unit.

Eastward Freight Trains Funston to Minturn:

Train helper locomotive just ahead of caboose.

### 19-B. GENERAL:

SD-7 or SD-9 units must not be placed immediately behind other type units when used in helping service.

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

**11-F. PROMPT TELEGRAPHIC REPORT (Form 3884) MUST BE MADE OF ALL ACCIDENTS.** In the event Form 3884 cannot be furnished without unduly delaying the train, a message must be filed at first open telegraph office, giving principal facts concerning the accident, and Form 3884 filed as quickly as possible thereafter. When a personal injury occurs on a train, an additional message must be sent immediately to the Superintendent and the Claim Department, and if the injured person is not an employe on duty, the following information must be given: Kind of Transportation injured person holds, giving number of ticket or pass, destination of injured party, whether coach or Pullman passenger with number or name of car, and, if injured party stopping over enroute, state where stop-over will be made and address at point of stop-over.

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

Form 3918 and 3922—All Personal Injuries and all Vehicular Accidents.  
Form 4009—When 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 Report (Enginemen).

Form 4117—Stock Report (Section Foremen).

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

**11-G.** When any accident, collision of trains, or any collision of trains with vehicles or pedestrians, resulting in loss of life or injury to persons in the State of Colorado, the superior officer, agent or employe on the ground at time of such accident shall immediately notify: PUBLIC UTILITIES COMMISSION, Capitol Building, Denver, Colorado, by telegraph, the details of such accident, stating the immediate location and the nature of the accident and the number of persons killed or injured.

Information concerning such accidents must be sent by Western Union Telegraph Company's wires and all agents will accept and so transmit, making notation that same shall be charged to Railroad Account.

#### CONDITIONAL STOPS

**12.** No. 7 will stop at any station between Grand Junction and Helper to discharge pay passengers from Denver, Colorado Springs and Pueblo.

**12-A.** No. 8 will stop at any station between Helper and Grand Junction to pick up pay passengers for Denver, Colorado Springs and Pueblo.

**12-B.** Nos. 17 and 18 will stop on flags at Thompson to receive or discharge pay passengers to or from Denver or beyond and to or from Salt Lake City or beyond.

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

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

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

#### 13. SPRING SWITCHES

Miles	Location Spring Switches	Normal Position
216.2	Salida	Main Track
227.2	East Switch Swan	Main Track
247.2	East Switch Riverside	Main Track
252.7	West Switch Princeton	Main Track
252.8	East Switch Kobe	Main Track
284.6	West Switch Mitchell	Main Track
309.0	West Switch Avon	Main Track
317.7	East Switch Wolcott	Main Track
332.7	West Switch West	Main Track
445.6	East Switch East Yard	East Yard
446.9	East End Departure Track East Yard	East Long Lead
447.3	Entering Track to East Yard	East Yard
448.5	Westward Departure Track to Alternate Inbound	Cross-over
449.3	East Switch Depot #1 Track	Depot Running Track
621.4	East Switch Outside Siding Maxwell	Westward (outer) Siding
622.7	West Switch Outside Siding Maxwell	Eastward (inner) Siding

#### DUAL CONTROLLED SPRING SWITCHES

625.8	Helper	Snake Lead
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#### LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

13-A.	Miles	Points
	448.65	Trailing
	449.04	Facing
	451.1	Trailing

#### WATER TANKS OR CRAINS BETWEEN STATIONS

14. OMITTED.

#### AUXILIARY LINES

15. Dotsero	.....	Sub-Division 4-A
Orestod	.....	Sub-Division 4-A
Grand Junction	.....	Sub-Division 16
Delta	.....	Sub-Division 16-A

#### HEADLIGHTS ON DIESEL LOCOMOTIVES

16. Headlight 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 UNRULY PASSENGERS

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

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

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

#### DESIGNATION OF TRACKS—POSITION OF SWITCHES, AND RESTRICTION OF TRACKS

18. Freight trains entering East Yard will head in receiving yard as indicated by Track Indicator.

Track Indicator for westward trains is located at MP-445-6.

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

Westward freight trains arriving Helper will be governed by track indicator, designating track to be used, located just opposite A.B.S. 6257-FS east end of Helper yard:

M. Main Track  
1-7, Inclusive; Tracks as indicated

If indicator does not display lighted numeral, train must ascertain from Operator at Helper what track is to be used before passing A.B.S. 6257-FS at east end of Helper yard. These indicators do not govern light engines.

