

# UNITED STATES RAILROAD ADMINISTRATION

Walker D. Hines, Director General of Railroads

## DENVER & RIO GRANDE RAILROAD

# 1200 EMPLOYEES' TIME TABLE

To Take Effect 12:01 o'Clock A. M., Sunday, April 6, 1919

STANDARD TIME, 105th MERIDIAN

This Time Table is for the guidance of employes only, and is not intended for the information of the public, or as an advertisement of any train. The Railroad reserves the right to vary from it at pleasure

W. E. GREEN,  
Assistant General Manager

R. F. RAY,  
Asst. to Asst. General Manager

L. W. BOWEN,  
General Superintendent

L. F. WILSON,  
Superintendent of Transportation

R. T. McGRAW,  
Superintendent



**FIRST DIVISION  
SECOND DISTRICT  
Pueblo and Salida**

WESTWARD							Miles from Denver	Time Table No. 120 April 6, 1919	Siding Capacity in Cars	EASTWARD				
THIRD CLASS	SECOND CLASS		FIRST CLASS			FIRST CLASS				SECOND CLASS	THIRD CLASS			
83 Local Freight	65 Utah Fast Freight	51 California Fast Freight	15 Colorado Express	3 Salt Lake San Francisco Express	1 Pacific Coast Limited	2 Atlantic Coast Limited				4 Denver and Eastern Express	16 Colorado Express	52 California Fast Freight	84 Local Freight	
Leave Daily Exc. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Exc. Sunday			
7.00AM	5.50AM	10.30PM	12.10 AM	10.20PM	12.20PM	119.35	Sb PUEBLO SCWWTYN 9.00	Yard	4.10PM	9.00AM	3.30AM	7.30AM	2.00PM	
7.30	6.20	11.00	12.29	10.33	12.34	128.95	LIVSEY 5.65		3.48	8.46	3.06	6.47	1.10	
8.00	6.50	11.30	f 12.42	10.43	12.44 84	134.60	Wa SWALLOWS WN 5.03	79	3.38	f 8.35	f 2.54	6.22	12.44 1	
8.26 4	7.10	11.46	f 12.53	10.52	12.51	139.63	CARLILE 3.06	100	3.30	f 8.26 83	2.42	6.02	12.20	
8.44	7.20	11.56	12.59	10.58	f 12.56	142.69	Bk BEAVER D 1.74	72	3.23	f 8.17	2.35	5.48	12.10	
8.54	7.24	12.03AM	f 1.03	11.02	1.00	144.43	Rt CONCRETE D 1.37	Spur	3.19	f 8.12	f 2.31	5.40	12.05PM	
9.04	7.28	12.12	f 1.07	f 11.05	1.03	145.80	Bd PORTLAND D 2.04	37	3.16	f 8.09	f 2.28	5.30	11.59	
9.12	7.36	12.26	1.13	11.10	1.08	147.84	ADOBE 4.07	103	3.12	8.04	2.23	5.20	11.50	
9.30	7.55 4	12.52	s 1.23	s 11.18	s 1.18	151.91	Fe FLORENCE WYN 1.40	50	s 3.05	s 7.55 65	s 2.14	5.02	11.40	
9.35	8.00	12.57	1.26	11.20	1.21	153.31	CHANDLER JUNCTION 1.09		3.02	7.50	2.08	4.55	11.25	
10.00						154.40	BnBW A.T.&S.F. CROSS. No. 4D 5.63							
10.30	9.00	1.20 15	1.45 51	11.30	1.38	160.03	On CANON CITY CWTYN 1.39	50	2.50	7.36	1.55 15	4.20	11.00	
10.40 84	9.05	1.55 16	1.50 16	11.35	1.43	161.42	BURNITO 3.34	42	2.42	7.29	1.46	4.12	10.40 83	
11.08	9.24	2.26	2.03	11.50	1.58	164.76	GORGE 3.05	25 30	2.34	7.24	1.40	3.54	10.26	
11.33	9.42	2.50	2.11	11.59	2.08	167.81	SAMPLE 3.36	78	2.26	7.17	1.34	3.36	10.14	
12.06PM	10.00 84	3.18 52	f 2.20	12.08AM	2.18 2	171.17	Pd PARKDALE WN 4.53	52	f 2.18 1	f 7.09	1.27	3.18 51	10.00 65	
12.38	10.27	3.38	2.31	12.18	2.28	175.70	SPIKEBUCK 4.25	65	2.08	7.00	1.17	3.00	9.38	
1.10	10.52	4.00	2.41 52	12.28	2.38	179.95	ECHO W 4.16	64	1.59	6.51	1.08	2.41 15	9.20	
1.50 2	11.17	4.25	s 2.52	s 12.39	s 2.48	184.11	Kg TEXAS CREEK WYN 4.49	89	s 1.50 83	s 6.42	f 1.00	2.24	9.04	
2.10	11.43	4.45	3.03	12.50 16	2.59	188.60	FERNLEAF 3.08	62	1.41	6.31	12.50 3	2.02	8.40	
2.30	12.02PM	5.02	f 3.10	12.58	f 3.08	191.68	Co COTOPAXI WN 4.02	71	1.35	f 6.24	f 12.44	1.48	8.26	
2.50	12.26	5.22	f 3.19	1.08	3.16	195.70	PLEASANTON 2.41	98	1.27	f 6.16	f 12.34	1.28	8.04	
3.01	12.40	5.34	3.25	1.16 52	3.22	198.11	VALLIE 5.29	65	1.22	6.11	f 12.28	1.16 3	7.50	
3.35 1	1.11 2	6.00 4	f 3.38	1.30	3.35 83	203.40	Ha HOWARD WN 4.60	53	1.11 65	f 6.00 51	f 12.13AM	12.50	7.28	
4.00	1.40	6.22	3.49	1.42	3.45	208.00	SWISSVALE 4.41	87	1.01	f 5.52	11.59	12.30	7.04	
	2.08	6.42 84	3.59	1.53	3.54	212.41	CLEORA 2.70		12.53	5.45	11.46	12.06AM	6.42 51	
	2.25PM	7.00AM	4.05AM	2.00AM	4.00PM	215.11	S SALIDA SCWWTYN	Yard	12.45PM	5.35AM	11.40PM	11.50PM	6.30AM	
Arrive Daily Exc. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(95.76)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Exc. Sunday	
(10.00) 9.58	(8.85) 11.25	(8.30) 11.27	(3.55) 24.45	(3.40) 26.12	(3.40) 26.12		..... Time over District .....		(3.25) 28.02	(3.25) 28.02	(3.50) 24.98	(7.40) 12.47	(7.30) 12.70	
							..... Average Miles per Hour .....							

