

THE DENVER AND RIO GRANDE WESTERN RAILROAD SYSTEM

T. H. BEACOM, Receiver

THIRD DISTRICT GREEN RIVER DIVISION

No. 92—**TIME TABLE**—No. 92

Taking Effect Sunday, October 7, 1923, at 12:01 A. M.

Standard Time, 105th Meridian

Superseding Time Table No. 91

NOTE IMPORTANT CHANGES IN TIME TABLE RULES

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

The Management reserves the right to vary from it at pleasure

I. H. LUKE,
General Manager

L. F. WILSON,
General Supt. of Transportation.

J. D. STACK,
General Superintendent

S. L. RACEY,
Superintendent

Main Line--WESTWARD

THIRD CLASS			SECOND CLASS			Miles from Denver	Sub-Division 5 STATIONS TIME TABLE No. 92 October 7, 1923		Telegraph Calls	Car Capacity of Passing Sidings	FIRST CLASS		
	95 Local Freight Leave Daily Ex. Sunday		61 California Fast Freight Leave Daily	65 Utah Fast Freight Leave Daily							1 Pacific Coast Limited Leave Daily	3 Salt Lake- San Fran. Express Leave Daily	
	7.00AM		10.45 PM	2.00PM	449.6	N	GRAND JUNCTION B† C.W.T.	JN	Yard		2.10 AM	8.55 AM	
	7.10		10.55	2.10	452.0		DURHAM W.		59		2.13	f 8.59	
	7.20		11.02	2.20	454.5		RACEY		74		2.17	f 9.03	
	7.30		11.09	2.30	456.9		RHONE		48		2.21	f 9.06	
	7.50		11.20	2.45	460.5	D	FRUITA W.	R	86		2.27	s 9.13	
	8.10		11.36	3.04 ⁰⁰	465.6	D	LOMA	MO	76		2.38 ²	f 9.22	
	8.50		11.52	3.25	468.9	N	MAOK	MC	56		f 2.50 ⁶²	s 9.31	
	9.10		12.05 AM	3.40	473.4		RUBY		54		2.57	f 9.39	
	9.23		12.18	3.53	477.9		SHALE		54		3.06	f 9.48	
	9.41		12.36	4.11	483.9		UTALINE		70		3.18	f 10.00	
	9.54		12.49	4.24	488.4	D	WESTWATER * W.	WA	82		3.27	f 10.08	
	10.20 ³		1.15 ⁶²	4.52	493.2		COTTONWOOD		56		3.37	f 10.20 ⁹⁵	
	10.40		1.30 ²	5.16 ⁴	498.9		AGATE		82		3.45	f 10.30	
	11.10		1.58	5.42	504.4	N	OLSCO * W.T.	CS	37		3.55	f 10.41	
	11.40 ⁹⁶		2.35	6.20	512.0		WHITEHOUSE		43		4.09	f 10.56	
	12.01 PM		3.00	6.40	515.9		ELBA		59		4.17	f 11.03	
	12.20		3.30	7.00	520.1		SAGERS		43		4.26	f 11.12 ⁹⁶	
	12.50		4.00	7.25	525.3		VISTA		82		4.38	f 11.23	
	1.15		4.25	7.48	528.1	N	THOMPSON W.T.	HN	48 East 53 West		f 4.48	s 11.33	
	1.38		4.42	8.08	534.2		ORESCENT W.		71		4.56	f 11.43	
	2.00		5.06 ¹	8.28	540.9		FLOY		83		5.06 ⁶¹	f 11.53	
	2.20		5.22	8.48	546.9		SOLITUDE		82		5.15	f 12.04 PM	
	2.40		5.32	8.58 ⁶²	551.4		DALY		71		5.21	12.10	
	3.00 PM		5.45 AM	9.15 PM	555.2	N	GREEN RIVER B† C.W.T.	GR	Yard		5.32 AM	12.20 PM	
	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily			105.6				Arrive Daily	Arrive Daily	
	8.00		7.00	7.15							3.22	3.25	
	13.2		15.1	14.5			Average Miles per Hour				31.3	30.9	