**ZONE SPEEDS**

Passenger MPH    Freight MPH

**10-B. City ordinances speed limits as follows:**

Stations	Miles per Hour
Buena Vista .....	25
Grand Valley .....	30
Palisade .....	25
Grand Junction .....	25
Montrose .....	15
Price .....	30

**MEDICAL TREATMENT OF PASSENGERS**

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

Name	Location
R. C. Lewis, Jr., M.D. ....	Glenwood
A. G. Taylor, M.D. ....	Grand Junction
F. B. Olsen, M.D. ....	Grand Junction
A. R. Demman, M.D. ....	Helper
L. J. Leonardi, M.D. ....	Salida

Ervin A. Hinds, M.D., Chief Surgeon  
P. O. Box 5482, Denver

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

Name	Location
D. & R. G. W. Hospital .....	Salida
Valley View Hospital .....	Glenwood
St. Mary's Hospital .....	Grand Junction
City-County Hospital .....	Price

**MEDICAL TREATMENT OF EMPLOYES**

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

E. C. Budd .....	Salida
Leo J. Leonardi .....	Salida
S. B. Phillips .....	Salida
H. D. Smith .....	Salida
R. A. Hoover .....	Salida
William Mehos .....	Salida
L. A. Ralston (Dentist) .....	Salida
J. M. Kehoe .....	Leadville
V. E. Kelly .....	Leadville
G. B. Stanley .....	Gilman
L. W. Simmons .....	Eagle
E. G. Ceriani (Kremmling) .....	Bond
H. G. Robert Knapp .....	Rifle
Call CHapel 3-3545 .....	Grand Junction
R. I. Haverstock .....	Delta
N. A. Brethouwer .....	Montrose
Woodrow Brown .....	Paonia
Edwin R. Orr .....	Fruita
F. R. King (Price) .....	Green River
J. C. Hubbard .....	Price
Wm. M. Gorishchek .....	Price
John K. Wright .....	Price
J. E. Dorman (Eye, ear, nose, throat) .....	Price
A. R. Demman .....	Helper
O. W. Phelps .....	Helper
J. J. Dalpiaz (Dentist) .....	Helper

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

D. & R. G. W. Hospital .....	Salida
St. Mary's .....	Grand Junction
Price City .....	Price

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

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

Funston	West end north siding		
	West end south siding		
Chacra	East and west end siding		
New Castle	East and west end siding		
Silt	East and west end siding		
Rifle	East and west end siding		
Lacy	East and west end siding		
Dos	East and west end siding		
Grand Valley	East and west end siding		
Una	East and west end siding		
DeBeque	East and west end siding		
Akin	East and west end siding		
Tunnel	East and west end siding		
Cameo	East and west end siding		
Palisade	East and west end siding		
Clifton	East and west end siding		
M.P. 445.0	East end east long lead		
Durham	East and west end siding		
	West end two main tracks		
Rhone	East and west end siding		
Fruita	East and west end siding		
Mack	East and west end siding		
Agate	East and west end siding		
Sagers	West end siding		
Brendel	West end siding		
Floy	East and west end siding		
Solitude	East and west end siding		
Green River	East end depot siding		
Woodside	East and west end siding		
Cedar	East and west end siding		
East Wellington	East and west end siding		
Maxwell	West end siding		
Helper	Through dual controlled switches at end of two main tracks	30	30
Through turn-outs equipped with Dual Controlled switches: Dotsero Junction switch for movement to and from Sub-division 4 and Sub-division 4-A. East and West switches of west crossover for movement to and from Sub-division 4 and Sub-division 4-A, or to and from old storage track. Funston East end North siding East end South siding		25	25
Through other turn-outs equipped with Dual Controlled switches		15	15
Through turn-outs equipped with spring switches except when lower speed is specified by timetable or slow boards		25	25
Through turn-outs spring switches Salida, east switch Swan, Riverside, west switch Princeton		15	15
Through turn-outs spring switch east and west end outside sidings Maxwell		15	15
On straight track when trailing through spring switches		30	30
In or out of other turn-outs		15	15
Approaching and thru inter-lockers		25	20
Over Railroad Crossings not interlocked		25	20
Over hand-throw switches M.P. 129 to 129.1, Bond		20	20
Between M.P. 301.7 and M.P. 302.6, Minturn		20	20
On curve east end of Bridge 360.30, Glenwood		25	25
On both main tracks 10th Street to Grand Avenue, Grand Junction		20	20

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 and 555-577	65
Diesel Series 120-123, 150-152	60
Diesel Series 86-74, 100-119	50
Diesel Series 540-547, 549-551	40
Diesel Series 38-42	35
Diesel Series 540-547, 549-551 when handled dead in train	40
Steam Derricks	35
Russell Snow Plow X-67 (when handled in trains)	30
Clamshells, Scale Test Cars and Pile Drivers moving on own wheels, also K&J and Western Air Dumps	25
Steam Derrick 028 must not be used on Aspen Branch or Ridgway Spur; when used on other branches speed must be restricted to 15 miles per hour over wooden trestles.	

**INSTRUCTIONS GOVERNING THE OPERATION OF CALIFORNIA ZEPHYR TRAINS**

7. California Zephyr Trains No. 17 and No. 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.

7-A. 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.

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."