**A-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**

A-2. All trains and engines will reduce speed to 6 miles per hour passing over cross-over at round-house, Salida.

A-3. The train order semaphore at Portland is located on north side of main track opposite depot.

A-4. Wellsville (M. P. 208.90) is flag stop for Nos. 15 and 16.

A-5. Brewster (M. P. 154.40) is flag stop for Nos. 4 and 15.

A-6. Freight trains with eight or more cars of calcite rock must not exceed a speed of 20 miles per hour.

**SPECIAL INSTRUCTIONS.**

A-7. Freight trains will not exceed a speed of 25 miles an hour between Cotopaxi and Canon City. First class trains will not exceed 35 miles per hour, Parkdale to Burnito.

A-8. Eastward freight trains not stopping at Canon City may throw off register slip, by which operator will register train.

A-9. No. 4 stop at all points to discharge passengers from points west and South of Grand Junction.

A-10. No. 3 stop at all points for passengers destined to Aspen Branch and to points west of Grand Junction.

A-11. No. 1 slow down at Howard when requested by Mail Clerk to throw off parcel post.

**Position Switches End of Double Track—**

Swallows, Eastward Trains.  
Florence, Westward Trains.  
Canon City, Eastward Trains.  
Cleora, Westward Trains.



FIRST DIVISION  
FOURTH DISTRICT  
Cuchara Junction and La Veta

**FIRST DIVISION  
THIRD DISTRICT  
Pueblo and Trinidad**

**WESTWARD**

**EASTWARD**

**THIRD CLASS**

**FIRST CLASS**

**FIRST CLASS**

THIRD CLASS		FIRST CLASS		Mileposts	Time Table No. 120 April 6, 1919		Miles from Trinidad	FIRST CLASS	
161 Alamosa Fast Freight	163 Trinidad Fast Freight	115 Alamosa and Durango Mail and Ex.	109 Walsenburg and Trinidad Express		STATIONS	110 Walsenburg, Pueblo, Colo. Spgs. and Denver Exp.		116 Pueblo and Denver Mail and Express	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Sb	Arrive Daily	Arrive Daily			
9.30 PM	4.00 AM	12.01 AM	12.30 PM	119.35	Yard	11.50 AM	2.45 AM		
10.15	4.30	12.12	12.42	121.42	Yard	11.38	2.30		
10.30 PM	4.50	12.20 AM	12.45	122.93	Sj	11.35	2.25 AM		
VIA JOINT LINE	VIA JOINT LINE	VIA JOINT LINE	VIA JOINT LINE	123.93	Ac	VIA JOINT LINE	VIA JOINT LINE		
	7.50		1.40	127.83	Ks				
	7.55		1.44	139.95	Rs				
	8.20		1.52	145.75	M				
	8.40		1.58	149.72	Cn				
	9.20		2.10	155.42	Uf	10.32			
	9.25 110		2.50	160.45	Pa	10.29			
	9.55		3.00	163.89	Cu	10.23			
	10.05		3.08	168.72	WYE JUNCTION	10.17			
	10.24		3.23	169.16	Rx	10.10			
	10.45		3.32	173.70	Ga	9.25 163			
	11.05		3.43	177.62	Ba	9.14			
	11.20		3.51	185.11	Cl	9.06			
	11.35		4.00	188.80	Ci	8.52			
	11.50		4.08	194.49	HM A.T.&S.F. CROSS.No.5 N	8.45			
			4.10	198.07	Rn	8.35			
			4.20 PM	202.20	EL MORO NCWTS	8.27			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	206.22	ENGLEVILLE JUNCTION	8.18			
				206.48	TRINIDAD YSD	8.10			
				210.26	(90.91)	8.08			
						8.00 AM			
						Leave Daily	Leave Daily		

(1.00)  
3.58

(8.10)  
10.37

(0.19)  
11.31

(8.50)  
