

**Safety**



**Service**

**A. J. Broderick**

Trainmaster

Sub-Divisions 10, 10-A, 11, 12, 12-A, 12-B

Durango

**A. L. Kleine**

Trainmaster

Sub-Divisions 13, 13-A, 13-B, 13-C, 14, 14-A, 15

Gunnison

**T. J. Cummins**

Assistant to Superintendent and  
Road Foreman of Equipment

Alamosa

**L. S. Lively**

Chief Dispatcher

Alamosa

The  
**Denver and Rio Grande Western Railroad  
Company**

Wilson McCarthy and Henry Swan, Trustees

**ALAMOSA DIVISION**

**TIME-TABLE  
No. 123**

**Takes Effect Friday, December 1, 1944**

**at 12:01 A. M.**

**Mountain Time**

**Superseding Time-Table No. 122**

**NOTE IMPORTANT CHANGES IN  
TIME-TABLE RULES**

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

**The Management reserves the right to vary  
from it at pleasure**

**E. A. WEST**  
General Manager

**L. F. WILSON**  
Assistant General Manager

**W. R. McPHERSON**  
Superintendent  
Transportation

**C. B. CARPENTER**  
Superintendent

**WESTWARD**

**MAIN LINE**

**EASTWARD**

| FIRST CLASS             | Mile Posts | Sub-Division 10 STATIONS                      | Miles from Alamosa | Capacity of Siding | FIRST CLASS             |
|-------------------------|------------|-----------------------------------------------|--------------------|--------------------|-------------------------|
| <b>115</b><br>Passenger |            | <b>TIME-TABLE No. 123</b><br>DECEMBER 1, 1944 |                    |                    | <b>116</b><br>Passenger |
| Leave Daily             |            |                                               |                    |                    | Arrive Daily            |
| 1 45 AM                 | 190.3      | X LA VETA KSBWFTDN<br>4.6                     | 61.4               | Yard               | 12 10 AM                |
| f 1 59                  | 194.9      | FRANCISCO P<br>1.3                            | 56.8               | 19                 | f 12 01 AM              |
| f 2 03                  | 196.2      | OCCIDENTAL P<br>5.7                           | 55.5               | 65                 | f 11 56                 |
| f 2 20                  | 201.9      | CODO PW<br>5.3                                | 49.8               | 39                 | f 11 37                 |
| s 2 36                  | 207.2      | va FIR YN<br>7.4                              | 44.5               | 89                 | s 11 19                 |
| f 2 59                  | 214.6      | SIERRA PWY<br>2.3                             | 37.1               | 54                 | f 10 52                 |
| f 3 05                  | 216.9      | RUSSELL P<br>4.4                              | 34.8               | 25                 | f 10 46                 |
| f 3 14                  | 221.3      | MORTIMER P<br>6.4                             | 30.4               | 64                 | f 10 35                 |
| s 3 29                  | 227.7      | ft FORT GARLAND VD<br>4.7                     | 24.0               | 81                 | s 10 23                 |
| s 3 39                  | 232.4      | nk BLANCA D<br>7.4                            | 19.3               | 73                 | s 10 13                 |
| f 3 54                  | 239.8      | BALDY<br>8.7                                  | 11.9               | 21                 | f 10 00                 |
| f 4 12                  | 248.5      | HAYS<br>1.1                                   | 3.2                | 43                 | f 9 47                  |
| 4 14                    | 249.6      | EAST YARD P<br>1.4                            | 2.1                | 127                | 9 45                    |
| 4 17                    | 251.0      | ALAMOSA JCT. J<br>0.7                         | 0.7                |                    | 9 42                    |
| 4 30 AM                 | 251.7      | AS ALAMOSA KBOWFTDN                           |                    | Yard               | 9 40 PM                 |
| Arrive Daily            |            | (61.4)                                        |                    |                    | Leave Daily             |
| 2.45<br>22.3            |            | Schedule Time<br>Average Speed per Hour       |                    |                    | 2.30<br>24.5            |

**WESTWARD**

**MAIN LINE**

**EASTWARD**

| FIRST CLASS             | Mile Posts | Sub-Division 11 STATIONS                      | Miles from Chama | Capacity of Siding | FIRST CLASS             |
|-------------------------|------------|-----------------------------------------------|------------------|--------------------|-------------------------|
| <b>115</b><br>Passenger |            | <b>TIME-TABLE No. 123</b><br>DECEMBER 1, 1944 |                  |                    | <b>116</b><br>Passenger |
| Leave Daily             |            |                                               |                  |                    | Arrive Daily            |
| 7 00 AM                 | 251.7      | AS ALAMOSA FBSOJKTWFTDN<br>5.3                | 92.4             | Yard               | 8 30 PM                 |
| f 7 10                  | 257.0      | HENRY<br>2.6                                  | 87.1             | 12SG<br>14NG       | f 8 19                  |
| f 7 15                  | 259.6      | ESTRELLA P<br>6.6                             | 84.5             | 44SG<br>58NG       | f 8 14                  |
| s 7 30                  | 266.2      | JR LA JARA PWD<br>3.5                         | 77.9             | 148SG<br>191NG     | s 7 59                  |
| f 7 37                  | 269.7      | BOUNTIFUL<br>3.6                              | 74.4             | 22SG<br>29NG       | f 7 49                  |
| s 7 45                  | 273.3      | Om ROMEO PD<br>7.0                            | 70.8             | 38SG<br>54NG       | s 7 42                  |
| s 8 05                  | 280.3      | Na ANTONITO PWFYD<br>10.5                     | 63.8             | Yard               | s 7 25                  |
| f 8 31                  | 290.8      | LAVA YPW<br>8.6                               | 53.3             | 25                 | f 6 55                  |
| f 8 52                  | 299.4      | BIG HORN PY<br>6.7                            | 44.7             | 28                 | f 6 35                  |
| f 9 09                  | 306.1      | SUBLETTE PW<br>4.4                            | 38.0             | 25                 | f 6 15                  |
| f 9 22                  | 310.5      | TOLTEC P<br>7.9                               | 33.6             | 75                 | f 6 01                  |
| f 9 45                  | 318.4      | Bo OSIER PFW<br>6.4                           | 25.7             | 43                 | f 5 35                  |
| f 10 03                 | 324.8      | Los PINOS W<br>5.8                            | 19.3             | 46                 | f 5 18                  |
| s 10 20                 | 330.6      | Br CUMBRES PWFYD<br>1.6                       | 13.5             | 105                | s 5 02                  |
| f 10 26                 | 332.2      | COXO<br>3.3                                   | 11.9             | 18                 | f 4 53                  |
| f 10 39                 | 335.5      | CRESO PW<br>4.5                               | 8.6              | 43                 | f 4 39                  |
| f 10 56                 | 340.0      | LOBATO<br>4.1                                 | 4.1              | 28                 | f 4 19                  |
| 11 10 AM                | 344.1      | ch CHAMA SPOKBTWFTDN                          |                  | Yard               | 4 05 PM                 |
| Arrive Daily            |            | (92.4)                                        |                  |                    | Leave Daily             |
| 4.10<br>22.1            |            | Schedule Time<br>Average Speed per Hour       |                  |                    | 4.25<br>20.9            |

**WESTWARD**

**CREEDE BRANCH**

**EASTWARD**

| Mile Posts | Sub-Division 10-A STATIONS                    | Miles from North Creede | Capacity of Siding |
|------------|-----------------------------------------------|-------------------------|--------------------|
|            | <b>TIME-TABLE No. 123</b><br>DECEMBER 1, 1944 |                         |                    |
| 251.7      | AS ALAMOSA PSKOJBWFTDN<br>10.8                | 70.1                    | Yard               |
| 262.5      | PARMA<br>3.6                                  | 59.3                    | 20                 |
| 266.1      | ZINZER<br>2.9                                 | 55.7                    | 81                 |
| 269.0      | MV MONTE VISTA YWD<br>3.9                     | 52.8                    | 130                |
| 272.9      | TORRES<br>2.5                                 | 48.9                    | 47                 |
| 275.4      | HAYWOOD<br>7.4                                | 46.4                    | 16                 |
| 282.8      | De DEL NORTE YD<br>6.1                        | 39.0                    | 50                 |
| 288.9      | HANNA<br>3.0                                  | 32.9                    | 23                 |
| 291.9      | GRANGER<br>6.3                                | 29.9                    | 18                 |
| 298.2      | SOUTH FORK W<br>0.9                           | 23.6                    | 27                 |
| 299.1      | DERRICK Y<br>3.7                              | 22.7                    | Wye                |
| 302.8      | MASONIC PARK<br>9.3                           | 19.0                    |                    |
| 312.1      | WAGON WHEEL GAP<br>6.0                        | 9.7                     | 18                 |
| 318.1      | WASSON Y<br>2.6                               | 3.7                     | 28                 |
| 320.7      | ji CREEDE WD<br>1.1                           | 1.1                     | 27                 |
| 321.8      | NORTH CREEDE                                  |                         |                    |
|            | (70.1)                                        |                         |                    |

Telephones also located in booths at M. P. 311.3, M. P. 315.2, M. P. 323.0, M. P. 328.0 and M. P. 333.0