**CLEARANCES**

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

Sub-Division	Miles	Description
4-A	149.4	West Sylvan—Main Track, Overhead wires
Monarch	215.1	Salida Yard—Bridge 215.14
Spur		Monarch Tipple
3	286.7	Deen Tunnel
3	296.1	Belden Tunnels
3	296.3	Rock Creek Tunnel
4	303.4	Minturn—Bridge 303.40
4	348.6	Mud Chute—Main Track, Overhead wires
4	350.0	Shoshone Tunnel No. 1
4	351.0	Shoshone Tunnel No. 2
4	359.0	Glenwood Tunnel
4	360.2	Glenwood—Viaduct
4	360.3	Colorado River Bridge 360.30
4	435.95	East Palisade—Main Track & Siding, Overhead wires
5	460.4	Fruita—House Track, West end, Overhead wires
5	471.9	Ruby Tunnel
5	563.3	Desert—Spur, Overhead wires
5-A	17.5	Coke Loading Track Sunnyside—Overhead Hopper
16	400.1	Bridgeport Tunnel
16	423.5	East End Grand Jct. Yard—Bridge 423.52
16-A	380.2	West of Austin—Bridge 380.19
16-A	393.6	East of Hotchkiss—Bridge 393.66

Mail cranes are located adjacent to depot at the following stations and employees are hereby warned of close clearance of these cranes, particularly when mail has been hung:

Yale      Red Cliff      Gypsum      Green River

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

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

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

**ZONE SPEEDS**

Passenger MPH      Freight MPH

Sub-Division 3:		
Salida-M.P. 230	60	45
M.P. 230-Buena Vista	60	55
Buena Vista-Tennessee Pass	60	45
Except Freight Trains Handling Minnequa Ore:		
Tennessee Pass to Salida		40
Over Cross-over switch at M.P. 230.3,		
Tennessee Pass	20	20
Over east switch and west switch of Yard Track located M.P. 230.2 and M.P. 231.1, Tennessee Pass	20	20
Tennessee Pass to Red Cliff	22	17
Except over switches East and West end industry track, Red Cliff, located at M.P. 293.8 and M.P. 294.1		
Red Cliff to M.P. 298	20	17
M.P. 298 to Minturn	25	20
Minturn to Tennessee Pass	30	25
Except over switches East and West end industry track, Red Cliff, located at M.P. 293.8 and M.P. 294.1		
Except M.P. 290.03-M.P. 238.01	20	20
	30	30
Sub-Division 3-A	25	15
Sub-Division 4 and 4-A:		
Minturn-Funston	55	50
Dotsero-Orestod	55	50
Funston-Palisade	65	55
Except M.P. 412-M.P. 436	55	45
Palisade-Grand Junction	70	55
Sub-Division 4-B:		
Glenwood to Aspen	20	20
Aspen to Carbondale	20	20
Carbondale to Glenwood	15	15
Sub-Division 5:		
Eastward Main Track, West Durham to Grand Junction	35	35
Grand Junction-M.P. 471	70	55
M.P. 471-Westwater	55	50
Westwater-Maxwell	65	55
Maxwell-Helper	55	50
Sub-Division 5-A:		
Mounds-Columbia Junction		20
Columbia Junction-Sunnyside		15
Sub-Division 16:		
Montrose-Delta	30	30
Delta-Grand Junction	25	25
Montrose-Ridgway		
Montrose-MP 355	15	15
MP 355-365	20	20
MP 365-Ridgway	15	15
Over Bridge 369.28	15	15
Sub-Division 16-A:		
Delta-Bridge 380.19		30
Bridge 380.19-Payne		20
Payne-Somerset		15
Monarch Spur:		
Salida to Monarch		30
Monarch to M.P. 228.5		8
Except locomotives running light or with caboose only if dynamic brake is operative		
M.P. 228.5 to Maysville		12
Maysville to Salida		20
Bridge 215.14 Salida Yard		10
All Sub-Divisions, except where zone speeds require lower speed: Through turn-outs equipped with Dual Controlled switches:		
Kobe	West end siding	
Malta	East and west end siding	
Tennessee Pass	East end siding	
Mitchell	East end siding	
Fando	East and west end siding	
Minturn	West end siding	
Avon	East end siding	
Wolcott	West end siding	
West	East end siding	
Bond	West end river track	
	West end siding	
Dell	East and west end siding	
Range	East and west end siding	
Dotsero	West end siding	
Allen	East and west end siding	
Shoshone	East end siding	
Grizzly	East and west end siding	

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

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

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

**6-F.** A.B.S. 4487-E, 10th Street, **Grand Junction**, governs westward movement on eastward main track or through crossover to westward main track.

A.B.S. 4487-FW, 10th Street, **Grand Junction**, governs westward movement to eastward main track or through crossover to westward main track.

A.B.S. 4487-FE, 10th Street, **Grand Junction**, governs westward movement to middle track or through crossover to eastward main track.

Dual-controlled switch point deraill on middle track, 10th Street, **Grand Junction**, located between opposing Positive A.B.S. 4487-FE and 4488-F, normal position for deraill. Westward trains or engines must occupy release section approaching Positive A.B.S. 4487-FE one minute before dispatcher can position signal and dual-controlled switch for through movement.

A.B.S. 4512-E, **East Durham**, governs eastward movement on eastward main track.

A.B.S. 4512-W, **East Durham**, governs eastward movement on westward main track or through cross-over to eastward main track.

A.B.S. 4512-WA, **East Durham**, governs eastward movement from **Durham** siding to westward main track or through cross-over to eastward main track.

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

Westward A.B.S. 4491 and 4491-A, eastward A.B.S. 4492 and 4492-A, Fifth Street; westward A.B.S. 4501 and 4501-A and eastward A.B.S. 4502, Grand Avenue, govern use of westward main track and control movements to and from Depot Running Track.

Repeater Signal, M.P. 449.8, repeats indication of A.B.S. 4501-A.