28.40

..... Time over District .....  
..... Average Miles per Hour.....

(3.50)  
23.40

(0.20)  
10.77

**SPECIAL INSTRUCTIONS.**

- B-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
- B-2. All trains reduce speed to ten miles per hour, between mile post 147 and bridge 148B.
- B-3. Farr Section House (M. P. 178.1) flag stop for Nos. 109 and 110.
- B-4. Register box at Wye Junction for use of trains running between Wye Junction and Walsenburg.

- B-5. Freight trains will not exceed eighteen miles per hour between El Moro and Trinidad.
- B-6. Eastward freight trains will reduce speed to six miles per hour, Minnequa to Pueblo.



**FIRST DIVISION  
FOURTH DISTRICT  
Cuchara Junction and La Veta**

WESTWARD							Mile posts	Time Table No. 120 April 6, 1919	Siding Capacity in Cars	Miles from La Veta	EASTWARD			
THIRD CLASS		SECOND CLASS		FIRST CLASS							FIRST CLASS		SECOND CLASS	THIRD CLASS
161 Alamosa Fast Freight		133 Mixed		115 Alamosa and Durango Mail & Expr.	109 Walsenburg and Trinidad Express	107 Walsenburg, Pueblo, Colorado Springs and Denver Express					108 Walsenburg and Trinidad Express	110 Walsenburg, Pueblo, Colorado Springs and Denver Express	116 Pueblo and Denver Mail and Express	130 Mixed
Leave Daily		Leave Daily		Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
2.50AM		3.35PM		1.50	2.25PM	9.40AM	9.25AM	2.50PM	10.10AM	12.45AM				
3.35		4.00		2.15	4.00	9.10	169.16	21.18	12.35	9.35AM				
4.10		4.15		2.25	4.15	9.00	168.72	21.62	9.10	9.00				
4.30		4.45PM		2.45AM	4.45PM	8.45AM	174.39	15.95	8.45AM	8.45AM				
5.00AM		Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	175.14	15.20	8.45AM	8.45AM				
Arrive Daily		Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	175.24	15.10	8.45AM	8.45AM				
(2.10) 7.36		(1.10) 12.94		(1.00) 15.95	(0.15) 25.92	(0.15) 24.18	175.98	14.36	8.45AM	8.45AM				
Time over District.....		Time over District.....		Time over District.....	Time over District.....	Time over District.....	182.66	7.68	8.45AM	8.45AM				
Average Miles per Hour.....		Average Miles per Hour.....		Average Miles per Hour.....	Average Miles per Hour.....	Average Miles per Hour.....	185.60	10	8.45AM	8.45AM				
Average Miles per Hour.....		Average Miles per Hour.....		Average Miles per Hour.....	Average Miles per Hour.....	Average Miles per Hour.....	190.34	Yard	8.45AM	8.45AM				
Average Miles per Hour.....		Average Miles per Hour.....		Average Miles per Hour.....	Average Miles per Hour.....	Average Miles per Hour.....	X	Yard	8.45AM	8.45AM				
Average Miles per Hour.....		Average Miles per Hour.....		Average Miles per Hour.....	Average Miles per Hour.....	Average Miles per Hour.....	LA VETA	Yard	8.45AM	8.45AM				
Average Miles per Hour.....		Average Miles per Hour.....		Average Miles per Hour.....	Average Miles per Hour.....	Average Miles per Hour.....	(21.62)	Yard	8.45AM	8.45AM				

C-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.  
C-2. Rockland (M. P. 177.85) flag stop for 133.

