

SAFETY **Rio Grande** **SERVICE**



ASSISTANT SUPERINTENDENT

A. H. Nance
Denver

TRAINMASTERS

V. I. Griffith
Denver Terminal

C. W. Hearn
Pueblo Terminal

G. S. D. McCall
Denver

L. H. Pennington
Pueblo

H. W. Dearing
Glenwood

H. V. Meek
Alamosa

**ROAD FOREMEN OF
EQUIPMENT**

P. H. Foley
S. A. Dougherty
Denver

L. P. Urquhart
Grand Jct

**ROAD FOREMEN OF
EQUIPMENT-
TRAINMASTERS**

F. H. Green
Pueblo

R. C. Williams
Salida

**ROAD FOREMAN OF
EQUIPMENT-
ASSISTANT
TRAINMASTER**

J. R. Pearce
Alamosa

**ASSISTANT TRAINMASTER-
ASSISTANT ROADMASTER**

J. M. Rentfrow
Durango

CHIEF DISPATCHERS

H. W. Egley
Denver

Subdivisions 1-A, 1-B, 2, 8, 10-A, 11, 12, 12-A, 12-B
and Joint Line Denver-Pueblo

M. E. Wood
Grand Jct

Subdivisions 3, 3-A, 4, 4-A and 4-B

**Denver and Rio Grande Western
Railroad Company**

TIME-TABLE
OF THE
COLORADO DIVISION

No

5

**EFFECTIVE AT 12:01 A. M.
MOUNTAIN STANDARD TIME**

Friday, October 1, 1965

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

JOHN AYER, JR.
Vice President—Operations

C. V. COLSTADT
Chief Transportation Officer

J. B. NORWOOD, JR.
Superintendent

In case of emergency, at night when Denver switchboard is closed, or on Saturdays, Sundays and Holidays, the following offices may be reached by commercial telephones when there are no other means of communication available.

Location and Office	Number
Denver, Chief Dispatcher.....	222-2170
North Yard, Yard Office.....	222-5053
Burnham, Master Mechanic.....	222-9168
Pueblo, Yard Office.....	544-7814
Salida, Telegraph Office.....	539-2855
Grand Jct, Chief Dispatcher.....	242-5153
Grand Jct, East Yard.....	242-3893
Alamosa, Yard Office.....	589-6431
Durango, Roundhouse	247-1491

RADIO SHOPS: NORTH YARD, PUEBLO, GRAND JCT.

SIGNAL MAINTAINERS

Subdivision 1-A and 4-A	From	To
Denver	ABS 11	ABS 175
Denver	Utah Jct	MP 4 Belt Line
Cliff	ABS 175	ABS 500
Granby	ABS 566	ABS 973
Kremmling	ABS 973	ABS 1161
Bond	ABS 1161	ABS 1305
Bond	ABS 1287	ABS 1544

Subdivision 2, 3, and 4	From	To
Pueblo	ABS 1196	ABS 1348
Canon City	ABS 1348	ABS 1764
Salida	ABS 1764	ABS 2224
Buena Vista	ABS 2224	ABS 2790
Minturn	ABS 2796	ABS 3090
Dotsero	ABS 3090	ABS 3434
Dotsero	ABS 1544	ABS 1667
Glenwood	ABS 3434	ABS 3686
Rifle	ABS 3686	ABS 4158
Grand Jct	ABS 4158	ABS 4487

**Pueblo Maintainer maintains signals on
Missouri Pacific RR and Southern Jct**

Station	EASTWARD														
	ADV SPD	SPF SPD	MFX MFXD	LS LSD	MFT MFD	MWM MWMMD	75	77	UTE	TOFC	RIX	PCM	CX	RMS	FMS
Ogden.....	1230A	200A	340A	700A	330P		815P	815P	815P	1130A	500A	1130A	1235A	1050P	650P
Roper.....	135A 145A	300A 310A	500A	900A	435P 450P	600P	700P 500P	700P 1201P	700P 400P	1000A 930A	400A 330A	1000A 700A	1140P 1125P	930P 800P	555P 540P
Helper.....	510A	630A	800A	345P	805P	905P	820A	820A	1150A	620A	1225A	300A	835P	455P	250P
Grand Jct..	855A SPD 1010A SPF 1055A SPD 1110A	1010A SPF 1055A SPD 1110A	1115A MFX 1120A MFXD 1120A	1015P LS 1245A LSD 100A	1210A MFD 130A MFT 140A	1240A MWMMD 150A MWM 200A	830A 800A	330A 150A	630A 555A	245A 225A	900P 855P	950P 920P	520P 515P	130P 125P	1135A 1130A
Minturn....	155P	235P	250P	715A	525A	585A	420A	1010P							
Salida.....	430P	525P	520P	1225P	820A	820A	1210A	610P							
Pueblo.....	700P	800P	750P	400P	1100A	1100A	900P	300P							
Bond.....	140P	315P	235P	745A	500A	510A			1100P					1000A	810A
North Yard.	600P	800P	630P	400P	900A	900A			645P					600A	430A
Delivered to Connection	Q 700P RI 730P MP 850P	Q 900P RI 900P MP 900P	Q 700P RI 730P MP 850P	Q 530P RI 530P MP 500P	Q 1000A RI 1000A MP 1201P	Q 930A RI 1000A MP 1201P	WP 600P SP 840P	WP 100P SP 840P	WP 800P SP 840P	WP 1080A SP 1150A	WP 430A SP 515A	WP 800A SP 1150A	WP 1225A SP 1235A	WP 900P SP 1120P	WP 640P SP 650P

Condensed Freight Train Schedules (For information only)

WESTWARD

4 WESTWARD

SECOND CLASS	FIRST CLASS		Station Numbers	Subdivision 1-A (in part, also see page 9) and 4-A Stations TIME-TABLE No 5 October 1, 1965
	9	7		
Passenger Mail & Exp.	Prospector	California Zephyr		
Leave Daily	Leave Daily	Leave Daily		
9 05 AM	6 25 PM	8 40 AM		DENVER.....DKR
9 10 AM	6 30 PM	8 45 AM		1.0 PROSPECT
				0.5 FOX JCT.....DNJ
			3	1.0 NORTH YARD.....DKR
			4	0.7 UTAH JCT.....
f 9 17			7	1.6 C&S JCT.....
			12	2.3 ARVADA.....
f 9 28			18	5.3 LEYDEN.....
			21	5.6 ROCKY.....
f 9 44	7 08	9 24	25	3.2 CLAY.....
			31	3.3 PLAIN.....
s 10 16	7 37	9 53	37	6.8 CRESCENT.....
s 10 25			42	5.7 CLIFF.....W
f 10 33			47	4.7 ROLLINS.....
f 10 41			50	5.2 TOLLAND.....
s 10 52	f 8 07	10 27	57	3.2 EAST PORTAL.....WY
f 11 04			62	6.8 WINTER PARK.....
f 11 08			66	5.3 FRASER.....
s 11 30	s 8 43	x 10 59	76	3.8 TABERNASH.....WY
s 11 45			86	9.8 GRANBY.....
			98	10.4 SULPHUR.....
s 12 14	s 9 22	11 31	103	6.8 FLAT.....
f			111	5.0 TROUBLESOME.....
s 12 40			116	5.5 KREMMLING.....
			123	2.5 GORE.....
s 1 05 PM			129	5.3 AZURE.....
Arrive Daily	s 10 20	s 12 25	2302	5.1 RADIUM.....
	f 10 40		2310	6.6 YARMONY.....
	11 12 PM	1 17 PM	2276	5.8 ORESTOD.....J
Arrive Daily		Arrive Daily		0.7 BOND.....DNBKWY
			2306	12.8 DELL.....
			2314	2.5 BURNS.....
				10.6 RANGE.....W
				11.6 DOTSERO.....JY

(166.8)

EASTWARD 5

Subdivision 1-A (in part, also see page 9) and 4-A Stations TIME-TABLE No 5 October 1, 1965	Mile Posts	Capacity of Sidings	FIRST CLASS		SECOND CLASS
			8	18	10
DENVER.....BKR	0.0		Prospector	California Zephyr	Passenger Mail & Exp.
1.0 PROSPECT	1.0		Ar. Daily	Ar. Daily	Ar. Daily
0.5 FOX JCT.....	1.5		8 00 AM	7 10 PM	3 20 PM
1.0 NORTH YARD.....BKR	2.5	Yard	7 54 AM	7 04 PM	3 14 PM
0.7 UTAH JCT.....	3.2				
1.6 C&S JCT.....	4.8	160			
2.3 ARVADA.....	7.1				f 3 03
5.3 LEYDEN.....	12.4	106			
5.6 ROCKY.....	18.0	95			f 2 45
3.2 CLAY.....	21.2	112			
3.3 PLAIN.....	24.5	128	7 07	6 16	f 2 29
6.8 CRESCENT.....	31.3	109			
5.7 CLIFF.....W	37.0	W 56 E 114	6 33	5 45	s 1 57
4.7 ROLLINS.....	41.7	84			s 1 49
5.2 TOLLAND.....	46.9	110			f 1 40
3.2 EAST PORTAL.....WY	50.1	120			s 1 35
6.8 WINTER PARK.....	56.9	138	f 6 00	5 12	s 1 22
5.3 FRASER.....	62.2	93			f 1 11
3.8 TABERNASH.....WY	66.0	195			f 1 05
9.8 GRANBY.....	75.8	W 94 E 89	s 5 29	x 4 40	s 12 49
10.4 SULPHUR.....	86.2	150			s 12 32
6.8 FLAT.....	93.0	136			
5.0 TROUBLESOME.....	98.0	111			
5.5 KREMMLING.....	103.5	116	s 4 53		s 12 05
2.5 GORE.....	106.0	131			
5.3 AZURE.....	111.3	95			f
5.1 RADIUM.....	116.4	167			s 11 33
6.6 YARMONY.....	123.0	88			
5.8 ORESTOD.....J	128.6				s 11 10 AM
0.7 BOND.....DNBKWY	129.3	Yard	s 3 55	s 3 10	Lv. Daily
12.8 DELL.....	142.1	144			
2.5 BURNS.....	144.6		s 3 19		
10.6 RANGE.....W	155.2	156			
11.6 DOTSERO.....JY	166.8	136	2 47 AM	2 10 PM	

(166.8)