**SPEED TABLE**

| Speed Per Hour | Time of Performance |        |        | Speed Per Hour | Time of Performance |        |        |
|----------------|---------------------|--------|--------|----------------|---------------------|--------|--------|
|                | ¼ Mile              | ½ Mile | 1 Mile |                | ¼ Mile              | ½ Mile | 1 Mile |
| MILES          | M. S.               | M. S.  | M. S.  | MILES          | M. S.               | M. S.  | M. S.  |
| 5              | 3 00                | 6 00   | 12 00  | 35             | 0 25                | 0 51   | 1 42   |
| 10             | 1 30                | 3 00   | 6 00   | 40             | 0 22                | 0 45   | 1 30   |
| 15             | 1 00                | 2 01   | 4 00   | 45             | 0 20                | 0 40   | 1 20   |
| 20             | 0 45                | 1 30   | 3 00   | 50             | 0 18                | 0 36   | 1 12   |
| 25             | 0 36                | 1 12   | 2 24   | 55             | 0 16                | 0 32   | 1 05   |
| 30             | 0 30                | 1 00   | 2 00   | 60             | 0 15                | 0 30   | 1 00   |

| WESTWARD              |                  | MAIN LINE                |                                         |                    |                    | EASTWARD              |  |
|-----------------------|------------------|--------------------------|-----------------------------------------|--------------------|--------------------|-----------------------|--|
| FIRST CLASS           | Mile Posts       | Sub-Division 12 STATIONS |                                         | Miles from Durango | Capacity of Siding | FIRST CLASS           |  |
| 115 Passenger         |                  | TIME-TABLE No. 123       |                                         |                    |                    | 116 Passenger         |  |
| Leave Daily           | DECEMBER 1, 1944 |                          | Arrive Daily                            |                    |                    |                       |  |
| 11 15 AM              | 344.1            | ch                       | CHAMA<br>5.1                            | 107.4              | Yard               | 4 00 PM               |  |
| f 11 26               | 349.2            |                          | WILLOW CREEK<br>4.8                     | 102.3              | 17                 | f 3 44                |  |
| f 11 37               | 354.0            |                          | AZOTEA<br>5.6                           | 97.5               | 32                 | f 3 30                |  |
| f 11 50               | 359.6            |                          | BIGGS SPUR<br>3.9                       | 91.9               | 19                 | f 3 14                |  |
| f 11 59               | 363.5            |                          | MONERO<br>3.4                           | 88.0               | 63                 | f 3 04                |  |
| f 12 10 PM            | 366.9            |                          | AMARGO<br>2.6                           | 84.6               | 30                 | f 2 53                |  |
| s 12 18               | 369.5            |                          | LUMBERTON<br>3.8                        | 82.0               | 63                 | s 2 47                |  |
| s 12 27               | 373.3            | dy                       | DULCE<br>4.4                            | 78.2               | 67                 | s 2 36                |  |
| f 12 40               | 377.7            |                          | NAVAJO<br>9.0                           | 73.8               | 23                 | f 2 23                |  |
| f 1 03                | 386.7            |                          | JUANITA<br>3.7                          | 64.8               | 23                 | f 1 59                |  |
| s 1 21                | 390.4            | pg                       | GATO<br>4.8                             | 61.1               | 75                 | s 1 49                |  |
| f 1 35 <sup>116</sup> | 395.2            |                          | CARRACAS<br>8.4                         | 56.3               | 39                 | f 1 35 <sup>116</sup> |  |
| s 1 59                | 403.6            |                          | ARBOLES<br>7.2                          | 47.9               | 45                 | s 1 13                |  |
| f 2 18                | 410.8            |                          | ALLISON<br>3.5                          | 40.7               | 16                 | f 12 56               |  |
| f 2 27                | 414.3            |                          | TIFFANY<br>4.6                          | 37.2               | 33                 | f 12 48               |  |
| f 2 38                | 418.9            |                          | LA BOCA<br>6.8                          | 32.6               | 28                 | f 12 37               |  |
| s 2 58                | 425.7            | ig                       | IGNACIO<br>7.2                          | 25.8               | 62                 | s 12 22               |  |
| f 3 14                | 432.9            |                          | OXFORD<br>4.4                           | 18.6               | 10                 | f 12 03 PM            |  |
| f 3 24                | 437.3            |                          | FLORIDA<br>4.3                          | 14.2               | 30                 | f 11 53               |  |
| f 3 35                | 441.6            |                          | FALFA<br>7.5                            | 9.9                | 11                 | f 11 43               |  |
| s 3 57                | 449.1            |                          | CARBON JCT.<br>2.4                      | 2.4                | 27                 | s 11 22               |  |
| 4 05 PM               | 451.5            | dg                       | DURANGO<br>YOKBQJWPTD                   |                    | Yard               | 11 15 AM              |  |
| Arrive Daily          |                  |                          | (107.4)                                 |                    |                    | Leave Daily           |  |
| 4.50<br>22.2          |                  |                          | Schedule Time<br>Average Speed per Hour |                    |                    | 4.45<br>22.6          |  |

| WESTWARD          |                  | SILVERTON BRANCH           |                                         |                      |                    | EASTWARD         |  |
|-------------------|------------------|----------------------------|-----------------------------------------|----------------------|--------------------|------------------|--|
| SECOND CLASS      | Mile Posts       | Sub-Division 12-B STATIONS |                                         | Miles from Silverton | Capacity of Siding | SECOND CLASS     |  |
| 461 Mixed         |                  | TIME-TABLE No. 123         |                                         |                      |                    | 462 Mixed        |  |
| Leave Tues. Sat.  | DECEMBER 1, 1944 |                            | Arrive Tues. Sat.                       |                      |                    |                  |  |
| 9 15 AM           | 451.5            | dg                         | DURANGO<br>9.2                          | 45.2                 | Yard               | 4 35 PM          |  |
| f 9 50            | 460.7            |                            | TRIMBLE<br>1.8                          | 36.0                 |                    | f 4 01           |  |
| s 9 57            | 462.5            |                            | HERMOSA<br>6.6                          | 34.2                 | 13                 | s 3 54           |  |
| s 10 26           | 469.1            |                            | ROCKWOOD<br>3.2                         | 27.6                 | 24                 | s 3 28           |  |
| s 10 50           | 472.3            |                            | TACOMA<br>5.7                           | 24.4                 | 18                 | s 3 05           |  |
| f 11 15           | 478.0            |                            | TEFFT<br>4.6                            | 18.7                 | 15                 | f 2 35           |  |
| f 11 35           | 482.6            |                            | HUNT<br>1.2                             | 14.1                 | 18                 | f 2 15           |  |
| f 11 40           | 483.8            |                            | NEEDLETON<br>6.7                        | 12.9                 | 13                 | f 2 10           |  |
| f 12 14 PM        | 490.5            |                            | ELK PARK<br>6.2                         | 6.2                  | 14                 | f 1 40           |  |
| 12 40 PM          | 496.7            | sv                         | SILVERTON<br>YD                         |                      | Yard               | 1 15 PM          |  |
| Arrive Tues. Sat. |                  |                            | (45.2)                                  |                      |                    | Leave Tues. Sat. |  |
| 3.25<br>13.2      |                  |                            | Schedule Time<br>Average Speed per Hour |                      |                    | 3.20<br>13.6     |  |

No. 461 is superior to No. 462.

| WESTWARD |            | FARMINGTON BRANCH          |                    |                       |                    | EASTWARD |  |
|----------|------------|----------------------------|--------------------|-----------------------|--------------------|----------|--|
|          | Mile Posts | Sub-Division 12-A STATIONS |                    | Miles from Farmington | Capacity of Siding |          |  |
|          |            | TIME-TABLE No. 123         |                    |                       |                    |          |  |
|          |            | DECEMBER 1, 1944           |                    |                       |                    |          |  |
|          | 449.1      |                            | CARBON JCT.<br>8.3 | 47.1                  | 27                 |          |  |
|          | 457.4      |                            | POSTA<br>5.2       | 38.8                  | 13                 |          |  |
|          | 462.6      |                            | BONDAD<br>9.1      | 33.6                  | 15                 |          |  |
|          | 471.7      |                            | CEDAR HILL<br>4.2  | 24.5                  | 19                 |          |  |
|          | 475.9      |                            | INCA<br>5.9        | 20.3                  | 10                 |          |  |
|          | 481.8      | an                         | AZTEC<br>5.7       | 14.4                  | 23                 |          |  |
|          | 487.5      |                            | FLORA VISTA<br>8.7 | 8.7                   | 16                 |          |  |
|          | 496.2      | vx                         | FARMINGTON<br>WTD  |                       | Yard               |          |  |
|          |            |                            | (47.1)             |                       |                    |          |  |

### WESTWARD MAIN LINE EASTWARD

| Miles from Denver                       | Sub-Division 13<br>STATIONS<br>TIME-TABLE No. 123<br>DECEMBER 1, 1944 |                                | Miles from Gunnison | Capacity of Siding |
|-----------------------------------------|-----------------------------------------------------------------------|--------------------------------|---------------------|--------------------|
| 215.1                                   | S                                                                     | SALIDA PJKBDNWFYTO<br>5.0      | 73.3                | Yard               |
| 220.1                                   | FN                                                                    | PONCHA JCT. JDPY<br>3.8        | 88.3                | 52                 |
| 223.9                                   |                                                                       | OTTO<br>2.1                    | 64.5                | 27                 |
| 226.0                                   |                                                                       | MEARS JCT. JPWFY<br>2.3        | 62.4                | 30                 |
| 228.3                                   |                                                                       | SHIRLEY W<br>3.6               | 60.1                | 35                 |
| 231.9                                   |                                                                       | KEENE<br>2.1                   | 56.5                | 18                 |
| 234.0                                   |                                                                       | GRAY'S P<br>3.6                | 54.4                | 60                 |
| 237.6                                   |                                                                       | POCONO<br>3.1                  | 50.8                | 18                 |
| 240.7                                   | mp                                                                    | MARSHALL PASS SDWTP<br>4.1     | 47.7                | 120                |
| 244.8                                   |                                                                       | SHAWANO FW<br>3.7              | 43.6                | 36                 |
| 248.5                                   |                                                                       | CHESTER P<br>2.3               | 39.9                | 28                 |
| 250.8                                   |                                                                       | TANK 7 W<br>2.0                | 37.6                | 10                 |
| 252.8                                   |                                                                       | BUXTON P<br>4.4                | 35.6                | 43                 |
| 257.2                                   | aj                                                                    | SARGENT KBSDWFYTP<br>4.8       | 31.2                | 100                |
| 262.0                                   |                                                                       | ELKO P<br>3.5                  | 26.4                | 45                 |
| 265.5                                   |                                                                       | CROOKTON P<br>4.0              | 22.9                | 22                 |
| 269.5                                   |                                                                       | DOYLE P<br>0.9                 | 18.9                | 18                 |
| 270.4                                   |                                                                       | BONITA<br>6.4                  | 18.0                | 44                 |
| 276.8                                   |                                                                       | PARLIN FW<br>5.4               | 11.6                | 29                 |
| 282.2                                   |                                                                       | STEELE<br>6.2                  | 6.2                 | 41                 |
| 285.4                                   | GU                                                                    | GUNNISON PJKBDNWFYTO<br>(73.3) |                     | Yard               |
| Schedule Time<br>Average Speed per Hour |                                                                       |                                |                     |                    |

### Westward CRESTED BUTTE BRANCH Eastward

| Miles from Denver | Sub-Division 13-B<br>STATIONS<br>TIME-TABLE No. 123<br>DECEMBER 1, 1944 |                              | Miles from Antracite | Capacity of Siding |
|-------------------|-------------------------------------------------------------------------|------------------------------|----------------------|--------------------|
| 288.4             | GU                                                                      | GUNNISON TGSJEDWFYTO<br>11.1 | 32.2                 | Yard               |
| 299.5             |                                                                         | ALMONT<br>5.2                | 21.1                 | 43                 |
| 304.7             |                                                                         | JACK'S CABIN W<br>11.6       | 15.9                 | 24                 |
| 316.3             | Be                                                                      | CRESTED BUTTE DWYTG<br>4.3   | 4.3                  | Yard               |
| 320.6             |                                                                         | ANTHRACITE<br>(32.2)         |                      | 38                 |