Repeater Signal, M.P. 449.3, repeats indication of A.B.S. 4492-A.

Trains originating Depot Running Track, or depot yard, passenger station, may depart without clearance card when repeater signal involved displays clear or approach. If repeater signal does not indicate authority to proceed when train is ready to depart, dispatcher must be contacted immediately. (See Time-Table Rule 2-A.)

Low westward signal adjacent to spring switch at connection Depot Running Track to passenger depot yard will indicate yellow when spring switch is fully lined for westward movement on Depot Running Track or to enter depot yard.

**6-H.** Westward A.B.S. 4511-E has an additional signal. Upper signal governs westward movement on Eastward Main Track and lower signal governs movement through crossover to Westward Main Track and also to **Durham** siding.

A.B.S. 4522, **West Durham**, has three (3) signals on mast. Upper signal governs movements to Westward Main Track; middle signal governs movements through turnout to Eastward Main Track and lower signal governs movement through turnout to **Durham** siding.

**6-I.** Two parallel sidings, **Maxwell**, are connected at each end with spring switches normally lined for westward trains to enter outside siding, and for eastward trains to enter inside siding.

Westward A.B.S. 6213, **Maxwell**, has three signals on mast. Upper signal governs unrestricted route. Middle signal governs restricted route to westward, or outside siding. Lower signal governs restricted route to eastward, or inside siding, and when the letter "S" is illuminated in the lower signal it is authority to hand throw switch and use eastward siding.

Eastward A.B.S. 6228, **Maxwell**, has three signals on mast. Upper signal governs unrestricted route. Middle signal governs restricted route to eastward or inside siding. Lower signal governs restricted route to westward or outside siding and when the letter "S" is illuminated in lower signal it is authority to hand throw spring switch and use westward siding.

Lower signal on eastward A.B.S. 6228 and westward A.B.S. 6213 **Maxwell**, when displaying illuminated letter "S" will not display lunar indication for movement of train until spring switch has been thrown for track indicated. Movement of trains will not be made to siding unless signal displays lunar indication.

#### OPERATION AT HELPER

**6-J.** Operator Helper controls all positive A.B.S. 6253 to 6258 inclusive, and dual controlled spring deraill with two position signal governing eastward movements through deraill to Snake Lead as directed by Dispatcher, **Grand Junction**.

Following dual controlled switches are normally operated by operator at **Helper**:

Both ends of crossover at **Spring Glen**; normal position for **Spring Glen Yard**.

Both ends of Crossover at end of Two Main Tracks and both ends of Crossover between westward Main Track and No. 1 lead.

A.B.S. 6254-A governs movements from independent lead through crossover to main track. Trains entering or leaving **Spring Glen Yard** must first obtain permission from operator at **Helper**.

Eastward trains departing on No. 1 lead must occupy release section located 310 feet west of A.B.S. 6258F, 48 seconds before operator can position dual controlled switches for departure.

Eastward trains departing from lower train yard or from High or Coal Yard must communicate with operator when ready to depart and from High or Coal Yard must occupy release section one minute before operator can position dual controlled spring deraill to enter snake lead.

When proceed indication is displayed it is authority to proceed to **Spring Glen** on independent lead and there be governed by indication of controlled A.B.S.

Westward A.B.S. 6257 has three signals. Upper signal governs movements to Eastward main track. Middle signal governs movements through crossover to Westward main track. Lower signal when displaying Lunar indication authorizes trains to proceed without stopping at a speed not to exceed fifteen (15) miles per hour to either Eastward or Westward main track when such track is occupied, or to No. 1 lead.

Westward A.B.S. 6257-F has two signals. Upper signal governs unrestricted route to Westward main track, lower signal when displaying Lunar indication will be authority for trains to proceed at a speed not to exceed fifteen (15) miles per hour and may govern movement to Westward main track when it is occupied, or to No. 1 lead.

Westward A.B.S. 6257-FS and Eastward A.B.S. 6258-F will normally display a Lunar indication. When displaying "STOP" it indicates there is an Eastward or Westward train approaching and yard engines and others occupying track must give way without unnecessarily delaying such train or trains.

#### OTHER SIGNALS

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

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

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

**6-L.** Dragging and/or Derailed Equipment Detectors are located at the following Mile Posts: 550.1 and 557.9, Sub-Division 5.

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 located on side of adjacent signal case 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 engine observe purple indication, train must be stopped, cut-out switch opened and report made to dispatcher, then proceed at restricted speed to next clear or approach A.B.S.



## PASSENGER AND FREIGHT TRAINS — TENNESSEE PASS

5-E. All passenger trains will make running test of air brakes in accordance with Air Brake Rule 11, when departing from Tennessee Pass.

5-F. All trains except passenger trains and Eastward freight trains with helper trained behind caboose, will stop at Tennessee Pass and make application and release test of air brakes.

Trainmen will note that rear brake of train applies, then signal for release and after rear brake releases will place retaining valves in operating position, as required by current Time-Table Rules.

When cars are picked up, set out or engine detached from train at Tennessee Pass, brake tests must be made in accordance with Air Brake Rules.