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

SECOND CLASS		FIRST CLASS	Station Numbers	Mile Posts	Subdivision 2 and 3 Stations TIME-TABLE No 5 October 1, 1965
75 Fast Freight	77 Fast Freight	1 Royal Gorge			
Lv. Daily	Lv. Daily	Lv. Daily			
		12 15 PM	7134	119.4	PUEBLO U D BK
				119.6	0.2 AT & SF CROSS- SING
7 00 PM	11 10 AM		4000	120.1	0.5 PUEBLO YD BKR
7 08	11 18	12 22		122.3	2.2 GOODNIGHT.....
7 17	11 28	12 29	1706	127.3	5.0 LIVESEY.....
7 27	11 40	12 37	1712	134.6	7.3 SWALLOWS.....
7 34	11 46	12 44	1714	139.6	5.0 HOBSON.....
7 42	11 54	12 52	1720	145.8	6.2 PORTLAND..... D
7 45	11 57	12 54	1722	147.1	1.3 ADOBE.....
7 51	12 03	1 02	1724	151.9	4.8 FLORENCE..... D
8 03	12 15	1 23	1740	160.0	8.1 CANON CITY..... DOWY
8 13	12 25	1 32	1748	164.8	4.8 GORGE.....
		1 36	1749	166.3	1.5 HANGING BRIDGE..
		1 46			4.9 PARKDALE.....
8 32	12 45	1 57 ⁴⁶	1754	171.2	4.5 SPIKEBUCK.....
8 40	12 55	2 05	1756	175.7	4.5 ECHO.....
8 49	1 04	2 12	1760	180.2	3.9 TEXAS CREEK..... DY
8 55	1 11	2 20	1762	184.1	7.6 COTOPAXI..... W
9 06	1 24 ⁴⁶	2 34	1782	191.7	6.4 VALLIE.....
9 16	1 33	2 45	1784	198.1	5.3 HOWARD.....
9 24	1 41	2 53	1786	203.4	4.6 SWISSVALE.....
9 31	1 48	3 00	1792	208.0	7.1 SALIDA..... DNBFKOSRWY
9 45 PM	2 00 PM	3 15 PM	2002	215.1	7.1 BROWN CANON.....
Ar. Daily	Ar. Daily	Ar. Daily	2010	222.2	10.7 NATHROP.....
			2016	232.9	7.4 BUENA VISTA.....
			2020	240.3	4.4 AMERICUS.....
			2026	244.7	7.4 PRINCETON.....
			2032	252.1	5.3 YALE.....
			2034	257.4	6.2 KOBÉ.....
			2040	263.6	7.4 MALTA..... JY
			2100	271.0	9.3 TENNESSEE PASS...
			2208	280.3	3.5 MITCHELL.....
			2210	283.8	4.7 PANDO.....
			2216	288.5	5.5 RED CLIFF.....
			2220	294.0	2.2 BELDEN.....
			2232	296.2	5.8 MINTURN..... BFKSWY
			2250	302.0	

(182.6)

Subdivision 2 and 3 Stations TIME-TABLE No 5 October 1, 1965	Capacity of Siding	FIRST CLASS	SECOND CLASS	
		2 Royal Gorge	44 Fast Freight	46 Fast Freight
		Ar. Daily	Ar. Daily	Ar. Daily
PUEBLO U D BK		11 45 AM		
0.2 AT & SF CROSSING...				
0.5 PUEBLO YD BKR	Yard		7 10 AM	3 30 PM
2.2 GOODNIGHT.....	105	11 35	6 58	3 22
5.0 LIVESEY.....	143	11 28 ⁷⁷	6 49	3 13
7.3 SWALLOWS.....	88	11 18	6 40	3 04
5.0 HOBSON.....	121	11 10	6 34	2 56
6.2 PORTLAND..... D	145	11 01	6 27	2 44
1.3 ADOBE.....	191	10 59	6 25	2 42
4.8 FLORENCE..... D	85	10 53	6 19	2 36
8.1 CANON CITY..... DOWY	89	10 40	6 10	2 26
4.8 GORGE.....	89	10 31	6 01	2 16
1.5 HANGING BRIDGE..	89	10 27		
4.9 PARKDALE.....	89	10 17		
4.5 SPIKEBUCK.....	89	10 05	5 42	1 57 ¹
4.5 ECHO.....	89	9 58	5 35	1 50
3.9 TEXAS CREEK..... DY	115	9 51	5 28	1 43
7.6 COTOPAXI..... W	116	9 45	5 21	1 36
6.4 VALLIE.....	119	9 34	5 09	1 24 ⁷⁷
5.3 HOWARD.....	95	9 25	4 59	1 14
4.6 SWISSVALE.....	92	9 19	4 51	1 06
7.1 SALIDA..... DNBFKOSRWY	Yard	9 13	4 44	12 59
7.1 BROWN CANON.....	130	9 00 AM	4 30 AM	12 45 PM
10.7 NATHROP.....	130	Lv. Daily	Lv. Daily	Lv. Daily
7.4 BUENA VISTA.....				
4.4 AMERICUS.....	129			
7.4 PRINCETON.....	145			
5.3 YALE.....	158			
6.2 KOBÉ.....	Yard			
7.4 MALTA..... JY	151			
9.3 TENNESSEE PASS...	158			
3.5 MITCHELL.....	158			
4.7 PANDO.....	201			
5.5 RED CLIFF.....	Yard			
2.2 BELDEN.....				
5.8 MINTURN..... BFKSWY				

(182.6)

Schedule and train order times for Westward trains at Goodnight apply at the end of two main tracks.

Schedule and train order times for Eastward trains at Salida apply at east switch, Track No 1, MP 214.7.

8 WESTWARD

EASTWARD

FIRST CLASS		Station Number	Mile Posts	Subdivision 4 Stations TIME-TABLE No 5 October 1, 1965	Capacity of Sidings	FIRST CLASS	
7 Prospector	17 California Zephyr					8 Prospector	18 California Zephyr
Leave Daily	Leave Daily					Arrive Daily	Arrive Daily
		2250	302.0	MINTURNBFKSWY	Yard		
		2256	308.2	6.2 AVON.....	166		
		2260	319.0	10.8 WOLCOTT.....	150		
		2268	329.0	10.0 EAGLE.....W			
		2270	332.0	3.0 WEST.....	150		
		2272	335.8	3.8 GYPSUM.....			
11 12 PM	1 17 PM	2276	341.9	6.1 DOTSERO.....JY	136	2 47 AM	2 10 PM
		2282	347.5	5.6 ALLEN.....	107		
		2284	350.5	3.0 SHOSHONE.....W	75		
		2288	355.0	4.5 GRIZZLY.....	95		
s 11 53	s 2 05	2290	360.1	5.1 GLENWOODBJKR	29	s 2 15	s 1 38
		2502	361.3	1.2 FUNSTON.....WY	Yard		
		2508	367.9	6.6 CHACRA.....	108		
		2512	372.7	4.8 NEWCASTLE.....	119		
		2520	379.5	6.8 SILT.....	110		
s 12 25 AM	x 2 35	2528	386.6	7.1 RIFLE.....Y	116	s 1 40	x 1 05
		2532	391.4	4.8 LACY.....	123		
		2538	399.1	7.7 DOS.....	111		
		2540	404.0	4.9 GRAND VALLEY.....W	99		
		2542	408.7	4.7 UNA.....	116		
		2546	416.6	7.9 DE BEQUE.....	89		
		2552	423.3	6.7 AKIN.....	120		
		2554	427.7	4 TUNNEL.....	89		
		2560	432.6	4.9 CAMBO.....	82		
		2572	437.0	4.4 PALISADE.....	E 94 W121		
		2578	442.5	5.5 CLIFTON.....	99		
		2580	445.3	2.8 FRUITVALE.....			
			447.3	2.0 EAST YARDBKR	Yard		
1 40 AM	3 50 PM	5000	449.6	7.9 GRAND JCT.BJKR	Yard	12 20 AM	11 53 AM
Arrive Daily	Arrive Daily			(147.6)		Leave Daily	Leave Daily

ASPEN BRANCH

Station Numbers	Mile Posts	Subdivision 4-B Stations TIME-TABLE No 5 October 1, 1965	Capacity of Sidings
2290	360.1	GLENWOOD.....BJKR	Yard
2408	367.9	7.8 CATTLE CREEK.....	14
2416	373.0	5.1 CARBONDALE.....W	Yard
2428	382.0	9.0 EMMA.....	24
2437	392.9	10.9 WOODY CREEK.....	25
2440	401.3	8.4 ASPEN.....Y	Yard
		(41.2)	

WESTWARD CRAIG BRANCH EASTWARD 9

SECOND CLASS	Station Numbers	Mile Posts	Subdivision 1-A (In part, also see Page 4) and 1-B Stations TIME-TABLE No 5 October 1, 1965	Capacity of Sidings	SECOND CLASS
9 Passenger Mail & Exp. Lv. Daily			10 Passenger Mail & Exp. Ar. Daily		
s1 05	129	128.8	ORESTOD.....J		s11 10 AM
f1 19	134	134.4	5.6 McCOY.....	54	f10 47
f1 30	139	138.7	4.3 CRATER.....Y	68	f10 35
f1 41	143	142.7	4.0 VOLCANO.....	134	f10 24
f2 00	150	150.1	7.4 EGERIA.....	67	f10 06
s2 05	153	153.3	3.2 TOPONAS.....Y	45	s10 02
2 11	158	157.9	4.6 TRAPPER.....	65	9 56
s2 18	162	161.8	3.9 YAMPA.....	68	s9 51
s2 28 PM	168	168.0	6.2 PHIPPSBURGDBFKRSWY	Yard	s9 42 AM
s2 35		171.4	3.4 OAK CREEK.....		s9 35
f2 39		173.6	2.2 ROUTT.....		f9 29
f2 42	175	175.2	1.6 HAYBRO.....	47	f9 26
2 47	178	178.2	3.0 PARK.....	38	9 21
f2 56	184	183.9	5.7 SIDNEY.....	90	f9 12
s3 13	191	191.1	7.2 STEAMBOAT.....WD	69	s8 59
3 25	198	200.1	9.0 HITCHENS.....		8 48
s3 27	201	201.2	1.1 MILNER.....	73	s8 46
3 35	206	206.6	5.4 BEAR.....	65	8 39
f3 38	208	208.0	1.4 HARRIS.....	58	f8 37
s3 50	215	215.1	7.1 HAYDEN.....D	49	s8 27
4 20 PM	232	231.7	16.6 CRAIGDBKWY	Yard	8 05 AM
Ar. Daily			(102.9)		Lv. Daily

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

Extra trains must make way promptly when overtaken by No 9 or No 10.

LEADVILLE BRANCH

Station Numbers	Mile Posts	Subdivision 3-A Stations TIME-TABLE No 5 October 1, 1965	Capacity of Sidings
2100	271.0	MALTA.....YJ	Yard
2104	273.3	2.3 EILERS.....	Yard
2120	275.9	2.6 LEADVILLE.....BFOS	Yard

10 WESTWARD

EASTWARD

SECOND CLASS			Subdivision 8			SECOND CLASS
67	Station Numbers	Mile Posts	Stations	Capacity of Siding	68	
Freight			TIME-TABLE No 5		Freight	
Leave Daily			October 1, 1965		Arrive Daily	
	7134	118.9	PUEBLO UDBJK	Yard		
	1136	121.4	2.5 MINNEQUA.....	Yard		
	1140	122.9	1.5 SOUTHERN JCTJ			
	1153		19.1 CEDARWOOD.....			
	1158		11.5 LASCAR.....			
		175.0	16.4 WALSENBURG UDDN			
		175.1	0.1 D&RGW JCT.....J			
3 30 PM	1180	175.2	0.1 WALSENBURG.....	Yard	7 21 AM	
			15.1 LA VETAWY	Yard	6 50	
4 10	1550	190.3	6.3 OCCIDENTAL.....	60	6 24	
4 31	1560	196.6	10.6 FIR.....Y	35	5 41	
5 14	1564	207.2	7.4 SIERRA.....	68	5 16	
5 39	1570	214.6	13.1 FORT GARLAND.....D	77	4 44	
6 11	1576	227.7	4.7 BLANCA.....	68	4 37	
6 18	1578	232.4	7.4 BALDY.....	20	4 25	
6 30	1584	239.8	11.9 ALAMOSABJK	Yard	4 01 AM	
6 54 PM	1590	251.7				
Arrive Daily			(132.8)		Leave Daily	

No 67 is superior to No 68.