### WESTWARD BALDWIN BRANCH EASTWARD

| Miles from Denver | Sub-Division 13-C<br>STATIONS<br>TIME-TABLE No. 123<br>DECEMBER 1, 1944 |                              | Miles from Baldwin | Capacity of Siding |
|-------------------|-------------------------------------------------------------------------|------------------------------|--------------------|--------------------|
| 288.4             | GU                                                                      | GUNNISON BSKJDTWFYTOG<br>6.7 | 18.2               | Yard               |
| 295.1             |                                                                         | WYLIE<br>2.4                 | 11.5               | 6                  |
| 297.5             |                                                                         | TEACHOUT<br>3.5              | 9.1                | 5                  |
| 301.0             |                                                                         | DOLLARD<br>3.0               | 5.6                | 5                  |
| 304.0             |                                                                         | CASTLETON JWY<br>2.6         | 2.6                | 26                 |
| 306.6             |                                                                         | BALDWIN<br>(18.2)            |                    | 60                 |

### WESTWARD MONARCH BRANCH EASTWARD

| Miles from Denver | Sub-Division 13-A<br>STATIONS<br>TIME-TABLE No. 123<br>DECEMBER 1, 1944 |                         | Miles from Monarch | Capacity of Siding |
|-------------------|-------------------------------------------------------------------------|-------------------------|--------------------|--------------------|
| 229.1             | FN                                                                      | PONCHA JCT. JDPY<br>6.9 | 15.3               | 52                 |
| 227.0             |                                                                         | MAYSVILLE Y<br>6.0      | 8.4                | 60                 |
| 233.0             |                                                                         | GARFIELD<br>2.4         | 2.4                | 14                 |
| 235.4             |                                                                         | MONARCH Y               |                    | 126                |
| (15.3)            |                                                                         |                         |                    |                    |

**WESTWARD MAIN LINE EASTWARD**

| Miles from Denver | Sub-Division 14<br>STATIONS<br>TIME-TABLE No. 123<br>DECEMBER 1, 1944 | Miles from Montrose | Capacity of Siding |
|-------------------|-----------------------------------------------------------------------|---------------------|--------------------|
| 288.4             | GU <b>GUNNISON</b> TQJKBSDWFTTO<br>6.1                                | 63.1                | Yard               |
| 294.5             | <b>HIERRO</b><br>4.7                                                  | 57.0                | 46                 |
| 299.2             | <b>IOLA</b><br>0.9                                                    | 52.3                | 12                 |
| 300.1             | <b>KEZAR</b><br>6.8                                                   | 51.4                | 28                 |
| 306.9             | <b>CEBOLLA</b> TG<br>7.1                                              | 44.6                | 45                 |
| 314.0             | SA <b>SAPINERO</b> TGY<br>6.8                                         | 37.5                | 57                 |
| 320.8             | <b>CURECANTI</b> TG<br>6.7                                            | 30.7                | 30                 |
| 327.5             | <b>CRYSTAL CREEK</b><br>1.5                                           | 24.0                | 14                 |
| 329.0             | BN <b>CIMARRON</b> STGWFF<br>5.6                                      | 22.5                | Yard               |
| 334.6             | <b>CERRO SUMMIT</b> TGY<br>6.7                                        | 16.9                | 19                 |
| 341.3             | <b>CEDAR CREEK</b> TOWY<br>1.2                                        | 10.2                | 42                 |
| 342.5             | <b>LUJANE</b><br>1.0                                                  | 9.0                 | 22                 |
| 343.5             | <b>PORTAL</b><br>2.9                                                  | 8.0                 | 23                 |
| 346.4             | <b>FAIRVIEW</b><br>5.1                                                | 5.1                 | 43                 |
| 351.5             | MS <b>MONTROSE</b> SJOKBDWFTTG<br>(63.1)                              |                     | Yard               |

**WESTWARD OURAY BRANCH EASTWARD**

| Miles from Denver | Sub-Division 14-A<br>STATIONS<br>TIME-TABLE No. 123<br>DECEMBER 1, 1944 | Miles from Ouray | Capacity of Siding |
|-------------------|-------------------------------------------------------------------------|------------------|--------------------|
| 351.5             | MS <b>MONTROSE</b> SJOKBDWFTTG<br>4.7                                   | 35.9             | Yard               |
| 356.2             | <b>VERNAL</b><br>3.3                                                    | 31.2             | 24                 |
| 359.5             | <b>UNCOMPAGRE</b><br>4.3                                                | 27.9             | 24                 |
| 363.8             | <b>COLONA</b><br>2.7                                                    | 23.6             | 20                 |
| 366.5             | <b>ELDREDGE</b><br>2.5                                                  | 20.9             | 17                 |
| 369.0             | <b>MAYFIELD</b><br>5.4                                                  | 18.4             | 8                  |
| 374.4             | <b>DALLAS</b><br>2.7                                                    | 13.0             | 25                 |
| 377.1             | WY <b>RIDGWAY</b> SJDWFF<br>3.0                                         | 10.3             | Yard               |
| 380.1             | <b>PIEDMONT</b><br>7.3                                                  | 7.3              | 16                 |
| 387.4             | AY <b>OURAY</b> DWFF<br>(35.9)                                          |                  | Yard               |

**WESTWARD MAIN LINE EASTWARD**

| Miles from Denver | Sub-Division 15<br>STATIONS<br>TIME-TABLE No. 123<br>DECEMBER 1, 1944 | Miles from Alamosa | Capacity of Siding |
|-------------------|-----------------------------------------------------------------------|--------------------|--------------------|
| 226.0             | <b>MEARS JCT.</b> PWY<br>3.6                                          | 74.4               | 30                 |
| 229.6             | <b>PONCHA PASS</b> PY<br>3.3                                          | 70.8               | 33                 |
| 232.9             | <b>ROUND HILL</b> WY<br>12.4                                          | 67.5               | 46                 |
| 245.3             | <b>VILLA GROVE</b> PWY<br>5.6                                         | 55.1               | 45                 |
| 250.9             | <b>MINERAL HOT SPRINGS</b><br>11.8                                    | 49.5               | 45                 |
| 262.7             | Mf <b>MOFFAT</b> PDWY<br>6.2                                          | 37.7               | 61                 |
| 268.9             | <b>LA GARITA</b><br>5.4                                               | 31.5               | 45                 |
| 274.3             | <b>GIBSON</b><br>6.0                                                  | 26.1               | 45                 |
| 280.3             | HG <b>HOOPER</b> PD<br>6.5                                            | 20.1               | 45                 |
| 286.8             | <b>MOSCA</b> P<br>7.3                                                 | 18.6               | 45                 |
| 294.1             | <b>MCGINTY</b><br>5.6                                                 | 6.3                | 36                 |
| 299.7             | <b>ALAMOSA JCT.</b> P<br>0.7                                          | 0.7                |                    |
| 300.4             | AS <b>ALAMOSA</b> PSJKBDWFTTO<br>(74.4)                               |                    | Yard               |

**TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE**

| LOCATION | Sub-Division | MP    | NAMES                    | CAR CAPACITY |     | SWITCH CONNECTIONS |
|----------|--------------|-------|--------------------------|--------------|-----|--------------------|
|          |              |       |                          | S            | G   |                    |
| 10       |              | 197.1 | Nixon                    | 11           |     | East End           |
| 10-A     |              | 258.4 | Willis                   | 7            |     | East End           |
| "        |              | 267.0 | Sugar Jct.               | y            |     |                    |
| "        |              | 268.3 | Cont'l Oil               | 3            |     | West End           |
| "        |              | 276.4 | Freeman                  | 21           |     | East End           |
| "        |              | 279.0 | Middaugh                 | 12           |     | East End           |
| "        |              | 280.8 | Evansville               | 25           |     | Both Ends          |
| "        |              | 296.3 | Gerrard                  | 24           |     | Both Ends          |
| 12-A     |              | 459.1 | Sunnyside                |              | 4   | East End           |
| 12-B     |              | 498.1 | Detroit                  |              | 3   | Disconnected       |
| 13       |              | 215.5 | West Salida              |              | 68  | Both Ends          |
| 13-B     |              | 289.2 | Endner                   |              | 14  | West End           |
| "        |              | 293.4 | Hay Spur                 |              | 3   | East End           |
| "        |              | 298.9 | Spring Creek             |              | 9   | East End           |
| "        |              | 309.3 | Boker                    |              | 10  | East End           |
| "        |              | 314.7 | Bulkley Mine             |              | 116 | East End           |
| "        |              | 318.5 | Horace Mine              |              | 25  | East End           |
| 13-C     |              | 299.2 | Lehman                   |              | 2   | East End           |
| "        |              | 305.8 | Green Canon or La Plante |              | 14  | West End           |
| 14       |              | 297.1 | Hall's                   |              | 6   | East End           |
| 14-A     |              | 385.1 | Wanakah Smelter          |              | 20  | West End           |
| "        |              | 385.4 | Lotus                    |              | 12  | East End           |
| "        |              | 386.1 | Wanakah Mill             |              | 18  | East End           |
| 15       |              | 291.1 | Corlett                  |              | 4   | West End           |

Telegraph line between Antonito and Chama does not follow main track at the following points:

MP 289 to MP 291      MP 300½ to MP 308¾  
MP 294 to MP 294½      MP 312 to MP 314  
MP 296 to MP 298      MP 322 to MP 327½

# Special Time-Table Rules

## Superseding General Rules and Regulations which are Inconsistent Therewith

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

1-A. No. 461 is superior to No. 462.

2. Trains will leave Creede without clearance card when operator is not on duty.

Trains will leave Farmington without clearance card when Operator is not on duty.

Trains will leave Silverton without clearance card when Operator is not on duty.

Trains on Sub-Division 13A will leave Poncha Jct. and Monarch and on Sub-Division 15 will leave Mears Jct. without clearance card.

All trains will leave Baldwin without clearance card.

Trains will leave Crested Butte without clearance card when Operator is not on duty.

2-A. There is no train order signal at Marshall Pass or Ouray. No train will leave these stations without clearance card, except all trains will leave Marshall Pass and Ouray without clearance card when no Operator is on duty.

### 3. TRAIN REGISTER BOOKS are located at:

|                                           |               |
|-------------------------------------------|---------------|
| La Veta                                   | Silverton     |
| Fir                                       | Salida        |
| Alamosa                                   | Marshall Pass |
| Creede                                    | Sargent       |
| Cumbres                                   | Gunnison      |
| Chama                                     | Cimarron      |
| Carbon Jct. (for trains 115 and 116 only) | Montrose      |
| Durango                                   | Ouray         |
| Farmington                                | Crested Butte |

Register stations are shown in body of the Time-Table in FULL FACED TYPE.

