COMPANY MEDICAL EXAMINERS

W. J. LONGEWAY, Chief Surgeon,
520 Metropolitan Building,
227 - 16th Street.
Phone KEystone 7623.
Residence Phone PEarl 0637.
If no answer to above, call.
RAce 7550 (Telephone Secretary.)
Denver, Colorado

J. G. WOLF	Local Surgeon	Pueblo, Colo.
C. E. EARNEST	Oculist and Aurist	Pueblo, Colo.
W. S. CHAPMAN	Local Surgeon	Walsenburg, Colo.
P. G. MATHEWS	Local Surgeon	Walsenburg, Colo.
W. A. MERRITT	Local Surgeon	Aguilar, Colo.
M. F. SMITH	Local Surgeon	Trinidad, Colo.
J. B. MILTON	Local Surgeon	Trinidad, Colo.
L. T. RICHIE	Oculist	Trinidad, Colo.
J. M. WELLMAN	Local Surgeon	Des Moines, N. M.
D. C. DANIEL	Local Surgeon	Clayton, N. M.

WATCH INSPECTORS

THE BALL RAILROAD TIME SERVICE
General Time Inspector

HANSEN & HANSEN,
Ass't Chief Watch Inspector
1628 17th St.,
Denver, Colo.

E. W. KRIER,
Walsenburg, Colo.

HARDING JEWELRY CO.,
Pueblo, Colo.

RHOADES-HARBRIDGE CO.
Trinidad, Colo.

R. A. CALDWELL,
Clayton, N. M.

J. D. WALKER
Ass't Vice President
and General Manager
Denver, Colo.

G. B. HOOVER
Superintendent
Denver, Colo.

H. W. TOTTEN
Trainmaster
Trinidad, Colo.

The Colorado and Southern Railway Company

TIME TABLE

OF THE

SOUTHERN DIVISION

No. 42

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

SUNDAY, MAY 28, 1950

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the Book of Rules of the Operating Department.

Minnequa and Trinidad Subdivision

SOUTHERN DIVISION — **TIME TABLE No. 42** — **EFFECTIVE MAY 28, 1950**

SOUTHWARD FIRST CLASS			Signs	Distance from Pueblo	Distance from Denver		STATIONS		Capacity of Sidings	Capacity of Other Tracks	Office Open	NORTHWARD FIRST CLASS		
Daily Passenger 115 D.&R.G.W.	Daily Passenger 7	Daily Passenger 1										Daily Passenger 116 D.&R.G.W.	Daily Passenger 2	Daily Passenger 8
	P.M. 10.20	P.M. 3.00	B.C.K.O.R. T.W.Y.Yd.	0.0	118.5		PUEBLO				Continuous		A.M. 4.40	P.M. 5.05
Trains between Pueblo and Minnequa are governed by rules and time table of A. T. & S. F. Ry.														
	P.M. L10.31	P.M. L 3.10	R.W.Yd.	4.1	122.6		MINNEQUA				Continuous		A.M. A 4.30	P.M. A 4.53
							1.7							
P.M. L11.40	10.35	3.13	R.Yd.	5.8	124.3		SOUTHERN JCT.				No Office	A.M. A 2.10	4.26	4.49
							10.7							
f11.58	10.49	3.25	F.	16.5	135.0		MARNEL		S 60		No Office	f 1.52	4.14	4.36
							8.4							
A.M. f12.13	f10.59	3.34	F.W.	24.9	143.4	Double Track	CEDARWOOD	Double Track	N 63 S 62	6	No Office	f 1.39	4.06	f 4.26
							6.9							
f12.25	11.07	3.41	F.	31.8	150.3		MUSTANG		N 60 S 60		No Office	f 1.25	3.59	4.19
							4.5							
f12.32	11.12	3.46	F.	36.3	154.8		LASCAR		N 60 S 60	8	No Office	f 1.17	3.55	f 4.14
							11.1							
f12.50	11.24	3.58	F.	47.4	165.9		SANDY		S 62		No Office	f12.57	3.44	4.02
							5.6							
A 1.00 A.M.	s11.40	s 4.06	B.C.K.R. W.Y.Yd.	53.1	171.6		WALSENBURG			410	Continuous	L12.45 A.M.	s 3.38	s 3.53
							0.1							
			Yd.	53.2	171.7		D. & R. G. W. JUNCTION							
							4.1							
	11.47	4.13	F.	57.3	175.8		WINCHELL		82	32	No Office		3.28	3.41
							3.8							
	11.52	4.18	F.	61.1	179.6		MAYNE		85		No Office		3.23	3.36
							2.6							
	f11.55		F.	63.7	182.2		MONSON			28	No Office			f 3.32
							2.6							
	11.59	4.24	F.	66.3	184.8		BUNKER HILL		78	30	No Office		3.17	3.28
							2.5							
	A.M. f12.04	4.28	F.Y.	68.8	187.3		RUGBY		70	49	No Office		3.14	f 3.24
							3.4							
	f12.08	4.32	F.W.	72.2	190.7		LYNN		78	34	No Office		3.10	f 3.17
							0.6							
			F.	72.8	191.3		ACME				No Office			
							6.6							
	f12.15	4.38	Y.	79.4	197.9		LUDLOW		51	266	9:00 a.m. to 1:01 p.m. 2:01 p.m. to 6:00 p.m.		3.03	s 3.05
							4.7							
	12.22	4.44	F.	84.1	202.6		FORBES		78		No Office		2.57	2.57
							3.6							
	12.27	4.48	F.	87.7	206.2		BOWEN		49	27	No Office		2.52	2.52
							5.1							
				92.8	211.3		A. T. & S. F. CROSSING (Interlocked)							
							0.4							
	12.36	4.54	B.C.K.O.R. T.W.Y.Yd.	93.2	211.7		TRINIDAD YARD		57	742	Continuous		2.46	2.44
							0.4							
			Yd.	93.6	212.1		D. & R. G. W. CROSSINGS (Grade-Gate)							
							0.3							
	A12.40 A.M.	A 4.57 P.M.	B.K.R.Yd.	93.9	212.4		TRINIDAD		18		10:00 a.m. to 6:00 p.m. 8:00 p.m. to 4:00 a.m.		L 2.43 A.M.	L 2.40 P.M.
							93.9							
1:20 35.5	2:09 41.8	1:47 50.3					SCHEDULE TIME AVERAGE MILES AN HOUR					1:25 33.4	1:47 50.3	2:13 40.5