Trains between **Southern Jet** and a point 200 feet west of **D&RGW Jct** at Signal No 1 **Walsenburg**, are operated under the Time-table Rules and Regulations of Wichita Falls Division of C&S Railway. See Time-table Rule 2-A.

Schedule and train order times Westward trains Sub-division 8 at **Walsenburg** apply at the end of two main tracks at East Switch Chute Run Around Track.

CREEDE BRANCH

				Subdivision 10-A		
Station Numbers	Mile Posts	Stations	Capacity of Siding	TIME-TABLE No 5		
				October 1, 1965		
1590	251.7	ALAMOSABJK	Yard			
1604	263.1	11.4 PARMA.....	14			
1606	266.1	3.0 ZINZER.....	76			
1612	269.0	2.9 MONTE VISTA.....W	Yard			
1624	282.8	13.8 DEL NORTE.....Y	60			
1628	288.9	6.1 HANNA.....	14			
1638	298.2	9.3 SOUTH FORK.....W	21			
1640	299.1	0.9 DERRICK.....Y	Wye			
1644	302.8	3.7 MASONIC PARK.....				
1650	312.1	9.3 WAGON WHEEL GAP.....	11			
1654	318.1	6.0 WASSON.....Y	20			
1661	320.7	2.6 CREEDE.....	Yard			

WESTWARD

EASTWARD 11

				Subdivision 11		
Station Numbers	Mile Posts	Stations	Capacity of Siding	TIME-TABLE No 5		
				October 1, 1965		
1590	251.7	ALAMOSABJK	Yard			
3542	257.0	5.3 HENRY.....	25SG			
3544	259.6	2.6 ESTRELLA.....	35SG			
3546	266.2	6.6 LA JARA.....DW	Yard			
3555	273.3	7.1 ROMEO.....	39SG			
3557	280.3	7.0 ANTONITO.....DFWY	Yard			
	291.8	11.5 LAVA.....WY				
3804	299.4	7.6 BIG HORN.....Y	28			
3806	306.1	6.7 SUBLETTE.....W	25			
3808	310.5	4.4 TOLTEC.....	75			
3608	318.4	7.9 OSIER.....W	43			
3610	324.8	6.4 LOS PINOS.....W	46			
3614	330.6	5.8 CUMBRES.....WY	105			
3812	335.5	4.9 CRESCO.....W	43			
3816	340.0	4.5 LOBATO.....	28			
3820	344.1	4.1 CHAMABK	Yard			

Both standard and narrow gauge (3-rail) track **Alamosa** —Antonito. Narrow gauge only west of **Antonito**.

WESTWARD

EASTWARD

				Subdivision 12		
Station Numbers	Mile Posts	Stations	Capacity of Siding	TIME-TABLE No 5		
				October 1, 1965		
3820	344.1	CHAMABK	Yard			
3824	349.2	5.1 WILLOW CREEK.....	17			
3828	354.0	4.8 AZOTEA.....	32			
3836	363.5	9.5 MONERO.....FW	21			
3842	369.5	6.0 LUMBERTON.....Y	63			
3846	373.3	3.8 DULCE.....	67			
3848	377.7	4.4 NAVAJO.....W	23			
3620	390.4	12.7 GATO.....WY	75			
3626	408.8	18.8 ARBOLES.....W	45			
3630	411.0	5.7 ALLISON.....	16			
3634	418.9	7.9 LA BOCA.....W	28			
3636	425.7	6.8 IGNACIO.....	62			
3642	432.9	7.2 OXFORD.....	30			
3644	437.3	4.4 FLORIDA.....W	30			
3646	441.6	4.3 FALFA.....	11			
3654	449.1	7.5 CARBON JCT.....J	27			
3660	451.5	2.4 DURANGOBJK	Yard			

WESTWARD FARMINGTON BRANCH EASTWARD

Station Numbers	Mile Posts	Subdivision 12-A		Capacity of Siding
		Stations		
		TIME-TABLE No 5 October 1, 1965		
3654	449.1	CARBON JCT.	27	
3906	457.4	POSTA	13	
3958	471.7	CEDAR HILL	19	
3962	475.9	INCA	10	
3964	481.8	AZTEC	23	
3966	487.5	FLORA VISTA	16	
3968	493.4	SAN JUAN	71	
3972	496.2	FARMINGTON	Yard	

WESTWARD SILVERTON BRANCH EASTWARD

SECOND CLASS		Mile Posts	Subdivision 12-B		Capacity of Siding	SECOND CLASS	
463	461		Stations			462	464
Mixed	Mixed		TIME-TABLE No 5 October 1, 1965			Mixed	Mixed
Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	
8 30 AM	7 30 AM	451.5	DURANGO	Yard	4 15 PM	5 15 PM	
9 15	8 15	462.5	HERMOSA	13	3 27	4 27	
9 44	8 44	469.1	ROCKWOOD	24	3 00	4 00	
f 10 05	f 9 05	472.3	TACOMA	18	f 2 39	f 3 39	
f 10 14	f 9 14	474.0	AH WILDERNESS		f 2 30	f 3 30	
f 10 35	f 9 35	478.0	TEFT		f 2 14	f 3 14	
f 11 01	f 10 01	484.0	NEEDLETON	13	f 1 50	f 2 50	
f 11 32	f 10 32	490.5	ELK PARK	14	f 1 20	f 2 20	
12 01 PM	11 01 AM	496.7	SILVERTON	Yard	12 50 PM	1 50 PM	
Arrive Daily	Arrive Daily		(45.2)		Leave Daily	Leave Daily	

No 461 & No 463 are superior to No 462 & No 464

Tracks or Stations Not Shown as Stations in Time-Table

Sub-division	Name	Mile Post	Station Numbers	Car Capacity	Switching Connection
1-A	Stock Yard Spur	B.L.2.2		Yard	West
1-A	Rocky Spur	18.0		Yard	West
1-A	Parshall	91.1	92	40	E. & W.
1-A	State Bridge	126.4			
1-A	Coppertown	132.2	132		
1-B	Edna	174.2	174	Mine Track	E. & W.
1-B	Energy Spur	200.1		Yard	East
1-B	Colute	209.9		10	E. & W.
2	Water Works	121.9	1701	91	West
2	Concrete	144.6	1718	70	E. & W.
2	Penitentiary	161.1	1744	30	West
2	Burnito	161.4	1746	40	East
2	Fink	170.3	1752	38	E. & W.
2	Pleasanton	195.4	1783	60	E. & W.
2	Wellsville	208.8	1796	22	E. & W.
2	Cleora	213.2	1800	161	E. & W.
3	Monarch Spur	214.9		Yard	East
3	Tie Plant	216.8	2002		East
3	Buena Vista	240.3	2020	32	E. & W.
3	Yale	257.4	2034	34	E. & W.
3	Red Cliff	294.0	2220	22	E. & W.
4	Eagle	329.0	2268	31	E. & W.
4	Gypsum	335.8	2272	21	E. & W.
4-A	Burns	144.6	2310	10	E. & W.
4-A	Sweetwater	158.0	2316	33	E. & W.
4-B	Flour Mill	362.8	2404	4	East
4-B	Mid-Continent	375.0	2416	Mine Track	F. & W.
4-B	Wingo	385.1	2432	9	E. & W.
4-B	Bates	387.4	2436	21	E. & W.
8	Sonora Spur	126.5	1142	100	East
8	Chamblin	146.9	1155	3	West
8	Loma Spur	176.0		Yard	East
8	Mortimer	221.3	1574	55	West
8	Russell	216.9	1572	14	West
10-A	S.L.C. Jet	267.0	1612	Yard	E. & W.
10-A	Continental Oil	268.3	1610	2	West
10-A	Evansville	280.8	1623	17	E. & W.
10-A	Gerrard	296.3	1632	20	E. & W.
11	LaFruto	256.0	3541	7-SG	E. & W.
11	Hartner	257.4	3543	13-SG	E. & W.
11	Bountiful	269.7	3548	21-SG	E. & W.
12	Mill Track	385.9	3617	20	E. & W.

Special Time-Table Rules

SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

SUPERIORITY AND MOVEMENT OF TRAINS

1. EXCEPT AS OTHERWISE PROVIDED EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

1-A. Train orders may be issued at **Walsenburg UD** or **Alamosa** effecting the through movement of a train on Subdivision 8 between these stations and such train orders will govern each Conductor and Engineman of this train until fulfilled, superseded or annulled.

CLEARANCES

2. Trains will secure Clearance at **Bond** instead of **Orestod**.

2-A. All Southward trains will secure at **Pueblo UD** or **Pueblo Yd** C&S Clearance Form "A", and necessary train orders for movement **Southern Jct** to **D&RGW Jct**.

C&S train order and Clearance forms will be used, issued over signature D&RGW Superintendent on Southward Track; C&S Superintendent on Northward Track.

2-B. Unless otherwise provided trains must secure Clearance at **Walsenburg UD**.

2-C. Trains will leave the following stations without Clearance:

Subdivision	Station	Remarks
4-A	Dotsero	Eastward and Westward trains Subdivision 4-A.
4	Grand Jct West Yard or Passenger station	When verbally authorized by Disp.
8	Walsenburg UD	Westward trains when no Opr on duty.
8	Alamosa	No 68 when no Opr on duty.
12-B	Silverton	

TRAIN REGISTERS

3. No's 7, 8, 17, 18, and trains destined to or enroute from **Phippsburg** will register with register ticket at **Bond**.

3-A. No's 9 and 10 will register with register ticket at **Phippsburg**.

3-B. No's 9 and 10 will register at **Hitchens** when so instructed.

3-C. First class trains arriving and departing **Pueblo UD** will be registered at **Pueblo Yd** by Train Disp through the Opr. Other trains arriving or departing **Pueblo** may register either at **Pueblo UD** or **Pueblo Yd**.

3-D. Subdivision 2 trains originating or terminating **Pueblo UD** will not require check of train register **Pueblo Yd**.

3-E. Eastward trains may register arrival on D&RGW train register **Walsenburg UD** with register ticket.

YARD LIMITS

4. Orestod (Subdivision 1-A, from MP 130.6 to sign "Beginning of CTC")	Sierra
Crater	Fort Garland
Phippsburg	Blanca
Haybro-Routt	Alamosa-Creede
Steamboat	Henry
Hitchens	Estrella
Colute	La Jara
Hayden	Romeo
Craig	Antonito
Portland-Concrete	Big Horn
Canon City	Sublette
Cleora-Salida	Cumbres
Malta-Leadville	Chama
(Subdivision 3-A only)	Monero
Glenwood-Aspen	Lumberton
(Subdivision 4-B only)	Dulce
Pueblo-Southern Jct	Gato
Walsenburg	Arboles
La Veta	Ignacio
Occidental	Carbon Jct-Durango
Fir	Farmington
	Ah Wilderness
	Silverton

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

Subdivision	Location	Limits
2 & 3	Salida	East end Track No 1, MP 214.7-ABS 2162.
1-A	Orestod	ABS 1287-Train Order Signal, Bond .
1-B	Phippsburg	Yard
1-B	Hitchens	MP 199-MP 201
1-B	Colute	MP 209-MP 210.2
1-B	Craig	Yard
	Pueblo	"CTC" sign MP 118.8-Entrance Pueblo UD .

