

**Safety**



**Service**

**W. C. Horner**

Acting Trainmaster

Sub-Divisions 2, 2A, 8, 8A, 8B, 8C, 9, 9A, 9B, 10  
Pueblo

**R. J. Henry**

Terminal Trainmaster

Pueblo

**W. A. Gieskieng**

Road Foreman of Equipment

Pueblo

**A. Overlin**

Chief Dispatcher

Sub-Divisions 8, 8A, 8B, 8C, 9, 9A, 9B, 10  
Pueblo

**W. M. Henderson**

Chief Dispatcher

Sub-Divisions 2, 2A  
Salida

**S. F. O'Brien**

Second Chief Dispatcher

Pueblo

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

Wilson McCarthy and Henry Swan, Trustees

**PUEBLO DIVISION**

**TIME-TABLE**

**No. 149**

**Takes Effect Sunday, June 11, 1939**

**at 12.01 A. M.**

**Standard Time, 105th Meridian**

**Superseding Time-Table No. 148**

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

**For the exclusive guidance of employes;  
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**  
Acting Superintendent Transportation

**E. W. DEUEL**  
Superintendent











WESTWARD		SONORA BRANCH	EASTWARD	
Miles from Denver	Sub-Division 8-A STATIONS			Miles from Alamosa
TIME-TABLE No. 149				
JUNE 11, 1939				
126.7	LIME			0.5
127.2	SONORA			
(0.5)				
WESTWARD		CAPERS BRANCH	EASTWARD	
Miles from Denver	Sub-Division 8-B STATIONS			Miles from Capers
TIME-TABLE No. 149				
JUNE 11, 1939				
148.6	MUSTANG			2.6
151.5	CAPERS			
(2.6)				
WESTWARD		LOMA BRANCH	EASTWARD	
Miles from Pueblo	Sub-Division 8-C STATIONS			Miles from Alamosa
TIME-TABLE No. 149				
JUNE 11, 1939				
176.0	WALSBERG			17.9
176.8	COLO. & SO. CROSSING NO. 9			17.1
176.4	CADDELL			15.5
179.2	ORMAN			14.7
179.6	PICTOU			14.3
179.8	PACIFIC JCT.			14.1
180.3	JOBAL			13.6
180.7	CHAMPION			13.2
180.8	MAITLAND			13.1
182.4	CARBONADO			11.5
183.7	GORDON			10.2
184.7	CALUMET NO. 2			9.2
187.3	CALUMET NO. 1			6.6
188.0	BEACON			5.9
188.2	SPANISH PEAKS			5.7
189.3	TIOGA			4.6
190.6	KEBLER			3.9
192.0	ALAMO NO. 2			0.9
193.9	ALAMO NO. 1			
(17.9)				
Sub-Division 8-C, Wye at Mile Post 192.0.				

WESTWARD		ROUSE BRANCH	EASTWARD	
Miles from Pueblo	Sub-Division 9-A STATIONS			Miles from Rouse
TIME-TABLE No. 149				
JUNE 11, 1939				
181.6	MAYNE			4.4
184.9	PRYOR			1.1
186.3	LESTER			0.7
186.0	ROUSE			
(4.4)				
WESTWARD		REILLY CANON BRANCH	EASTWARD	
Miles from Pueblo	Sub-Division 9-B STATIONS			Miles from Anchor Mine Tipple
TIME-TABLE No. 149				
JUNE 11, 1939				
210.3	TRINIDAD			15.0
210.4	C. & S. CROSSING			
210.0	A.T. & S.F. CONNECTION			14.7
212.4	JANSEN			12.9
216.7	LONGDALE			8.6
218.1	COKEDALE			7.2
224.6	DIX			0.7
225.3	BON CARBO TIPPLE			0.01
225.31	ANCHOR MINE TIPPLE			
(15.0)				

## 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-B. Schedule time and train orders will apply at the end of two main tracks at Swallows, Florence and Canon City, and at Walsenburg to east switch chute run around track.

2. All trains must secure Clearance Card at Walsenburg U. D.

3. Train register books are located at: Pueblo Union Depot, for passenger trains; Pueblo yard, for freight trains; Salida; Trinidad; Longdale; Walsenburg U. D.; La Veta; Fir; Alamosa.

Register stations are shown in body of the Time Table in full-faced type.