### 4. YARD LIMIT STATIONS:

|               |             |                |
|---------------|-------------|----------------|
| La Veta       | Estrella    | Shirley        |
| Occidental    | La Jara     | Marshall Pass  |
| Fir           | Romeo       | Buxton         |
| Sierra        | Antonito    | Sargent        |
| Ft. Garland   | Big Horn    | Doyle          |
| Blanca        | Cumbres     | Parlin         |
| Alamosa-Hays  | Chama       | Gunnison       |
| Willis        | Monero      | Crested Butte. |
| Parma         | Lumberton   | Sapinero       |
| Zinzer        | Dulce       | Cimarron       |
| Monte Vista   | Juanita     | Cerro Summit   |
| S. L. C. Jct. | Gato        | Cedar Creek    |
| Torres        | Arboles     | Montrose       |
| Hanna         | Ignacio     | Ridgway        |
| Del Norte     | Carbon Jct. | Ouray          |
| Granger       | Durango     | Poncha Pass    |
| Gerrard       | Silverton   | Round Hill     |
| South Fork    | Aztec       | Villa Grove    |
| Freeman       | Farmington  | Moffat         |
| Wasson        | Poncha Jct. | Hooper         |
| Creede        | Mears Jct.  | Mosca          |

4-A. Yard limits, Sub-Division 13-A will extend between Poncha Jct. and Monarch.

4-B. Trains have no time-table superiority within yard limits, Montrose. They must run at restricted speed expecting to find tracks occupied by other trains. Responsibility for accident rests with the approaching train.

4-C. Rule 93 of the Rules and Regulations of the Operating Department is modified to the extent that first class trains will run at restricted speed between Alamosa Junction and passenger depot, Alamosa, prepared to stop unless main track is seen or known to be clear.

Passenger trains on Sub-Division 11 will run at restricted speed between passenger depot, Alamosa and junction with Creede Branch, Alamosa yard, prepared to stop unless main track is seen or known to be clear.

Responsibility for accident rests with the approaching train.

5. When retainers are in use trainmen and enginemen must keep close watch while train is in motion for indications of excessively heated wheels, and when observed, the retainer on such car or cars must be placed in normal release position (turned down) until wheels have had sufficient time to cool.

5-A. On westward trains at Cumbres, and before leaving Fir, Marshall Pass, Poncha Pass, Cerro Summit, Monarch Mines and Garfield, members of the train crew must assist in looking over the air brakes, as well as the general condition of the train.

After brakes have been released, retainers must be turned up before trains leave any station on a descending grade where retainers are required to control speed.

5-B. Particular attention must be devoted to all rods and brake connections, brake shoes and levers, key bolts and split keys, and to all draft gear.

5-C. After brakes have been released on passenger cars, and before trains start from these stations, retainers must be turned up.

5-D. Retaining valves (three position type) will be used in 20 lb. position on capacity loaded cars and in 10 lb. position on light loaded and empty cars during descent of grades where retainers are required. Retainers must not be used in 20 lb. position on empty cars or light loads. In cases where retaining power is found to be excessive a sufficient number of retainers on rear portion of train may be turned to release position to avoid stalling. On grades where the use of all retainers is not required, commence at head end of train and turn up each alternate retainer, and when changing position of retainers commence at rear car on which last retainer was turned up and work forward, alternating. Retainers must be alternated at inspection points.

5-E. Between Fir and La Veta; Fir and Sierra:

On trains consisting of empty cars, beginning at the head of train, every other retainer must be turned up in 10 lb. position and alternated at inspection points.

On trains consisting of loaded cars, all retainers must be used in 10 lb. position and in case retaining power is noticed to be insufficient to hold trains while auxiliary reservoirs are being charged, a number of retainers on head end of train may be turned to 20 lb. position on heavily loaded cars.

On trains consisting of mixed loads and empties, retainers will be used in 10 lb. position on loaded cars, and every other retainer in 10 lb. position on empty cars. Retainers on empty cars must be alternated at inspection points. Retainers must not be used in 20 lb. position on empty cars or light loads.

5-F. The following will govern the use of retainers in handling trains down Cumbres, Poncha Pass, Marshall Pass, Cerro Summit, and Monarch Branch.

On trains consisting of capacity loaded cars, all retainers will be used in 20 lb. position. On trains consisting of light loaded cars, all retainers will be used in 10 lb. position. On trains consisting of empty cars, 50% of the retaining valves will be used in 10 lb. position. Commencing at the head end of train, turn up retaining valve on every other car. Retainers must be alternated at inspection points. If it is found that the retaining power is excessive, a number of retaining valves in the rear portion of the train may be turned to release position to avoid stalling.

5-G. In handling of freight trains down Cumbres, Poncha Pass, Monarch Branch, Marshall Pass and Cerro Summit, not more than one (1) car having non-air or inoperative air brakes will be permitted to descend in solid coal, ore or steel trains, not more than two (2) cars having non-air or inoperative air brakes in other freight or mixed trains.

5-H. Eastward freight trains will stop at Occidental to cool wheels and inspect train.

Eastward freight trains will stop 5 minutes at Big Horn and Mears Jct. to cool wheels and inspect train.

Westward freight trains will stop 5 minutes at Lobato and Cedar Creek to cool wheels and inspect train.

Westward freight trains will stop at Buxton to turn down retaining valves. All trains will stop at Cerro Summit for inspection of train and brakes.

6. Where locomotives are equipped with water brakes enginemen must know that they are in proper working condition and use them where required.

6-A. Drawhead knuckles must be properly coupled when pushing engines or cars on sharp curves and on heavy grades, to avoid possibility of couplers passing and resultant damage therefrom.

7. 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. Employees holding passes will be carried on any freight train to and from points at which trains stop when passes are stamped: "Good on Freight Trains."

To comply with Rule 91, Conductors on freight trains will wire dispatcher from first telegraph station where they pick up passengers for movement on their trains, including caretakers of livestock, banana messengers, etc., also sectionmen, bridgemen and other employes riding as passengers.

7-A. Passengers may be carried on Extra freight trains between Chama and Durango and between Salida and Sargent.

7-B. Cars must not be "dropped" over main highways.

8. All employes are hereby notified of close clearance of structures, etc., located on the main track and on sidings, as follows:

| Sub-Division      | Mile   | Description                        | Side or Overhead  |
|-------------------|--------|------------------------------------|-------------------|
| <b>MAIN TRACK</b> |        |                                    |                   |
| 10                | 190.5  | Water column Main Track            | Side              |
| 10                | 198.6  | West Occidental Tunnel             | Side and Overhead |
| 10                | 202.2  | West Codo Tunnel                   | Side and Overhead |
| 10-A              | 287.1  | East Hanna Wire Crossing           | Overhead          |
| 10-A              | 306.4  | East Wagon Wheel Gap Bridge 306.39 | Side and Overhead |
| <b>SIDINGS</b>    |        |                                    |                   |
| 10                | 216.9  | Russell Stock Chute                | Side              |
| 10                | 227.7  | Ft. Garland Stock Chute            | Side              |
| 10                | 232.4  | Blanca Freight Platform            | Side              |
| 10-A              | 298.2  | South Fork Sheds, Stk. Chute       | Side              |
| 10-A              | 318.1  | Wasson Stock Chute                 | Side              |
| <b>MAIN TRACK</b> |        |                                    |                   |
| 11                | 306.0  | Sublette Water Column              | Side              |
| 11                | 311.3  | West Toltec Mud Tunnel             | Side and Overhead |
| 11                | 315.2  | West Toltec Rock Tunnel            | Side and Overhead |
| 11                | 330.6  | Cumbres Water Column               | Side              |
| 11                | 343.6  | East Chama Bridge 343.61           | Side and Overhead |
| <b>MAIN TRACK</b> |        |                                    |                   |
| 12                | 377.4  | East Navajo Bridge 377.39          | Side              |
| 12                | 377.5  | East Navajo Bridge 377.52          | Side and Overhead |
| 12                | 380.2  | West Navajo Bridge 380.23          | Side              |
| 12                | 386.1  | East Juanita Bridge 386.07         | Side and Overhead |
| 12                | 387.7  | West Juanita Bridge 387.67         | Side and Overhead |
| 12                | 390.4  | Gato Bridge 390.45                 | Side and Overhead |
| 12                | 404.1  | West Arboles Bridge 404.07         | Side and Overhead |
| 12                | 418.6  | East La Boca Bridge 418.62         | Side and Overhead |
| 12                | 437.0  | East Florida Bridge 437.01         | Side and Overhead |
| <b>SIDINGS</b>    |        |                                    |                   |
| 12                | 367.0  | Amargo Stock Chute                 | Side              |
| 12                | 373.3  | Dulce Stock Chute                  | Side              |
| 12                | 403.6  | Arboles Stock Chute                | Side              |
| 12                | 414.0  | Tiffany Stock Chute                | Side              |
| 12                | 419.0  | La Boca Stock Chute                | Side              |
| 12                | 425.7  | Ignacio Stock Chute                | Side              |
| 12                | 437.3  | Florida Stock Chute                | Side              |
| <b>SIDINGS</b>    |        |                                    |                   |
| 12-A              | 481.8  | Aztec Stock Chute                  | Side              |
| 12-A              | 496.2  | Farmington Stock Chute             | Side              |
| 12-A              | 496.2  | Farmington Oil Loading Trestle     | Side and Overhead |
| <b>MAIN TRACK</b> |        |                                    |                   |
| 12-B              | 452.4  | West Durango Bridge 452.42         | Side and Overhead |
| 12-B              | 462.42 | East Hermosa Bridge 462.42         | Side              |
| 12-B              | 474.5  | West Tacoma Rock Cuts              | Side              |
| 12-B              | 477.81 | East Tefft Bridge 477.81           | Side and Overhead |
| 12-B              | 492.5  | West Elk Park Slide Shed           | Side and Overhead |