4-B. Protection as prescribed by Rule 99, Rules of the Operating Department is not required as follows:

Location	Limits	Trains
East Portal-Winter Park	ABS 489—ABS 566	All trains
Bond-Orestod	ABS 1279—ABS 1308	Freight trains
Tennessee Pass	ABS 2818—Crossover MP 280.3	Eastward freight trains
Minturn	ABS 3009—ABS 3034	Freight trains
Grand Jct, West Yard	ABS 4487—ABS 4512	Freight trains

4-C. Unless otherwise provided all train, yard and other locomotive movements between **Pueblo** and MP 121.4, **Minnequa** must be made with the current of traffic. Movements against the current of traffic must be authorized by Yardmaster **Pueblo Yd**.

4-D. There are no tracks designated as main track at:

Alamosa: MP 250-junction Creede Branch Subdivision 10-A.

Chama: All tracks within Yard Limits.

Durango: MP 451-Animas River Bridge Subdivision 12-B.

AIR BRAKE AND RETAINER OPERATION, CAR LIMITS AND INSPECTION STOPS

5. Sign at MP 2 on Inbound-Outbound Lead, North Yard bears word "APEX". This sign located at point where maximum grade leaving North Yard begins. In switching movements at south end of North Yard switch engine handling cuts consisting of sufficient cars to make it necessary to pass this sign must have sufficient air brakes coupled and operative on head end of cut to assure necessary braking power to stop locomotive and cars being handled.

5-A. Trains consisting of more than one-half ore, rock, slag, coal or similar heavy loads will be considered coal trains. These trains must not be operated in excess of 50 MPH.

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

5-B. When doubleheading, engineman on second locomotive will not use in excess of 300 amperes on dynamic brake. Engineman on leading locomotive will use train air brakes with the maintaining system of braking, together with whatever dynamic brake necessary.

5-C. When more than five GP-30-35-40 units are in a locomotive consist the dynamic brake on all units of this type in excess of five must be cut out.

Crater to Orestod and East Portal to North Yard

5-D. Passenger trains, handled by locomotive having dynamic brake inoperative, locomotive brakes must be allowed to apply when brakes are applied on train.

5-E. On freight trains if actual tonnage per unit with operative dynamic brake exceeds:

	Coal Trains	Other Trains
F-7, GP-7, GP-9, F-9.....	1400 tons	1600 tons
SD-7, SD-9	2100 tons	2500 tons
GP-30, GP-35, GP-40.....	1500 tons	1700 tons

beginning at head end of train place ten retainers in 10 pound position, plus one retainer in 10 pound position for each additional 50 tons.

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

Tennessee Pass to Salida

5-G. Car limits, excluding caboose:

Less than 3 unit dynamic brake.....	100 cars
Three unit dynamic brake.....	110 cars
More than 3 unit dynamic brake.....	120 cars

Tennessee Pass to Minturn

5-H. On freight trains if actual tonnage per unit with operative dynamic brake exceeds:

	Coal Trains	Other Trains
F-7, GP-7, GP-9, F-9.....	900 tons	1000 tons
SD-7, SD-9	1300 tons	1500 tons
GP-30, GP-35, GP-40.....	1000 tons	1400 tons

beginning at head end of train place ten retainers in 10 pound position plus one retainer in 10 pound position for each additional 50 tons.

5-I. On freight trains if dynamic brake is inoperative, retainers will be used in 20 pound position on all heavily loaded cars, and in 10 pound position on other loaded cars and every other empty car.

5-J. 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-K. Car limits, excluding caboose:

Less than 3 unit dynamic brake.....	90 cars
Three unit dynamic brake.....	100 cars
More than 3 unit dynamic brake.....	110 cars

Leadville Branch

5-L. Before descending grades, air brake test must be made in accordance with Air Brake Rule 8-H and retainers must be used as prescribed by Time-table Rules 5-H and 5-I.

Monarch Spur

5-M. Before departing Monarch, MP 236.5 or Garfield, MP 233.4 (descending grade movements), 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 on all empty cars.

Before departing Monarch, MP 236.5, or Garfield, MP 233.4, (descending grade movements), air brake system must be charged to at least 105 pounds. This is to be determined as provided by Air Brake Rule 8-G.

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

Not more than one car having inoperative brakes will be handled in rock trains descending Monarch Spur, Monarch, MP 236.5 to Maysville, MP 224.6.

Standard brake pipe pressure on Monarch Spur is 110 pounds.

Salida to Pueblo

5-N. Car limits, excluding caboose:

Three or more units.....	120 cars
Two units F-7, F-9.....	80 cars
One unit F-7, F-9.....	40 cars
Two units GP or SD.....	120 cars
One unit GP or SD.....	60 cars

Not more than 90 cars of rock or similar heavy loads will be handled in any train.

Fir to Sierra

5-O. On freight trains if actual tonnage per unit with operative dynamic brake exceeds:

F-7, GP-7, GP-9, F-9.....	1200 tons
SD-7, SD-9	1800 tons
GP-30, GP-35, GP-40.....	1500 tons

beginning at head end of train place ten retainers in 10 pound position plus one retainer in 10 pound position for each additional 50 tons.

5-P. On freight trains if dynamic brake is inoperative retainers will be used in 20 pound position on all heavily loaded cars and in 10 pound position on other loaded cars and every other empty car.

Fir to LaVeta

5-Q. On freight trains if actual tonnage per unit with operative dynamic brake exceeds:

F-7, GP-7, GP-9, F-9.....	900 tons
SD-7, SD-9	1400 tons
GP-30, GP-35, GP-40.....	1100 tons

beginning at head end of train place ten retainers in 10 pound position, plus one retainer in 10 pound position for each additional 50 tons.

5-R. On freight, trains if dynamic brake is inoperative, retainers will be used in 20 pound position on all heavily loaded cars, and in 10 pound position on other loaded cars and every other empty car.

5-S. 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-T. Car limits, excluding caboose:

Less than 3 unit dynamic brake.....	90 cars
3 unit dynamic brake.....	100 cars
More than 3 unit dynamic brake.....	110 cars

Subdivisions 11 and 12

5-U. All trains will stop at **Cumbres** and make application and release test of air brakes.

Trainmen will note that rear brake of train applies, then signal for release. After rear brake releases trainmen will then place retainers in operating position as follows:

On trains consisting of heavily loaded cars, all retainers will be used in 20 pound position. On trains consisting of light loaded cars, mixed loaded and empty cars, or entirely of empty cars, all retainers will be used in 10 pound position. If it is found that retaining power is excessive a few retainers on rear of train may be turned to release position to avoid slack action or stalling on the grade. Four position (release control) retainers will be used in the slow direct exhaust position instead of 10 pound position on empty cars.

Not more than two cars having inoperative brakes will be handled in trains from **Cumbres** to **Chama**.

5-V. Westward trains on descending grade between **MP 443** and **Carbon Jet** use one retainer in 10 pound position for each 100 actual tons in train.

5-W. Car and/or tonnage limits:

Cumbres to Antonito	70 cars
Cumbres to Chama	45 loaded cars
	60 loaded and empty cars mixed
	60 empty cars
Chama to Durango	70 cars

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

Subdivision 12-B

5-X. On descending grade movements retainers will be used in 10 pound position. If it is found that retaining power is excessive a few retainers may be turned to release position to avoid slack action or stalling on the grade.

RAILROAD CROSSING AT GRADE, ABS, CTC, AND OTHER SIGNALS

6. Railroad crossings at grade protected by signals:

Sub-division	MP	Tracks Governed	Remarks
1-A	0.5	C&S	All trains stop
1-A	3.2	C&S, CB&Q Belt line, Main Track-Belt line	CTC-Interlocking. Each road governed by its own rules and special instructions.
2	119.6	D&RGW Main Track and Frt House Lead and AT&SF crossings	Color light signals for normal movements. Controlled by ATSF Disp. D&RGW and AT&SF governed by their own rules and special instructions. Switch at West end Pueblo UD is dual controlled. Yard engines to and from Frt House Lead must open gate protecting MoPac crossing to receive signal indication.

Operation Belt Line

6-A. Trains, yard and other locomotives operate by CTC between **Utah Jct** (West end of **North Yard**) and **Belt** (CRIP connection switch) and between **Belt** and **UP Transfer MP 4** as indicated by CTC signs. Movements over these tracks are controlled by D&RGW Disp.

Yard switch movements doubling from CB&Q overhead to UP interchange **Pullman**, when returning for rear portion of cut may pass ABS B-38 displaying stop indication without PC.

UP derail is located 100 feet west of head block of switch leading to Eaton Metal Products Co. on D&RGW lead. Derail is equipped with UP and D&RGW switch locks.

6-B. Crossing signal protection is provided on Continental Baking Co. Spur at North Broadway. All movements over this crossing on spur must stop before entering crossing, and crossing signal actuated by placing switch key in key switch and turning key to right as far as possible then remove key. Key switch located on side of signal case on west side of North Broadway. Crossing signal will return to normal after movement over crossing.

Operation Rocky Spur

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

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

Operation Through Moffat Tunnel

6-D. Rule 285, Rules of the Operating Department is amended to extent that a speed of 40 MPH instead of medium speed will apply as follows:

Eastward—ABS 566 and 566-A, **Winter Park** to ABS 502, **East Portal**.

Westward—ABS 501 and 501-A, **East Portal** to ABS 565, **Winter Park**.

Not more than one train will be permitted to occupy track in **Moffat Tunnel** between East switch **Winter Park** and West switch **East Portal**, except a helper locomotive may be uncoupled from the rear of an Eastward train inside tunnel or east of East switch **Winter Park** and proceed in opposite direction at restricted speed. Helper locomotive shoving a Westward train into **Moffat Tunnel** must not shove beyond ABS 501 or 501-A.

6-E. ABS governing movements over West switch **East Portal**, in addition to their ABS function, will not indicate Proceed unless ventilation curtain is raised.

In case train finds curtain down or inoperative, Disp must be contacted immediately.

A "3 Position" switch is located on south side **Moffat Tunnel** approximately twenty feet west of curtain by which curtain may be operated in case of emergency. A second "3 Position" switch inside office may be used to operate curtain in case of emergency or by motor car operators. Be governed by instructions posted at each location.

6-F. A bell at ABS 506 provides audible warning to Eastward trains should ABS 506 be obscured by smoke or fog.

6-G. A door on south side of **Moffat Tunnel** approximately fifteen feet west of curtain leads from **Moffat Tunnel** through the motor supply room into office. This may be used as emergency exit from **Moffat Tunnel**.