Main Line--EASTWARD

FIRST CLASS			Sub-Division 5 STATIONS TIME TABLE No. 92 October 7, 1923			Miles from Green River	Telegraph Calls	Car Capacity of Passing Sidings	SECOND CLASS			THIRD CLASS		
2 Atlantic Coast Limited	4 Denver and Eastern Express				62 California Fast Freight				96 Local Freight					
Arrive Daily	Arrive Daily	STATIONS AND SIDINGS			Arrive Daily					Arrive Daily Ex. Sunday				
3.10 AM	7.15 PM N	GRAND JUNCTION B† C.W.T.			105.6	JN	Yard	4.25 AM		4.00 PM				
3.03	f 7.06	2.4 DURHAM W.			103.2		59	4.00		3.50				
2.59	f 6.59	2.5 RACEY			100.7		74	3.50		3.40				
2.54	f 6.54	2.4 RHONE			98.3		48	3.40		3.30				
2.48	s 6.48	D	3.6 FRUITA W.		94.7	R	50	3.28		3.20				
2.38 1	f 6.34	D	5.1 LOMA		89.6	MO	76	3.05		3.04 05				
f 2.28	s 6.24	N	3.3 MAOK		86.3	MO	56	2.50 1		2.40				
2.18	f 6.09		4.5 RUBY		81.8		54	2.34	*	1.56				
2.09	f 6.00		4.5 SHALE		77.3		54	2.20		1.43				
1.57 62	f 5.48		6.0 UTALINE		71.3		70	1.57 2		1.25				
1.48	f 5.39	D	4.5 WESTWATER * W.		66.8	WA	82	1.34		1.10				
1.41	f 5.30		4.3 COTTONWOOD		62.0		56	1.15 61		12.50				
1.30 61	f 5.16 65		5.7 AGATE		56.3		82	12.45		12.30				
1.21	s 5.06	N	5.5 OLSCO * W.T.		50.8	CS	37	12.20 AM		12.10 PM				
1.09	f 4.52		7.6 WHITEHOUSE		43.2		43	11.45		11.40 95				
1.03	f 4.46		3.9 ELBA		39.3		59	11.35		11.26				
12.57	f 4.40		4.2 SAGERS		35		43	11.25		11.12 3				
12.48	f 4.31		5.2 VISTA		29		82	11.10		10.42				
f 12.43	s 4.25	N	2.8 THOMPSON W.T.		27.1	HN	48 East 53 West	11.00		10.30				
12.23	f 4.08		6.1 CRESCENT W.		21.0		71	10.20		9.35				
12.10 AM	f 3.54		6.7 FLOY		14.3		83	9.50		9.05				
11.56	f 3.42		6.0 SOLITUDE		8.3		82	9.20		8.35				
11.46	3.32		4.5 DALY		3.8		71	8.58 85		8.15				
11.40 PM	3.25 PM N	GREEN RIVER B† C.W.T.				GR	Yard	8.25 PM		8.00 AM				
Leave Daily	Leave Daily	105.6						Leave Daily		Leave Daily Ex. Sunday				
3.30	3.50							8.0		8.00				
30.2	27.4	Average Miles per Hour						13.2		13.2				

Main Line--WESTWARD

THIRD CLASS				SECOND CLASS				Miles from Denver	Sub-Division 6 STATIONS TIME TABLE No. 92 October 7, 1923		Telegraph Calls	Car Capacity of Passing Sidings	FIRST CLASS			
	97 Local Freight			65 Utah Fast Freight	139 Mixed	61 California Fast Freight							17 Price Passenger	1 Pacific Coast Limited	3 Salt Lake San Francisco Express	
	Leave Daily Ex. Sunday			Leave Daily	Leave Daily Ex. Sunday	Leave Daily							Leave Daily	Leave Daily	Leave Daily	
	9.00 AM			9.30 PM		6.00 AM	555.2	N	GREEN RIVER	B† C.W.T.	GR	Yard		5.32 AM	12.20 PM	
	9.30			10.00		6.35	561.2		SPHINX			71		5.46	12.36	
	10.00			10.33		7.00	568.0		DESERT			47		6.00	12.51 98	
	10.30			11.07 2		7.30	574.7		OLIFF			60		6.15	1.05	
	11.00			11.27		7.50	580.6	D	WOODSIDE	* W.T.	WD	55		6.25	1.15	
	11.30 98			11.54	*	8.15	586.9		GRASSY			71		6.37	1.29	
	12.01 PM			12.20 AM		8.43	593.5		ORDAR			57		6.55	1.42	
	12.24			12.40		8.57	599.4		VERDE			59		7.06	1.52	
	12.40			1.00	10.25 AM	9.16	603.2	N	MOUNDS	* W.T.	MU	Yard		7.15	2.00 4	
	1.00			1.20	10.45 138	9.31	608.7		FARNHAM			46		7.24	2.10	
	1.15			1.40	11.00	9.44 98	613.5		WELLINGTON			71		7.32	2.20	
	1.35 4			2.05	* 11.30	10.00 138	619.1	N	PRICE	W.T.	CV	103	5.45 AM	* 7.45	* 2.35	
	1.45			2.20	11.40	10.10	621.8		MAXWELL			89	5.50	7.50	2.40	
	2.15			2.50	* 12.30 PM	10.50	626.5	N	HELPER	B† C.W.T.	RA	Yard	* 6.10	* 8.05	* 3.05	
	2.30			3.05	12.45	11.05	628.8		JTAK RY. JOT.			Yard	* 6.20	8.12	3.15	
	2.40			3.15	1.00	11.18	630.3	D	CASTLE GATE	C.W.T.	CG	Yard	* 6.28	8.20	* 3.25	
	3.10			3.44	1.35	11.48	635.1		NOLAN			102	† 6.42	8.38	3.45	
	3.40			4.15	2.10	12.10 PM	639.3	N	KYUNE	W.T.	KN	45	† 6.55	8.52	4.00	
	4.14 8			4.40	3.00	12.45	644.5	D	COLTON	W.T.	CN	Yard	* 7.14	* 9.12	* 4.14 97	
	5.00 PM			5.15 AM	4.00 PM	1.45 PM	651.5	N	SOLDIER SUMMIT	B† C.W.T.	JP	Yard	7.35 AM	9.30 AM	4.35 PM	
	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily			96.3				Arrive Daily	Arrive Daily	Arrive Daily	
	8.0			7.45	5.35	7.45							1.50	3.58	4.15	
	12.			12.4	8.6	12.4							17.6	24.2	22.6	
Average Miles per Hour																