| Sub-Division      | Mile  | Description                    | Side or Overhead  |
|-------------------|-------|--------------------------------|-------------------|
| <b>MAIN TRACK</b> |       |                                |                   |
| 13                | 215.1 | Salida Bridge 215.14           | Side and Overhead |
| 13                | 220.7 | West Poncha Jct. Bridge 220.75 | Side              |
| 13                | 226.5 | Mears Junction Bridge 226.48   | Overhead          |
| 13                | 240.5 | Marshall Pass Snow Sheds       | Side and Overhead |
| 13                | 257.2 | Sargent Coal Chute             | Side              |
| 13                | 312.2 | East of Cr. Butte Water Column | Side              |
| 13-B              | 320.6 | Crested Butte Stock Chute      | Side              |
| 13-C              | 295.1 | Wylie Stock Chute              | Side              |
| <b>SIDINGS</b>    |       |                                |                   |
| 13                | 257.2 | Sargent Stock Chute            | Side              |
| 13                | 265.5 | Crookton Stock Chute           | Side              |
| 13                | 276.8 | Parlin Stock Chute             | Side              |
| 13                | 288.6 | Gunnison Stock Chute           | Side              |
| 13-B              | 304.7 | Jack's Cabin Stock Chute       | Side              |
| 13-B              | 316.3 | Crested Butte Upper Tramway    | Side and Overhead |
| 13-B              | 316.3 | Crested Butte Lower Tramway    | Side and Overhead |
| 13-C              | 301.0 | Dollard Stock Chute            | Side              |
| 13-C              | 305.8 | La Plante Stock Chute          | Side              |
| <b>MAIN TRACK</b> |       |                                |                   |
| 14                | 300.7 | West Kezar Bridge 300.68       | Side              |
| 14                | 328.8 | East Cimarron Bridge 328.80    | Side              |
| <b>SIDINGS</b>    |       |                                |                   |
| 14                | 299.2 | Iola Stock Chute               | Side              |
| 14                | 306.9 | Cebolla Stock Chute            | Side              |
| 14                | 314.0 | Sapinero Stock Chute           | Side              |
| 14                | 329.0 | Cimarron Stock Chute           | Side              |
| 14                | 343.5 | Portal Warehouse               | Side              |
| 14                | 351.5 | Montrose Stock Chute           | Side              |
| 14-A              | 363.8 | Colona Stock Chute             | Side              |
| <b>SIDINGS</b>    |       |                                |                   |
| 15                | 245.3 | Villa Grove Stock Chute        | Side              |
| 15                | 262.7 | Moffat Stock Chute             | Side              |
| 15                | 280.3 | Hooper Stock Chute             | Side              |
| 15                | 286.8 | Mosca Stock Chute              | Side              |

All employes are also hereby notified that there are coal chutes, buildings, platforms and other structures located on tracks, other than the main track and sidings, that WILL NOT CLEAR a man riding on the side of a car or engine or on the top of the car; and all employes must protect themselves from injury in passing such structures.

9. The speed of trains should be so restricted that absolute safety will be assured, and the maximum speed will ordinarily be that necessary to make the schedule.

9-A. Trains must not exceed the maximum speeds prescribed below:

Speed restrictions governing freight trains govern the speed of mixed trains and govern the speed of light engines unless otherwise provided.

| Sub-Division                           | Passenger Trains MPH |    | Freight Trains MPH |    |
|----------------------------------------|----------------------|----|--------------------|----|
|                                        | NG                   | SG | NG                 | SG |
| <b>Sub-Division 10</b>                 |                      |    |                    |    |
| La Veta-Francisco .....                |                      | 35 |                    | 20 |
| Francisco-Fir .....                    |                      | 20 |                    | 15 |
| Fir-Sierra .....                       |                      | 20 |                    | 18 |
| Sierra-Alamosa .....                   |                      | 45 |                    | 35 |
| <b>Sub-Division 10-A</b>               |                      |    |                    |    |
| Alamosa-Hanna .....                    |                      | 45 |                    | 30 |
| Hanna-Creede .....                     |                      | 35 |                    | 25 |
| Sharp Curves .....                     |                      | 20 |                    | 18 |
| <b>Sub-Division 11</b>                 |                      |    |                    |    |
| Alamosa-Antonito .....                 | 40                   | 45 | 30                 | 35 |
| Cumbres-M. P. 342.8—descending.....    | 18                   |    | 12                 |    |
| Cumbres-Lava .....                     | 30                   |    | 18                 |    |
| Sharp Curves .....                     | 20                   |    | 15                 |    |
| Cumbres-Antonito, Snow Plow Trains.... | 25                   |    | 25                 |    |
| Sharp Curves, Snow Plow Trains.....    | 18                   |    | 18                 |    |
| <b>Sub-Division 12</b>                 |                      |    |                    |    |
| .....                                  | 35                   |    | 25                 |    |
| Sharp Curves .....                     | 20                   |    | 15                 |    |

|                                                                                                                                                                                                | Passenger Trains MPH |    | Mixed or Freight Trains MPH |    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|----|-----------------------------|----|
|                                                                                                                                                                                                | NG                   | SG | NG                          | SG |
| Sub-Division 12A .....                                                                                                                                                                         | 30                   |    | 25                          |    |
| Sharp Curves .....                                                                                                                                                                             | 20                   |    | 15                          |    |
| Sub-Division 12-B .....                                                                                                                                                                        | 25                   |    | 20                          |    |
| Sharp Curves .....                                                                                                                                                                             | 20                   |    | 15                          |    |
| Between Rockwood and Animas River Bridge 471.23 .....                                                                                                                                          | 8                    |    | 8                           |    |
| Sub-Division 13 .....                                                                                                                                                                          | 35                   |    | 25                          |    |
| Sharp Curves .....                                                                                                                                                                             | 20                   |    | 15                          |    |
| Marshall Pass-Poncha Jct.—descending ..                                                                                                                                                        | 18                   |    | 12                          |    |
| Marshall Pass-Buxton—descending .....                                                                                                                                                          | 18                   |    | 12                          |    |
| Sub-Division 13-A .....                                                                                                                                                                        | 25                   |    | 20                          |    |
| Monarch-Maysville—descending .....                                                                                                                                                             | 10                   |    | 10                          |    |
| Maysville-Poncha Jct.—descending .....                                                                                                                                                         | 20                   |    | 18                          |    |
| Sub-Division 13-B .....                                                                                                                                                                        | 30                   |    | 25                          |    |
| Sharp Curves .....                                                                                                                                                                             | 20                   |    | 15                          |    |
| Between Horace and Anthracite .....                                                                                                                                                            | 10                   |    | 10                          |    |
| Sub-Division 13-C .....                                                                                                                                                                        | 30                   |    | 25                          |    |
| Sharp Curves .....                                                                                                                                                                             | 20                   |    | 15                          |    |
| Sub-Division 14 .....                                                                                                                                                                          | 35                   |    | 25                          |    |
| Sharp Curves .....                                                                                                                                                                             | 20                   |    | 15                          |    |
| Cerro Summit-Cimarron—descending .....                                                                                                                                                         | 18                   |    | 12                          |    |
| Cerro Summit-Cedar Creek—descending ..                                                                                                                                                         | 18                   |    | 12                          |    |
| Sub-Division 14-A .....                                                                                                                                                                        | 30                   |    | 25                          |    |
| Sharp Curves .....                                                                                                                                                                             | 20                   |    | 15                          |    |
| Sub-Division 15 .....                                                                                                                                                                          | 30                   |    | 25                          |    |
| Sharp Curves .....                                                                                                                                                                             | 20                   |    | 15                          |    |
| Poncha Pass-Mears Jct.—descending .....                                                                                                                                                        | 18                   |    | 12                          |    |
| Poncha Pass-Round Hill—descending .....                                                                                                                                                        | 20                   |    | 15                          |    |
| Sub-Divisions 11 and 12, K-27, K-28, K-36 and K-37 class engines over Bridges 319.98, 339.78, 377.52, 387.67, 404.07, 418.62 and 437.01 .....                                                  | 10                   |    | 10                          |    |
| Sub-Division 12-B, K-27 and K-28 class engines over Bridge 471.23 .....                                                                                                                        | 5                    |    | 5                           |    |
| K-27 and K-28 class engines over Bridges 489.88, 495.64 and 496.12 .....                                                                                                                       | 10                   |    | 10                          |    |
| Sub-Division 14-A, K-27 class power over bridges 369.28 and 387.72 .....                                                                                                                       | 8                    |    | 8                           |    |
| Durango yard, between Continental Oil Spur and Depot, westward .....                                                                                                                           | 12                   |    | 10                          |    |
| Marshall Pass (first switch) East and West ends of shed .....                                                                                                                                  | 5                    |    | 5                           |    |
| Gunnison, over Tomichi and Virginia Ave's. ..                                                                                                                                                  | 5                    |    | 5                           |    |
| All Sub-Divisions, except where specific restrictions in certain territories require lower speed:                                                                                              |                      |    |                             |    |
|                                                                                                                                                                                                | Miles Per Hour       |    |                             |    |
| In or out of turnouts .....                                                                                                                                                                    | 15                   |    |                             |    |
| Over railroad crossings, not interlocked .....                                                                                                                                                 | 20                   |    |                             |    |
| Maximum speeds permissible in any service by various classes of power and equipment as follows:                                                                                                |                      |    |                             |    |
|                                                                                                                                                                                                | Miles Per Hour       |    |                             |    |
| K-36 and K-37 class engines .....                                                                                                                                                              | 35                   |    |                             |    |
| C-48 and L-109 .....                                                                                                                                                                           | 35                   |    |                             |    |
| L-95 and L-107 .....                                                                                                                                                                           | 40                   |    |                             |    |
| Engines backing up .....                                                                                                                                                                       | 15                   |    |                             |    |
| Trains handling dead engines with side rods up .....                                                                                                                                           | 25                   |    |                             |    |
| Dead engines with side rods all down .....                                                                                                                                                     | 15                   |    |                             |    |
| Dead engines with one pair wheels swinging .....                                                                                                                                               | 10                   |    |                             |    |
| Steam Derricks, Shovels, Clam Shells, Short Scale Test cars except 010897, Ditchers and Pile Drivers moving on own wheels, also K & J and Western Air Dumps and loaded system coke racks ..... | 25                   |    |                             |    |

Restrictions on sharp curves refer to those of 8 or more degrees.

9-C. City Ordinance speed limits as follows:

|                                              | Miles Per Hour |
|----------------------------------------------|----------------|
| Between MP 279.7 and 280.6 at Antonito ..... | 12             |
| Montrose City limits .....                   | 15             |

9-D. K-36 and K-37 engines must not be double-headed over bridges 319.95 and 339.78, Sub-Division 11.

9-E. C-25 class engines must not be double-headed with K-27 or K-28 class engines, nor must K-27 or K-28 class engines be double-headed over bridges on Sub-Division 12-B. Engines of the classes listed must not be operated over bridge 471.23, near Rockwood, unless separated by at least one hundred feet and this separation should consist of lightly loaded equipment. It is not permissible to operate two of these engines over this bridge with only a flanger between them.

9-F. When second engine is required on Sub-Division 12 place it on head end.

9-G. No engine larger than C-21 class must be used in service between Gunnison and Cimarron, Sub-Division 14.