C-3. No Eastward train except No. 116 will leave Walsenburg without clearance.  
C-4. Rockland (M. P. 177.85) flag stop for 130.

C-5. No. 107 has right over No. 110 to Walsenburg.  
C-6. No. 109 has right over No. 108 to Walsenburg.

WESTCLIFFE BRANCH				LOMA BRANCH				ENGLEVILLE BRANCH				ROUSE AND CONCHITA BRANCHES			
WESTWARD		EASTWARD		WESTWARD		EASTWARD		WESTWARD		EASTWARD		WESTWARD		EASTWARD	
SECOND CLASS		SECOND CLASS		SECOND CLASS		SECOND CLASS		SECOND CLASS		SECOND CLASS		SECOND CLASS		SECOND CLASS	
49 Westcliffe Mixed		50 Westcliffe Mixed		50 Westcliffe Mixed		50 Westcliffe Mixed		50 Westcliffe Mixed		50 Westcliffe Mixed		50 Westcliffe Mixed		50 Westcliffe Mixed	
Leave Daily Exc. Sunday		Arrive Daily Exc. Sunday		Arrive Daily Exc. Sunday		Arrive Daily Exc. Sunday		Arrive Daily Exc. Sunday		Arrive Daily Exc. Sunday		Arrive Daily Exc. Sunday		Arrive Daily Exc. Sunday	
3.00PM		1.30PM		1.30PM		1.30PM		1.30PM		1.30PM		1.30PM		1.30PM	
3.25		12.35		12.35		12.35		12.35		12.35		12.35		12.35	
3.45		12.18		12.18		12.18		12.18		12.18		12.18		12.18	
4.05		12.01PM		12.01PM		12.01PM		12.01PM		12.01PM		12.01PM		12.01PM	
4.25		11.35		11.35		11.35		11.35		11.35		11.35		11.35	
5.00PM		11.15AM		11.15AM		11.15AM		11.15AM		11.15AM		11.15AM		11.15AM	
Arrive Daily Exc. Sunday		Leave Daily Exc. Sunday		Leave Daily Exc. Sunday		Leave Daily Exc. Sunday		Leave Daily Exc. Sunday		Leave Daily Exc. Sunday		Leave Daily Exc. Sunday		Leave Daily Exc. Sunday	
(2.00) 12.61		(2.15) 11.20		(2.15) 11.20		(2.15) 11.20		(2.15) 11.20		(2.15) 11.20		(2.15) 11.20		(2.15) 11.20	
Time over District.....		Time over District.....		Time over District.....		Time over District.....		Time over District.....		Time over District.....		Time over District.....		Time over District.....	
Average Miles per Hour.....		Average Miles per Hour.....		Average Miles per Hour.....		Average Miles per Hour.....		Average Miles per Hour.....		Average Miles per Hour.....		Average Miles per Hour.....		Average Miles per Hour.....	

D-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.



**HOWARD BRANCH**

**CHANDLER CREEK BRANCH**

**COAL CREEK BRANCH**

Miles from Denver	Time Table No. 120 April 6, 1919				Miles from End of Track	Miles from Denver	Time Table No. 120 April 6, 1919				Miles from Chandler	Miles from Denver	Time Table No. 120 April 6, 1919				Miles from Coal Creek
	HA	STATIONS AND SIDINGS	WD	Passing Tracks			STATIONS AND SIDINGS	Siding Capacity in Cars	STATIONS AND SIDINGS	Siding Capacity in Cars			FE	STATIONS AND SIDINGS	Siding Capacity in Cars	N	
203.4	HOWARD	6.00		Yard	6.00	153.31	CHANDLER JUNCT.	1.90		4.29	151.90	FLORENCE	2.73	Yard	2.73		
209.4	CALCITE	(6.06)		Yard		155.21	FREMONT JUNCTION	2.39		2.39	154.63	COAL CREEK		Yard			
						157.60	CHANDLER		Yard								
								(4.29)									

**RATING OF LOCOMOTIVES IN TONS OF 2,000 POUNDS**

TONNAGE RATING SHOWN IS MINIMUM RATING

Number of tons of cars and lading in addition to engine and caboose which the different classes of engines will haul from and to the stations shown under favorable and unfavorable conditions. "A" rating will be handled, except Superintendent may authorize either rating "B" or "C."  
 In computing tonnage, allowance will be made for excess cars on following basis: Divide the rating of engine or engines by 50, the quotient represents number of cars to be handled without frictional allowance. To each car in excess of quotient, add 4 tons. Illustration, rating is 1,250 tons, divide by 50 equals 25 cars, which is the rating of engine at 50 tons per car. To each car in excess of 25 add 4 tons to the stenciled or billed weight.