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

EXTRA TRAINS AND YARD ENGINES MUST CLEAR THE TIME OF NO. 1 AND NO. 2 NOT LESS THAN 10 MINUTES.

Double track between Southern Jct. and D. & R. G. W. Junction, 600 feet south of Walsenburg passenger station.

Automatic Block System in effect between end of double track Walsenburg and A. T. & S. F. Crossing, Trinidad Yard.

SOUTHERN JUNCTION—Schedule time and train orders apply at crossover switch. Northward trains must come to full stop to clear crossovers 200 feet.

Southward first-class trains only, will register.

Position of switches: Northward track set against D. & R. G. W. trains; Southward track set against C. & S. trains.

WALSENBURG—Spring switches at end of double track and D. & R. G. W. Junction.

Freight trains may register at Walsenburg by ticket.

Nos. 1, 2, 115 and 116 will register at Walsenburg by ticket.

Time of southward trains at Walsenburg applies at end of double track.

Crossover at M. P. 127.98.—LIME JCT.

Crossover at M. P. 130.3.

Crossover at M. P. 138.8.

No. 7 and No. 8 will stop at stations other than flag and station stops shown, to discharge revenue passengers.

No. 8 will stop to exchange mail at Lynn when train is two or more hours late.

Telegraph office Ludlow closed Sundays.

Trinidad and Sixela Subdivision

SOUTHERN DIVISION — **TIME TABLE No. 42** — **EFFECTIVE MAY 28, 1950**

SOUTHWARD FIRST CLASS		Signs	Distance from Trinidad	Distance from Denver	STATIONS	Capacity of		Office Open	NORTHWARD FIRST CLASS	
Daily Passenger 7	Daily Passenger 1					Sidings	Other Tracks		Daily Passenger 2	Daily Passenger 8
A.M. L12.55	P.M. L 5.02	B.K.R.Yd.	0.0	212.4	**TRINIDAD**	18		10:00 a.m. to 6:00 p.m. 8:00 p.m. to 4:00 a.m.	A.M. A 2.35	P.M. A 2.27
		Yd.	0.2	212.6	0.2 **D. & R. G. W. JUNCTION**					
1.06	5.12	F.	7.1	219.5	6.9 **BESHOAR**	78	20	No Office	2.25	2.15
1.13	5.18	F.	12.0	224.5	4.9 **OAKTON**	58		No Office	2.18	2.08
f 1.18	5.23	F.	15.8	228.2	3.8 **GARCIA**	29		No Office	2.12	f 2.02
1.26	5.30	F.	20.7	233.1	4.9 **BARELA**	80	15	No Office	2.06	1.55
f 1.37	5.40	F.	28.0	240.4	7.3 **ABEYTA**	21		No Office	1.56	f 1.44
1.49	5.46	F.W.	32.9	245.3	4.9 **NOLA**	78	5	No Office	1.49	1.37
s 2.02	5.52		37.9	250.3	5.0 **TRINCHERE**	85	29	9:00 a.m. to 1:01 p.m. 2:01 p.m. to 6:00 p.m.	1.42	s 1.30
f 2.18	6.01	F.W.	44.8	257.2	6.9 **WATERVALE**	75	3	No Office	1.32	f 1.19
s 2.30	6.08		49.8	262.2	5.0 **BRANSON**	60	18	11:00 a.m. to 4:01 p.m. 5:01 p.m. to 8:00 p.m.	1.25	s 1.09
2.46	6.20	F.	58.8	271.2	9.0 **ALPS**	84	8	No Office	1.12	12.54
2.56	6.27	F.	64.2	276.6	5.4 **TOWANDA**	36		No Office	1.03	12.44
s 3.10	6.35	C.W.	69.7	282.1	5.5 **FOLSOM**	84	61	8:00 a.m. to 12:01 p.m. 1:01 p.m. to 5:00 p.m.	12.55	s12.36
s 3.30	6.48	Y.	79.9	292.3	10.2 **DES MOINES**	45	86	8:20 a.m. to 12:20 p.m. 1:20 p.m. to 5:20 p.m.	12.42	s12.18
f 3.40	6.56	F.W.	87.1	299.5	7.2 **GRANDE**	75	7	No Office	12.32	f12.07 P.M.
3.50	7.03	F.	94.6	307.0	7.5 **STAUNTON**	90	2	No Office	12.23	11.56
s 3.58	7.07	F.	98.6	311.0	4.0 **GRENVILLE**	37	32	No Office	12.18	s11.49
s 4.11	7.15	W.	107.3	319.7	8.7 **MT. DORA**	78	31	7:45 a.m. to 11:45 a.m. 12:45 p.m. to 4:45 p.m.	12.08 A.M.	s11.35
4.23	7.24	F.	117.0	329.4	9.7 **ROYCE**	90	6	No Office	11.56	11.19
s 4.43	s 7.34	W.	125.1	337.5	8.1 **CLAYTON**	59	61	8:00 a.m. to 7:50 p.m. 11:15 p.m. to 7:15 a.m.	s11.45	s11.02
A 5.00 A.M.	A 7.46 P.M.	Yd.	134.5	346.9	9.4 **SIXELA** 1.3			No Office	L11.35 P.M.	L10.48 A.M.
Trains between Sixela and Texline are governed by rules and time table of F. W. & D. C. Ry.										
5.03 A.M.	7.48 P.M.	B.C.K.R. T.W.Yd.	135.8	348.2	**TEXLINE**	Yard		Continuous	11.33 P.M.	10.45 A.M.
					135.8					
4:05	2:44				SCHEDULE TIME				3:00	3:39
33.0	49.2				AVERAGE MILES AN HOUR				44.8	36.8