6-H. Eastward freight trains must not exceed a speed of 20 MPH and Eastward passenger trains must not exceed a speed of 25 MPH from a point 1750 feet west of curtain until the locomotive has cleared the east portal of **Moffat Tunnel**.

6-I. If a train or locomotive is delayed in **Moffat Tunnel** for any reason Disp should be promptly notified from nearest refuge telephone. Disp telephones located in **Moffat Tunnel** as follows:

Refuge No	MP	Refuge No	MP
1	50.6	11	53.3
3	51.2	13	53.7
4	51.5	16	54.4
8	52.7	18	54.8
9	53.0	19	55.3

Operation at Orestod

6-J. All Positive ABS and dual controlled switches between West River track switch **Bond**, Subdivision 4-A, and East River track switch **Orestod**, Subdivision 1-A, inclusive, are controlled by Opr **Bond**.

When lower signal ABS 1287 **Orestod** displays approach indication it is authority to proceed on Subdivision 1-A to train order signal **Bond**.

Operation at Pueblo

6-K. Trains operate by CTC between beginning and end of CTC signs west end **Pueblo Yd**.

6-L. ABS 001 located to the right of AT&SF track at **Dry Creek** governs the movement of Westward trains from AT&SF track to D&RGW Westward Main track when AT&SF-D&RGW crossover is reversed.

6-M. Westward trains departing from **Roger Lead** will automatically set ABS 1207-W at stop, provided no Westward trains are occupying main track approaching ABS 1207-W. When ABS 1207-E will not clear due to train approaching ABS 1207-W, hold the hand operated snap switch, which is located on outside of telephone booth in reverse position until ABS 1207-E clears and locomotive passes signal, after which handle should be released. This operation will place ABS 1207-W in stop position and requires approximately 60 seconds elapsed time before ABS 1207-E will clear.

Operation at Tennessee Pass

6-N. ABS governing movements through **Tennessee Pass Tunnel**, in addition to ABS functions will not indicate proceed unless curtains are raised.

In case train finds curtain down or inoperative, Disp must be contacted immediately.

Instructions for manual operation are posted at each tunnel portal.

6-O. Crossover between main track and siding, located MP 280.3, **Tennessee Pass**, car capacity between crossover and East end of siding 80 cars.

Operation at Minturn

6-P. Dual controlled derailing switch West end **Minturn** siding MP 303.3 normally lined for derailing spur. Positive ABS 3033-A governs movements over derailing switch and through West switch **Minturn** siding. Trains must occupy release section beginning 490 feet east of ABS 3033-A for 45 seconds before dual controlled switches can be positioned for departure.

6-Q. Repeater signals located on north side of Main track and on south side of siding, in vicinity of YMCA crossing **Minturn** repeat indication of Positive ABS 3010 or 3010-A. If governing repeater signal does not display proceed when Eastward train is ready to depart, Disp must be contacted immediately.

Operation at Glenwood

6-R. When Eastward ABS 3598-A **Glenwood** displays illuminated letter "S" in conjunction with a proceed ABS indication it is authority to hand operate switch and enter Main track.

Operation at Grand Jet

6-S. Trains and locomotives 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 ABS and CTC 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-T. Dual controlled switch point derail on middle track, 10th Street **Grand Jet** located between opposing Positive ABS 4487-FE and 4488-F, normal position for derail. Westward trains or locomotives must occupy release section approaching Positive ABS 4487-FE one minute before Disp can position signal and dual controlled switch.

6-U. Depot Running Track between dual controlled switches at MP 449.0 and MP 450.1 **Grand Jet** connects with Westward Main track. Trains, yard or other locomotives occupying this track must make way for passenger trains without unnecessary delay.

Trains originating Depot Running Track, or Depot Yard, Passenger Station, may depart when Repeater Signal MP 449.8 Westward, or MP 449.3 Eastward displays proceed indication. If Repeater Signal does not indicate proceed when train is ready to depart, Disp must be contacted immediately. (See Time-table Rule 2-A).

Repeater Signals

6-V. In addition to aspects provided for by Rule 510-A, Rules of the Operating Department, Repeater Signal at **MP 142.9** has two additional aspects as follows:

Red over lunar: Will be displayed if slide fence between Repeater Signal and ABS 1428 is operated and track between Repeater and ABS 1428 is unoccupied. Trains receiving this indication will be governed by Rule 290, Rules of the Operating Department, looking out for rocks or other obstruction on track.

Red over dark: Will be displayed if fence is operated and track between Repeater Signal and ABS 1428 is occupied. Trains receiving this indication will proceed to ABS 1428, being governed by Rule 509, Rules of the Operating Department.

INSTRUCTIONS GOVERNING THE OPERATION OF CALIFORNIA ZEPHYR TRAINS

7. Zone speed for California Zephyr Trains No's 17 and 18 is five (5) MPH faster than authorized zone speed for conventional passenger trains except **Denver-Bond**.

7-A. Rear Trainman out of **Denver** will change marker lens to display red and yellow instead of red and green.

7-B. These trains will carry 200 pounds steam train line pressure.

7-C. Rear red and white lights will not be used. Trainmen will see that they are turned off before departing **Denver**.

Conditional Stops

8. No 17 will stop on flag at **Granby** to receive revenue passengers for **Salt Lake City** or beyond and discharge passengers from **Lincoln, Nebr.** or beyond.

8-A. No 18 will stop on flag at **Granby** to receive revenue passengers for **Lincoln, Nebr.** or beyond and discharge revenue passengers from **Salt Lake City** or beyond.

8-B. No 17 will stop at **Rifle** on Sundays and Holidays and will stop on flag other days to receive revenue passengers for **Salt Lake City** or beyond and discharge revenue passengers from **Denver** or beyond.

8-C. No 18 will stop at **Rifle** on Sundays and Holidays and will stop on flag other days to receive revenue passengers for **Denver** or beyond and discharge revenue passengers from **Salt Lake City** or beyond.

8-D. No's 7 and 8 will stop at **Winter Park** to pick up and discharge revenue passengers to and from points where these trains are scheduled to stop.

8-E. No's 9 and 10 will make regular stop at **Parshall** and will stop on flag at **State Bridge** and **Coppertown**.

8-F. No's 1 and 2 will unless otherwise provided stop 10 mins at **Hanging Bridge**.

TRAIN SPEEDS

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

ZONE SPEEDS	Passenger Trains MPH	Freight Trains MPH
Subdivision 1-A		
Prospect-Fox Jct	20	20
Fox Jct-Pecos St., MP 3.8.....	45	30
Belt Line, Utah Jct-UP Transfer, MP 4....	20	20
Pecos St., MP 3.8-MP 7.....	65	60
MP 7-MP 18 (Westward).....	65	60
MP 12-MP 7 (Eastward).....	60	40
MP 18-MP 12 (Eastward).....	50	25
(If necessary to use retainers under provisions of Time-table Rule 5-F, speed of freight trains must be restricted to 25 MPH from MP 12 to MP 7)		
Rocky Spur	20	20
MP 18-MP 37.....	25	25
MP 50-MP 37 (Eastward).....	40	25
MP 37-MP 50 (Westward).....	40	40
MP 50-MP 58.6.....	40	40
MP 58.6-MP 62.....	30	30
MP 62-MP 67.....	60	55
MP 67-MP 74.....	40	40
MP 74-MP 108.....	70	60
MP 108-East switch Radium.....	25	25
East switch Radium-River track switch Orestod	45	45
River track switch Orestod-MP 129.....	30	30
Junction switch Orestod-MP 150.....	25	20
MP 150-MP 168.....	50	40
If actual tonnage per unit with operative dynamic brake does not exceed:		
F-7, GP-7, GP-9, F-9.....	800 tons	
SD-7, SD-9	1200 tons	
GP-30, GP-35, GP-40.....	1100 tons	
and total train tonnage is not more than 4000 actual tons, freight trains may observe 5 MPH faster zone speed, MP 50-MP 37 (Eastward) and MP 18-MP 7 (Eastward).		
Subdivision 1-B		
MP 168-MP 174.....	35	25
MP 174-MP 178.....	40	40
MP 178-Craig	50	40
Energy Spur	25	25
Subdivision 2		
Pueblo-MP 159	60	60
MP 159-Salida	60	45
Subdivision 3		
Salida-MP 230	45	45
MP 230-MP 240.....	60	60
MP 240-MP 262.....	45	45
MP 262-MP 271.....	60	60
MP 271-MP 281.....	45	45
Except Coal trains (see Rule 5-A)		
MP 281-Salida (Eastward).....		40

ZONE SPEEDS	Passenger Trains MPH	Freight Trains MPH
Over Crossover switch MP 280.3 Tennessee Pass	20	20
MP 281-MP 298 (Westward).....	25	20
MP 298-MP 281 (Eastward).....	30	30
MP 298-Minturn	30	30
(If necessary to use retainers under provisions of Time-table Rule 5-I and on Coal trains (see Rule 5-A), speed must be restricted to 17 MPH, MP 281 to MP 298, and 25 MPH, MP 298 to Minturn .)		
Subdivision 3-A		15
Monarch Spur		
Bridge 215.4-Salida Yard.....	10	10
Bridge 215.4-Maysville MP 224.6.....	20	20
Maysville MP 224.6-MP 228.5 (Westward)	20	20
MP 228.5-Maysville MP 224.6 (Eastward)	20	12
MP 228.5-Monarch MP 236.5 (Westward)	12	12
Monarch, MP 236.5-MP 228.5 (Eastward)	12	8
Subdivision 4 and 4-A		
MP 129-Junction switch Dotsero.....	55	55
Minturn-East switch Funston.....	50	50
East switch Funston-MP 412.....	65	60
MP 412-MP 436.....	55	55
MP 436-10th Street, Grand Jct.....	70	60
Subdivision 4-B		
Glenwood-Flour Mill MP 362.8 (Westward).....	20	
Flour Mill MP 362.8-Glenwood (Eastward).....	15	
Flour Mill MP 362.8-East switch Carbondale.....	25	
East switch Carbondale-Aspen.....	20	
Except: trains handling ore MP 375-MP 389.....	10	
Over Wingo Bridge 384.92.....	10	
Subdivision 8		
Pueblo-La Veta (Except joint line).....	40	30
La Veta-MP 195.....	35	20
MP 195-MP 207.....	20	15
MP 207-MP 214.....	20	18
MP 214-MP 222.....	25	20
MP 222-MP 241.....	45	40
MP 241-Alamosa	35	30
Loma Spur	15	15
Within Yard Limits Jansen.....	10	10
Subdivision 10-A		
Alamosa-MP 289	30	30
MP 289-MP 300.....	20	20
MP 300-Creede		
Curves	10	10
Tangent	15	15

ZONE SPEEDS	Passenger Trains MPH	Freight Trains MPH
Subdivision 11		
Alamosa-MP 280 (Standard Gauge).....	30	30
Alamosa-MP 286 (Narrow Gauge).....	30	25
MP 286-MP 290.....	20	15
MP 290-MP 307.....	25	18
MP 307-MP 321.....	15	12
MP 321-Cumbres	15	15
Cumbres-Chama	15	12
Over Bridge 319.95.....	8	8
Over Bridge 339.78.....	10	10
Subdivision 12	25	18
Subdivision 12-A	20	20
Subdivision 12-B; except as specified below		
Rockwood-Bridge 471.23	8	8
Over Bridge 471.23.....	5	5
Over Bridges 495.64 and 496.12.....	10	10
K-36, K-37 types over Bridge 452.42.....	10	10
Durango Yard, MP 451-depot.....	12	10