3-A. Train registers are not maintained at Swallows, Florence, Canon City or Barrel.

If a positive observation check be made between Pueblo and Swallows, Florence and Canon City and between Barrel and Salida, it will apply to end of two main tracks. Trains approaching each other between these stations will reduce speed sufficiently to permit identification.

3-B. Eastward trains, except first class, may register arrival on D. & R. G. W. register Walsenburg U. D. with registering ticket.

3-C. First-class trains arriving and departing Pueblo U. D. will be registered at Pueblo Yard Office by the Train Dispatcher through the Operator. Trains other than first-class arriving Pueblo from North and South may register Pueblo Yard Office by register ticket.

3-D. D. & R. G. W. and C. & S. Joint track extends between Southern Jct. and West Jct. Following governs train operation between these points: Northward track is under C. & S. operating jurisdiction.

Southward track is under D. & R. G. W. operating jurisdiction. C. & S. Time-Table and Rules of the Operating Department govern train operation on both tracks. C. & S. form of train orders and clearance cards will be used and issued over signature of D. & R. G. W. Superintendent on Southward track.

C. & S. first class trains, Southward, will secure at "SB" telegraph office, Pueblo, C. & S. clearance card form "A" and necessary train orders over signature of D. & R. G. W. Superintendent for movement Southern Jct. to West Jct.

C. & S. trains except first class, Southward, will secure C. & S. clearance card form "A" and necessary train orders, over signature of D. & R. G. W. Superintendent at Minnequa Jct. for movement Southern Jct. to West Jct.

D. & R. G. W. first class trains, Southward, will secure at "SB" telegraph office, Pueblo, C. & S. clearance card form "A" over signature of D. & R. G. W. Superintendent for movement Southern Jct. to West Jct.

D. & R. G. W. trains except first class, Southward, will secure at D. & R. G. W. Yard Office, Pueblo, C. & S. clearance card form "A" and necessary train orders over signature of D. & R. G. W. Superintendent, for movement Southern Jct. to West Jct.

4. YARD LIMIT STATIONS: Pueblo and Minnequa, one yard; Sonora Branch; Portland; Florence; Chandler Creek Branch, one yard; Canon City; Cleora and Salida, one yard; Capers Branch; West Jct. and Walsenburg, one yard; Rouse Branch, one yard; Trinidad; Reilly Canon Branch (Longdale to Anchor Mine), one yard; La Veta; Occidental; Fir; Sierra; Fort Garland; Blanca; Alamosa and Hays, one yard.

4-A. Portland Yard Limit boards located as follows: D. & R. G. W., east, M. P. 145.6, west M. P. 147.5. A. T. & S. F., west M. P. 27 plus 40 feet.

All trains or engines of D. & R. G. W. and A. T. & S. F. Railroads have joint use of tracks, including D. & R. G. W. and A. T. & S. F. main tracks, from west switch of crossover leading from A. T. & S. F. to D. & R. G. W. main track at A. T. & S. F. M. P. 26 plus 3297 feet; thence eastward to A. T. & S. F. and D. & R. G. W. main track connection, D. & R. G. W. M. P. 145.7.

That portion of A. T. & S. F. main track between A. T. & S. F. M. P. 26 plus 3297 feet to D. & R. G. W. M. P. 145.7 will be used as siding in both directions, capacity 148 cars.

Operation of this yard will be in accordance with D. & R. G. W. Railroad yard limit rules.

In using the crossovers within yard limits Portland from A. T. & S. F. to D. & R. G. W. main track, it is necessary that A. T. & S. F. switch be thrown first and not line the D. & R. G. W. switch for an interval of three (3) minutes thereafter.

An interval of three (3) minutes must elapse after lining either main track switch to siding or storage track before fouling main track.

Siding at Adobe, a portion of which is within above yard limits is not included in the joint arrangement above mentioned.

4-B. Old main track Adobe for storage purposes only.

4-C. Second and inferior class and extra trains moving with current of traffic between Pueblo and Southern Jct. Sub-Division 8, will operate in compliance with Rule 93, and will not be required to secure D. & R. G. W. Clearance Card, Form 3249.