From	To	Engines Nos. 506 to 538 Class 106 Rating, Tons			Engines Nos. 536 to 639 Class 113 Rating, Tons			Engines Nos. 700 to 711 Class 150 Rating, Tons			Engines Nos. 720 to 739 Class 170 Rating, Tons			Engines Nos. 750 to 759 Class 175 Rating, Tons			Engines Nos. 901 to 915 Class 185 Rating, Tons			Engines Nos. 916 to 925 Class 187 Rating, Tons			Engines Nos. 1101 to 1130 Class 190 and 199 Rating, Tons			Engines Nos. 1131 to 1199 Class 220 Rating, Tons			Engines Superheated Class 220 Rating, Tons			Engines Nos. 1001 to 1006 Class 261 Rating, Tons		
		A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C			
Pueblo	Canon City	779	702	632	1158	1043	939	1098	989	891	1229	1107	997	1231	1108	998	1742	1568	1412	1664	1498	1349	1799	1620	1458	1911	1720	1548	2300	2070	1863	1765	1589	1431
Canon City	Salida	490	441	397	765	689	621	716	645	581	760	684	616	795	716	645	1143	1029	927	1089	981	883	1180	1062	958	1251	1126	1014	1345	1211	1090	1151	1036	933
Pueblo	Minnequa																740	666	592	702	632	562	763	687	611	780	702	624	858	780	702			
Minnequa	Walsenburg																1449	1304	1159	1375	1238	1101	1490	1341	1192	1551	1396	1241	1712	1551	1396			
Lascar	Cuchara																1100	990	895	1050	945	851	1150	1035	932	1220	1098	989	1342	1220	1098			
Cuchara	Rouse Jct.																900	810	729	850	765	689	950	855	775	1025	923	831	1125	1025	923			
Rouse Jct.	Barnes																1100	990	895	1050	945	851	1150	1035	932	1220	1098	989	1342	1220	1098			
Barnes	El Moro																1900	1710	1529	1800	1620	1458	2000	1800	1620	2100	1890	1702	2310	2100	1890			
El Moro	Chicosa																1225	1103	993	1161	1045	941	1275	1148	1034	1350	1215	1094	1485	1350	1215			
Chicosa	Rouse Jct.																1475	1328	1196	1400	1260	1184	1550	1400	1260	1620	1458	1318	1782	1620	1458			
Rouse Jct.	Cuchara (Cars)																60	60	60	60	60	60	65	65	65	70	70	70	75	75	75			
Cuchara	Walsenburg																1037	934	843	984	886	798	1074	967	871	1130	1027	905	1243	1180	1027			
Cuchara	Lascar																1525	1373	1236	1450	1305	1175	1600	1440	1296	1700	1530	1387	1870	1700	1530			
Walsenburg	La Veta																957	862	776	906	816	735	987	889	801	1039	936	845	1142	1039	936			

**MILEAGE**

SECOND DISTRICT.....	Pueblo to Salida.....	95.76
THIRD DISTRICT.....	Pueblo to Trinidad (End of Track).....	91.51
FOURTH DISTRICT.....	Cuchara Junction to La Veta.....	21.62
WESTCLIFFE BRANCH.....	Texas Creek to Westcliffe.....	25.21
LOMA BRANCH.....	Loma Junction to End of Track.....	14.01
ROUSE BRANCH.....	Rouse Junction to End of Track.....	5.41
HOWARD BRANCH.....	Howard to End of Track.....	6.06

SANTA CLARA BRANCH.....	Conchita Junction to End of Track.....	5.36
ENGLEVILLE COAL BRANCH.....	Engleville Junction to End of Track.....	6.22
COAL CREEK BRANCH.....	Florence to Coal Creek.....	3.19
OAK CREEK BRANCH.....	Oak Creek Junction to Oak Creek.....	2.63
CHANDLER CREEK BRANCH.....	Chandler Junction to Chandler.....	4.61
FREMONT BRANCH.....	Fremont Junction to Fremont.....	1.89
REILLY CANON BRANCH.....	Longsdale to Bon Carbo Tipple.....	6.53