OTHER MAXIMUM SPEEDS

10-A. All Subdivisions, except where maximum allowable speeds are lower. Through turnouts equipped with Dual Controlled switches:

East end North Yard siding	
Fox Jct. (End of two main tracks)	
C&S Jct., West end North Yard Siding	
Leyden	East and West end siding..... 30
Rocky	East and West end siding
Clay	East and West end siding
Plain	East and West end siding
Crescent	East end siding..... 25
Cliff	East and West end both sidings
Rollins	East and West end siding
Tolland	East and West end siding
East Portal	East end siding
Winter Park	East and West end siding
Fraser	East and West end siding
Tabernash	East and West end siding
Granby	East and West end both sidings
Sulphur	East and West end siding
Flat	East and West end siding
Troublesome	East and West end siding
Kremmling	East and West end siding
Gore	East and West end siding
Azure	East and West end siding
Radium	East and West end siding
Yarmony	East and West end siding
Salida	West end siding
Brown Canon	East end siding
Nathrop	West end siding..... 30

OTHER MAXIMUM SPEEDS **MPH**

Americus	East end siding	
Princeton	East and West end siding	
Kobe	West end siding	
Malta	East and West end siding	
Tennessee Pass	East end siding	
Mitchell	East end siding	
Pando	East and West end siding	
Minturn	East and 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	

Junction switch for movement to and from
Subdivisions 4 and 4-A

East and West switches of West crossover
for movement to and from Subdivisions
4 and 4-A.

Allen	East and West end siding	
Shoshone	East end siding	
Grizzly	East and West end siding	
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	
Rife	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	
De Beque	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	
MP 445.0	East end East Long Lead	30

Funston	East end North siding	
	East end South siding	25

Other turn-outs equipped with Dual Controlled switches	15
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Turnouts equipped with spring switches see Time-table Rule 13	
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Other turnouts equipped with spring switches	15
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Trailing through spring switches on straight track	30
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In or out of other turn-outs	15
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OTHER MAXIMUM SPEEDS **MPH**

MP 302.0-MP 302.6 Minturn	20
10th Street—Crossover MP 450.3, Grand Jct.	20

10-B. Maximum speeds permissible in any service by
various types of power and equipment as follows:

Series 6001-6013, 555-577, 3001-3063, 5100-5113, 5300-5314, 5901-5954	70
Series 66-74, 100, 120-123, 151, 152, 130-139, 5200-5204	50
Steam Derricks	35
Russell Snow Plow X-67 (handled in trains)	30
Clamshells, Scale Test Cars, (except Scale Test Car X-450) and Pile Drivers moving on own wheels	25
Scale Test Car X-450	35
Spreaders and Flangers handled in trains (not working)	35

Steam Derrick 028 must not be used west of
Carbondale, Aspen Branch; when used on other
branches speed must be restricted to 15 miles per
hour over wooden trestles.

10-C. Steam Locomotives

Locomotives Class K-36, K-37, K-28	35
Locomotives running backwards	15
Trains handling dead locomotives, side rods up	25
Dead locomotives with side rods all down	15
Dead locomotives with one pair wheels swinging	10

10-D. Sidings:

Tabernash	20
Radium	15
Adobe	15
Vallie	15
Malta	20
Subdivisions 1-A (Orestod-Phippsburg), 1-B, 8, 10, 10-A, 11, 12, 12-A, 12-B	15

10-E City ordinance speed limits as follows:

Florence	40
Buena Vista	25
Grand Valley	30
Palisade	25
Grand Jct	25
Walsenburg	15
Trinidad	15
Between MP 279.7 and 280.6 Antonito	12

MEDICAL TREATMENT OF PASSENGERS**11.** Suggested doctors for care of sick or injured passengers.

If assistance is needed to secure a doctor at **Denver**, the
Denver Medical Society Referral Center, 222-5817, may be
contacted.

E. A. Hinds, M.D., Chief Surgeon	Denver
C. N. Caldwell, M.D.	Pueblo
F. W. Barrows, M.D.	Pueblo
L. J. Leonardi, M.D.	Salida
Glenwood Medical Associates	Glenwood
T. D. Burleigh, M.D.	Grand Jct
R. F. Linnemeyer, M.D.	Grand Jct

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

St. Joseph's Hospital.....	Denver
St. Mary's-Corwin.....	Pueblo
Salida Hospital.....	Salida
Valley View Hospital.....	Glenwood
St. Mary's Hospital.....	Grand Jct

Medical Treatment of Employees

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

Denver and vicinity.....	623-8443	R. A. Hoover.....	Salida
D. W. Kramer.....	Craig	V. A. Veltri.....	Salida
M. P. Ogden.....	Granby	J. M. Kehoe.....	Leadville
L. E. Bare.....	Granby	V. E. Kelly.....	Leadville
E. G. Ceriani.....	Kremmling	Dennis Morgan, DDS.....	Leadville
B. M. Sutherland.....	Kremmling	G. B. Stanley.....	Gilman
R. E. Smith.....	Kremmling	Marshall Gibby.....	Eagle
So. Routt Med. Center..	Oak Creek	E. G. Ceriani (Kremmling)...	Bond
J. P. Ryan.....	Oak Creek	B. M. Sutherland	
H. S. Richards.....	Steamboat	(Kremmling).....	Bond
R. E. Smith.....	Steamboat	F. D. Law, DDS.....	Glenwood
Farley Clinic.....	Pueblo	B. E. Nutting.....	Glenwood
Pueblo Surgical Group.....	Pueblo	Roy W. Day.....	Glenwood
Parkview Medical Center.....	Pueblo	(Ear, Nose, Throat)	
A. Demshki.....	Pueblo	R. W. Viehe.....	Glenwood
(Ear, Nose & Throat)		Glenwood Medical	
E. B. Ley.....	Pueblo	Associates.....	Glenwood
T. A. Gunter (Dentist).....	Pueblo	H. O. Hendrick.....	Carbondale
H. S. Rusk.....	Pueblo	Aspen Medical Center.....	Aspen
(Eye, Ear, Nose & Throat)		Robert Burlingame.....	Aspen
W. M. Lewallen, Jr.....	Pueblo	H. G. Knapp.....	Rifle
L. L. Ward.....	Pueblo	R. D. Niehoff.....	Rifle
R. L. McKittrick.....	Pueblo	Grand Jct.....	243-3545
John McKittrick.....	Pueblo	J. M. Lamme, Jr.....	Walsenburg
J. L. Williams.....	Pueblo	E. K. Carmichael.....	Trinidad
John Hruby (DDS).....	Pueblo	A. E. Duncan.....	Alamosa
Bernard Baxter.....	Pueblo	S. D. Nichols.....	Alamosa
William McCormick.....	Pueblo	J. W. Ruddell.....	Alamosa
J. Harvey Johnston.....	Pueblo	J. H. Hurley.....	Alamosa
(Dermatologist)		F. A. Rehnitz.....	Alamosa
R. W. Dingler.....	Pueblo	W. C. Riley.....	Alamosa
J. S. Norman.....	Pueblo	D. R. Strong (Dentist).....	Alamosa
James Pollard.....	Pueblo	V. V. Anderson.....	Del Norte
P. J. Gamache.....	Florence	E. J. Zayac.....	Del Norte
John V. Buglewicz.....	Florence	H. D. Thomas.....	La Jara
H. C. Grabow.....	Canon City	G. R. Davis.....	Antonito
E. C. Budd.....	Salida	J. I. Duncan.....	Chama
Leo J. Leonardi.....	Salida	C. S. Dudley (Dentist).....	Durango
H. D. Smith.....	Salida	P. W. Luter.....	Durango
S. B. Phillips.....	Salida	F. M. Murray.....	Durango
William Mehos.....	Salida	R. W. Repert.....	Durango
L. A. Ralston (Dentist).....	Salida	L. B. McCarty.....	Aztec

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

St. Joseph's.....	Denver
St. Anthony's.....	Denver
St. Luke's.....	Denver
General Rose Memorial.....	Denver
Middle Park.....	Kremmling
Routt County Memorial.....	Steamboat
Memorial Hospital.....	Craig
St. Mary's - Corwin.....	Pueblo
Parkview Episcopal.....	Pueblo
St. Joseph's.....	Florence
St. Thomas - Moore.....	Canon City
St. Vincent's.....	Leadville
Salida Hospital.....	Salida
Valley View Hospital.....	Glenwood
St. Mary's.....	Grand Jct

12. LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

Subdivision 2		Subdivision 4	
Miles from Denver	Points	Miles from Denver	Points
119.9	Facing	448.6	Trailing
120.6	Trailing	449.0	Facing
120.7	Facing	450.3	Trailing
		451.1	Trailing

Subdivision 8	
Miles from Denver	Points
119.4	Trailing
120.7	Trailing
121.3	Facing
121.9	Trailing
122.7	Trailing

13. SPRING SWITCHES

Miles from Denver	Location	Normal Position	MPH
119.7	Pueblo	Westward Main Track	15
120.5	Pueblo	Roger Lead to Eastward Main Track	15
120.6	Pueblo	Westward Main Track	15
120.6	Pueblo	Eastward Main Track to So. yard lead.	15
122.3	Goodnight	Eastward Main Track	30
134.6	West Switch Swallows	Main Track	30
146.5	East Switch Adobe	Main Track	15
151.8	East Switch Florence	Main Track	30
161.2	West Switch Canon City	Main Track	30
164.9	West Switch Gorge	Main Track	15
171.3	West Switch Parkdale	Main Track	30
185.0	West Switch Texas Creek	Main Track	30
198.3	West Switch Vallie	Main Track	30
203.9	West Switch Howard	Main Track	30
222.9	West Switch Brown Canon	Main Track	15
232.9	East Switch Nathrop	Main Track	15
245.2	West Switch Americus	Main Track	15
262.8	East Switch Kobe	Main Track	30
284.6	West Switch Mitchell	Main Track	30
309.0	West Switch Avon	Main Track	30
317.7	East Switch Wolcott	Main Track	30
332.7	West Switch West	Main Track	30
445.6	East Switch East Yard	East Yard	15
446.9	East Switch Departure Track East Yard	East Long Lead	15
447.3	Entering Track to East Yard	East Yard	15
448.5	Westward Departure Track to Alternate Inbound Grand Jct	Cross-over	15

14. WATER TANKS OR CRANES BETWEEN STATIONS

Subdivision 12-A: MP 464.7
Subdivision 12-B: MP 474.6

15. AUXILIARY LINES

Dotsero Subdivision 4-A
Orestod Subdivision 4-A

DESIGNATION OF TRACKS—POSITION OF SWITCHES RESTRICTION OF TRACKS

16. Yard track indicator located west end **North Yard** indicates track by number on which Eastward trains will be yarded.

