



Operated by Kyle Railways Inc.

Cumbres & Toltec Scenic Railroad

TIMETABLE

No.

6

**EFFECTIVE AT
12:01 AM
SATURDAY**

JUNE 10, 1989

MOUNTAIN DAYLIGHT TIME

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

TELEPHONE NUMBERS

Depot Ticket Office General Office	Chama	(505) 756-2151
Roundhouse	Chama	(505) 756-2202
General Mgr's. Residence	Chama	(505) 756-2114
Fire Department	Chama	(505) 756-2213
Police	Chama	(505) 756-2319
N.M. State Forestry	Los Ojos	(505) 588-7831
Emergency & After Hours	Chama	(505) 756-2929
Depot Ticket Office	Antonito	(719) 376-5483 376-5983
Car Shop	Antonito	(719) 376-2363
RR Comm. Office	Antonito	(719) 376-5488
Ambulance	Manassa	(719) 843-5804
Police	Antonito	(719) 376-5421
Sheriff	Antonito	(719) 376-5921
Fire Department	Antonito	(719) 376-5453
Medical Clinic	Antonito	(719) 376-5426

OFFICE HOURS

Antonito	8:00 AM to 6:00 PM
Chama	7:30 AM to 6:00 PM

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety and is required.

To enter or remain in service is an assurance of willingness to obey the rules. Failure to obey the rules will be considered cause for disciplinary action.

The service demands the faithful, intelligent and courteous discharge of duty. Courtesy is the outward expression of an inward consideration for others.

Suggestions from employees intended to promote safety, economy, or service are solicited and will receive consideration.

The public judges a railroad by the appearance and conduct of its employees, quality of service, and the condition of the property. Courteous, considerate treatment of patrons is of first importance in retaining and increasing the volume of business, and affect the extent of security and opportunity for employees in the Company's service.

The Cumbres & Toltec Scenic Railroad enjoys an excellent reputation for the friendliness of its employees and the quality of service provided by them. It is up to each of us, as those who come into contact daily with our patrons to maintain the high standards of safety and service for which we are known.

Our passengers are the highest priority and we must work at all times to serve them well, for the future of the Company and its employees is in their hands.



FIRST

SUPERIORITY & MOVEMENT OF TRAINS

1. Except as otherwise provided, Eastward trains are superior to Westward trains of the same class.
2. Trains will leave the following stations without a clearance.

STATION	REMARKS
Antonito	No. 1
Osier	All Trains
Cumbres	All Trains
Chama	No. 2

AIR BRAKES

3. All trains must stop at CUMBRES and make an application and release test of air brakes.

Trainmen will note that all brakes of train apply, then signal for release and after all brakes release will place retaining valves in operating position as follows:

Descending CUMBRES to CHAMA -- On trains consisting of heavily loaded cars, all retainers will be used in 20-lb. position. On trains consisting of lightly loaded, mixed loaded and empty, or empty cars, all retainers will be used in 10-lb. position.

4-Position retainers will be used in Slow Direct position "SD" instead of 10-lb. position on empty cars.

If it is determined by the engineer that retaining power is excessive, a few retainers may be turned to release position to avoid slack action or stalling on the grade.

Descending CUMBRES to ANTONITO -- Number and location of cars in train which will have retainers in use will be determined by Engineer and relayed to Brakeman. No less than one retainer for every 100 actual tons will be used.

4. When retainers are in use, trainmen and enginemen must keep close watch while train is in motion for indications of excessively heated or sliding wheels, and when observed, the retainer on such car or cars must be placed in release position until wheels have had sufficient time to cool or begin turning again if they were sliding. The retainer may be placed on an alternate car.

If the wheels continue to slide after the retainer has been released and the brakes have been set and released several times, then the train must be stopped and inspection made of the offending car to determine and correct the problem.

5. Enginemen will not depart CUMBRES until notified by Conductor that brake test has been completed and retainers properly set.

6. Not more than two cars having inoperative brakes will be handled in trains from CUMBRES to CHAMA.

CAR LIMITS

CUMBRES to ANTONITO	70
CUMBRES to CHAMA	45 Loaded 60 Mixed Loaded & Empty 60 Empty

Gross weight of train must not exceed an average of 38 tons per operative car brake.

7. When stopped on grade and locomotive brakes will not hold train standing, the train must be held with a sufficient number of hand brakes.

8. When train leaves initial terminal, CUMBRES, or any point after train line has been broken, a running test of the train air brakes must be made as soon as speed permits.

HELPER LOCOMOTIVES

9. Unless otherwise provided, helper must be placed on head end of train.

10. Helper must not be placed behind caboose.

11. Locomotives must not be double-headed over bridges 319.95 and 339.78 and when operated over these bridges must be separated by at least 100 feet of empty or lightly loaded equipment. It is not permissible to operate two locomotives over these bridges separated only by a flanger.

12. Double-heading is prohibited on descended grade movements, CUMBRES to ANTONITO, CUMBRES to CHAMA, except in snow service and only when authorized by Superintendent or General Manager.