Main Line--EASTWARD

FIRST CLASS				Sub-Division 6 STATIONS TIME TABLE No. 92 October 7, 1923		Miles from Soldier Summit	Telegraph Calls	Car Capacity of Passing Sidings	SECOND CLASS		THIRD CLASS			
2 Atlantic Coast Limited	18 Price Passenger	4 Denver and Eastern Express			138 Mixed				62 California Fast Freight	98 Local Freight				
Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday							
11.40PM		3.25PM	N	GREEN RIVER B† C.W.T.	96.3	GR	Yard		8.10PM	1.30PM				
11.25		3.08		SPHINX 6.7	90.2		71		7.30	1.10				
11.16		2.58		DESERT 6.7	83.5		47		7.00	12.51 3				
11.07 65		2.48		OLIFF 6.7	76.8		66		6.40	12.25PM				
10.57		2.37	D	WOODSIDE * W.T. 5.9	70.9	WD	55		6.10	11.55				
10.48		2.27		GRASSY 6.3	64.6		71		5.50	11.30 97				
10.38		2.16		OEDAR 6.6	58.0		57		5.29	11.00				
10.27		2.06		VERDE 5.9	52.1		59		5.10	10.35				
10.21		2.00 3	N	MOUNDS * W.T. 3.8	48.3	MU	Yard	11.10AM	4.56	10.20				
10.11		1.51		FARNHAM 5.5	42.8		46	10.45 139	4.36	10.00				
10.04		1.44		WELLINGTON 4.8	38.0		71	10.25	4.20	9.44 61				
9.55	9.40PM	1.35 97	N	PRICE 5.6 W.T.	32.4	CV	103	10.00 61	4.00	9.30				
9.48	9.26	1.22		MAXWELL 2.7	29.7		89	9.20	3.46	8.25				
9.40	9.15	1.15	N	HELPER B† C.W.T. 4.7	25.0	RA	Yard	9.00	3.30	8.10				
9.31	8.52	1.00		UTAH RY. JCT. 2.3	22.6		Yard	8.40	3.00	7.40				
9.27	8.43	12.55	D	CASILE GATE C.W.T. 1.5	21.4	CG	Yard	8.30	2.50	7.30				
9.13	8.26	12.37		NOLAN 4.8	16.4		102	8.10	2.30	7.00				
9.00	8.13	12.24	N	KYUNE 4.7 W.T.	12.2	KN	45	7.50	2.10	6.30				
8.49	8.00	12.14PM	D	COLTON 5.2 W.T.	7.0	CN	Yard	7.30	1.55	6.00				
8.35PM	7.45PM	11.59AM	N	SOLDIER SUMMIT B† C.W.T. 7.0		JF	Yard	7.00AM	1.30PM	5.30AM				
Leave Daily	Leave Daily	Leave Daily			96.3			Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday				
3.5	1.55	3.26						4.10	6.40	8.0				
31.2	16.9	28.0	Average Miles per Hour					11.6	14.4	12.0				