16-A. Second class and inferior trains moving between Main Street Switch Shanty and East Roger Switch Shanty, **Pueblo**, over Denver District on Eastward Main Track will be governed by signals from switch tenders.

16-B. Eastward end of Two Main Tracks between **Minnequa** and **Pueblo** is located at Main Street Switch Shanty near **Pueblo** roundhouse, Subdivision 8. Normal position of switch is for Westward Main track.

16-C. At **Salida**, switches must be lined for Barrel Lead No 2 when not in use, to provide derail protection for the yard.

16-D. Westward trains or other movements departing **Salida Yard**, other than from Track No 1 must secure permission from Disp before fouling or lining No 1 track switch. Telephone is located south of Main Track opposite west end No 3 track switch.

16-E. Trains being yarded **Salida** will, unless otherwise instructed, use the following tracks:

Eastward Trains—track No 1.

Westward Trains—track No 3, through Barrel Lead No 2.

These tracks will be kept clear for trains entering yard.

Lead switch and No 1 track at west end **Salida** must be lined for No 1 track when not in use.

16-F. Switch leading from **Leadville Branch**, Subdivision 3-A, 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.

16-G. Track No 1 **Minturn** must be left clear of cars.

16-H. Westward freight trains entering **East Yard**, will head in receiving yard as indicated by track indicator MP 445.6.

Track indicator for Eastward trains is located at MP 447.3. Eastward trains entering Alternate Eastbound track at **East Yard**, will be governed by instructions from Yardmaster.

16-I. At **Milner** inferior Westward trains will enter siding via crossover.

16-J. Trains departing **Monarch** must leave crossover switch at tipple lined for Load track, and switch to Derailing Spur lined for Derailing Spur.

16-K. Spur track at **Zinzer** with east end connection, capacity four cars serving Colorado Potato Growers Assn Warehouses and Spur track at **South Fork** with west end connection capacity six cars. Crews using these spurs will be governed as follows:

Before crossing main highway trains or locomotives will stop to clear highway. A member of the crew will proceed to the center of the highway with proper flagging equipment to protect further movement of

train against highway traffic. Movement over the highway crossing will be made only on his signal. In case of poor visibility during daylight hours red fusees will be used to flag highway traffic. Movements over highway crossings should be continuous and highway will not be blocked by standing equipment if it can be avoided.

At **Zinzer**, cars will not be left on Spur track between Main track and highway or between highway and warehouse.

At **South Fork**, cars will not be left on spur track between siding and highway.

16-L. Locomotives of K-36 or K-37 type must not go beyond **Rockwood**, Subdivision 12-B. Arrangements must be made to train an empty car behind the locomotive.

16-M. Location of permanent details on main track or sidings:

Subdivision	Location	Descriptions
1-A	McCoy.....	East end siding
	Crater.....	East end siding
	Egeria.....	East end siding
	Toponas.....	East end siding
1-B	Sidney.....	West end siding
	Park.....	West end siding
	Haybro.....	West end siding
4-B	Emma.....	East end siding
	Woody Creek.....	East end main track
8	Aspen.....	East end main track
	Sierra.....	West end siding
10-A	Fort Garland.....	West end siding
	Blanca.....	West end siding
	Creede.....	East end siding
11	Wasson.....	East end siding
	Wagon Wheel Gap.....	East end siding
	Hanna.....	East end siding
	Del Norte.....	East end siding
	Henry.....	West end siding
12	La Jara.....	West end siding
	Romeo.....	East end siding
	Cresco.....	West end siding
	Lobato.....	West end siding
12-A	La Boca.....	East end siding
	Oxford.....	East end siding
	Florida.....	East end siding
	Rockwood.....	East end siding
	Needleton.....	East end siding

16-N. Location of main track hand throw switches not equipped with electric locks, in CTC territory where Zone Speed is in excess of 20 MPH:

Location	Tracks
Tennessee Pass, MP 281.0.....	Yard Track
Avon, MP 308.2.....	Stock Track
Orestod, MP 128.5.....	Transfer and Orestod House Track

DOUBLEHEADING AND PLACING OF HELPER LOCOMOTIVES IN TRAIN

17. When one unit F-7, F-9, GP-30, GP-35, or GP-40 is used to doublehead another locomotive in freight service, the single unit must be placed behind the other locomotive.

17-A. When helper consisting of more than four units GP-30, GP-35, or GP-40, or five units of other types is used on rear of train ahead of caboose, all units in excess of four or five respectively, will be isolated.

17-B. Couplers must be blocked on SD-7 and SD-9 units when used with other units in helper service.

17-C. Two unit helper may be placed behind caboose provided coupler is blocked on shoving unit, except that helper will not be placed behind narrow gauge caboose.

17-D. D&RGW scale test cars, cars placarded "Rear End" or "Handle on Rear of Train Only" and other cars designated as "Rear Enders" must be trained behind helper when helper is on rear of train.

Helper Locomotives—Subdivisions 1-A and 1-B

17-E. Helpers turning on wye **East Portal** when there is snow or ice on the track will head in and back out.

17-F. Unless otherwise instructed helper will be coupled behind caboose from **Tabernash** to **Winter Park**.

17-G. Tonnage handled by units on head end of train must not exceed:

5000 adjusted tons, **North Yard** to **East Portal**

5000 adjusted tons, **Tabernash** to **Winter Park**

5000 adjusted tons, **Orestod** to **Crater**

6000 adjusted tons, **Phippsburg** to **Toponas**.

If train consists of more than this tonnage, helper will be placed on rear or cut into train.

Helper Locomotives—Subdivision 2, 3, and 4

17-H. When two helpers are used, the larger helper will be placed behind road locomotive's tonnage, and the smaller helper just ahead of caboose.

17-I. When one helper of five units or less supplying power is used, train just ahead of caboose; if helper of more than five units supplying power is used, train ahead of 1700 tons.

17-J. Tonnage handled by units on head end of train must not exceed:

6500 adjusted tons, **Canon City** to **Tennessee Pass**

3300 adjusted tons, **Minturn** to **Tennessee Pass**

7000 adjusted tons, **Glenwood** to **Dotsero**

6500 adjusted tons, **Dotsero** to **Minturn**

If train consists of more than this tonnage, helper will be placed on rear or cut into train.

Helper Locomotives—Subdivision 8

17-K. Tonnage handled by units on head end of train must not exceed:

4000 adjusted tons, **Sierra** to **Fir**

3300 adjusted tons, **La Veta** to **Fir**

If train consists of more than this tonnage, helper will be placed on rear or cut into train.

Helper Locomotives—Subdivision 11, 12, and 12-B

17-L. In operating three locomotive train out of **Chama** Eastward use two locomotives on head end of train and one locomotive on rear of train, just ahead of caboose.

17-M. Locomotives must not be doubleheaded over Bridges 319.95 and 339.78, Subdivision 11, or Bridges 452.42 and 471.23, Subdivision 12-B, and must not be operated over these bridges unless separated by at least one hundred feet. This separation must consist of lightly loaded equipment. It is not permissible to operate two locomotives over these bridges with only a flanger between them.

17-N. When second locomotive is used on trains of over 1400 adjusted tons on Subdivision 11 between **Antonito** and **Cumbres**, second locomotive must be cut into train.

Trains must not be doubleheaded on descending grade movements **Cumbres** to **Alamosa**, **Cumbres** to **Chama**, **Chama** to **Gato** and **MP 443** to **Carbon Jet**, except that in snow service trains may be doubleheaded when authorized.

17-O. On **Cumbres Turns**, when helper returns light from **Cumbres**, train crew and their locomotive will return from **Cumbres** to **Chama** ahead of helper except when there is switching to be done at **Cumbres** or on the return trip westward between **Cumbres** and **Chama**, in which event helper will precede train.

JOINT OPERATIONS

18. CB&Q-C&S Time-table Denver Division governs movements between **Prospect** and Denver Union Terminal Railway Co. tracks, **Denver**. Within these limits Rules and Regulation of Burlington Lines govern.

D&RGW yard locomotives are authorized to operate over C&S yard track from **Prospect Jct, Denver**, to connect with trackage of D&RGW serving Northwest Terminal area. Turn-out switch off C&S Freight Lead located approximately 300 feet north of 20th Street Viaduct. D&RGW yard locomotive movements over C&S trackage will be made as prescribed by CB&Q Rules of the Operating Department. Normal position of switch off C&S Freight Lead is lined and locked for C&S Freight Lead.

Employee in charge of movement will call Opr **Prospect** from telephone located under 20th Street Viaduct to secure permission to re-enter C&S trackage.

Denver Union Terminal Railway Co., General and Interlocking Rules, govern trains and locomotives while on the Denver Union Terminal Railway Co. tracks.

18-A. D&RGW Rules of the Operating Department govern train and locomotive movements within yard limits, **Pueblo**.

18-B. Trainmen, Enginemen, Hostlers and Yardmen must have in their possession, current time-tables and supplements thereto or re-issues thereof as follows:

Pueblo Terminal

AT&SF-D&RGW, Joint Line
D&RGW, Colorado Division
MOPAC, Central District
PUD&RR Co.

Denver Terminal

AT&SF-D&RGW, Joint Line
D&RGW, Colorado Division
C&S, Denver Division
DUT Ry Co, General and
Interlocking Rules

18-C. Trains or locomotives while on Union Depot Tracks, **Pueblo** will be governed by rules and regulations of PUD&RR Co. Time-table, except D&RGW Rules of the Operating Department govern use of spring switches and protective signals in PUD&RR Co. yard.

18-D. D&RGW trains entering **Pueblo UD** from the west will be governed by track indicator at Spring Switch 5. Yard and other locomotives will disregard track indicators.

18-E. Track indicator governing MoPac trains entering **Pueblo UD** will normally display track "2". When displays "X" trains will proceed through crossover and be governed by track indicator at Spring Switch 5.

18-F. Trains departing **Pueblo UD** Westward will not foul lead until receive signal indication permitting departure.

18-G. D&RGW and C&S Joint Tracks extend between **Southern Jct** and **D&RGW Jct**. Northward Track is under C&S operating jurisdiction. Southward Track is under D&RGW operating jurisdiction. C&S Time-table and Burlington Lines Rules and Regulations of the Operating Department govern train operation on both tracks.

18-H. On Subdivision 8 at MP 175.1, **Walsenburg**, C&S trains use D&RGW main track for a distance of 25 feet entering and leaving D&RGW main track at this point. Normal position of switches set for C&S.

18-I. Trains between **Walsenburg** and **Trinidad** are operated under the Time-table Rules and Regulations of Wichita Falls Division, C&S Railway.

18-J. Between **Trinidad** and **Jansen**, AT&SF Ry Rules and Regulations and ATSF Colorado Division Time-table govern operations.

TCS between AT&SF. Connection and **Jansen**.

AT&SF Operating Rule 502, Rules of the Operating Department, governs movements **Trinidad-Jansen**. Trains must secure permission from Control Station by telephone nearest to signal which controls movement.

At **Jansen**, Colorado and Wyoming Time-table, Rules and Regulations, govern operations.

MISCELLANEOUS

19. When RS-3, GP-7, GP-9, SD-7, SD-9, GP-30, GP-35 or GP-40 locomotives are being operated together, or coupled with other units, or when "A" units are being operated coupled between other units, and an alarm sounds, train will be stopped and units given inspection, when necessary.