9-H. C-21, C-25 and K-27 class engines must not be operated between Ridgway and Ouray, Sub-Division 14-A.

9-I. Double-heading between Salida and Marshall Pass is prohibited. Place one engine on head end, cut one engine into train about twenty-five cars from head engine and place one engine on rear end, ahead of caboose. In operating three engine trains out of Cimarron westbound, and out of Montrose, Sargent and Chama eastbound use two engines on head end of train and one engine on rear end, the rear engine either just ahead of caboose, or drover's car when latter is used, except that engines will not be double-headed over bridges between Gunnison and Cimarron—must be at least five cars between engines on these bridges. On two engine trains out of Gunnison and Villa Grove, eastbound, place them on head end of train.

9-J. When handling three engine trains between La Veta and Sierra and between Sierra and La Veta, place two engines on the head end and one on the rear end of the train, except Class L and Class M engines must not be double headed. In such case place a Class L or Class M engine on the head end and one on the rear of train. The rear engine may be placed just ahead of the caboose, when necessary, or just ahead of the drover's car, when such car is handled. In event three engines of the above classes are used, one of them must be cut back in the train approximately behind the train engine's tonnage. When handling not to exceed 1900 tons engines may be double headed La Veta to Fir and Sierra to Fir.

9-K. Passenger trains must not exceed schedule running time between Osier and Big Horn.

9-L. Do not exceed a speed of fifteen (15) miles per hour over bridge 299.01 near Almont, Sub-Division 13-B, with K-36 or K-37 class engines.

10. Company Surgeons are located as follows:

**DR. GEO. H. CURFMAN, Chief Surgeon, Denver**

|                           |             |                          |               |
|---------------------------|-------------|--------------------------|---------------|
| SIDNEY ANDERSON.....      | Alamosa     | G. W. LARIMER.....       | Salida        |
| J. R. HURLEY.....         | Alamosa     | C. R. FULLER.....        | Salida        |
| J. D. DAVIES—Oculist..... | Alamosa     | A. J. BENDER.....        | Salida        |
| R. D. TAYLOR.....         | Monte Vista | H. D. SMITH.....         | Salida        |
| A. B. GJELLUM.....        | Del Norte   | L. E. THOMPSON, Eye..... | Salida        |
| J. I. DUNHAM.....         | Chama       | J. P. McDONOUGH.....     | Gunnison      |
| J. F. LANE.....           | Dulce       | J. W. HUDSON.....        | Crested Butte |
| O. B. RENSCH.....         | Durango     | JOHN A. SPRING.....      | Montrose      |
| A. L. BURNETT.....        | Durango     | R. R. RIGG.....          | Montrose      |
| M. D. MORAN.....          | Farmington  | C. V. BATES.....         | Ouray         |

10-A. Hospitals are located as follows: Durango, "Mercy," Salida, "D. & R. G. W."

10-B. PROMPT TELEGRAPHIC REPORT (Form 3884) MUST BE MADE OF ALL ACCIDENTS. In the event Form 3884 cannot be furnished without unduly delaying the train a message must be filed at first open telegraph office giving principal facts concerning the accident and Form 3884 filed as quickly as possible thereafter. When a personal injury occurs on a train an additional message must be sent immediately to the Superintendent and Claim Department and if the injured person is not an employe on duty the following information must be given: Kind of transportation injured person holds, giving number of ticket or pass, description of injured party,



whether coach or pullman passenger, with number or name of car and, if injured party stopping over enroute, state where stopover will be made and address at point of stopover.

In addition to the telegraphic reports (Form 3884) and messages above described, mail reports of all accidents and casualties must be promptly made and forwarded, using the following forms according to the instructions thereon and in the Book of Rules:

- Form 3922—All personal injuries and all crossing accidents.
- Form 4009—When accident occurs on train to be filled out by passengers.
- Form 4012—Inspection of Equipment (Mechanical Dept.)
- Form 4119—Fire Report (Section Foreman)
- Form 3511—Stock Struck Report (Enginemen)
- Form 4117—Stock Report (Section Foreman)

**10-C. SURGICAL ATTENTION.** (Passengers and employes.) Whenever passengers or employes are injured, everything must be done to care for them properly, either calling the Company's nearest Surgeon to treat them (and if seriously injured, calling the nearest competent Surgeon to be had, until the Company's Surgeon can get to the place of accident), or if they are able to be moved, taking them to the nearest place at which the Company has a Surgeon and turning them over to him for care and treatment. If other than a Company Surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

(Others). When persons not employes or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depot or other industries, etc.) are injured, if they are unable to care for themselves, and if no friends or others are at hand to care for them, the nearest Company Surgeon should be called, or if he cannot be reached, the nearest other competent Surgeon, which Surgeon must be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company except the emergency attention above noted.

**10-D.** Parties calling Surgeons should explain fully as possible the nature of the injuries so that the Surgeon may know what equipment to bring with him.

**10-E.** When any accident, collision of trains, or any collision of trains with vehicles or pedestrians, resulting in loss of life or injury to persons in Colorado or New Mexico, the superior officer, agent or employe on ground at time of such accident shall immediately notify the Public Utilities Commission of Colorado, Capitol Building, Denver, Colo., or the State Corporation Commission, Santa Fe, New Mexico, by telegram, the details of such accident stating the immediate location and nature of accident and number of persons killed or injured.

Information covering such accidents must be sent by Western Union Telegraph Company wires, collect, and all Agents will accept and so transmit same.

**11.** Westward trains arriving Marshall Pass will use west siding, in shed, instead of main track, and eastward trains will use the main track. Normal position of main track switch at east end of Marshall Pass Shed is for west siding and switch at west end of Marshall Pass is for main track. These switches must always be left lined to normal position, when not in use.

**12.** Siding inside shed, Marshall Pass, will be known as west siding. Siding east of the shed will be known as east siding.

**13.** Water Tanks or Cranes between Stations.

- Sub-Division 12-A, located M.P. 464.7
- Sub-Division 12-B, located at M.P.'s 474.60 and 484.10.
- Sub-Division 13, located M.P. 239.4
- Sub-Division 13-A, located M.P. 229.6
- Sub-Division 13-A, located M.P. 234.1
- Sub-Division 14, located M.P. 305.1
- Sub-Division 14, located M.P. 320.4
- Sub-Division 14-A, located M.P. 369.6

**14.** The following are auxiliary lines (Rules 14-T, 14-U):

- Carbon Jct., Sub-Division 12-A.
- Durango, Sub-Division 12-B.
- Salida, Sub-Division 13.
- Poncha Jct., Sub-Division 13-A.
- Mears Jct., Sub-Division 15.
- Gunnison, Sub-Division 13-B-13-C.
- Montrose, Sub-Division 14-A.
- Ridgway, Sub-Division 14-A.
- Alamosa Jct., Sub-Division 15.

**15.** Trains 115 and 116, only, on Sub-Division 12 will register at Carbon Junction. It will not be necessary for trains on Sub-Division 12 to check register at Carbon Junction.

**16.** When handling cars on coal chute inclines air must be coupled through and operative on the entire string of cars.

**17.** Open or stock cars loaded with creosoted ties should be trained at least ten cars from engine to avoid fire hazard.

**18.** Equipment arriving Durango on No. 115 and Montrose on No. 320 will be left standing on main track in front of passenger station.

**19.** Normal position of west passing track switch leading to stockyards, Montrose, is to stock track and open toward main track. This to avoid cars running out onto main track.

**20.** Train crew and their engine will return from Cumbres to Chama ahead of helper engine except when there is switching to be done at Cumbres or on the return trip westbound between Cumbres and Chama, in which event helper engines will precede train.

**21.** In making doubles Sargent to Marshall Pass place the cars on spurs at Marshall Pass when there is room to do so. In case it becomes necessary to leave cars on main track notify Dispatcher and train order will be issued to cover.

**22.** When cars are stored or left standing on Monarch Branch the west wye switch at Poncha Jct. on this Branch must be lined for the wye instead of main track to prevent cars running away.

**23.** When engines equipped with Priest or Ray flanger are working under snow conditions use the flanger on the ascending as well as the descending grade.

**24.** Engines handling steam heated passenger equipment must not be detached from train to buck snow, nor shall they be detached for other purposes unless an emergency exists. In winter weather, before detaching engine, steam line must be thoroughly blown out to prevent freezing and subsequent damage of steam appliances.

**25.** Discontinue whistling at 7th to 13th streets, inclusive, Durango yard, but engine bell must be rung. At Sixth Street, which is State Highway, Rule 14 (1) is modified as follows: "Two short blasts, space, two short blasts" will be used approaching this crossing. Keep whistle tone to as moderate a pitch as possible.

**26.** Following instructions govern movements in yards listed as follows:

**ALAMOSA:** Air hose must be coupled and air operative through cuts of cars handled between all of the various yards at this point, which are Old Yard, New Yard, Farm tracks and Pickler tracks.

**GUNNISON:** Air must be cut through and air brakes in operation on all trains, or cuts of cars handled between main yard and points on Crested Butte and Baldwin Branches in both directions.

**DURANGO:** Air must be cut through and air brakes in operation on all trains, or cuts of cars handled between Durango yard and yard at Smelter. In handling cuts of cars in Durango yard air must be cut through and air brakes in operation on all trains, or cuts of cars moved in either direction between east yard tracks, east of passenger depot and west yard tracks west of passenger depot.

**27.** Conductors will provide themselves with supply of forms to be used in giving tie-up instructions to Trainmen and Enginemen when necessary to tie up at intermediate points where trains are out of communication with Train Dispatcher. When trains are enroute over sub-division and on account of delays caused by obstructions,

or for any reason whatever crews will be overtaken by Federal Rest Law, and cannot reach terminal within the allowed sixteen hours of service, and cannot get in touch with Train Dispatcher, conductor will, after fourteen hours on duty, and not to exceed sixteen hours on duty, tie up all members of train and engine crews, filling out the regular tie-up form, a copy to be given each member of all crews involved, including himself, and mail one copy to Superintendent and one copy to Chief Dispatcher. Tie up should be made, in all cases, at a point where eating and sleeping accommodations are available, if possible, unless in work train or snow service and accompanied by properly equipped outfit and cook cars, but must not, in any case, be tied up at a point where outfit will be endangered by snow slides or other hazards, or is likely to become badly snowed in. Three hours, or more release from duty are necessary to break continuity of service.

28. Extra freight trains are ordinarily operated between Alamosa and Derrick, Tuesday and Thursday and Alamosa to Creede and return on Saturday.

Between Alamosa and Chama

Westward, Monday, Wednesday, Saturday, about 11 P. M.  
Eastward, Monday, Wednesday, Friday, about 9 P. M.

Between Chama and Durango

Westward, Sunday, Tuesday, about 10 A. M.  
Eastward, Monday, Friday, about 11:30 A. M.

Between Durango and Farmington

Eastward, Wednesday, about 1:15 P. M.  
Westward, Wednesday, about 5:15 P. M.

Between Gunnison and Crested Butte as required, usually daily except Sunday leaving Gunnison about 11:00 A. M. and Crested Butte about 3:00 P. M.

Between Salida and Gunnison

Westward, Sunday, Tuesday, Thursday, about 1:00 P. M.  
Eastward, Monday, Wednesday, Friday, about 11:00 A. M.

Between Gunnison and Montrose

Westward, Thursday, Gunnison-Cimarron turn 9:00 A. M.  
Eastward, Thursday, Montrose-Cimarron turn 10:00 A. M.

Between Montrose and Ouray

Westward, Monday, Wednesday, Friday, about 9:00 A. M.  
Eastward, Monday, Wednesday, Friday, about 1:00 P. M.

Between Salida and Alamosa

Westward, Saturday, about 8:00 A. M.  
Eastward, Sunday, about 8:30 A. M.

29. Any passenger who by reason of intoxication, or otherwise is guilty of such disorderly conduct as to annoy, threaten or insult other persons on the train, and who refuses to desist therefrom when requested to do so by the Conductor, may be ejected, with his baggage, at the next station where Agent is on duty. The Conductor shall use only such force as may be necessary to accomplish such removal, and

he may command other railroad employees to assist in such removal, and when necessary wire ahead for assistance. Before ejecting a passenger the Conductor shall tender to such passenger the unused portion of any fare which has been paid.

Whenever a passenger is ejected the name and address of such passenger and the names and addresses of all witnesses, and their statements in writing if possible, should be obtained. All facts connected with such ejection should be at once reported to the Division Superintendent.

When Military Police or Shore Patrol are available they should be consulted before ejecting any military or naval personnel from the train.

#### LOCAL TIME INSPECTORS ARE LOCATED AS FOLLOWS:

VELHAGEN BROS. .... Alamosa  
H. H. JEFFERY ..... Durango  
J. C. McCRUMB..... Salida  
G. J. DE VINNY ..... Montrose

#### OPEN HOURS OF OFFICE OF COMMUNICATION

| STATIONS           | WEEK DAY HOURS      | SUNDAY AND HOLIDAY HOURS |
|--------------------|---------------------|--------------------------|
| La Veta.....       | Continuous          | Continuous               |
| Fir.....           | 10:00 PM to 7:00 AM | 10:00 PM to 7:00 AM      |
| Ft. Garland.....   | 7:30 AM to 4:30 PM  | Closed                   |
| Blanca.....        | 6:00 AM to 3:00 PM  | Closed                   |
| Salida.....        | Continuous          | Continuous               |
| Alamosa.....       | 8:00 AM to 4:00 PM  | 8:00 AM to 4:00 PM       |
|                    | 6:00 PM to 2:00 AM  | 6:00 PM to 2:00 AM       |
| Monte Vista.....   | 8:00 AM to 5:00 PM  | Closed                   |
| Del Norte.....     | 8:00 AM to 5:00 PM  | Closed                   |
| Creede.....        | 8:00 AM to 5:00 PM  | Closed                   |
| La Jara.....       | 7:00 AM to 4:00 PM  | 7:00 AM to 9:00 AM       |
| Romeo.....         | 7:15 AM to 4:15 PM  | Closed                   |
| Antonito.....      | 7:30 AM to 4:30 PM  | 7:30 AM to 9:30 AM       |
| Cumbres.....       | 8:00 AM to 5:00 PM  | Closed                   |
| Chama.....         | 8:30 AM to 4:30 PM  | 9:45 AM to 11:45 AM      |
|                    | 8:00 PM to 4:00 AM  | 2:30 PM to 4:30 PM       |
| Dulce.....         | 8:00 AM to 5:00 PM  | Closed                   |
| Gato.....          | 9:00 AM to 6:00 PM  | Closed                   |
| Ignacio.....       | 8:30 AM to 5:30 PM  | 10:30 AM to 12:30 PM     |
| Durango.....       | 8:00 AM to 5:00 PM  | 9:45 AM to 11:45 AM      |
| Aztec.....         | 8:00 AM to 5:00 PM  | Closed                   |
| Farmington.....    | 8:00 AM to 5:00 PM  | Closed                   |
| Silverton.....     | 8:00 AM to 5:00 PM  | Closed                   |
| Poncha Jct.....    | 9:00 AM to 6:00 PM  | Closed                   |
| Marshall Pass..... | 9:00 PM to 6:00 AM  | Closed                   |
| Sargent.....       | 8:00 AM to 5:00 PM  | Closed                   |
| Gunnison.....      | 9:00 AM to 6:00 PM  | Closed                   |
| Montrose.....      | 9:00 AM to 6:00 PM  | 9:00 AM to 11:00 AM      |
|                    |                     | 4:15 PM to 6:15 PM       |
| Ridgway.....       | 8:00 AM to 5:00 PM  | Closed                   |
| Ouray.....         | 8:00 AM to 5:00 PM  | Closed                   |
| Moffat.....        | 9:00 AM to 6:00 PM  | Closed                   |
| Hooper.....        | 9:00 AM to 6:00 PM  | Closed                   |
| Crested Butte..... | 8:00 AM to 5:00 PM  | Closed                   |

#### FOLLOWING ARE LEGAL HOLIDAYS:

New Years Day; Washington's Birthday; Decoration Day; Fourth of July; Labor Day; Thanksgiving Day and Christmas (provided when any of the above Holidays fall on Sunday the day observed by the State, Nation or by proclamation shall be considered the holiday).

# ADJUSTED TONNAGE RATINGS

| FROM        | TO          | Class L-109 Engines 3550-3557 | Class L-95 Engines 3400-3415 xx | Class M-78 Engines 1511-1519 Except 1515 | Class M-64, M-67 Engines 1501-1510 1520-1530 1515 1700-1713 | Class K-59 Engines 1200-1213 | Class C-48 Engines 1131-1199 | Class C-40-41 Engines 931-934 1000-1028 | Class P-44 Engines 800-805 | Adjustment Factor |
|-------------|-------------|-------------------------------|---------------------------------|------------------------------------------|-------------------------------------------------------------|------------------------------|------------------------------|-----------------------------------------|----------------------------|-------------------|
|             |             | Tons                          | Tons                            | Tons                                     | Tons                                                        | Tons                         | Tons                         | Tons                                    | Tons                       | Tons              |
| La Veta     | Fir         | 1275                          | 985                             | 750                                      | 675                                                         | 580                          | 470                          | 420                                     | 400                        | 2                 |
| Alamosa     | Russell     | 3470                          | 3135                            | 2900                                     | 2625                                                        | 2060                         | 1860                         | 1520                                    | 1550                       | 5                 |
| Russell     | Sierra      | 3008                          | 2375                            | 1750                                     | 1600                                                        | 1420                         | 1120                         | 1020                                    | 1010                       | 4                 |
| Sierra      | Fir         | 1618                          | 1275                            | 975                                      | 875                                                         | 760                          | 655                          | 520                                     | 510                        | 3                 |
| Alamosa     | Monte Vista |                               |                                 |                                          |                                                             |                              | 5000                         | 4330                                    |                            | 5                 |
| Monte Vista | South Fork  |                               |                                 |                                          |                                                             |                              | 2900                         | 2230                                    |                            | 8                 |
| South Fork  | Wasson      |                               |                                 |                                          |                                                             |                              | 2000                         | 1450                                    |                            | 5                 |
| Wasson      | Creede      |                               |                                 |                                          |                                                             |                              | 1100                         | 570                                     |                            | 2                 |
| Alamosa     | Antonito    |                               |                                 |                                          |                                                             |                              | 3000                         | 2060                                    |                            | 7                 |

|                  |                  | Class of Engine K-37 No. of Engines 490-499 | Class of Engine K-36 No. of Engines 480-489 | Class of Engine K-28 No. of Engines 470-479 | Class of Engine K-27 No. of Engines 450-464 | Class of Engine C-25 No. of Engines 375 | Class of Engine C-21 No. of Engines 360-361 | Class of Engine C-18 No. of Engines 315-319 | Class of Engine C-19 No. of Engines 340-347 | Class of Engine C-16 No. of Engines 201-278 | Adjustment Factor |
|------------------|------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|-----------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|---------------------------------------------|-------------------|
|                  |                  | Tons                                        | Tons                                        | Tons                                        | Tons                                        | Tons                                    | Tons                                        | Tons                                        | Tons                                        | Tons                                        | Tons              |
| Alamosa          | Antonito         | 1635                                        | 1615                                        | 1240                                        | 1190                                        | 1070                                    | 780                                         | 680                                         | 630                                         | 560                                         | 5                 |
| Antonito         | Cumbres          | 840                                         | 825                                         | 630                                         | 600                                         | 560                                     | 390                                         | 350                                         | 320                                         | 280                                         | 4                 |
| Chama            | Cumbres          | 252                                         | 232                                         | 187                                         | 183                                         | 173                                     | 113                                         | 106                                         | 92                                          | 79                                          | 1                 |
| Chama            | Azotea           | 1715                                        | 1700                                        | 1375                                        | 1325                                        | 1285                                    | 740                                         | 540                                         | 540                                         | 510                                         | 6                 |
| Arboles          | Durango          | 940                                         | 925                                         | 720                                         | 680                                         | 620                                     | 410                                         | 360                                         | 340                                         | 290                                         | 4                 |
| Durango          | Falfa            | 660                                         | 650                                         | 490                                         | 460                                         | 430                                     | 290                                         | 250                                         | 230                                         | 210                                         | 3                 |
| Falfa            | Gato             | 1160                                        | 1150                                        | 875                                         | 800                                         | 750                                     | 410                                         | 360                                         | 340                                         | 290                                         | 4                 |
| Gato             | Lumberton        | 1060                                        | 1050                                        | 825                                         | 785                                         | 710                                     | 560                                         | 510                                         | 440                                         | 390                                         | 4                 |
| Lumberton        | Monero           | 660                                         | 650                                         | 490                                         | 460                                         | 350                                     | 400                                         | 250                                         | 230                                         | 210                                         | 3                 |
| Monero           | Chama            | 710                                         | 700                                         | 535                                         | 485                                         | 485                                     | 375                                         | 285                                         | 275                                         | 265                                         | 3                 |
| Durango          | Hermosa          |                                             |                                             | 735                                         | 735                                         | 675                                     | 380                                         | 340                                         | 300                                         | 270                                         | 5                 |
| Hermosa          | Silverton        |                                             |                                             | 315                                         | 315                                         | 290                                     | 150                                         | 140                                         | 120                                         | 105                                         | 2                 |
| Silverton        | Durango          |                                             |                                             | 800                                         | 800                                         | 750                                     | 500                                         | 360                                         | 360                                         | 290                                         | 4                 |
| Farmington       | Carbon Jct       | 1070                                        | 1050                                        | 810                                         | 780                                         | 765                                     | 430                                         | 390                                         | 350                                         | 300                                         | 5                 |
| Carbon Jct       | Durango          | 1100                                        | 1070                                        | 835                                         | 820                                         | 800                                     | 490                                         | 460                                         | 420                                         | 380                                         | 5                 |
| Poncha Junction  | Marshall Pass    | 252                                         | 232                                         | 187                                         | 183                                         | 173                                     | 124                                         | 106                                         | 92                                          | 79                                          | 1                 |
| Buxton           | Marshall Pass    | 252                                         | 232                                         | 187                                         | 183                                         | 173                                     | 124                                         | 106                                         | 92                                          | 79                                          | 1                 |
| Poncha Junction  | Maysville        | 373                                         | 353                                         | 301                                         | 301                                         | 275                                     | 127                                         | 120                                         | 105                                         | 89                                          | 2                 |
| Maysville        | Monarch          | 205                                         | 195                                         | 159                                         | 159                                         | 149                                     | 95                                          | 88                                          | 75                                          | 65                                          | 1                 |
| Mears Junction   | Poncha Pass      | 252                                         | 232                                         | 187                                         | 183                                         | 173                                     | 124                                         | 106                                         | 92                                          | 79                                          | 1                 |
| Alamosa          | Mineral Hot Spgs | 2975                                        | 2950                                        | 2220                                        | 2030                                        | 1975                                    | 1560                                        | 1190                                        | 1190                                        | 1120                                        | 5                 |
| Mineral Hot Spgs | Villa Grove      | 1490                                        | 1475                                        | 1190                                        | 1105                                        | 1050                                    | 600                                         | 480                                         | 480                                         | 420                                         | 5                 |
| Villa Grove      | Round Hill       | 770                                         | 755                                         | 570                                         | 520                                         | 500                                     | 380                                         | 300                                         | 300                                         | 270                                         | 3                 |
| Round Hill       | Poncha Pass      | 390                                         | 378                                         | 298                                         | 293                                         | 270                                     | 175                                         | 160                                         | 140                                         | 120                                         | 2                 |
| Gunnison         | Sargent          | 1475                                        | 1430                                        | 1000                                        | 950                                         | 925                                     | 625                                         | 555                                         | 505                                         | 450                                         | 5                 |
| Gunnison         | Crested Butte    | 830                                         | 820                                         | 660                                         | 630                                         | 605                                     | 410                                         | 360                                         | 340                                         | 290                                         | 4                 |
| Gunnison         | Castleton        |                                             |                                             |                                             |                                             |                                         |                                             | 380                                         | 380                                         | 235                                         | 4                 |
| Castleton        | La Plante        |                                             |                                             |                                             |                                             |                                         |                                             | 365                                         | 365                                         | 195                                         | 4                 |
| La Plante        | Baldwin          |                                             |                                             |                                             |                                             |                                         |                                             | 245                                         | 245                                         | 140                                         | 3                 |
| Crystal Creek    | Cerro Summit     |                                             |                                             |                                             | 183                                         | 173                                     | 124                                         | 106                                         | 92                                          | 79                                          | 1                 |
| Montrose         | Cedar Creek      |                                             |                                             |                                             | 308                                         | 280                                     | 251                                         | 178                                         | 183                                         | 168                                         | 2                 |
| Cedar Creek      | Cerro Summit     |                                             |                                             |                                             | 183                                         | 173                                     | 124                                         | 106                                         | 92                                          | 79                                          | 1                 |
| Crystal Creek    | Gunnison         |                                             |                                             |                                             | 855                                         | 830                                     | 615                                         | 570                                         | 520                                         | 465                                         | 5                 |
| Montrose         | Ridgway          |                                             |                                             |                                             | 790                                         | 765                                     | 570                                         | 460                                         | 420                                         | 370                                         | 5                 |
| Ridgway          | Ouray            |                                             |                                             |                                             | 390                                         | 360                                     | 280                                         | 230                                         | 205                                         | 180                                         | 3                 |

xx Tractive effort engines 3400, 3401, 3402, 3403, 3409 and 3414 have been increased to 99,000 pounds and are rated 4.2% more than other 3400 series engines.

These ratings are the usual tonnage ratings for dead Freight trains. Chief dispatchers are authorized to increase or decrease these ratings in their discretion in accordance with standing instructions, to adjust for slack grades, conditions of power, necessity for maintaining stock schedules, or for any other reasons which justify.

In computing tonnage, the adjustment factor represents the number of tons which shall be added to the total weight of each car, loaded or empty. The caboose shall count as a car. Tonnage hauled may exceed the rating by a fraction of a car.

|     |         |              |                              |
|-----|---------|--------------|------------------------------|
| Fir | La Veta | 1-8½" CC     | Compressor 80 Cars 2500 Tons |
| "   | "       | 2-8½" CC     | " 85 " 3825 "                |
| "   | "       | 2-11"        | " 70 " 2300 "                |
| "   | "       | 1-9½", 1-11" | " 60 " 1800 "                |
| Fir | Sierra  | 1-9½", 1-11" | " 75 " 2500 "                |
| "   | "       | 2-11"        | " 85 " 2800 "                |
| "   | "       | 1-8½" CC     | " 100 " 4000 "               |
| "   | "       | 2-8½" CC     | " 100 " 4500 "               |

On 4% grades, engines equipped with  
 1-9½" Compressor 30 Cars 575 Tons  
 1-11" Compressor 45 Cars 650 Tons  
 2-9½" Compressors 60 Cars 800 Tons

When equipped with one 8½" C. C. air compressor,  
 40 cars coal or other heavy loading.....1472 tons  
 45 cars stock and other light loading.....1472 tons  
 60 cars mixed loads and empties.....1472 tons  
 60 cars empties.....1472 tons

Gross weight of train must, in no case, exceed an average of 38 tons per operative car brake.

Cumbres to Antonito 70 cars.  
 150 tons additional may be handled Shirley to Mears Junction.  
 Poncha Junction to Salida and Buxton to Sargent:  
 100 cars—2000 tons.  
 Monarch to Maysville 8½" C. C. air compressor 25 cars.  
 Maysville to Poncha Junction 8½" C. C. air compressor 45 cars.  
 Crested Butte to Gunnison 8½" C. C. air compressor, 70 loads.

# WARTIME STRATEGY

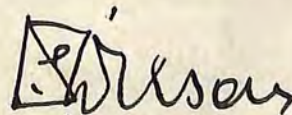
## For Train and Engine Crews

Transportation of people and goods is our business. Revenue passengers and revenue freight are our "bread and butter." Self-interest dictates that we do everything in our power to make every passenger and every shipper a satisfied customer, so they will travel and ship our way again, thereby insuring our future "bread and butter."

Once convinced that we are doing our best, travelers and shippers will accept cheerfully unavoidable inconveniences. Rather than using the war as an excuse for shortcomings, let us use it as an opportunity to demonstrate the advantages of railroad transportation. Remember this: How we handle them now, how we answer their questions, how we look after their comfort, how we solve their travel problems, how we handle their merchandise, how we impress them now, will determine their choice of routes after the war.

1. SMOOTH HANDLING OF YOUR TRAIN IDENTIFIES YOU AS AN EXPERT RAILROADER. You enginemen who habitually start and stop your trains smoothly help establish public confidence in the Rio Grande. Passengers who enjoy a smooth ride travel Rio Grande time and again. Shippers and receivers whose merchandise arrives at destination in good condition naturally prefer Rio Grande routing.
2. YOU TRAINMEN THROUGH DIRECT PERSONAL CONTACT WITH TRAVELERS AND SHIPPERS constantly have the opportunity to demonstrate that you are the best railroaders in the business. Rio Grande trainmen have made thousands of friends for themselves, their railroad and their territory by these common sense practices:
  - a. Assuring the safety and comfort of passengers.
  - b. Giving correct information in answer to questions and tactfully correcting errors or misstatements which may have been made by someone else along the line.
  - c. Giving necessary special attention to the aged, infirm and children traveling alone, by assisting them on and off trains and inquiring concerning their comfort while enroute.
  - d. Maintaining orderly quiet for both coach and sleeping car passengers, particularly at night.
  - e. Avoiding arguments with passengers even when they are discourteous to you. "A soft answer turneth away wrath," as the diplomatic trainman knows better than any other railroader.
  - f. Close attention to neat appearance, thereby indicating pride in your job. "Watch your appearance, everybody else does" applies to all railroaders in direct contact with the public.
  - g. See to it that train porters keep coaches clean and tidy at all times. This applies especially to toilets, which must be inspected frequently.

3. THE INCONVENIENCE OF UNUSUAL DELAYS will be minimized by proper explanation to passengers. The wise conductor tells the brakemen, porters, Pullman and dining car employees the reason for unusual delays and suggests a diplomatic manner in which such information shall be relayed to passengers. Normally, people will cheerfully accept an inconvenience which they understand. Conversely, irritation among passengers is bound to result from lack of information.
4. FAMILIARITY WITH CONNECTING LINE TRAIN SERVICE proves that you are an alert trainman. Your passengers look to you as the final authority concerning connections—they expect you to know how long connections will hold for our trains and when connections are missed unavoidably they expect you to give them correct information as to when the next connection is due to depart.
5. PASSENGERS TRAVELING ON PASSES merit courteous treatment. A satisfied free transportation passenger from some other line will become a booster for you and your railroad.
6. RIO GRANDE EMPLOYEES RIDING ON PASSES are duty bound to cooperate with you in every way to see that revenue passengers are given every possible consideration on crowded trains.
7. ON-TIME ARRIVAL AT DESTINATION is anticipated by all travelers and shippers. Trainmen and enginemen are important members of the railroad team charged with this responsibility. Keeping your trains on time, and regaining time lost, within the limits of safety, will establish you as outstanding railroaders.
8. COURTESY is "graceful and considerate behavior towards others." Hundreds of your passengers are riding trains for the first time. Their questions may seem silly, they may be derogatory in their comments concerning railroads, they may merit rebuke. But by uniform courtesy to all of them you have the opportunity to become personally popular and to build for your railroad good will which will pay you cash dividends in the future, when people have a choice of several forms of transportation.
9. RIGHT NOW, when railroads are bearing more than 90% of all transportation, is the time when every railroader has the chance to build a solid foundation under his own future.



ASSISTANT GENERAL MANAGER.