Total..... 290.01



**OPEN HOURS OF TELEGRAPH OFFICES**

Stations	Hours
Swallows.....	Continuous.....
Beaver.....	7.00 AM to 6.00 PM
Concrete.....	7.00 AM to 6.00 PM
Portland.....	8.00 AM to 12.00 Mid.
Florence.....	Continuous.....
Canon City.....	Continuous.....
Parkdale.....	Continuous.....
Texas Creek.....	Continuous.....
Cotopaxi.....	Continuous.....
Howard.....	Continuous.....
Westcliffe.....	9.00 AM to 8.00 PM
Cuchara Jct.....	9.00 AM to 8.00 PM
Rouse Jct.....	8.30 AM to 7.30 PM
Rouse.....	7.00 AM to 6.00 PM
Augusta.....	8.15 AM to 7.15 PM
Barnes.....	8.00 AM to 7.00 PM
Trinidad.....	7.00 AM to 11.00 PM
Walsenburg.....	7.00 AM to 6.00 PM

**Additional Sidings and Spurs Not Shown in Regular Time Tables**

LOCATION		NAMES	CAR CAPACITY	SWITCH CONNECTIONS
District	Mile			
Second	121.17	Water Works No. 1	7	East.
"	159.04	Tile	65	East.
"	161.11	Penitentiary	47	West.
"	170.00	Rock Spur	4	East.
"	208.90	Wellsville	25	East.
West-cliffe Branch	208.00	Concentrator	2	West.
Third	123.12	Pueblo Zinc Works Jct.	105	Branch.
"	127.21	Sonora	22	East.
"	148.66	Capers	45	East.
"	156.02	Storage Track		
Fourth	175.98	Loma Junction	71	West.
"	176.24	Walsens Coal Mine	102	Both.
"	178.43	Robinson's Coal Mine	72	Both.
"	177.62	Mutual	64	East.
"	177.87	Rockland	14	East.
"	178.52	Niggerhead		East.

**WARNINGS\***

District	Mile	NAMES
Second	120.61	County Bridge, west of Pueblo.
"	135.96	A. T. & S. F. Overhead Crossing, west of Swallows
"	153.32	A. T. & S. F. Overhead Crossing, at Chandler Jc.
"	166.26	Hanging Bridge, Royal Gorge.
"	206.44	Through Bridge, at Badger.
"	206.33	Red Hill Tunnel.
Third.	119.49	Spring St. Viaduct, Pueblo.

\* Observe caution in passing under overhead structures mentioned; also observe caution in passing any structures when riding on Furniture or other cars of extraordinary dimensions.

**SPEED TABLE**

Speed Per Hour	Time of Performance			Speed Per Hour	Time of Performance		
	1/4 Mile	1/2 Mile	1 Mile		1/4 Mile	1/2 Mile	1 Mile
MILES	M. S.	M. S.	M. S.	MILES	M. S.	M. S.	M. S.
1	15 00	30 00	60 00	31	0 29	0 58	1 56
2	7 30	15 00	30 00	32	0 28	0 56	1 52
3	5 00	10 00	20 00	33	0 27	0 54	1 49
4	3 45	7 30	15 00	34	0 26	0 53	1 45
5	3 00	6 00	12 00	35	0 25	0 51	1 42
6	2 30	5 00	10 00	36	0 25	0 50	1 40
7	2 08	4 17	8 34	37	0 24	0 48	1 37
8	1 52	3 45	7 30	38	0 23	0 47	1 34
9	1 40	3 20	6 40	39	0 23	0 46	1 32
10	1 30	3 00	6 00	40	0 22	0 45	1 30
11	1 21	2 43	5 27	41	0 21	0 43	1 27
12	1 15	2 30	5 00	42	0 21	0 42	1 25
13	1 09	2 18	4 37	43	0 20	0 41	1 23
14	1 04	2 08	4 17	44	0 20	0 40	1 21
15	1 00	2 01	4 00	45	0 20	0 40	1 20
16	0 56	1 52	3 45	46	0 19	0 39	1 18
17	0 52	1 49	3 31	47	0 19	0 38	1 16
18	0 50	1 40	3 20	48	0 18	0 37	1 15
19	0 47	1 34	3 09	49	0 18	0 36	1 13
20	0 45	1 30	3 00	50	0 18	0 36	1 12
21	0 42	1 25	2 51	51	0 17	0 35	1 10
22	0 40	1 21	2 43	52	0 17	0 35	1 09
23	0 39	1 18	2 36	53	0 17	0 34	1 07
24	0 37	1 15	2 30	54	0 16	0 32	1 06
25	0 36	1 12	2 24	55	0 16	0 32	1 05
26	0 34	1 09	2 18	56	0 16	0 32	1 04
27	0 33	1 06	2 13	57	0 15	0 31	1 03
28	0 32	1 04	2 08	58	0 15	0 31	1 02
29	0 31	1 02	2 04	59	0 15	0 30	1 01
30	0 30	1 00	2 00	60	0 15	0 30	1 00