4-D. Trains have no time table superiority between Alamosa Jct. and passenger depot Alamosa. They must run at restricted speed expecting to find tracks occupied by other trains. 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 bent 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. The use of retainers on trains descending grades will be left to the judgment of Conductor and Engineman, except on trains in either direction at Fir. 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 this station in either direction. Particular attention must be devoted to all station and brake connections, brake shoes and levers, key bolts and split keys, and to all draft gear.

Following will govern the use and handling of retainers 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 hold 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.

On grades where the use of all retainers is not required, commence at the head end of train and turn up each alternate retainer in light hold position, and when changing position of retainers, commence at rear end of train and work forward, alternating.

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

6. Railroad crossings at grade protected by signals or signals and derrails:

Sub-Div. M. P.	Location	Tracks Governed	Remarks
2	154.4	D&RGW and AT&SF main tracks.	Automatic signals. Color light signals. Each road governed by its own rules and special instructions.

Railroad crossings at grade protected by gates:

Sub-Div. M. P.	Location	Crossing	Remarks	Operated By
2	119.6	A. T. & S. F.	Gate against D. & R. G. W.	Switch Tender
S-C	176.8	C. & S.	Gate against C. & S.	Trainmen
9-B	210.4	C. & S.	Gate against D. & R. G. W.	Trainmen

Trains must approach crossings protected by gates, at restricted speed, proceeding without stop, unless gate is against D. & R. G. W. track.



6-A. A. B. S. No. 001 is located to the right of A. T. & S. F. track at Dry Creek and governs the movement of westward trains from A. T. & S. F. track to D. & R. G. W. westward main track when A. T. & S. F.-D. & R. G. W. crossover is reversed.

When using crossover switches or switch leading to Waterworks Spur at M. P. 122, West end Pueblo yard, Eastward main track must not be occupied or fouled until an interval of three minutes from time switch is lined has elapsed.

When using crossover switches, or switch leading to Chandler Creek Branch, Sub-Division 2A at Mile Post 153.5, Eastward main track must not be occupied nor fouled until an interval of three minutes from time switch or deraill is lined has elapsed. The deraill on Chandler Creek Branch, Sub-Division 2A, near telephone booth at Chandler Jct. is connected with Automatic Block Signal circuit, and when in non-derail or running position, will set Eastward A. B. S. 1533 at stop.

6-B. Switch west end of crossover between the eastward main track and the switching lead west of Dry Creek bridge, A.B.S. 1208, Pueblo and switch east end of new crossover between eastward main track and Rogers lead just east of water tank in vicinity of Dry Creek, A.B.S. 1205, west end Pueblo Yard, are remotely controlled and are operated by Operator Pueblo Yard Office.

6-C. Westward trains departing from Rogers lead will automatically set signal 1207-W at stop, provided no westward trains are occupying main track approaching signal 1207-W. When dwarf signal 1207-E will not clear due to train approaching 1207-W, hold the hand operated snap switch which is located on outside of telephone booth, in reverse position until dwarf signal 1207-E clears and train passes signal, after which handle should be released. This operation will place signal 1207-W in stop position and requires approximately 20 seconds elapsed time before signal 1207-E will clear.

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 caboose will not be pulled up to platform to receive or discharge 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, in non A.B.S. territory, Conductors on freight trains will wire dispatcher from first telegraph station where they pick up passengers for movement on their trains, including: caretakers of live stock, baggage messengers, etc., also sectionmen, bridgemen and other employees riding as passengers.

7-A. Passengers may be carried on Extra freight trains between Fort Garland and Alamosa.

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

Sub-Division	Mile	Description	Side or Overhead
2	119.0	Water column, yard lead	Side
2	119.1	Water column, East inbound lead to round house	Side
2	119.2	Water column, West outbound tracks Nos. 1 and 2 from round house	Side
2	119.5	A.B.S. 1195, westward main track and freight house lead	Side
2	120.5	Water column, freight yard leads Nos. 1 and 2	Side
2	120.7	A.B.S. 1207, Westward main track	Side
2	120.8	A.B.S. 1208, Eastward main track and yard track	Side
2	121.2	Bridge 121.24 E. & W.	Side
2	126.2	Bridge 126.17 E. & W.	Side
2	126.6	Bridge 126.59 E. & W.	Side
2	128.0	Bridge 128.01 E. & W.	Side
2	128.7	Bridge 128.70 E. & W.	Side
2	129.1	Bridge 129.13 E. & W.	Side
2	134.7	A.B.S. 1347, Westward main track	Side
2	134.8	A.B.S. 1348, Eastward main track	Side and overhead
2	144.6	Bridge 144.75	Side and overhead
2	145.7	Bridge 145.66	Side and overhead
2	149.0	Conent Co. Railroad	Overhead

D. & R. G. W.—Pueblo

8.—Continued.