13. When second locomotive is used on trains of over 1400 adjusted tons between ANTONITO and CUMBRES, second locomotive must be cut into train.

WESTWARD			Miles from Denver	TimeTable No. 6			Elevation Above Sea Level	Siding Capacity in Cars	EASTWARD		
FIRST CLASS				June 10, 1989					FIRST CLASS		
1 Passenger	3 Passenger			STATIONS					2 Passenger	4 Passenger	
Leave Daily	Leave Daily					Arrive Daily	Arrive Daily				
10.00 AM		280.50	ANTONITO	bdkpw	7888	Yard		5.00 PM			
10.40		291.50	LAVA	yw	8468			4.20			
11.12		299.41	BIG HORN	y	9022	30		3.48			
11.40 s 11.59 AM		306.06	SUBLETTE	w	9276	25		3.20 s 3.00			
12.20 PM		310.46	TOLTEC		9465	75		2.40			
1.00 PM	2.00 PM	318.40	OSIER	rw	9637	30	12.50 PM	2.00 PM			
	2.30	324.80	LOS PINOS	w	9710	46	12.20 PM				
	s 3.00 3.20	330.60	CUMBRES	rw	10015	Yard	s 11.50 AM 11.45				
	3.28	332.25	COXO		9753		11.37				
	3.45	335.50	CRESCO	w	9131	43	11.18				
	4.02	338.75	DALTON		8514		X 10.48				
	4.09	339.99	LOBATO		8303	28	10.51				
	4.30 PM	344.12	CHAMA	bdfkopw	7863	Yard	10.30 AM				
Arrive Daily	Arrive Daily		(63.62)				Leave Daily	Leave Daily			
(3.00)	(2.30)		Time over District				(2.20)	(3.00)			
12.63	10.29		Average Miles per Hour				11.02	12.63			

If, due to inclement weather, the Conductor determines that passengers should not be let off the train at:
 CUMBRES- No 3 may run fifteen (15) minutes early CUMBRES to CHAMA
 SUBLETTE- No 4 may run fifteen (15) minutes early SUBLETTE to ANTONITO

No 2 will stop at DALTON on flag of Company employee or on instructions via radio to pick up passengers.

If Nos 1 or 2 arrive late at Osier or there is an exceptionally large number of passengers, the departure of Nos 3 and 4 may be delayed, if necessary, to allow all passengers time to eat lunch.

The portion of the South siding between the crossover from the main line and the East switch at CUMBRES is out of service.

The water tank at LAVA is out of service.

TRAIN SPEEDS

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

Zone Speeds:	MPH
ANTONITO to MP 285.7	22
MP 285.7 to CUMBRES	15
CUMBRES to CHAMA	12

Exceptions:

Bridge 319.95	8
Bridge 339.78	10
All Turnouts	8
M.O.W. Equipment	15
Light Engines	20
Engines Running Backwards	15
Trains Handling Dead Locomotives	
Side Rods Up	15
Side Rods Down	10
Sidings	10

MISCELLANEOUS

16. Creosoted ties should be trained at least ten cars from locomotive to avoid fire hazard.

17. All trains will approach U. S. highway 285 crossing at ANTONITO under control.

18. Cars must not be "dropped" over main highways.

19. When locomotives equipped with pilot flanger are working under snow conditions, flanger must be used on the ascending as well as the descending grade.

20. Train, engine and yard service employees are required to adjust their watches in the event there is a variation of thirty (30) seconds or more at time of comparison.

21. Unless otherwise provided, Westward trains exceeding 475 feet in length will take water at LOS PINOS and will pull forward a sufficient distance to avoid blocking Highway 17 at CUMBRES.

YARD LIMITS

22. Antonito
Big Horn
Sublette
Osier
Cumbres
Chama

OVERHEAD CLEARANCES

23. Overhead clearances at the following locations will not clear a person standing on top of car:

MP	Location
311.3	Mud Tunnel
315.2	Rock Tunnel
330.8	Snow Shed
343.6	Chama River Bridge

SPEED TABLE

MPH	Time/Mile Min:Sec	MPH	Time/Mile Min:Sec
35	1:42	20	3:00
32	1:51	18	3:20
30	2:00	15	4:00
28	2:08	12	5:00
25	2:24	10	6:00
22	2:43	8	7:30

ADJUSTED TONNAGE RATINGS

From	To	Class K-27	Class K-36	Class K-37	Class DE BB-22	Adjust- ment Factor
		Eng. Nos 463	Eng. Nos 482-9	Eng. Nos 492-5	Eng. Nos 19	
		Tons	Tons	Tons	Tons	Tons
Antonito	Cumbres	595	825	835	425	4
Chama	Cumbres	183	230	252	55	1

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

4 miles per hour <input type="checkbox"/> —	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/> —	Damage begins
6 miles per hour <input type="checkbox"/> —	2½ times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/> —	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/> —	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/> —	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/> —	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR — A BRISK WALK.**

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS!