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

H. C. BRYAN.....Local Surgeon.....Colorado Springs, Colo.
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.
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.

P. R. JOHNSON,
Supt. of Transportation,
Ft. Worth, Texas.

G. B. HOOVER,
Superintendent,
Denver, Colo.

E. Q. McGILL,
Ass't Supt. Transportation,
Denver, Colo.

M. L. ZADNICHEK,
Trainmaster,
Trinidad, Colo.

The Colorado and Southern Railway Company

TIME TABLE

OF THE

SOUTHERN DIVISION

No. 44

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

SUNDAY, SEPTEMBER 30, 1951

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. 44** — **EFFECTIVE SEPTEMBER 30, 1951**

SOUTHWARD FIRST CLASS			Signs	Distance from Pueblo	Distance from Denver	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open (See Footnote)	NORTHWARD FIRST CLASS		
Daily Passenger 7	Daily Passenger 1	Daily Passenger 15 D.&R.G.W.								Daily Passenger 2	Daily Passenger 16 D.&R.G.W.	Daily Passenger 8
P.M. 10.20	P.M. 2.31		B.C.K.O.R. T.W.Y.Yd.	0.0	118.5	**PUEBLO**			Continuous	A.M. 4.10		P.M. 5.05
Trains between Pueblo and Minnequa are governed by rules and time table of A. T. & S. F. Ry.												
P.M. L 10.31	P.M. L 2.40		R.W.Yd.	4.1	122.6	**MINNEQUA** — 1.7			Continuous	A.M. A 4.00		P.M. A 4.53
10.37	2.44	P.M. L 1.03	R.Yd.	5.8	124.3	**SOUTHERN JCT.** — 10.7			No Office	3.56	A.M. A 11.05	4.49
10.51	2.56	f 1.17	F.	16.5	135.0	**MARNEL** — 8.4	S 60		No Office	3.45	f 10.51	4.38
f 11.02	3.05	f 1.27	F.W.	24.9	143.4	**CEDARWOOD** — 6.9	N 63 S 62	6	No Office	3.36	f 10.41	f 4.29
11.11	3.13	f 1.35	F.	31.8	150.3	**MUSTANG** — 4.5	N 60 S 60		No Office	3.29	f 10.33	4.22
f 11.17	3.18	f 1.41	F.	36.3	154.8	**LASCAR** — 11.1	N 60 S 60	8	No Office	3.24	f 10.27	f 4.17
11.29	3.30	f 1.55	F.	47.4	165.9	**SANDY** — 5.6	S 62		No Office	3.12	f 10.13	4.05
s 11.56	s 3.39	A 2.07	B.C.K.R. W.Y.Yd.	53.1	171.6	**WALSENBURG** — 0.1		410	Continuous	s 3.05	L 10.06	s 3.57
A.M.		P.M.	Yd.	53.2	171.7	**D. & R. G. W. JUNCTION** — 4.1					A.M.	
12.03	3.46[3]		F.	57.3	175.8	**WINCHELL** — 3.8	83	32	No Office	2.54		3.46[1]
12.08	3.51		F.	61.1	179.6	**MAYNE** — 2.6	86		No Office	2.49		3.36
f 12.11			F.	63.7	182.2	**MONSON** — 2.6		28	No Office			f 3.33
12.14	3.57		F.	66.3	184.8	**BUNKER HILL** — 2.5	79	30	No Office	2.43		3.30
f 12.17	4.00		F.Y.	68.8	187.3	**RUGBY** — 3.4	70	49	No Office	2.40		f 3.27
f 12.21	4.04		F.W.	72.2	190.7	**LYNN** — 0.6	79	34	No Office	2.36		f 3.22
			F.	72.8	191.3	**ACME** — 6.6			No Office			
f 12.29	4.10		Y.	79.4	197.9	**LUDLOW** — 4.7	60	266	9:00 a.m. to 1:01 p.m. 2:01 p.m. to 6:00 p.m.	2.28		s 3.10
12.35	4.16		F.	84.1	202.6	**FORBES** — 3.6	79		No Office	2.22		3.03
12.40	4.20		F.	87.7	206.2	**BOWEN** — 5.1	53	27	No Office	2.17		2.57
				92.8	211.3	**A. T. & S. F. CROSSING** ... (Interlocked) — 0.4						
12.48	4.26		B.C.K.O.R. T.W.Y.Yd.	93.2	211.7	**TRINIDAD YARD** — 0.4	57	742	Continuous	2.11		2.49
			Yd.	93.6	212.1	**D. & R. G. W. CROSSINGS** ... (Grade-Gate) — 0.3						
A 12.51 A.M.	A 4.29 P.M.		B.K.R.Yd.	93.9	212.4	**TRINIDAD** — 93.9	18		10:00 a.m. to 6:00 p.m. 8:00 p.m. to 4:00 a.m.	L 2.08 A.M.		L 2.45 P.M.
2:20 38.8	1:49 49.4	1:04 44.3				SCHEDULE TIME AVERAGE M. P. H.				1:52 48.1	0:59 49.8	2:08 42.1

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. Jct., 600 feet south of Walsenburg passenger station, used jointly by D. & R. G. W. and C. & S. Northward track is under C. & S. operating jurisdiction. Southward track is under D. & R. G. W. operating jurisdiction. C. & S. timetable 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.

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

PUEBLO: SB office, Union Depot, southward C. & S. first class trains must have two C. & S. Clearance Forms A, one over signature of D. & R. G. W. Superintendent and one over signature of C. & S. Superintendent, in addition to A. T. & S. F. clearance.

MINNEQUA: All C. & S. southward trains will be governed by train order signal. When train order signal is at stop position, two C. & S. Clearance Forms A will be required, one over signature of D. & R. G. W. Superintendent and one over signature of C. & S. Superintendent.

All trains may register at Minnequa by ticket.

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

Southward first-class trains only will register unless instructed otherwise by train order.

Spring switches on crossover between north and southbound main tracks.

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

Freight trains may register by ticket.

Nos. 1 and 2 will register by ticket.

Time of southward trains applies at end of double track.

No train order signal. Conductors and Enginemen must have Clearance Form A.

TRINIDAD—TRINIDAD YARD:

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

CROSSOVERS at M. P. 127.98, Lime Jct., M. P. 130.3, M. P. 138.8.

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. 44** — **EFFECTIVE SEPTEMBER 30, 1951**

SOUTHWARD FIRST CLASS		Signs	Distance from Trinidad	Distance from Denver	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open (See Footnote)	NORTHWARD FIRST CLASS	
Daily Passenger 7	Daily Passenger 1								Daily Passenger 2	Daily Passenger 8
L A.M. 1.11	L P.M. 4.36	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 A.M. 1.51	A P.M. 2.27
		Yd.	0.2	212.6	0.2 **D. & R. G. W. JUNCTION** 6.9					
1.22	4.46	F.	7.1	219.5	**BESHOAR** 4.9	79	20	No Office	1.41	2.15
1.34[2]	4.52	F.	12.0	224.5	**OAKTON** 3.8	58		No Office	1.34[7]	2.08
f 1.39	4.57	F.	15.8	228.2	**GARCIA** 4.9	29		No Office	1.28	f 2.02
1.47	5.04	F.	20.7	233.1	**BARELA** 7.3	81	15	No Office	1.22	1.55
f 1.56	5.14	F.	28.0	240.4	**ABEYTA** 4.9	21		No Office	1.12	f 1.44
2.04	5.20	F.W.	32.9	245.3	**NOLA** 5.0	79	5	No Office	1.05	1.37
s 2.12	5.26		37.9	250.3	**TRINCHERE** 6.9	85	29	9:00 a.m. to 2:00 p.m. 3:00 p.m. to 6:00 p.m.	12.58	s 1.30
f 2.26	5.35	F.W.	44.8	257.2	**WATERVALE** 5.0	77	3	No Office	12.48	f 1.19
s 2.36	5.42		49.8	262.2	**BRANSON** 9.0	60	18	11:00 a.m. to 4:01 p.m. 5:01 p.m. to 8:00 p.m.	12.41	s 1.09
2.51	5.54	F.	58.8	271.2	**ALPS** 5.4	85	8	No Office	12.28	12.54
2.59	6.01	F.	64.2	276.6	**TOWANDA** 5.5	36		No Office	12.19	12.44
s 3.10	6.09	C.W.	69.7	282.1	**FOLSOM** 10.2	85	61	8:30 a.m. to 1:30 p.m. 2:30 p.m. to 5:30 p.m.	12.11 A.M.	s12.36
s 3.30	6.22	Y.	79.9	292.3	**DES MOINES** 7.2	49	86	8:20 a.m. to 1:15 p.m. 2:15 p.m. to 5:20 p.m.	11.58	s12.18
f 3.40	6.31	F.W.	87.1	299.5	**GRANDE** 7.5	76	7	No Office	11.49	f12.07 P.M.
3.50	6.39	F.	94.6	307.0	**STAUNTON** 4.0	97	2	No Office	11.41	11.56
s 3.58	6.43	F.	98.6	311.0	**GRENVILLE** 8.7	40	32	No Office	11.37	s11.49
s 4.11	6.52	W.	107.3	319.7	**MT. DORA** 9.7	79	31	7:45 a.m. to 12:45 p.m. 1:45 p.m. to 4:45 p.m.	11.28	s11.34
4.23	7.02	F.	117.0	329.4	**ROYCE** 8.1	93	6	No Office	11.18	11.17
s 4.43	s 7.13	W.	125.1	337.5	**CLAYTON** 9.4	63	61	8:00 a.m. to 7:50 p.m. 10:30 p.m. to 6:30 a.m.	s11.05	s10.58
A 5.00 A.M.	A 7.26 P.M.	Yd.	134.5	346.9	**SIXELA** 1.3			No Office	L10.55 P.M.	L10.44 A.M.
Trains between Sixela and Texline are governed by rules and time table of F. W. & D. C. Ry.										
5.03 A.M.	7.28 P.M.	B.C.K.R. T.W.Yd.	135.8	348.2	**TEXLINE**	Yard		Continuous	10.53 P.M.	10.35 A.M.
					135.8					
3:49 34.2	2:50 47.3				SCHEDULE TIME AVERAGE M. P. H.				2:56 45.8	3:43 36.3

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.

TRINIDAD: No train order signal. Conductors and Enginemen of trains originating at Trinidad must have Clearance Form A.

Minnequa and Trinidad Subdivision Time Table governs all train movements between Trinidad and Trinidad Yard. (See Special Instruction 1-(E)).

Wilson water tank located at M. P. 260.4.

Telegraph office Trinchere closed Saturdays and Sundays.

Telegraph office Branson closed Tuesdays.

Telegraph office Folson closed Saturdays and Sundays.

Telegraph office Des Moines closed Mondays.

Telegraph office Mt. Dora closed Saturdays and Sundays.

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

SPEED RESTRICTIONS

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 (including caboose) handled by passenger engines, and

(b) The allowable maximum speed shown in the time table for steam freight trains when troop trains have freight cars mingled with the passenger equipment.

Light engines may operate at maximum speed authorized for freight trains, except must not exceed 35 M. P. H.

Diesel Engines running light must not exceed speed authorized for freight trains except must not exceed 35 M. P. H. unless otherwise provided.

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.

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

Gas or diesel-electric engines.....60 M. P. H.
Diesel-electric passenger engines.....75 M. P. H.
Diesel-electric freight engines.....60 M. P. H.
Diesel-electric switch engines.....40 M. P. H.

Where subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains		Freight Trains	
	Diesel M. P. H.	Steam M. P. H.	Diesel M. P. H.	Steam M. P. H.
ALL SUBDIVISIONS				
On Sidings	Reduced Speed	Reduced Speed	Reduced Speed	Reduced Speed
All cross-overs and turn outs, not otherwise specified	10	10	10	10
Trailing movements through spring switches	15	15	15	15
Scale test cars.				
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
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	59	59	49	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 spring switches 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	59	59	49	45
Engine or leading car over 20th Street Crossing, Clayton	15	15	15	15

SPEED RESTRICTIONS—Concluded

REDUCED SPEED SIGNS: Slow signs are erected at points designated between Walsenburg and M. P. 300.03.

Signs between Walsenburg and Des Moines are 500 feet in advance of slow track, except at M. P. 173.95 southward sign is 1200 feet from slow track, at M. P. 197.56 southward sign is 3070 feet north of slow track, and south of Des Moines signs are placed 2000 feet in advance of slow track. These signs designate curves or groups of curves, and short tangents where speed is permanently reduced. Enginemen must reduce speed of train until in their judgment, the entire train has passed the slow track.

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

Locations where speed is reduced by permanent slow signs are as follows:

MINNEQUA AND TRINIDAD SUBDIVISION:	Passenger Trains		Freight Trains	
	Diesel M. P. H.	Steam M. P. H.	Diesel M. P. H.	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. 174.9 to M. P. 175.1—Southward			30	30
M. P. 177.7 to M. P. 177.5—Northward			30	30
M. P. 181.74 to M. P. 186.61	45	40	40	35
M. P. 187.9 to M. P. 188.1—Southward			40	40
M. P. 189.0 to M. P. 189.2—Southward			40	40
M. P. 189.4 to M. P. 189.2—Northward			50	
M. P. 190.3 to M. P. 190.1—Northward			50	
M. P. 192.5 to M. P. 192.3—Northward			40	40
M. P. 193.5 to M. P. 193.3—Northward			35	35
M. P. 193.4 to M. P. 193.6—Southward			45	
M. P. 195.5 to M. P. 195.3—Northward			40	40
M. P. 196.5 to M. P. 196.7—Southward			40	40
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. 205.1 to M. P. 205.4—Southward			35	35
M. P. 205.5 to M. P. 205.3—Northward			40	40
M. P. 205.52 to M. P. 207.50	45	40	40	35
M. P. 208.0 to M. P. 208.2—Southward			35	35
M. P. 208.54 to M. P. 210.21	45	40	40	35
M. P. 210.3 to M. P. 210.5—Southward			40	40

TRINIDAD AND SIXELA SUBDIVISION:	Passenger Trains		Freight Trains	
	Diesel M. P. H.	Steam M. P. H.	Diesel M. P. H.	Steam M. P. H.
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	49	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

SPECIAL INSTRUCTIONS

General Foreman.....F. P. Weidenfield, 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
K. E. Mathias H. J. Schiff, Jr.

1. USE OF TRACK:

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

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

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

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

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

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

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

C. 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.

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

E. Trains have no timetable superiority between No. 10 track switch, south end Trinidad Yard (M. P. 212.02) and south switch of siding Trinidad (M. P. 212.54) and must run at reduced speed, expecting to find main track occupied by other trains or engines within these limits.

F. OPERATING LIMITS FOR ENGINES

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

NOTE—Column A denotes largest single engine permissible.

Column B denotes largest engine permissible as double header.

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:

Twin Mountain Ballast Pit...Outfit car spur, empty track from point 100 feet south of load track switch to end of track.

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

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

3. Troop trains will be handled the same as passenger trains except, that meeting points with all opposing trains must be established by a "positive" meet train order. Except in automatic block signal territory, a positive block will be maintained behind troop trains, except that when a train is passed by a troop train at a non-communicating station the train passed must wait 10 minutes and then proceed at reduced speed to next open office.

4. When train orders are to be delivered as prescribed by Rule 217, delivering train will come to complete stop to effect proper delivery.

5. 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.

A. At Southern Junction—

Spring switches in the crossover between the north and southbound main tracks at Southern Junction (Minnequa and Trinidad Subdivision), Mile Post 124.3, with mechanical facing point locks, and protected by automatic dwarf home signals located six (6) feet in f ont of each spring switch.

Normal position of switches are as follows: For Southbound Movements: Crossover switches are lined for C. & S. southward trains, with a trailing movement through the spring switch in the southward track. The route is lined for southward D. & R. G. W. trains. Northbound Movements: Trailing movements will be made by both C. & S. and D. & R. G. W. northward trains through spring switch in northbound track.

B. 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.

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

D. 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.

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

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

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

H. 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.

I. 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.

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	

Yard Limits and Rule 908 in effect on all spurs.

FREIGHT TRAINS (Information only)

NORTHWARD (Read Down)		SOUTHWARD (Read Up)		
76-77		Stations	78-75	
Lv	6:00 AM (76)	Texline	Ar	7:15 PM
Ar	11:00 AM	Trinidad	Lv	2:45 PM
Lv	12:01 PM	Trinidad	Ar	1:45 PM
Ar	3:15 PM	Pueblo	Lv	9:45 AM
Lv	5:00 PM	Pueblo	Ar	8:00 AM
Ar	10:00 PM	Denver	Lv	4:00 AM (75)
Lv	2:15 AM (77)	Denver	Ar	10:30 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)

*Spur connected at north end.
†Spur connected at south end.

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 Trinchere	2600	2200	1350	1300
Trinchere 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