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS		FIRST CLASS		Distance from Denver	Sub-Division 16 STATIONS TIME TABLE No. 92 October 7, 1923		Distance from Grand Junction	FIRST CLASS		SECOND CLASS	
	361 Freight		315 Marshall Pass Route Express					316 Marshall Pass Route Express		362 Freight	
	Leave Daily		Leave Daily					Arrive Daily		Arrive Daily	
	6.00 PM		2.40 PM	351.51	Ms	MONTROSE B ₁ T _g RNWCY	72.68	Yard	12.05 PM		4.00 AM
	6.30	f	2.55	357.39		MENOKEN	66.80	34	f 11.48		3.25
	7.10	s	3.08	362.21	Ho	OLATHE D	61.98	27	s 11.36		3.00
	7.30	f	3.21	367.49		CHIPETA	56.70	34	f 11.21		2.20
	8.15	s	3.35	372.81	Dt	DELTA B ₁ T _g RNWCY	51.38	Yard	s 11.08		1.50
	8.35	f	3.46	377.53		ROUBIDE U	46.66	76	f 10.46		12.35
	8.50	f	3.53	380.19		STRATTE	44.00	44	f 10.40		12.20 AM
	9.10	f	4.05	384.84		ESCALANTE	39.35	34	f 10.30		11.55
	9.40	f	4.21	390.92		DOMINGUEZ DNW	33.27	52	f 10.16		11.30
	10.05	f	4.39	397.67		BRIDGEPORT T _g	26.52	43	f 10.00		11.00
	10.30 ³⁶²	f	4.51	402.83		DEER RUN	21.36	71	f 9.47		10.30 ³⁶¹
	10.55	f	5.03	407.96		KAHNAH	16.23	18	f 9.35		10.05
	11.30	s	5.13	411.80	Wr	WHITEWATER T _g NW	12.39	52	s 9.27		9.50
	12.10 AM	f	5.28	417.26		UNAWEEP	6.93	34	f 9.15		9.30
	1.00 AM		6.00 PM	424.19	Jn	GRAND JUNC. B ₁ RNWCYT _g		Yard	9.00 AM		9.00 PM
	Arrive Daily		Arrive Daily			72.68		Leave Daily		Leave Daily	
	(7.00) 10.56		(3.20) 21.3		Average Miles per Hour.....			(3.05) 23.6		(7.00) 10.56	

WESTWARD

NORTH FORK BRANCH—Delta and Somerset

EASTWARD

SECOND CLASS		FIRST CLASS		Distance from Denver	Sub-Division 16-A		Distance from Delta	Siding Capacity in Cars	FIRST CLASS		SECOND CLASS	
	363		321		STATIONS				322		364	
	Freight		Passenger		TIME TABLE No. 92				Passenger		Freight	
	Leave Tues., Thurs. and Sat.		Leave Daily		October 7, 1923				Arrive Daily		Arrive Monday Wed. and Fri.	
	10.00AM		8.25AM	415.28	Su	SOMERSET B†RDWCT	42.47	Yard	6.00PM		1.00PM	
	10.40	f	8.40	410.90		BOWIE	38.09	7	f 5.40		12.05PM	
	11.00 ³⁶⁴	s	9.00	405.92		PAONIA	33.11	31	s 5.25		11.00 ³⁶³	
	11.20	f	9.08	403.58		COBURN	30.77	* 17	f 5.15		10.15	
	12.10PM	s	9.30 ³⁶⁴	397.74	Hk	HOTCHKISS DWY	24.93	34	s 5.00		9.30 ³²¹	
	1.00	f	9.48	393.24		LAZEAR	20.43	12	f 4.38		9.00	
	1.05	f	9.52	392.58		ROGERS MESA	19.77	42	f 4.35		8.50	
	1.35	f	10.12	385.40		PAYNE	12.59	41	f 4.15		8.15	
	2.00	s	10.30	380.82	Ax	AUSTIN WD	8.01	24	s 4.00		7.40	
	2.05	f	10.35	379.76		SAXTON	6.95	47	f 3.55		7.10	
	3.00PM		10.55AM	372.81	Dt	DELTA B†RDNWCT		Yard	3.40PM		6.30AM	
	Arrive Tues., Thurs. and Sat.		Arrive Daily			42.47			Leave Daily		Leave Monday Wed. and Fri.	
	(5.00) 8.49		(2.30) 16.9	Average Miles per Hour.....				(2.20) 19.2		6.30 .65	

WESTWARD--Sunnyside Branch--EASTWARD									
FROM SUNNY- SIDE									TO SUNNY- SIDE
SECOND CLASS									SECOND CLASS
139 Mixed									138 Mixed
Leave Daily Ex. Sunday									Arrive Daily Ex. Sunday
8.15AM									1.30PM
	4.0							12.3	
9.00	7.4							40	12.30PM
10.15AM	16.8								11.30AM
Arrive Daily Ex. Sunday									Leave Daily Ex. Sunday
2.00									2.00
8.4									8.4
Average Miles per Hour									

WESTWARD--Kenilworth and Helper Branch--EASTWARD					
FROM KENIL- WORTH JCT.	Miles from Kenilworth	Sub-Division 6-B	Miles from Kenilworth Junction	TO KENIL- WORTH JCT.	
SECOND CLASS		STATIONS		SECOND CLASS	
		TIME TABLE No. 92			
		October 7, 1923			
		KENILWORTH		3.7	
		3.7			
3.7		KENILWORTH JCT.			