## PASSENGER TRAINS — TENNESSEE PASS TO MINTURN

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

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

Retainers must be used in 20 pound position on all heavily loaded cars and in 10 pound position on light loaded or empty cars on descending grade movements in this district.

5-I. SUNNYSIDE BRANCH. On trains handled by locomotive consisting of four or more units having dynamic brake operative on entire locomotive, retainers on all loaded cars in the forward one-half of train will be used in 20-lb. position, Sunnyside to Columbia Junction, and retainers on loaded cars in forward one-fourth of train will be used in 20-lb. position Columbia Junction to M.P. 3.

On trains handled by less than four unit locomotives, or if dynamic brake is inoperative, retainers will be used in 20-lb. position on all loaded cars Sunnyside to Columbia Junction and retainers on loaded cars in forward one-half of train will be used in 20-lb. position Columbia Junction to M. P. 3.

On Westward trains before departing Sunnyside, application and release test of air brakes must be made. This test will not be made until train brake system is charged to at least seventy-five pounds pressure, as indicated by caboose gauge or portable air gauge attached to hose coupling at rear end of rear car.

Train crew must know that the above brake tests are made and that train brakes apply and release properly.

Standard brake pipe pressure on eastward trains of empty cars, Helper to Sunnyside, is 70-pounds.

Standard brake pipe pressure on westward trains Sunnyside to Helper is 90-pounds.

Engineman must know that feed valve on leading unit of locomotive is adjusted to 70-pounds before coupling to empty trains at Helper, and adjusted to 90-pounds before coupling to loaded cars at Sunnyside or Columbia Junction.

Before making a terminal brake test on eastward Sunnyside Branch trains at Helper, the train brake system must be charged to 60-pounds, as indicated by caboose gauge. Air Brake Rules 8-H and 9-B are hereby modified accordingly.

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

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

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

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

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

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

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

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

## A.B.S. - C.T.C. AND OTHER SIGNALS

### A.B.S.

6. Overlap signs located midway between siding switches at Americus, Midway, Brown Canon and Belleview. Trains occupying main track beyond these overlap signs will hold opposing Positive A.B.S. at next siding in stop position.

### C.T.C.

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

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

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

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

Instructions for manual operation are posted at each tunnel portal.

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

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

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

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

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

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

Red over dark will be displayed if fence is operated and track circuit between Repeater and A.B.S. 1428 is occupied by train or engine. Trains receiving this signal will proceed to A.B.S. 1428, being governed by Rule 500.

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

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

6-D. Additional signal mounted on mast below Westward A.B.S. 2627 Kobe; Eastward A.B.S. 2846 Mitchell; Eastward A.B.S. 3090 Avon; Westward A.B.S. 3177 Wolcott; Eastward A.B.S. 3323 West and Westward A.B.S. 3597 Glenwood when illuminated, displays letter "S". Trains receiving this signal must hand-operate switch and take siding.

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

When Westward A.B.S. 2811-B, West end Tennessee Pass or Eastward A.B.S. 3593-A, Glenwood, display illuminated letter "S" in conjunction with a proceed or approach indication, it is authority to hand-operate switch.

# 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 EXCEPT:

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

1-B. Schedule time and train orders on westward trains at Cleora will apply at crossover Mile Post 213.7 at Salida.

1-C. Schedule time and train orders, train No. 2, will apply at station, Buena Vista.

### CLEARANCE CARDS

2. There are no train order signals at the following stations:

Delta  
Malta

Eastward trains will not leave Malta without a clearance card.

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

Subdivision	Station	
4-A	Dotsero	Eastward and Westward trains, Sub-division 4-A.
4-5	Grand Junction, West Yard or passenger station	When verbally authorized by dispatcher
5	Green River	When no operator on duty
16-16-A	Delta	When no operator on duty

### TRAIN REGISTERS

3. Register stations are shown in body of the Time-Table in full-faced type.

3-A. At stations listed below trains designated will register with registering ticket.

Register Station	Trains
Bond	No's. 7, 8, 17, and 18

3-B. Eastward trains will receive Form T Train Order, at Malta covering overdue trains at Kobe, and will not pass East switch at Kobe until train orders and clearance card are read and understood.

3-C. Use of Form 3948 (train register check) discontinued between Kobe and Helper and between Bond and Dotsero when operating under C.T.C. rules. Rules 83 and 83-D of the rules and regulations of the Operating Department, 1948, are modified accordingly.

### YARD LIMIT STATIONS

Salida	Rogers Mesa
Salida-Monarch	Hotchkiss
Malta-Leadville	Paonia-Somerset
Glenwood-Aspen	Mounds (Sub-Divn. 5-A only) to
Grand Junction (Subdivn. 16 only)	Sunnyside inclusive (Joint D. &
Delta	R. G. W. R. R. Co. and Carbon
Olathe	County Railway — at Columbia
Montrose	Junction)
Montrose-Ridgway	Helper
Austin	

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

Sub-Division	Location	Limits
3	Salida	East end track No. 1, M.P. 214.5 and eastward A.B.S. 2156, Salida yard.
5-6	Helper	End of C.T.C. East end Helper Yard and crossover M.P. 627.

4B. Yard limit board is located 3000 feet east of Carbon County Railway connection switch, Columbia Junction, on Carbon County Railway. Rule 93 governs in these limits.