Sub-Division	Mile	Description	Side or Overhead
2	146.5	Bridge 146.54	Side
2	153.3	A.T.&S.F. overhead crossing	Overhead
2	153.4	Bridge 153.38 E. & W.	Side
2	155.3	Bridge 155.27-E	Side and overhead
2	155.3	Bridge 155.27-W	Side and overhead
2	157.3	Bridge 157.32-E	Side and overhead
2	157.3	Bridge 157.32-W	Side
2	160.0	Water column, eastward and westward main tracks	Side
2	161.2	Bridge 161.20	Side
2	165.0	Rock Cliff	Side
2	166.3	Hanging Bridge 166.25	Side and overhead
2	170.5	Bridge 170.49	Side
2	171.2	Water column, main track and siding	Side and overhead
2	175.2	Bridge 175.23	Side
2	180.2	Water column, main track	Side
2	184.2	Water column, main track and siding	Side
2	191.7	Water column, siding and yard track	Side
2	191.7	Cotopaxi, industry track	Side and overhead
2	201.5	Bridge 201.52	Side
2	205.4	Bridge 205.44	Side and overhead
8	119.3	C. St. Viaduct Pueblo	Overhead
8	119.5	Bridge 119.51-DT	Overhead
8	120.4	Mesa Ave. viaduct	Overhead
8	120.5	Northern Ave. viaduct	Overhead
8	175.2	Walsenburg, No. 3 track	Side
9-A	185.3	Water column, main track	Side
9-B	210.5	Bridge 210.54	Side and overhead
9-B	216.7	Bridge 216.66	Side and overhead
10	190.5	Water column, main track	Side
10	193.6	West Occidental tunnel	Side and overhead
10	202.2	West Codo, tunnel	Side and overhead
10	216.9	Russell, siding, stock chute	Side
10	222.4	Blanca, siding, freight platform	Side

Mall cranes are located adjacent to depot at the following stations, and employees are hereby warned of close clearances of these cranes, particularly when mail has been hung:

Portland, Parkdale,	Cotopaxi, Pleasanton,	Howard, Cedarwood, Lascan.
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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 light engines.

TERRITORY	Passenger Trains	Freight Trains and Mixed
	MPH	MPH
Salida-Canon City.....	60	35
Canon City-Pueblo.....	60	45
Pueblo-La Veta (except joint line).....	40	25
Joint Line.....	60	45
La Veta to Fir.....	45	30
Fir to La Veta.....	18	15
Fir to Sierra.....	20	18
Sierra to Alamosa.....	45	30
Alamosa to Fir.....	45	30
Sub-Division 10, on 12 degree curves or heavier: M-67, M-75 or L-107 class engines...	12	12
Sub-Division 8-C.....	20	20
All other Sub-Divisions.....	15	15

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9-A.—Continued.

All Sub-Divisions except where Sub-Division restrictions in certain territory require lower speed:	Passenger Trains	Freight Trains
	MPH	MPH
Through turnouts equipped with spring switches except when lower speed is specified by time-table or slow board.....	25	25
Thru turnout, spring switch, Barrel.....	8	8
Thru turnout, spring switch, Florence.....	18	18
On straight track when trailing through spring switches.....	30	30
In or out of other turnouts.....	15	15
Approaching and through interlockers.....	35	25
Over railroad crossings not interlocked.....	25	20
Over A. T. & S. F. crossing at M. P. 154.4.....	40	40
Maximum speed permissible in any service by various classes power and equipment as follows:	Miles per Hour	
L-95, L-107, L-131-132.....	40	
K-59.....	55	
M-67-75 and 78.....	60	
Engines backing up.....	20	
Trains handling dead engines, side rods up.....	25	
Dead engines with side rods all down.....	15	
Dead engines, one pair wheels swinging.....	10	
Derricks, Shovels, Clam Shells, Short Scale Test Cars, except Scale Car 010897, Ditchers and Pile Drivers, moving on own wheels, K, & J, and Western Air Dumps, and loaded System Coke Racks.....	25	
Steam Derricks 024-027.....	35	