WESTWARD--Spring Canyon Branch--EASTWARD				
FROM SPRING CANYON JCT.	Miles from Spring Canyon Junction	Sub-Division 6-C STATIONS TIME TABLE No. 92 October 7, 1923	Miles from Raina.	TO SPRING CANYON JCT.
SECOND CLASS				SECOND CLASS
		SPRING CANYON JCT.	6.7	
	0.4	SPRING CANYON YARD	6.3	
	1.6	UTAH RY. CONNECTION	5.1	
	3.6	PEERLESS	3.1	
	4.1	STORRS	2.6	
	5.0	STANDARDVILLE	1.7	
	6.2	LATUDA	0.5	
	6.5	MUTUAL JUNCTION	0.2	
	6.7	RAINS		

[illegible]

SPECIAL RULES

SUPERSEDING GENERAL RULES WHICH ARE INCONSISTENT THEREWITH

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

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

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

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

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

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

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

4. Train Register Books are located at:

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

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

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

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

5. YARD LIMIT STATIONS:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Sub-Division 5.—On Ballard and Thompson Branch, descending trains will use all retainers.

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

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

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

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

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

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

Sub-Division.	M.P.	Location	Crossing	Remarks	Operated by
---------------	------	----------	----------	---------	-------------

Trains approaching these crossings must stop at a point designated by stop board and not proceed until sure that track is clear. (See General Rule 98.)

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

17. Persons accompanying live stock or other freight will be carried on any freight trains handling such live stock or freight, when holding proper transportation, and when permission to accompany same is covered by contract. Passengers on freight trains should be informed that cabooses will not be pulled up to platform to receive or deliver passengers or baggage. 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."

Passengers may be carried on the following trains:
Nos. 138 and 139, between Helper and Sunnyside.
Nos. 651 and 652, between Colton and Clear Creek.

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

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

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

20. Paragraph 1, Rule 5 of the Rules and Regulations of the Operating Department is revised as follows:

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

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

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

Sub-Div.	Clearance	Name	Clearance
5	471.9	Ruby Tunnel	22 feet 0 inch
5		Bridge 554-A	21 feet 1 inch
6	630.3	Castle Gate Mine Trestle	21 feet 10 inches
6	631.1	Castle Gate Mine Trestle	23 feet 0 inch
6	636.3	Nolan Tunnel	23 feet 0 inch
6	637.7	Kyune Tunnel	23 feet 0 inch

PLEASANT VALLEY BRANCH

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

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

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

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

23. Maximum speed limits shown below must not be exceeded. Other speed restrictions must be fully complied with. ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.

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

TERRITORY

Sub-Division 5:				
Between Westwater and Ruby Tunnel	30	30	20	20
Freight Engines in Passenger Service	35	30		
Fruit and Stock Trains			30	25
Trains will not exceed a speed of six miles an hour on Ballard and Thompson R. R., between Thompson and Neslin.				
Green River Bridge 554-A (Mallet, Santa Fe and M. T. Engines)	10		10	

Sub-Division 6:				
East Switch Woodside	25	25	25	25
Mile Post 595			30	20
Farnham curves (M. P. 607.5-605.6)			30	20
Mile Post 623.5 (Blue Cut)			30	20
Fruit and Stock Trains			30	25
Freight Engines in Passenger Service	35	30		
Soldier Summit-Kyune, Eastward	30	25	20	15
Kyune-Helper, Eastward	20	20	12	12
Helper-Kyune, Westward	25	25	20	20
Kyune-Soldier Summit, Westward	30	30	25	25

Mallet engines and other light engines running light will not exceed speed of freight trains between Soldier Summit and Helper in either direction. Freight trains leaving Soldier Summit, westward, must not exceed a speed of six miles per hour while pulling out of yard.

Sub-Divisions 5 and 6:
Passenger trains will not exceed a speed of forty-five miles an hour at any point.
Freight trains, other than above, will not exceed twenty-five miles an hour at any point.