**LOCATION OF CROSS-OVERS ON DOUBLE TRACK**

Miles from Denver	BETWEEN	
120.7	Pueblo.	Minnequa.
121.4	Pueblo.	Minnequa.
121.5	Pueblo.	Minnequa.
119.3	Pueblo.	Swallows.
119.6	Pueblo.	Swallows.
120.1	Pueblo.	Swallows.
128.98	Pueblo.	Swallows.
153.30	Florence.	Canon City.
155.27	Florence.	Canon City.
159.03	Florence.	Canon City.

**REGISTERING STATIONS**

- B. †PUEBLO.  
LONGSDALE.
- B. †CANON CITY.
- B. †SALIDA.  
SOUTHERN JUNCTION.  
CUCHARA JUNCTION.  
WALSENBURG C. & S. Station.
- B. WALSENBURG.
- †LA VETA.  
ROUSE JCT., for Branch Trains.  
EL MORO.
- B. TRINIDAD.

Dr. J. W. O'CONNOR, Chief Surgeon, Denver.  
DR. JOHN F. ROE, Asst. Chief Surgeon (Colorado Lines).

**LOCAL SURGEONS**

CORWIN & KING.....	Pueblo	G. H. CURFMAN.....	Salida
J. A. BLACK.....	"	G. W. LARIMER.....	Salida
LASSEN & THOMPSON, Eye and Ear.....	"	CHAPMAN & MATHEWS.....	Walsenburg
ARTHUR A. EDDY.....	Coal Creek	J. M. LAMME.....	La Veta
L. E. RUPERT.....	Florence	A. F. STANLEY.....	Pryor and Hezron
W. T. LITTLE.....	Canon City	JAS. G. ESPEY.....	Trinidad
J. G. MAXWELL.....	"	G. H. AUSTIN.....	Delcarbon
T. J. FOREHAM.....	Howard	P. A. SCHMIDT.....	Westcliffe

**HOSPITALS**

Pueblo, "St. Mary's."      Salida, "D. & R. G."



# SPECIAL RULES FOR SECOND, THIRD AND FOURTH DISTRICTS, INCLUDING BRANCHES, ON FIRST DIVISION

## SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

R-1. THAT PART OF THE FIRST DIVISION TRACKAGE BETWEEN DENVER AND PUEBLO, FORMERLY KNOWN AS FIRST DISTRICT, IS NOW SHOWN IN D. & R. G.—A., T. & S. F. JOINT LINE TIME TABLE AND KNOWN AS DENVER DIVISION. FORT LOGAN AND MANITOU BRANCHES, OPERATED BY DENVER AND RIO GRANDE RAILROAD, ARE ALSO SHOWN ON JOINT LINE TIME TABLE ABOVE REFERRED TO.

R-2. TROOP TRAINS HANDLING ONE OR MORE FREIGHT CARS MUST NOT EXCEED SPEED LIMIT OF 25 MILES PER HOUR.

R-3. In order to further promote safe operation of trains, it is the duty of trainmen, sectionmen and bridgemen, station employes, pumpers and all others whose duties 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.

R-4. 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.

R-5. YARD LIMIT STATIONS: PUEBLO, FLORENCE, CANON CITY, HOWARD, SALIDA, MINNEQUA, CUCHARA, WALSENBERG, LA VETA, ROUSE JUNCTION, CHICOSA, EL MORO AND TRINIDAD, 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 end of their train is so situated that it cannot be seen by approaching train, must be protected according to Rule 99. This will not relieve the approaching train in any manner from responsibility under existing yard limit rules.

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

R-7. Unless otherwise indicated, the time of a train at any station on time table applies to the switch where an inferior train takes 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.

R-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 cross-over. A train entering a siding or moving through a cross-over between main tracks must not stop to pick up man at switch while any part of train is between switch and clearance point of siding or between switches of the cross-over.

R-9. When running over track or bridge 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.