9-B. City ordinance speed limits as follows:

Florence.....	18
Walsenburg.....	15
Trinidad.....	15

10. Company Surgeons are located as follows:

Surgeon Name	Location
GEORGE H. CUREMAN, Chief Surgeon, Denver.	
C. N. CALDWELL.....	Pueblo
L. L. WARD.....	Pueblo
J. J. PATTEE, Ear, Nose and Throat.....	Pueblo
J. W. THOMPSON, Eye.....	Pueblo
V. A. HUTTON.....	Florence
E. B. LYNCH.....	Canon City
G. W. LARIMER.....	Salida
C. R. FULLER.....	Salida
G. L. THOMPSON.....	Salida
L. E. THOMPSON, Eye, Ear, Nose and Throat.....	Salida
CHAPMAN & NOONAN.....	Walsenburg
EUGENE JACKSON.....	La Veta
ALFRED FREUDENTHAL.....	Trinidad
SIDNEY ANDERSON.....	Alamosa
T. F. HOWELL.....	Alamosa
V. L. BOLTON.....	Alamosa
JOHN D. DAVIES, Eye, Ear, Nose and Throat.....	Alamosa

10-A. Hospitals are located as follows:

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

10-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS. When a personal injury occurs on a train, a message must be sent to the

Superintendent and Claim Department showing the kind of transportation injured person holds, giving number of ticket or pass, destination of party, and if injured party is stopping over enroute, state where stop-over will be made, and address at point of stop-over. Message should show whether or not injured party is coach or Pullman passenger, and if Pullman passenger, name of Pullman should be given. Telegraph Accident Report (Form 3834) must be made at once as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to the instructions thereon and in the Book of Rules:

- Personal Injury Report (Form 3922).
- Names of Passengers (Form 4009).
- Ejection (Form 3925).
- Inspection (Form 4012).
- Fire Report (Form 4119).
- Stock Report (Enginemen—Form 3511).
- Stock Report (Sectionmen—Form 4117).

10-C. SURGICAL ATTENTION. (Passengers and employees). Whenever passengers or employees 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, 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 employees or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depot or 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, the superior officer, agent or employe on the ground at time of such accident shall immediately notify the Public Utilities Commission, Capitol Building, Denver, Colorado, by telegram, the details of such accident, stating the immediate location and the nature of the accident and the number of persons killed or injured.

Information covering such accidents must be sent by Western Union Telegraph Company wires, and all Agents will accept and so transmit same, assessing charges therefor against the Railroad Account.

CONDITIONAL TRAIN STOPS

11. Nos. 1 and 2 will stop at any station to let off through pay passengers from connections at Denver, Colorado Springs, Pueblo, Provo, Salt Lake or Ogden, and stop at any station to receive or discharge pay passengers to or from stations west of Grand Jct.

No. 1 will stop on flag at Portland to receive or discharge officers of the Portland Cement Co.

11-A. Wellsville (M. P. 208.9), flag stop for Nos. 15 and 16.

11-B. Daylight passenger trains will, unless otherwise scheduled or instructed, stop ten (10) minutes at Hanging Bridge.

12. Normal position East switch Swallows Sliding is to head out on Eastward main track.

12-A. SPRING SWITCHES.

Miles from Denver	Location	Normal Position
120.5	Pueblo	Roger lead to E. B. Main Line
120.6	Pueblo	W. B. Main Line
120.6	Pueblo	E. B. Main Line to So. Yd. Lead
134.7	Swallows	For trains entering two main tracks
134.7	Florence	For trains entering two main tracks
161.2	Canon City	For trains entering two main tracks
213.8	Barrel	For trains entering two main tracks

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D. & R. G. W.—Pueblo



**12-B. LOCATION OF CROSS-OVERS ON TWO MAIN TRACKS.**

SUB-DIVISION 2		SUB-DIVISION 8	
Miles from Denver	Points	Miles from Denver	Points
119.9	Facing	119.4	Trailing
120.6	Facing	120.7	Trailing
120.7	Trailing	121.3	Facing
122.0	Trailing	121.9	Facing
129.0	Trailing	122.7	Trailing
153.5	Trailing		
159.0	Trailing		
214.6	Facing		
215.0	Trailing		