Sub-Division 6-A:				
Mounds-Sunnyside			12	12

Sub-Division 6-B:				
Kenilworth Junction-Kenilworth			4	4

Sub-Division 6-C:				
Spring Canyon Junction-Rains			6	6

Sub-Divisions 6-D, 6-E:				
Colton-Clear Creek-Winter Quarters				

Schedule running time

Sub-Divisions 16, 16-A:				
Grand Junction-Delta-Somerset	27	20	18	18
Passenger trains will not exceed 15 miles per hour, and freight trains 10 miles per hour through Bridgeport tunnel, near M. P. 400, and between slow boards between M. P. 403 and 404.				
Passenger trains will not exceed 12 miles per hour and freight trains 8 miles per hour, between slow boards at Shale Cut, near M. P. 402, and slow boards between M. P. 413 and 414.				

All Sub-Divisions:				
In or out of turnouts and over switches	15	15	15	15
Approaching and thru interlockers	25	20	20	15
Over railroad crossings not interlocked	10	10	10	10
Mallet Engines	25	20	25	20
Engines backing up	15	15	15	15

Trains hauling dead engines with side rods up	20		15	
Dead engines with side rods all down	15		10	
With one pair wheels swinging	10		10	
Steam derricks, pile drivers, steam shovels, coal hoists, etc., with boom supported	20		15	
With booms not supported	15		10	

23-A. City ordinance speed limits as follows:

	Miles per Hour
Grand Junction	10
Montrose	15

24. Company surgeons are located as follows:

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

24-A. Hospitals are located as follows:

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

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

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

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

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

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

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

Information covering such accidents must be sent by Western Union Tele-

graph Company wires, and all Agents will accept and transmit same, assessing charges therefor against the Railroad Account.

25. HOURS WORKED BY OPERATORS:

	Week Days	Sundays
Grand Junction.....	Continuous	Continuous
Fruita.....	9:30 a. m. to 6:30 p. m.	9:30 a. m. to 6:30 p. m.
Loma.....	10:00 a. m. to 7:00 p. m.	10:00 a. m. to 7:00 p. m.
Mack.....	Continuous	Continuous
Westwater.....	10:00 a. m. to 7:00 p. m.	10:00 a. m. to 7:00 p. m.
Cisco.....	1:00 a. m. to 9:00 a. m.	1:00 a. m. to 9:00 a. m.
	12:00 noon to 8:00 p. m.	12:00 noon to 8:00 p. m.
Thompson.....	Continuous	Continuous
Green River.....	Continuous	Continuous
Woodside.....	10:00 a. m. to 7:00 p. m.	10:00 a. m. to 7:00 p. m.
Mounds.....	Continuous	Continuous
Price.....	Continuous	Continuous
Helper.....	Continuous	Continuous
Castle Gate.....	7:00 a. m. to 11:00 p. m.	7:00 a. m. to 11:00 p. m.
Kyune.....	Continuous	Continuous
Colton.....	7:00 a. m. to 10:00 p. m.	7:00 a. m. to 10:00 p. m.
Soldier Summit.....	Continuous	Continuous
Scotfield.....	7:00 a. m. to 4:00 p. m.	None
Sunnyside.....	8:00 a. m. to 5:00 p. m.	8:00 a. m. to 5:00 p. m.
Whitewater.....	Continuous at present	9:00 a. m. to 11:00 a. m.
		3:00 p. m. to 6:00 p. m.
Delta.....	Continuous	10:30 a. m. to 4:30 p. m.
Olathe.....	3:30 a. m. to 5:30 p. m.	10:30 a. m. to 4:30 p. m.
Montrose.....	Continuous at present	10:00 a. m. to 4:00 p. m.
Somerset.....	8:00 a. m. to 5:00 p. m.	8:00 a. m. to 10:00 a. m.
		5:30 p. m. to 7:30 p. m.
Paonia.....	8:30 a. m. to 5:30 p. m.	8:40 a. m. to 10:40 a. m.
		4:50 p. m. to 6:50 p. m.
Hotchkiss.....	9:00 a. m. to 6:00 p. m.	9:15 a. m. to 11:15 a. m.
		4:20 p. m. to 6:20 p. m.
Austin.....	9:00 a. m. to 6:00 p. m.	10:20 a. m. to 12:20 p. m.
		3:20 p. m. to 5:20 p. m.

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

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

No. 4 will stop at Kyune and Utah Railway Junction to discharge passengers from points west of Salt Lake, and reduce speed at Rolapp, and Helper, Mile Post 628.5, P. O., to exchange mail.

Nos. 3, 4, 17 and 18 will stop on flag at Rolapp.

Nos. 138 and 139 will carry passengers, baggage and express between Helper and Sunnyside only.