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

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

### AIR BRAKE AND RETAINER OPERATION AND INSPECTION STOPS

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

5-A. 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.

### FREIGHT TRAINS—TENNESSEE PASS TO SALIDA

5-B. Retainers will be used when requested by enginemen. If necessary to use retainers on eastward freight trains, such trains will stop at Americus, Buena Vista or Midway, to turn down retainers;

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

### FREIGHT TRAINS — TENNESSEE PASS TO MINTURN

5-C. Freight trains handled by locomotives consisting of three or more units with dynamic brakes operative:

5 Units	Retainers— forward portion of train
3600-4600 actual tons.....	10 lb. position one-half of train.
Over 4600 actual tons.....	10 lb. position two-thirds of train.
4 Units	
3100-4000 actual tons.....	10 lb. position one-half of train.
Over 4000 actual tons.....	10 lb. position two-thirds of train.
3 Units	
2250-3000 actual tons.....	10 lb. position one-half of train.
Over 3000 actual tons.....	10 lb. position two-thirds of train.

The use of retainers is not required Tennessee Pass to Minturn on Westward freight trains not exceeding 5000 actual tons, handled by two locomotives consisting of three or more units each, dynamic brake operative on entire locomotive.

5-D. On freight trains handled by less than 3-unit locomotives or if dynamic brake is inoperative:

On trains consisting of empty cars, retainers will be used in 10-lb. position on every other car, and alternated at inspection point;

On trains consisting of loaded cars or mixed loads and empties retainers will be used in 20-lb position on all cars having a gross weight of 50 tons or more; in 10-lb. position on other loaded and empty cars, Tennessee Pass to Pando. Retainers will be used in 10-lb. position on all loaded and on alternate empty cars, Pando to Minturn, except will be used 20-lb. position on heavily loaded cars if so requested by engineman.

Westward freight trains will stop at Pando to cool wheels and inspect train, except that trains handled by locomotive having dynamic brake operative will not be required to make this stop if train is operating normally.

When double-heading Westward freight trains Tennessee Pass to Minturn, engineer on second locomotive will not use to exceed 300 amperes on dynamic brake.

Engineer on leading locomotive will use train air brakes with the maintaining system of braking, together with whatever dynamic brake necessary to control speed, in the same manner as would be done in handling a single engine train.

## WESTWARD LEADVILLE BRANCH EASTWARD

Station Numbers	Mile Posts	Sub-Division 3-A STATIONS		Miles from Leadville	Capacity of Siding
		TIME-TABLE No. 146 April 24, 1960			
2100	271.0	MT	MALTA DNT	4.0	Yard
2104	273.3		HILERS 2.6	2.0	Yard
2120	275.0	Q	LEADVILLE DPKOS		Yard
			(4.9)		

## WESTWARD SUNNYSIDE BRANCH EASTWARD

Station Numbers	Miles from Sunnyside	Sub-Division 5-A STATIONS		Mile Posts	Capacity of Siding
		TIME-TABLE No. 146 April 24, 1960			
9106		ST	SUNNYSIDE DDPST	17.5	Yard
9104	4.3		COLUMBIA JCT. JPT	13.2	120
9101	11.7		BANNING F	6.8	65
9018	17.5		MOUNDS FT		Yard
			(17.5)		

## WESTWARD ASPEN BRANCH EASTWARD

Station Numbers	Mile Posts	Sub-Division 4-B STATIONS		Miles from Aspen	Capacity of Siding
		TIME-TABLE No. 146 April 24, 1960			
2290	360.1	OX	GLENWOOD F	41.2	Yard
2408	367.9		CATTLE CREEK 7.8	33.4	14
2416	373.0		CARBONDALE D	28.3	Yard
2424	379.4		LEON 6.4	21.9	9
2428	382.0		EMMA 2.6	19.3	24
2437	392.9		WOODY CREEK 10.9	8.4	25
2440	401.3		ASPEN F		Yard
			(41.2)		

## WESTWARD NORTH FORK BRANCH EASTWARD

Station Numbers	Mile Posts	Sub-Division 16-A STATIONS		Miles from Delta	Capacity of Siding
		TIME-TABLE No. 146 April 24, 1960			
2740	415.3		SOMERSET	42.6	Yard
2728	405.9	SW	PAGNIA D	33.1	28
2718	397.8	NT	HOTCHKISS DT	25.0	21
2714	392.5		ROGERS MESA 5.3	19.7	62
2712	385.5		PAYNE 7.0	12.7	28
2710	380.9	AX	AUSTIN D	8.1	14
2708	370.8		SAXTON 1.1		59
2630	372.8	DT	DELTA DDPKST		Yard
			(42.8)		

## WESTWARD MONTROSE BRANCH EASTWARD

Station Numbers	Mile Posts	Sub-Division 16 STATIONS		Miles from Grand Junction	Capacity of Siding
		TIME-TABLE No. 146 April 24, 1960			
2650	351.0	MS	MONTROSE DDPKOST	72.8	Yard
2644	350.9		ROK 5.4	67.4	15
2638	342.2	NO	OLATHE D	62.1	15
2634	347.5		CHIPETA 5.3	56.8	23
2630	372.8	DT	DELTA DDPKST	51.5	Yard
2624	377.5		ROUBIDEAU F	46.8	60
2616	391.0		DOMINGUEZ F	33.3	38
2614	397.7		BRIDGEPORT F	28.8	89
2612	402.0		DEER RUN F	21.4	54
2608	411.8		WHITEWATER F	12.5	38
5000	424.3	SN	GRAND JCT. NJK		Yard
			(72.8)		