R-10. Enginemen must whistle Classification Signals to both Engine and Caboose. Trainmen at Caboose will answer by hand or lamp signal.

R-11. Attention is directed to Second Vice-President and General Manager's Circular No. 4, dated December 9th, 1909, concerning an act of Congress limiting the hours of service of employes, effective March 4th, 1908, copies of which have been posted at all stations and bulletins. All employes affected thereby must familiarize themselves with this law, and obey the provisions thereof.

R-12. SPEED OF TRAINS.—Trains must not exceed schedule time within the corporate limits of towns or cities.

R-13. Freight trains will not exceed a speed of thirty (30) miles per hour with any class of engines. Standard gauge consolidation engines of the 183, 185, 187, 190 and 220 class will be permitted to make a speed of forty (40) miles per hour when used in passenger service.

Freight trains will not exceed twenty-five (25) miles per hour when operating retainers, and will reduce speed to fifteen (15) miles per hour at points where it is necessary for trainmen to change the position of retainers.

R-14. Passengers will be carried on trains 83 and 84 between Pueblo and Salida. No Freight train other than those mentioned above will carry passengers. Persons accompanying live stock or other freight will be carried on any freight train 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. Employes holding passes will be carried on any freight train to and from points at which train stops, when passes are stamped "Good on Freight Trains."

R-15. CROSSING RULES.—Special rules governing grade crossings do not cancel Rule 98, General Rules and Regulations, requiring all trains and engines to stop at such crossings, except A. T. & S. F., No. 3 and No. 4, Second District, and A. T. & S. F. No. 5, Third District, where it is not expected that trains will make the usual crossing stop when signals are set at safety, but must run slowly, with trains under full control.

SECOND DISTRICT.—At crossings Nos. 3 and 4, A., T. & S. F. trains from Pueblo have the right to cross ahead of D. & R. G. trains in either direction. D. & R. G. trains in either direction have the right to cross ahead of A., T. & S. F. trains toward Pueblo.

R-16. DOUBLE TRACK RULES.—The double track extends from Pueblo to Swallows; Florence to Canon City; Cleora to Salida, and Pueblo to Minnequa. ALL TRAINS WILL TAKE THE RIGHT-HAND TRACK. When necessary to operate any portion of double track as single track, it must be done only by authority of the Superintendent, or by protection trains as provided by Rule No. 99. A work train on double track must move with the current of traffic unless otherwise directed by train order. Trains must approach the ends of double track under control, and enginemen MUST KNOW POSITIVELY that the way is clear and the switches in proper position before proceeding.

R-17. Before entering upon Union Depot tracks at Pueblo, all trains and light engines will come to FULL STOP and receive proper signal from Switch Tender before proceeding.

R-18. Operators will block all trains in the same direction 5 minutes, except from Cleora to Pueblo, where they must be kept ten (10) minutes apart, and operators will block accordingly.

### Handling Trains on Howard Branch

R-19. After brakes have been released, before trains start from the station at Calcite, retainers must be turned up.

R-20. In the handling of freight trains down Howard Quarry Branch, not more than one (1) car having non-air or inoperative air brakes will be permitted to descend in same train.

R-21. SHORT SIGNALS.—Short Signals will not be carried to Swallows, Cleora or Minnequa.

R-22. Passenger equipment must not be handled in switching, except the air is in service on all cars and must not be "cut off" when moving.

R-23. Trains will display one marker lamp on each side of every train to indicate the rear of train, which, when lighted at night, will display green lights to front and side and red lights to rear, with an additional red light displayed to the rear on freight trains in the caboose cupola. Trains while standing on the main track at night must also display a red light in center of rear platform. When a train turns out at night to allow another to pass, green lights must be displayed to the front, side and rear, and the cupola light covered, as soon as train is clear of main track; but red lights must be displayed to the rear before the train returns to main track.

J. W. MARTZ,  
Assistant Superintendent,  
Pueblo.

E. K. MERKLE  
Train Master Second District,  
Pueblo.

J. FLYNN  
Train Master Third and Fourth Districts,  
Walsenburg.

I. S. WILLIAMS  
Traveling Engineer

WM. MATSON  
Traveling Fireman

E. E. GRAY, Chief Dispatcher  
R. W. OLSEN, Assistant Chief Dispatcher

J. H. KEEFE, Dispatcher  
L. P. HOUSMAN, Dispatcher  
B. M. STEARNS, Dispatcher

E. KEMP, Dispatcher  
E. G. BROWN, Dispatcher  
L. T. WRIGHT, Dispatcher