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

EXTRA TRAINS AND YARD ENGINES MUST CLEAR THE TIME OF NO. 1 AND NO. 2 NOT LESS THAN 10 MINUTES.

TRAIN DISPATCHERS AT TRINIDAD WILL HAVE CHARGE OF DISPATCHING ALL TRAINS BETWEEN TRINIDAD AND TEXLINE.

Rule 221 (a) in effect at all Train-Order Offices on the Trinidad and Sixela Subdivision, and is modified to include both freight and passenger trains.

MINNEQUA AND TRINIDAD SUBDIVISION TIME TABLE GOVERNS ALL TRAIN MOVEMENTS BETWEEN TRINIDAD AND TRINIDAD YARD. (See Special Instruction D.)

No. 7 and No. 8 will stop at stations other than flag and station stops shown, to discharge revenue passengers.

Wilson water tank located at M. P. 260.4.

Telegraph office Trinchere closed Saturdays and Sundays.

Telegraph office Branson closed Mondays.

Telegraph office Folsom closed Sundays.

Telegraph office Des Moines closed Mondays.

Telegraph office Mt. Dora closed Saturdays and Sundays.

Telegraph office Clayton closed Saturdays and Sundays 8:00 a. m. to 11:50 a. m.

SPECIAL INSTRUCTIONS

Acting General Foreman.....W. A. Ralls, Trinidad
Road Foreman.....R. E. Hansen, Denver
Road Foreman.....H. D. Mott, Denver
Chief Dispatcher.....M. E. Goodpasture, Trinidad

TRAIN DISPATCHERS

H. J. Schiff, Sr. W. E. Oliver J. Ferri R. M. Slane

1. Rule 91 modified to read: "Unless some form of block signals is used, trains in the same direction must keep at least 10 minutes apart, except in closing up at stations."

2. When under Rule 951, operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

3. USE OF TRACK. Where there are two sidings for meeting or passing trains, the right hand track must be used unless otherwise provided.

4. Trains must be identified at meeting or waiting points.

5. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgement of the signal, sound two long blasts of the whistle as provided in Rule 14 (b).

6. Conductors must report by wire, storms or conditions that may render track unsafe and will tie up their trains when in their judgement it is unsafe to proceed.

7. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the movement is made under Rule 1012.

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

All trains will be notified and must approach such crossings at restricted speed, giving additional warning signals.

8. SPRING SWITCHES are designated by a round target bearing the letter "S". Facing point movements over spring switches are protected by automatic home signal. When signal indicates "Stop", trains may proceed on hand signal after switch has been examined and points found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing the switch points must be cleared before trailing move is made through switch. When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand it must be closed by hand. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized.

Employes handling spring switch hand throw levers must keep body in clear of lever until it has reached the center position when releasing the latch on hand throw lever.

9. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication, except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

10. When occupied company service cars are set out of a train at a station, or on a track between stations, or when moved from one track to another at a station, the conductor must notify the Chief Train Dispatcher from the first available point of communication as to the track on which the occupied company service cars are left.

Under Rule 93, trains handling occupied company service cars, or carrying caretakers, must be protected as prescribed by Rule 99.

Under Rule 908, trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

11. Derricks, pile drivers, steam shovels, clam shells and other similar equipment moved in trains, other than work trains, upon their own wheels, leads must be lowered and securely fastened, booms disconnected, boom end and leads trailing, and boom loaded so as to be entirely free of swinging features. They must be inspected for safe side and top clearance, and should be separated from the engine by at least two cars when practicable. Company service steam wrecking derricks having specially designed idler cars are excepted.

Derricks, steam shovels, ditchers, drag lines, rail loaders and other similar equipment loaded on flat cars or other open-top cars with booms connected and handled in trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

Spreaders to be handled in trains other than work trains must have all movable parts properly secured and when practicable must be turned in the direction in which they are normally operated.

12. Modifying the first paragraph of Rule 959: The standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fusees, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fusees and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of diesel-electric motors.

On gas-electric motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applies to flagging equipment on engines or motors, and that part of the tenth paragraph of Rule 920, reading "Normal supply for engines, three fusees and six torpedoes."

In freight and mixed train service the front brakeman is responsible with the engineman for knowing that in the cab of the engine or motor there is the prescribed flagging equipment.

Rule 919 is modified to permit the use of a white electric lantern; the red lantern must be oil burning.

13. Rule 916 is abolished.

14. Rule 914 is modified to read as follows:

"A yellow signal on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour, unless otherwise directed by train order. Where the one mile requirement will place the yellow signal between the switches of a siding, the signal will be carried back in advance of the siding switch.

"A green signal on the right of the track signifies that the slow track has been passed, and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear end."

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

15. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of The Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at ten miles an hour instead of five, and be governed by Rules 509-A or 509-B.

16. When switching passenger equipment, air brakes must be used, vestibule curtains and electric connectors disconnected.

17. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

18. Under no circumstances should the speed of troop trains exceed:

(a) the maximum allowable speed shown in the time table for steam passenger trains of conventional equipment when troop trains consist of ALL PASSENGER CARS, and

(b) the allowable maximum speed as shown in time table for freight trains when the troop train has freight cars mingled with the passenger equipment or troop trains consisting of all passenger equipment except caboose will not exceed forty-five miles per hour at any point regardless of whether they are handled by freight or passenger engine.

19. Conductors in all classes of service will when practicable personally contact and compare time with their engineman before trains leave initial terminals on the subdivision.

20. The last sentence of Rule 1029 is construed to mean that such persons are to be considered "Out of danger" only when they are out of and away from cars before switching is done.

21. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate line up, and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep a sharp lookout for track cars and use the whistle freely.

22. Rule 1047 is modified as follows: "Assist passengers, especially women, children and infirm persons, in entering and leaving cars, or in passing from one car to another, giving special attention to thier safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are opened and closed, as convenience and safety require. Do not leave the gates or car platforms until train has cleared the station platform. While the train is waiting at a station, remain at the car steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use step boxes when necessary."

23. On single track, unless movement is made from siding on signal indication, protection must be provided as prescribed by Rule 99 before switch is operated or main track fouled. This applies to both hand operated and spring switches.

24. Rule 1078 is modified to read as follows:

"Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required and the movements and rights of trains using them. Be constantly on the watch for approaching trains and be sure that the proper signal is shown to each, switch tenders using yellow flag by day and yellow light by night."

25. The headlight of diesel and gas-electric engines must be burned dim during daylight hours when in road service.

SPECIAL INSTRUCTIONS—Continued

26. OPERATION OF ELECTRO-PNEUMATIC STRAIGHT AIR AND AUTOMATIC AIR BRAKES ON TRAINS EQUIPPED WITH BOTH:

Electric connectors and straight air hose must be connected between all cars and the engine; cutout cocks must be open in the straight air pipe and electric connectors securely fastened in the receptacles in order for the electro-pneumatic brake to function properly.

Electro-pneumatic air brake connectors must not be disconnected while train is in motion.

Complete tests of both types of brakes must be made at initial terminal of the train.

Air brake tests at initial terminals of the train will be made by mechanical department inspectors; Conductor and Engineman will be issued an Air Brake Clearance Form K by mechanical department inspector, showing the number of cars in train, and whether the brakes are to be operated with the electro-pneumatic or automatic air.

Should the electro-pneumatic brake become defective after leaving its initial terminal, the train must be stopped and a standing test made of the automatic air brake as prescribed by Rule 1314, after which the train may proceed, making a running test. When this change is made Conductor and Engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signatures. This will supersede instructions on the original Clearance Form K.

When a train leaves its initial terminal operating with automatic air brakes or when the operation of brakes is changed enroute, Superintendents and Master Mechanics of divisions over which the train will operate must be advised.

The last Air Brake Clearance Form K issued must be kept on display in engine cab until train arrives at its final terminal. Conductor must keep the last Clearance Form K issued on display until train arrives at its final terminal and will notify other members of train crew the type of brakes with which the train is being operated.

Should mechanical department inspectors be able to correct defects in the electro-pneumatic brake enroute, a standing test must be made as prescribed by Rule 1314 and if electro-pneumatic air brake is found to be working properly, Conductor and Engineman will be advised and a new Air Brake Clearance Form K issued, after which train may proceed, making a running test.

TRAIN AND ENGINEMEN MUST NOT CHANGE FROM AUTOMATIC AIR OPERATION TO ELECTRO-PNEUMATIC OPERATION ON THE ROAD UNLESS AUTHORIZED BY AIR BRAKE CLEARANCE FORM K.

27. OSCILLATING EMERGENCY RED HEADLIGHTS. Enginemen operating engines equipped with oscillating emergency red headlights will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, fouling of adjacent track, the emergency red headlight must immediately be displayed. The red headlight is displayed and the white headlight extinguished automatically by an emergency application of the air brakes. Should the automatic feature fail to function, the engineman must display the red light manually. When safety and the rules will permit the light will be extinguished manually.

Engineman on an approaching train, observing the emergency red light displayed, must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for the movement of train.

This rule is in effect at all hours.

THE USE OF THE EMERGENCY RED HEADLIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM FULL COMPLIANCE WITH RULES 99 and 102.

Enginemen and trainmen on engines equipped with oscillating emergency red light must familiarize themselves with the operation of the light.

28. The night signals to be used under Rule 905 are modified as follows:

Hot Journals—Stop signal, followed by lamp swung in small vertical circle.

Brakes sticking—Stop signal, followed by lamp in sliding movement out from body.

29. Red fusees will be used only in complying with the requirement of Rule 99 or for emergency stop signals.

Yellow fusees will be used in giving signals as prescribed by Rules 12-a to 12-g inclusive, when weather conditions or length of train make it impracticable to pass hand or lamp signals.

30. Rule 922 is modified to read as follows:

Cars containing explosives must be placed near the middle of train, 2 or more such cars may be placed together if desired, they must be at least 16 cars from the engine or occupied caboose, when length of train will permit except when transported in freight train made up in blocks or classifications must be placed near the middle of the block or classification in which moving, but not nearer than the sixth car from the engine or occupied caboose.

"In local freight trains, to avoid the dangers of otherwise unnecessary switching at way stations, cars containing explosives may be placed not closer than the second car from the caboose or the second car from the engine."

31. Trains and engines performing switching or other work at locations where automatic highway crossing gates are installed must approach such crossings at restricted speed and not occupy crossing until gates have lowered unless movement is protected by a member of crew.

32. When train orders on form 31 or 19 are to be delivered as prescribed by Rule 217, delivering train will come to complete stop to effect proper delivery.

A. No train order signal at Trinidad, Trinidad Yard and Walsenburg. Conductors and Enginemen must have Clearance Form A at Walsenburg; Conductors and Enginemen of trains originating at Trinidad or Trinidad Yard must have Clearance Form A.

B. Beam spans under dead rail, Trinidad track scales, not safe for 5200 class or heavier engines.

C. Before becoming a party to a violation of the hours of service law, it is the employee's duty to notify the officer of the impending violation.

D. Trains have no time table superiority between north switch of siding Trinidad (M. P. 212.4) and No. 10 track switch, south end Trinidad Yard (M. P. 212.02) and must run at restricted speed, expecting to find main track occupied by other trains or engines within these limits.

E. Track No. 10, Trinidad Yard, including southern portion known as No. 10 pocket, is a designated siding. Switches leading from this track will show a clear indication when lined for No. 10 track.

F. When setting out cars on a track where there is a bridge, do not leave cars on the bridge, and space them at least 40 feet either end of bridge.

G. Engines heavier than 500 and 600 class must not use following tracks

Walsenburg	Creamery spur beyond north end of ice house. Stem of wye 150 feet at end.
Rugby	Stem of wye beyond 250 feet from west wye switch.
Ludlow	Stem of wye beyond 500 feet from west wye switch.
Trinidad	All freight house and industry tracks.

Engines must not use following tracks:

Rugby	Set out spur.
Twin Mountain ballast pit	Clam shell spur, outfit car spur, empty track 125 feet beyond south load track switch and load track south of switch to Clam shell spur.

H. In connection with starting signal circuits in automatic block signal territory Walsenburg to Trinidad it will be necessary to observe the following instructions for proper operations:

A train occupying the main track or siding and meeting a train in the opposite direction, must stay in the clear of the overlap section, which is the short track circuit in advance of the starting signal and extending to the fouling point of the siding, until the starting signal clears.

After the opposing train has cleared the overlap section, the siding switch must be set for main track movement and wait until starting signal clears.

If starting signal does not clear, train should back off of overlap section and then set switch for main track and starting signal should clear.

I. Track just west of main track extending from Southern Jct. to crossover south end Minnequa yard, is known as "Southern Jct. siding".

Unless otherwise instructed, northward C. & S. trains except first class trains take siding at Southern Jct.

No Southward train will use Southern Jct. siding without special instructions.

No. 4 track extending from office of communication Minnequa to crossover south end of Minnequa yard, is known as "Minnequa siding".

Trains not authorized by time table must move as provided in Rule 93 between Southern Jct. and Minnequa.

Trains have no time table superiority between crossover switch northward track Southern Jct. and south switch Southern Jct. siding and must run at restricted speed, expecting to find main track occupied by other trains or engines within these limits.

Southward C. & S. first class trains will get a C. & S. Clearance Form A, in addition to A. T. & S. F. Clearance at "SB" office, Pueblo Union Depot, and be governed by train order signal at Minnequa.

Southward D. & R. G. W. first class trains will get C. & S. Clearance Form A at "SB" office, Pueblo Union Depot.