Extracts from Revised Statutes of Utah

27. RINGING OF BELLS AND BLOWING WHISTLES AT CROSSINGS.

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

MOVEMENT OVER RAILROAD CROSSINGS

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

EMPLOYEES TO WEAR OFFICIAL BADGES.

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

FREIGHT CARS NOT TO BE PLACED IN PASSENGER TRAINS.

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

28.

Tracks not shown as Stations in Time Table

	NAME	Mile	Car Capacity	Switch Connection
Sub-Division 6.....	Rolapp.....	631.6	60	East and West
Sub-Division 6.....	Helper.....	628.5	4	West End
Sub-Division 6.....	Kenilworth Junc.....	625.3	Yard	West End
Sub-Division 5.....	Elgin Spur.....	553.9	6	West End
	Roe.....	357.25	24	Both Ends
	Frosts.....	359.39	12	East End
	Casner's.....	364.69	3	West End
	Sage.....	370.50	5	West End
	Campbell.....	375.76	6	West End
Sub-Division 16.....	Beet Track.....	374.00	33	Both Ends
	Saunders.....	377.29	8	Both Ends
	Read.....	379.04	14	East End
	Bell Creek.....	400.48	12	East End
Sub-Division 16-A.....	Elberta.....	401.27	15	East End
	Hadleys.....	404.49	14	Both Ends
	Roberts.....	407.16	12	Both Ends
	Underwood.....	408.00	4	East End
	Morgan.....	409.98	3	Both Ends
	Juanita Junc.....	412.03	50	West End
	Coal Mines.....	416.11	173	East End

SPEED TABLE

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

29.

TONNAGE RATINGS.

These ratings are the maximum tonnage ratings for drag freights or for the slowest speed train which is ordinarily run on each sub-division. Chief Dispatchers are authorized to modify these ratings for time freights or for cold weather in accordance with instructions hitherto issued, and are also authorized to reduce these ratings in their own discretion to allow for condition of power or necessity of maintaining stock schedules, or for other reasons which justify such reduction.

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.

GRAND JUNCTION TO GREEN RIVER ADJUSTED TONNAGE RATINGS

Class of Engine	383	378-377	280	Adjustment Factor
ALL TRAINS	1511-1520	1501-1510	1200-1213	
		1521-1530		
A. Temp. 40 degrees and above.....	2500	2110	1790	5
B. Temp. 30 degrees to 40 degrees.....	2410	2030	1730	6
C. Temp. 20 degrees to 30 degrees.....	2330	1970	1670	7
D. Temp. 10 degrees to 20 degrees.....	2300	1940	1650	9
E. Temp. 0 degrees to 10 degrees.....	2240	1890	1600	10
F. Temp. 10 degrees to 0 degrees.....	2260	1910	1620	13

The rating from Grand Junction to Green River remains unchanged. However, between Grand Junction and Westwater, westbound ratings may be increased 40 per cent if there is local tonnage to haul.

29-A. GREEN RIVER TO GRAND JUNCTION. ADJUSTED TONNAGE RATINGS

Class of Engine	383	378-377	280	Adjustment Factor
ALL TRAINS	1511-1520	1501-1510	1200-1213	
		1521-1530		
A. Temp. 40 degrees and above.....	2660	2240	1900	5
B. Temp. 30 degrees to 40 degrees.....	2560	2160	1830	6
C. Temp. 20 degrees to 30 degrees.....	2480	2090	1770	7
D. Temp. 10 degrees to 20 degrees.....	2450	2060	1750	9
E. Temp. 0 degrees to 10 degrees.....	2380	2010	1700	10
F. Temp. 10 degrees to 0 degrees.....	2400	2030	1720	13

GREEN RIVER TO HELPER. ADJUSTED TONNAGE RATINGS.

Class of Engine	383	378-377	280	220	Adjustment Factor
ALL TRAINS	1511-1520	1501-1510	1200-1213	1131-1199	
		1521-1530			
A. Temp. 40 degrees and above.....	2500	2110	1790	1490	5
B. Temp. 30 degrees to 40 degrees.....	2410	2030	1730	1430	6
C. Temp. 20 degrees to 30 degrees.....	2330	1970	1670	1390	7
D. Temp. 10 degrees to 20 degrees.....	2300	1940	1650	1370	9
E. Temp. 0 degrees to 10 degrees.....	2240	1890	1600	1340	10
F. Temp. 10 degrees to 0 degrees.....	2260	1910	1620	1350	13

HELPER TO GREEN RIVER. ADJUSTED TONNAGE RATINGS.