## WESTWARD

## MAIN LINE

## EASTWARD

FIRST CLASS		Station Numbers	Mile Posts	Sub-Division 5 STATIONS		Miles from Helper	Capacity of Skating	FIRST CLASS	
17 California Zephyr Leave Daily	7 Prospector Leave Daily			18 California Zephyr Arrive Daily	8 Prospector Arrive Daily				
3 50 PM	2 15 AM	5000	449.6	GRAND JCT.	178.8	Yard	11 58 AM	12 02 AM	
		2802	461.7	DURHAM	174.7	96			
		2806	466.9	RHONE	169.5	103			
		2808	460.5	FRUITA	165.0	129	11 44	11 43	
		2812	468.0	MAC	157.5	148			
		2816	473.1	RUBY	153.3	146			
		2818	478.0	SHALE	148.4	85			
		9020	483.3	UTAHLINE	143.1	116			
		9922	488.4	WESTWATER	138.0	08			
		9926	498.1	AGATE	128.3	150			
4 48	3 13	9928	504.4	CISCO	122.0	91	11 00	10 54	
		9930	510.6	WHITE HOUSE	115.9	123			
		9932	515.6	ELBA	110.8	104			
		9934	520.5	SAGERS	105.9	112			
		9936	526.1	VISTA	101.3	113			
5 15	3 47	9938	528.1	THOMPSON	98.3	137	10 35	10 27	
		9940	533.8	BRENDEL	92.0	90			
		9942	540.4	FLOY	86.0	112			
		9944	546.9	SOLITUDE	79.5	150			
5 42	4 17	9950	555.2	GREEN RIVER	71.2	133	10 08	9 53	
		9003	561.5	SPHINX	64.0	116			
		9004	567.8	DESERT	58.8	115			
		9006	574.2	CLIFF	52.2	115			
		9008	581.4	WOODSIDE	45.0	123			
		9010	586.6	GRASSY	39.8	118			
		9012	593.1	CEDAR	33.3	114			
		9014	599.3	VERDE	27.1	98			
		9016	603.2	MOUNDS	23.2	111			
		9021	611.1	EAST WELLINGTON	15.3	185			
		9023	613.0	WELLINGTON	13.4	117			
6 47	5 31	9026	619.1	PRICE	7.3	120	9 05	8 42	
		9028	622.1	MAXWELL	4.3	114			
7 05 PM	5 50 AM	9032	626.4	HELPER		Yard	8 53 AM	8 27 PM	
Arrive Daily	Arrive Daily			(176.8)			Leave Daily	Leave Daily	
3.15	3.35			Schedule Time			3.05	3.35	
54.4	49.3			Average Speed per Hour			57.3	49.3	

Trains operate by Centralized Traffic Control between Grand Junction, and A.B.S. 6258-E, 6258-W and 6258-F, Helper.

WESTWARD

MAIN LINE

EASTWARD

FIRST CLASS

FIRST CLASS

FIRST CLASS			Station Numbers	Mile Posts	Sub-Division 4 STATIONS TIME-TABLE No. 146 April 24, 1960		Miles from Grand Junction	Capacity of Siding	FIRST CLASS		
7 Prospector	1 Royal Gorge	17 California Zephyr			8 Prospector	2 Royal Gorge			18 California Zephyr	8 Prospector	2 Royal Gorge
Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily
	6 25 PM		2250	302.0	HD MINTURN BK	147.6	Yard			6 12 AM	
f 6 35			2256	308.2	6.2 AVON	141.4	166		f 6 02		
f 6 50			2260	319.0	10.8 WOLCOTT	130.6	160		f 5 46		
a 7 04			2268	329.0	10.0 EAGLE	120.6			a 5 31		
			2270	332.0	3.0 WEST	117.6	150				
a 7 13			2272	335.8	3.8 GYPSUM D	113.8			f 5 21		
11 31 PM	7 22	1 19 PM	2276	341.9	6.1 DOTSER JY	107.7	136	2 47 AM	5 13	2 37 PM	
			2282	347.6	5.6 ALLEN	102.1	107				
			2284	350.6	3.0 SHOSHONE	99.1	75				
			2288	355.0	4.5 GRIZZLY	94.6	95				
a 12 08 AM	a 8 00	a 1 55	2290	300.1	5.1 GLENWOOD BK	80.5	35	a 2 15	a 4 40	a 2 05	
			2602	361.3	1.2 FUNSTON V	88.3	Yard				
			2608	367.9	6.6 CHACRA	81.7	108				
	a 8 17		2612	372.7	6.8 NEWCASTLE	78.9	119		f 4 09		
	a 8 27		2620	379.6	7.1 SILT	70.1	110		f 4 02		
a 12 40	a 8 50	2 25	2628	386.6	7.1 RIFLE Y	63.0	116	a 1 40	a 3 55	1 21	
			2632	391.4	4.8 LACY	58.2	123				
			2638	399.1	7.7 DOS	50.6	111				
	a 9 11		2640	404.0	4.9 GRAND VALLEY	45.6	99		f 3 35		
			2642	408.7	4.7 UNA	40.9	116				
	a 9 28		2646	416.8	7.9 DE BEQUE	33.0	89		f 3 20		
			2652	423.3	6.7 AKIN	26.3	120				
			2654	427.7	4.4 TUNNEL	21.9	89				
			2660	432.6	4.9 CAMEO	17.0	82				
1 40	a 10 03	3 20	2572	437.0	4.4 PALISADE C 94 W 121	12.6			f 2 55		
	a 10 16		2578	442.5	5.5 CLIFTON	7.1	99				
			2580	445.3	2.8 FRUITVALE	4.3					
				447.3	2.0 EAST YARD BK	2.3	Yard				
1 55 AM	10 30 PM	3 40 PM	6000	449.6	2.3 GRAND JCT. BK		Yard	12 22 AM	2 40 AM	12 08 PM	
Arrive Daily	Arrive Daily	Arrive Daily			(147.6)			Leave Daily	Leave Daily	Leave Daily	
2.24 44.9	4.05 36.1	2.21 45.8			Schedule Time			2.25	3.32	2.20	
					Average Speed per Hour			44.6	41.8	43.4	