All trains may register at Minnequa by ticket.

Southward C. & S. trains, except first class trains, will get C. & S. Clearance Form A and necessary train orders for movement from Southern Jct. southward, at Minnequa.

Southward D. & R. G. W. trains, except first class trains, will get C. & S. Clearance Form A and necessary train orders for movement Southern Jct. southward, at D. & R. G. W. yard office, Pueblo.

J. Dispatchers phone located adjacent to each starting signal in automatic block territory.

K. Freight trains will not carry revenue passengers.

L. D. & R. G. W. and C. & S. joint track extends between Southern Jct. and D. & R. G. W. Junction, Walsenburg.

Northward track is under C. & S. operating jurisdiction.

Southward track is under D. & R. G. W. operating jurisdiction.

C. & S. time-table and rules of the Operating Department govern train operation on both tracks. C. & S. form of train orders and clearance cards will be used and issued over signature of D. & R. G. W. Superintendent on southward track.

M. D. & R. G. W. will use C. & S. tracks between D. & R. G. W. Junction, M. P. 212.6 Trinidad and Sixela subdivision, and D. & R. G. W. Junction, M. P. 171.7 Minnequa and Trinidad subdivision.

SPECIAL INSTRUCTIONS—Continued

N. D. & R. G. W. markers may display yellow instead of green discs, and such yellow discs will be considered the same indication as green.

O. At Walsenburg spring switches at the end of double track and the D. & R. G. W. Junction are protected by automatic signals.

When a train is stopped by the governing signal showing red indication and it can be clearly seen that the route is not occupied, signal may be cleared by pushing permissive clearing button governing the signal involved. A period of approximately one minute and thirty seconds will elapse from the time the button is pushed until it can be expected that the signal will clear.

If, after operating the permissive clearing button, signal does not clear, spring switch points must be carefully examined and if found to be in proper position and the way is clear, train may proceed on hand signals, protecting in accordance with Rule 99.

Permissive clearing buttons for northward signals (Signal No. 1 for D. & R. G. W. track and Signal No. 2 for C. & S. track), located 203 feet south of the spring switches, will be found in boxes on track side of instrument case just north of Signal No. 2.

Permissive clearing button for southward signals (Signal No. 5 for southward track and Signal No. 6 for northward track), located 328 feet north of the spring switches, will be found in box on instrument case east of the northward track, opposite these signals.

P. All engines in freight service will operate with brake pipe pressure of 90 pounds.

Because F. W. & D. C. steam operated freight trains out of Texline carry 70 pound brake pipe pressure, engineman arriving Texline with steam engines must make a 25 pound brake pipe reduction before cutting off engine as required by Rule 1320.

Q. Southward freight trains will not take water at Wilson, except in case of an emergency.

R. When a train is taking siding, the employe who is to close the switch must, if practicable, get off on the opposite side from switch stand.

S. Capacity of sidings and other tracks based on length of cars 46 feet over couplers. Capacity of sidings includes clearance for engine and caboose.

T. The use of retainers on trains descending grades will be left to the judgment of conductor and engineman.

U. 2-8-2 or heavier class engines must not be used as helpers behind caboose. Such engines must be used on head end or coupled in ahead of caboose. When 600 or lighter class engines are used to double-head they must be coupled ahead of 2-8-2 or heavier class engines.

V. RAILROAD CROSSINGS.—Trains or engines must stop not less than 200 feet nor more than 800 feet from grade railway crossings, except when an interlocking system or gates are in use, and not proceed until track is known to be clear and whistle signal 14-b is sounded.

Trains or engines must approach grade railway crossings protected by gates prepared to stop, unless track is known to be clear, gate is in proper position and signals indicate proceed. Crossing gates must be left locked in normal position after being used.

Normal position of gates D. & R. G. W. crossings Trinidad will be against D. & R. G. W.

W. When the main track is to be taken out of service between the siding switches the following instructions will govern:

A train order must be delivered to all trains advising that the main track is out of service between the switches of siding and that siding will be used as main track. Foreman in charge of such work must have positive knowledge that the train order protection has been placed and that protection has been afforded as prescribed by Rule 45 before obstructing the main track. Siding switches will be lined and locked for the main track unless otherwise instructed by the Superintendent.

SPEED RESTRICTIONS

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signal does not modify the requirements of Rule 93.

When running against the current of traffic, all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines or engines with cabooses must approach all hazardous road crossings where view is obscured prepared to stop and must run at restricted speed approaching and on curves and where view is obscured between 6:30; a. m. and 6:30 p. m. and use extreme care to avoid striking motor cars.

Light steam engines may operate at maximum speed authorized for freight trains, except must not exceed 35 miles an hour.

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in subdivision speed restrictions or by train order.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

Diesel-Electric engines running light may operate at maximum speed authorized for freight trains except must not exceed 35 miles an hour.

To prevent damage to traction motors, when handling electrically operated power units dead in train maximum speed must not exceed:

Gas-electric motor cars.....60 M. P. H.
Diesel-electric power units.....75 M. P. H.
Diesel-electric switch engines.....40 M. P. H.

Where subdivision maximum speeds are less, they will govern.