Class of Engine	383	378-377	280	220	Adjustment Factor
ALL TRAINS	1511-1520	1501-1510	1200-1213	1311-1199	
		1521-1530			
Helper to Woodside:					
A. Temp. 40 degrees and above.....	3370	2850	2390	2100	7
B. Temp. 30 degrees to 40 degrees.....	3250	2750	2310	2020	9
C. Temp. 20 degrees to 30 degrees.....	3100	2620	2200	1930	10
D. Temp. 10 degrees to 20 degrees.....	3020	2550	2140	1890	12
E. Temp. 0 degrees to 10 degrees.....	2940	2490	2080	1830	14
F. Temp. 10 degrees to 0 degrees.....	2830	2400	2010	1770	15
Woodside to Green River:					
A. Temp. 40 degrees and above.....	2880	2420	2040	1700	6
B. Temp. 30 degrees to 40 degrees.....	2760	2320	1960	1630	7
C. Temp. 20 degrees to 30 degrees.....	2700	2270	1910	1590	9
D. Temp. 10 degrees to 20 degrees.....	2600	2180	1840	1530	10
E. Temp. 0 degrees to 10 degrees.....	2560	2150	1810	1510	12
F. Temp. 10 degrees to 0 degrees.....	2480	2080	1760	1470	13

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

HELPER TO KYUNE

ADJUSTED TONNAGE RATINGS.

Class of Engine	532 3500-3509	458 2060-1075 Ex. 1073	383 1511-1520	378-377 1501-1510 1521-1530	340 1050-1057	280 1200-1213	220 1131-1199	Adjust- ment Factor
Drag Freight:								
A. Temp. 40 degrees and above.....	1570	1170	870	870	870	760	630	3
B. Temp. 30 degrees to 40 degrees.....	1530	1140	850	850	850	740	610	3
C. Temp. 20 degrees to 30 degrees.....	1520	1130	840	840	840	740	610	4
D. Temp. 10 degrees to 20 degrees.....	1510	1130	840	840	840	730	610	5
E. Temp. 0 degrees to 10 degrees.....	1500	1120	830	830	830	730	600	6
F. Temp. 10 degrees to 0 degrees.....	1490	1110	830	830	830	720	600	7
No. 61 and Locals:								
A. Temp. 40 degrees and above.....	1350	1020	870	870	750	710	550	3
B. Temp. 30 degrees to 40 degrees.....	1310	990	850	850	730	700	540	3
C. Temp. 20 degrees to 30 degrees.....	1300	990	840	840	720	700	540	4
D. Temp. 10 degrees to 20 degrees.....	1300	980	840	840	720	690	540	5
E. Temp. 0 degrees to 10 degrees.....	1290	980	830	830	720	690	530	6
	1280	970	830	830	720	680	530	7

MAXIMUM ADJUSTED TONNAGE RATINGS.

GREEN RIVER DIVISION BRANCHES

Class of Engine	340 1050-1057	280 1200-1213	220-S 1131-1199 Super- heated	220 1131-1199 Sat- urated	190-187- 185-901- 925 1101-1130	170 720-739..	149 831-843	113 574, 549, 622	113 556-629, excl. 574, 594, 601, 613, 622	Adjust- ment Factor
MOUNDS TO WHITE'S.....		1,010	850	760	700		520			3
White's to Sunnyside.....		530	450	400	370		260			2
Colton to Scofield.....			810	730	670					3
Scofield to Clear Creek.....			540	470	440					2
Grand Junction to Delta.....			3,320	3,000	2,720	1,890		1,440	1,490	10
Delta to Montrose.....			1,570	1,400	1,230	950		830	830	5
Delta to Somerset.....			1,520	1,370	1,240	940		800	830	5
Somerset to Rogers Mesa.....			2,839	2,720	2,380	1,700		1,450	1,450	8

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

A. D. LEONARD,
Chief Dispatcher.

W. M. HENDERSON,
Second Chief Dispatcher.

N. J. BROWN, J. A. PHILLIPS,
C. G. SMITH, E. W. LARAMIE,
D. A. KEELEY, C. N. COLSTADT,
Dispatchers.

T. H. HALE,
Relief Dispatcher,
Grand Junction.

M. J. RULAND,
Trainmaster,
Grand Junction.

L. T. WRIGHT,
Chief Dispatcher.

A. OVERLIN,
Second Chief Dispatcher.

S. R. TWYMAN,
O. D. GRIFFIN,
E. H. BLACKWELL,
Dispatchers.

C. O. HIATT,
Relief Dispatcher,
Soldier Summit.

GEO. GEIGER,
Trainmaster,
Delta.

C. A. STOTLAR,
Trainmaster,
Helper.

F. T. OWENS,
Master Mechanic,
Grand Junction.

J. W. HOPPER,
Road Foreman of Equipment,
Grand Junction.

H. C. COSAND,
Division Engineer,
Grand Junction.