Trains operate by Centralized Traffic Control between Minturn and Grand Junction.

WESTWARD			MAIN LINE				EASTWARD			
SECOND CLASS		FIRST CLASS	Station Numbers	Miles From Minturn	Sub-Division 3 STATIONS	Miles from Minturn	Capacity of Siding	FIRST CLASS	SECOND CLASS	
61 California Fast Freight	81 California Fast Freight	1 Royal Gorge						2	34	36
Leave Daily	Leave Daily	Leave Daily			TIME-TABLE No. 146			Royal Gorge	Fast Freight	Fast Freight
2 00 PM	10 00 PM	3 25 PM	3002	218.1	April 24, 1960	88.9	Yard	Arrive Daily	Arrive Daily	Arrive Daily
			3008	218.4	SALIDA 3.3			8 50 AM	1 00 PM	7 05 PM
			3010	222.2	BELLEVIEW 3.8			8 45	12 55	6 57
			2014	227.7	BROWN CANON 5.5			8 41	12 49	6 51
			2018	232.9	SWAN 5.2			8 31	12 37	6 39
			2020	240.3	NATHROP 3.3			8 24	12 29	6 31
			2028	244.7	MIDWAY 4.1			8 20	12 25	6 27
			2028	247.7	BUENA VISTA 4.4			8 15	12 20	6 22
			2032	252.1	AMERICUS 3.0			8 08	12 13	6 15
			2032	252.1	RIVERSIDE 4.4			8 04	12 09	6 11
			2034	257.4	PRINCETON 5.3			7 59	12 03 PM	6 05
			2040	263.0	YALE 6.2			7 52	11 54	5 55
			2100	271.0	KOBE 7.4			7 44	11 45 AM	5 45 PM
			2208	280.3	MALTA 9.3			7 30		
			2210	283.8	TENNESSEE PASS 3.0			7 11		
			2218	288.5	MITCHELL 4.7					
			2220	294.0	PANDO 5.5			6 51		
			2232	298.2	RED CLIFF 2.2			6 30		
			2250	302.0	BELDEN 5.8					
5 50 PM	1 50 AM	8 15 PM	2250	302.0	MINTURN 86.9		Yard	6 22 AM	10 00 AM	3 55 PM
Arrive Daily	Arrive Daily	Arrive Daily			(86.9)			Leave Daily	Leave Daily	Leave Daily
3.50 22.6	3.50 22.6	2.50 30.7			Schedule Time			2.28 35.2	3.00 28.0	3.10 27.4
					Average Speed per Hour					

Trains operate by Centralized Traffic Control between Minturn and Westward ABS 2627, Kobe.

WESTWARD		MAIN LINE				EASTWARD			
FIRST CLASS		Station Numbers	Miles From Dotsero	Sub-Division 4-A STATIONS	Miles from Dotsero	Capacity of Siding	FIRST CLASS		
7 Prospector	17 California Zephyr						8	18	
Leave Daily	Leave Daily			TIME-TABLE No. 146			Prospector	California Zephyr	
10 31 PM	12 21 PM	129	128.6	April 24, 1960	38.2		Arrive Daily	Arrive Daily	
			2302	129.3	ORESTOD 0.7			4 00 AM	3 36 PM
			2308	142.1	BOND 12.8	Yard		3 58	3 34
			2310	144.6	DELL 8.5	144		3 53	3 31
			2314	155.2	BURNS 10.6	11.0		3 19	
			2276	166.8	RANGE 11.6	136			
					DOTSERO 11.6			2 47 AM	2 37 PM
					(38.2)			Leave Daily	Leave Daily
					Schedule Time			1.12 33.7	0.50 40.9
					Average Speed per Hour				

Trains operate by Centralized Traffic Control between westward ABS 1287, Orestod, and Dotsero.

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