Diesel and Gas-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water speed must not exceed 3 miles an hour to prevent damage to traction motors.

3. The third paragraph of Rule 918 has been modified, as follows:

"The speed of steam engines when running backward, either light or handling trains, must not exceed 20 miles an hour on Main Track, or 10 miles an hour on Branches, without instructions from the proper authority."

SPEED RESTRICTIONS—Continued

LOCATION	Passenger Trains: Diesel M. P. H.	Passenger Trains: Steam M. P. H.	Freight Trains: Diesel M. P. H.	Freight Trains: Steam M. P. H.
ALL SUBDIVISIONS				
On Sidings	Restricted speed	Restricted speed	Restricted speed	Restricted speed
All cross-overs and turn outs, not otherwise specified	10	10	10	10
Trailing movements through spring switches	15	15	15	15
Short scale test cars must be handled just ahead of way car with air hose coupled.				
Main Line			25	25
Branch Line			20	20
Clam shells, pile drivers, steam wrecking derricks and similar equipment.				
Main Line			25	25
Branch Line			20	20
See special instruction 11.				
D. & R. G. W. steam derricks 0-24 and 0-27:				
Main Line			35	35
Branch Line			20	20
Rotary snow plows:				
Main Line			25	25
Branch Line			15	15
Engines under steam disconnected on one side with main rod down.				
Main Line		25		25
Branch Line		20		20
Wholly disconnected or dead steam engines			20	20
Loaded coke racks and air dump cars, in rear of train when possible			25	25
900, 6100, 6300 class engines with drivers blocked up		30		30
500 and 600 class engines		40		40
D. & R. G. W. Class K59 engines		55	45	45
MINNEQUA AND TRINIDAD SUBDIVISION				
Maximum speed:				
Between Southern Jct. and Walsenburg:				
Southward track	58	58	45	45
Northward track	65	60	55	45
NOTE:—Maximum speed for northward D. & R. G. W. freight trains between Walsenburg and Southern Junction, 45 M. P. H.				
NOTE:—In locations where the maximum speed authorized for freight trains handled by diesel-power is 55 M. P. H., diesel-powered freight trains will not exceed 50 M. P. H. when handling loaded "Hopper type" cars.				
Between Walsenburg and Trinidad	55	50	45	45
Except between M. P. 188 and M. P. 197.56	65	60	55	45
Around curves between Minnequa Office and turnout at D. & R. G. W. Jct. switch at Southern Jct. Sound whistle freely	15	15	15	15
Through crossovers at end of double track, Southern Jct.	15	15	15	15
Walsenburg, over street crossings	20	20	20	20
Walsenburg, over spring switches	15	15	15	15
Through turnout in main track, 75 feet south of A. T. & S. F. crossing, Trinidad Yard	15	15	15	15
Between Bridge 212.08 and South Linden Ave., Trinidad	15	15	15	15
NOTE:—D. & R. G. W. 3600 and 3700 class engines must not exceed speed of 25 M. P. H. over Bridges 203.16 and 210.26.				
TRINIDAD AND SIXELA SUBDIVISION				
Maximum speed:				
Between Trinidad and Des Moines	55	50	45	45
Between Des Moines and Sixela	65	60	55	45
20th Street crossing, Clayton	15	15	15	15

RESTRICTED SPEED SIGNALS:—Slow boards are erected at points designated between Walsenburg and M. P. 300.03. They are painted yellow, with the required numerals in black indicating the permissible speed for passenger and freight trains. Locations between Walsenburg and Des Moines are 500 feet in advance of point where speed is to be restricted, except at M. P. 173.95 southward board is 1200 feet from restricted point, at M. P. 197.56 southward board is 3070 feet north of restricted point, and south of Des Moines boards are placed 2000 feet in advance of restricted points. These boards designate curves, or groups of curves, and short tangents, where speed is permanently restricted as indicated. Enginemen must restrict the speed of train until in their judgement the entire train has passed the restricted territory, when normal speed may be resumed. (The reverse side of slow board governing trains in opposite direction over same restricted territory is painted green, and will serve as a guide to enginemen in resuming normal speed.) Except, south of Des Moines, permanent proceed boards have been erected at the leaving end of each curve, indicating the point at which maximum speed may be resumed when entire train has passed the restricted territory.

These boards in no wise supersede or modify rules, train orders, or instructions further restricting the speed of any or all trains.

Locations where speed is restricted by permanent slow boards are as follows:

MINNEQUA AND TRINIDAD SUBDIVISIONS:	Passenger Trains: Diesel M. P. H.	Passenger Trains: Steam M. P. H.	Freight Trains: Diesel M. P. H.	Freight Trains: Steam M. P. H.
M. P. 172.01 to M. P. 173.35	30	25	25	25
M. P. 173.95 to M. P. 176.62	45	40	40	35
M. P. 181.74 to M. P. 186.61	45	40	40	35
M. P. 197.56 to M. P. 200.28	45	40	40	35
M. P. 201.87 to M. P. 203.36	45	40	40	35
M. P. 205.52 to M. P. 207.50	45	40	40	35
M. P. 208.54 to M. P. 210.21	45	40	40	35
TRINIDAD AND SIXELA SUBDIVISION:				
M. P. 213.02 to M. P. 214.73	45	40	40	35
M. P. 218.04 to M. P. 219.20	45	40	40	35
M. P. 220.34 to M. P. 220.70	45	40	40	35
M. P. 222.37 to M. P. 228.04	45	40	40	35
M. P. 230.18 to M. P. 231.40	45	40	40	35
M. P. 232.60 to M. P. 234.30	45	40	40	35
M. P. 235.52 to M. P. 243.70	45	40	40	35
M. P. 245.75 to M. P. 246.82	45	40	40	35
M. P. 248.00 to M. P. 248.60	45	40	40	35
M. P. 249.47 to M. P. 250.09	45	40	40	35
M. P. 250.70 to M. P. 252.16	45	40	40	35
M. P. 252.90 to M. P. 257.24	45	40	40	35
M. P. 259.40 to M. P. 260.57	45	40	40	35
M. P. 261.60 to M. P. 263.66	45	40	40	35
M. P. 264.99 to M. P. 273.86	45	40	40	35
M. P. 273.86 to M. P. 274.44	30	25	25	25
M. P. 274.44 to M. P. 276.59	45	40	40	35
M. P. 277.86 to M. P. 281.21	45	40	40	35
M. P. 281.21 to M. P. 281.93	30	25	25	25
M. P. 281.93 to M. P. 283.24	45	40	40	35
M. P. 285.16 to M. P. 290.52	45	40	40	35
M. P. 291.48 to M. P. 293.71	45	40	40	35
M. P. 295.70 to M. P. 296.19	55	50	50	45
M. P. 296.31 to M. P. 296.82	45	40	40	35
M. P. 299.41 to M. P. 300.03	45	40	40	35

LOCATION OF SPURS

Spur	From	Miles
Rugby spur		
Rapson mine*	Rugby	1.9
Aguilar spur†	Acme	1.7
Bear Canon spur†		
Franklin*	Ludlow	0.6
Taylor mine*	Ludlow	3.3
Bear Canon mine*	Ludlow	5.0
Sherman mine†	M. P. 199.1	
Trinidad brick yard†	M. P. 210.5	
Twin Mountain ballast pit*	M. P. 287	
Scoria†	M. P. 287.71	

Rule 908 in effect on the above spurs.
*Spur connected at north end.
†Spur connected at south end.

SCHEDULED FREIGHT TRAINS

Trains shown below have no time table authority

NORTHWARD (Read Down) 76-77	Stations	SOUTHWARD (Read Up) 78-75
Lv 8:45 AM (76)	Texline	Ar 6:45 PM
Ar 1:15 PM	Trinidad	Lv 2:35 PM
Lv 2:15 PM	Trinidad	Ar 1:35 PM
Ar 5:30 PM	Pueblo	Lv 9:35 AM
Lv 6:30 PM	Pueblo	Ar 8:45 AM
Ar 11:00 PM	Denver	Lv 4:45 AM (75)
Lv 2:15 AM (77)	Denver	Ar 11:00 PM
Ar 7:30 AM	Cheyenne	Lv 4:30 PM
Lv 9:00 AM	Cheyenne	Ar 3:00 PM
Ar 1:45 PM	Wendover	Lv 8:30 AM (78)

OPERATING LIMITS FOR ENGINES
(See Special Instructions—Rule G, Page 5.)

	A	B
Trinidad and Minnequa	900	900-900
Sixela and Trinidad	900	900-900
Spurs—Except Ballast Pit and Scoria	600	600-600
Ballast Pit and Scoria	900	900-900

NOTE—Column A denotes largest single engine permissible. Column B denotes largest engine permissible as double header.

NOTE—Freight and passenger Diesel engines may operate on any siding, yard, or station track where 800 class engines are allowed to operate.

TONNAGE RATING, SHOWING ENGINE CLASSIFICATION AND NUMBERS

	ENGINE NUMBERS			
	E-5-B 905-909 6300-6309	E-4 5200-5293	B-4-S 520-531	B-4-R 600-643
MINNEQUA AND TRINIDAD SUBDIVISION	E5-A-C 900-904 910-914 6100		F-3-B 370-372 F-3-C 373-375	B-4-R-1 644-649
NORTHWARD				
Trinidad to Bunker Hill	2900	2350	1550	1500
Bunker Hill to Minnequa	Down Grade			Down Grade
SOUTHWARD				
Pueblo to Minnequa	1600	1350	1000	900
Minnequa to Bunker Hill	2600	2000	1400	1300
Bunker Hill to Trinidad	Down Grade			Down Grade
TRINIDAD AND SIXELA SUBDIVISION NORTHWARD				
Sixela to Clayton	2500	2200	1270	1170
Clayton to Trinidad	2400	2100	1150	1050
SOUTHWARD				
Trinidad to Trinchera	2600	2200	1350	1300
Trinchera to Des Moines	2500	2100	1250	1200
Des Moines to Sixela	Down Grade			Down Grade

SPEED OF TRAINS

Miles per Hour	Time per Mile	
	Minutes	Seconds
5	12	0
10	6	0
15	4	0
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0
65	0	55
70	0	51
75	0	48
80	0	45