19-A. Trains are prohibited from blocking crossings at **Granby**, longer than 15 minutes, except trains picking up and setting out at **Granby** are permitted under court order to block crossings not in excess of 25 minutes. Violation of court order subjects the company and/or its employees to contempt of court action.

19-B. Narrow gauge open or stock cars loaded with creosoted ties should be trained at least ten cars from locomotive to avoid fire hazard.

19-C. When locomotives equipped with Priest or Ray flangers are working under snow conditions, flanger must be used on the ascending as well as descending grade.

19-D. Discontinue whistling at 7th to 13th Streets, inclusive, **Durango** yard, but bell must be rung. At Sixth Street, which is State Highway, Rule 14 (i) is modified as follows: "Two short blasts, space, two short blasts" will be used approaching this crossing. Keep whistle tone to as moderate a pitch as possible.

19-E. Telephones located in booth at MP 290.7, MP 311.3, MP 315.2, MP 323.0, MP 326.0 and MP 330.0, Subdivision 11.

REVISIONS AND/OR MODIFICATION OF AIR BRAKE RULES

8-B. Communicating signal system on passenger equipment trains must be tested and known to be in a suitable condition for service before leaving terminal.

When operating air signal, car discharge valve will be held open for one second and allowed to remain closed four seconds between each blast of signal whistle.

On passenger train, signal for application of train brakes may be given verbally or by hand or lamp signal. The signal for release of train brakes must be given by one long blast of air whistle which must be obtained by opening car discharge valve on last car in train from which the signal can be given.

8-S. On a freight train, at points where engine crew or train crew is changed, but engine is not detached and no change made in consist of train, incoming engineman will apply train brakes with a 20 pound service brake pipe reduction. Outgoing engineman will note brake pipe leakage (which must not exceed 5 pounds per minute), then release train brakes.

8-T. On a passenger train, at points where engine crew or train crew is changed, but engine is not detached and no change made in consist of train, incoming engineman will apply train brakes immediately after stopping, leaving brakes applied. Outgoing engineman will note brake pipe leakage (which must not exceed 5 pounds per minute), then release train brakes. This test to be followed by running test of brakes in accordance with Air Brake Rule 11, as soon as speed permits after starting train.

9-B. At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds, as indicated by a gauge at the rear of freight train, and on a passenger train to not less than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15 pounds brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased

to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release. Cars added to a train which have not been inspected in accordance with Rules 8-F through 8-Q must be so inspected and tested at next terminal where facilities are available for such attention.

30-A. Diesel Road and Road-Switcher Units, either operative or in-operative, must be coupled together to make up the desired number of units for the train. All air hoses, including main reservoir pipe, brake pipe, actuating pipe, independent application and release pipe, equalizing pipe and sander pipe, must be properly connected between all units and cocks open.

30-B. Diesel Switching locomotives, moving dead in trains, must be handled not less than 5 cars or more than 15 cars from caboose. If two or more switching locomotives are handled in same train, they must be separated by placing 5 cars between each locomotive.

STATIONS OPEN FOR COMMUNICATION (Also for Train Orders in Train Order Territory)

STATION	OPEN HOURS		
	WEEK DAYS	SATURDAYS	SUNDAY & HOLIDAYS
Prospect	Continuous	Continuous	Continuous
North Yard	Continuous	Continuous	Continuous
Granby	8:00 AM to 5:00 PM	Closed	Closed
Kremmling	8:00 AM to 5:00 PM	Closed	Closed
Bond	Continuous	Continuous	Continuous
Phippsburg	7:45 AM to 3:45 PM	7:45 AM to 3:45 PM	7:45 AM to 3:45 PM
Phippsburg	6:00 PM to 2:00 AM	(Tuesday Only)	
Steamboat	8:00 AM to 5:00 PM	Closed	Closed
Hayden	8:00 AM to 5:00 PM	Closed	Closed
Craig	7:40 AM to 4:40 PM	7:40 AM to 4:40 PM	7:40 AM to 4:40 PM
Pueblo U.D.	Continuous	Continuous	Continuous
Pueblo Yd.	Continuous	Continuous	Continuous
Portland	8:30 AM to 5:30 PM	Closed	Closed
Florence	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM	Closed
Canon City	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM
Texas Creek	7:45 AM to 4:45 PM	7:45 AM to 4:45 PM	7:45 AM to 4:45 PM
Salida	Continuous	Continuous	Continuous
Buena Vista	7:30 AM to 4:30 PM	Closed	Closed
Leadville	8:00 AM to 5:00 PM	Closed	Closed
Minturn	Continuous	Continuous	Continuous
Eagle	7:15 AM to 4:15 PM	Closed	Closed
Carbondale	9:00 AM to 6:00 PM	Closed	Closed
Glenwood	Continuous	Continuous	Continuous
Rifle	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM	Closed
Palsade	8:00 AM to 5:00 PM	Closed	Closed
Grand Junction	Continuous	Continuous	Continuous
Minnequa	8:00 AM to 5:00 PM	Closed	Closed
Walsenburg	9:00 AM to 5:00 PM	9:00 AM to 5:00 PM	9:00 AM to 5:00 PM
Walsenburg	6:00 PM to 8:00 AM	6:00 PM to 8:00 AM	6:00 PM to 8:00 AM
Ft. Garland	8:30 AM to 5:30 PM	Closed	Closed
Alamosa	8:00 AM to 5:00 PM	Closed	Closed
Monte Vista	8:00 AM to 5:00 PM	Closed	Closed
Del Norte	9:00 AM to 6:00 PM	Closed	Closed
LaJara	12:01 PM to 9:00 PM	Closed	Closed
Antonito	9:00 AM to 6:00 PM	Closed	Closed
Chama	8:00 AM to 5:00 PM	Closed	Closed
Durango	8:00 AM to 5:00 PM	Closed	Closed
Astec	8:00 AM to 5:00 PM	Closed	Closed
Farmington	8:00 AM to 5:00 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 holidays fall on Sunday, the day observed by the State, Nation, or by proclamation shall be considered the holiday).

ADJUSTED TONNAGE RATINGS

FROM	TO	SD-7 5300-5304 SD-9 5305-5314	F-7, 555-575 5761, 5764 F-9, 577 5762- 5763 GP-7 5100-5113 GP-9 5901-5954	GP-30 3001-3028 GP-35 3029-3050	GP-40 3051-3063	Adjust- ment Factor
Denver.....	East Portal.....	1350	850	1000	1075	3
Tabernash.....	Winter Park....	1400	890	1050	1125	4
Orestod.....	Tabernash.....	2600	1650	1900	2050	6
Orestod.....	Toponas.....	1350	850	1000	1075	3
Phippsburg....	Toponas.....	1800	1200	1275	1375	4
Phippsburg....	Pallas.....	2850	1900	2000	2150	6
Haybro.....	Phippsburg.....	1800	1200	1275	1375	4
Steamboat.....	Haybro.....	2850	1900	2000	2150	6
Craig.....	Steamboat.....	5200	3550	4000	4300	9
Hitchens.....	Energy.....	2400	1450	1750	1900	6
Pueblo.....	Portland.....	5000	3350	3800	4100	9
Portland.....	Canon City.....	4800	3200	3600	3900	6
Canon City....	Salida.....	2150	1400	1600	1725	4
Salida.....	Tennessee Pass..	1900	1200	1425	1525	4
Minturn.....	Tennessee Pass..	850	550	625	675	2
Grant Jct.....	Glenwood.....	2700	1850	2150	2300	6
Glenwood.....	Minturn.....	2050	1300	1525	1650	6
Glenwood.....	Bond.....	2150	1400	1600	1725	6
Glenwood.....	Leon.....	2500	1650	1900	2050	2
Leon.....	Aspen.....	1200	800	900	975	2
Malta.....	Eilers.....	1000	650	725	775	2
Eilers.....	Leadville.....	850	550	625	675	2
Salida.....	Maysville.....	1100	750	850	925	2
Maysville....	Monarch.....	530	340	400	440	1
Pueblo.....	Minnequa.....	2150	1400	1600	1725	4
Minnequa....	Walsenburg.....	2600	1700	1950	2100	6
Walsenburg....	La Veta.....	1800	1100	1250	1350	4
La Veta.....	Fir.....	850	520	600	650	2
Alamosa.....	Russell.....	2700	1800	2100	2250	5
Russell.....	Sierra.....	1800	1200	1425	1525	4
Sierra.....	Fir.....	1100	700	775	825	3
Walsenburg....	Trinidad.....	2600	1700	1950	2100	5
Trinidad.....	Walsenburg....	2600	1700	1950	2100	5

SD-7 units rated the same as F-7 units and SD-9 units rated the same as F-9 units when used on a train with any other type units.

ADJUSTED TONNAGE RATING
STEAM LOCOMOTIVES

FROM	TO	Class K-37 490-499	Class K-36 480-489	Class K-28 473-478	Adjust- ment Factor
Alamosa.....	Antonito.....	1635	1615	1240	5
Antonito.....	Cumbres.....	840	825	630	4
Chama.....	Cumbres.....	250	230	185	1
Chama.....	Azotea.....	1715	1700	1375	6
Arboles.....	Durango.....	940	925	720	4
Carbon Jet.....	Falfa.....	660	650	490	3
Falfa.....	Gato.....	1160	1150	875	4
Gato.....	Dulce.....	1060	1050	825	4
Dulce.....	Lumberton.....	1320	1300	980	3
Lumberton.....	Monero.....	660	650	490	3
Monero.....	Azotea.....	710	700	535	3
Azotea.....	Chama.....	1020	1000	735	3
Durango.....	Hermosa.....			735	5
Hermosa.....	Silverton.....			315	2
Silverton.....	Durango.....			800	4
Farmington.....	Carbon Jet.....	1070	1050	810	5
Carbon Jet.....	Durango.....	1100	1070	835	5

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	—	—	—

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

Speed	Relative Damage	Safe Coupling Speed
4 miles per hour	□ —	SAFE COUPLING SPEED
5 miles per hour	□ —	Damage begins
6 miles per hour	□ —	2½ times as damaging as 4 MPH
7 miles per hour	□ —	3 times as damaging as 4 MPH
8 miles per hour	□ —	4 times as damaging as 4 MPH
9 miles per hour	□ —	5 times as damaging as 4 MPH
10 miles per hour	□ —	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!

LOCAL WATCH INSPECTORS

Hansen & Hansen Jewelry Co.	Denver
Sundman Jewelers	Denver
Cameron Jewelers	Denver
Gumm Time Service	Denver
W. L. Sather	Denver
Kester Jewelry Co.	Craig
W. H. Pettyjohn	Pueblo
W. Bert Farabee	Pueblo
Harding Bullock Jewelry	Pueblo
A. L. Pixler	Florence
C. C. Patton	Canon City
Donnahue's	Salida
Parker Jewelry Store	Leadville
Parsons' Jewelers	Grand Jct.
T. E. Dever	Glenwood
R. W. Gritz	Walsenburg
Jones Jewelry Co.	Alamosa
McKnight Bros.	Durango