- 13.**—
- 14.** The following are Auxiliary Lines. (See Rules 14-t and 14-u):
- |               |                 |
|---------------|-----------------|
| Chandler Jct. | Sub-Division 2A |
| Lime Jct.     | Sub-Division 8A |
| Mustang       | Sub-Division 8B |
| Walsenburg    | Sub-Division 8C |
| Longdale      | Sub-Division 9B |

- 15.** When trains display markers with green instead of yellow discs, these green discs will be considered as indicating the same as yellow.
- 16.** Between Trinidad and Jansen, A. T. & S. F. Ry. Time-Table, Rules and Regulations govern operation.
- 17.** Between Jansen and Longdale, Colorado and Wyoming Time-Table, Rules and Regulations govern operation.
- 18.** On Sub-Division 8 at M. P. 175.1, Walsenburg yard, C. & S. trains use D. & R. G. W. main track for a distance of 25 feet entering and leaving D. & R. G. W. main track at this point. Normal position of switches set for D. & R. G. W.

All trains must approach these locations prepared to stop unless main track is seen or known to be clear.

**Tracks Not Shown As Stations In Time Table**

Sub-Division	LOCATION	NAMES	Car Capacity	Switch Connections
2	121.2	Water Works No. 1	7	East End
2	159.0	Title	33	East End
2	161.1	Penitentiary	30	West End
2	169.8	Duff	4	East End
2	208.9	Wellsville	15	East End
2	210.3	English	5	West End
2-A	154.7	Griffith Mine	6	East End
8	123.1	Zinc Jct.		West End
8	148.3	Chamblin	3	West End
8	176.2	Walsens Coal Mine	71	None
8	176.4	Old Robinson Mine	102	None
10	197.1	Nixon	22	East End

**19. D. & R. G. W. "Rules and Regulations of the Operating Department, 1938," will govern train and engine movements within yard limits, Pueblo.**

All trains and engines moving between D. & R. G. W.-M. P. crossing (near Santa Fe Avenue) and Union Avenue Viaduct, will proceed at restricted speed, expecting to find tracks in use by other trains.

Before entering upon D. & R. G. W. main tracks, M. P. trains or engines will come to a stop and receive proper signal from switch tender at C street, before proceeding. Proceed signal from switch tender will be authority for such trains or engines to occupy main track at any time.

Trains or engines while on Union Depot tracks, Pueblo, will be governed by rules and regulations of Union Depot time table.

Trainmen, Enginemen, Hostlers and Yardmen must have in their possession, to cover Pueblo Terminal, current time tables and supplements thereto or re-issues thereof as follows:

- A. T. & S. F.-D. & R. G. W., Denver Division.
- D. & R. G. W., Pueblo Division.
- M. P., Colorado Division.
- P. U. D. & R. C. Co.

Eastward end of Two Main tracks between Minnequa and Pueblo is located at Main Street switch shanty near Pueblo round-house, Sub-Division 8. Normal position of the switch is for westward main track.

Second and inferior class trains moving between Main Street switch shanty and East Roger switch shanty over Denver Division eastward main track will be governed by signals from switch tenders.

**20.** 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 driver'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.

When double heading eastward, Sierra to Fir, for operating convenience, Class L and Class M engines may both be on head end provided tonnage handled in train does not exceed tonnage rating for heaviest engine.

**Open Hours Of Office Of Communication**

STATIONS	WEEK-DAY HOURS	SUNDAY & HOLIDAY HOURS
Salida	Continuous	Continuous
Howard	8:00 AM to 4:00 PM	8:00 AM to 4:00 PM
	8:00 PM to 4:00 AM	8:00 PM to 4:00 AM
Cotopaxi	9:00 AM to 12:01 PM	9:00 AM to 12:01 PM
	1:01 PM to 6:00 PM	1:01 PM to 6:00 PM
Texas Creek	8:00 AM to 4:00 PM	8:00 AM to 4:00 PM
	7:00 PM to 3:00 AM	7:00 PM to 3:00 AM
Parkdale	9:00 AM to 12:01 PM	9:00 AM to 12:01 PM
	1:01 PM to 6:00 PM	1:01 PM to 6:00 PM
Canon City	8:00 AM to 4:00 PM	8:00 AM to 4:00 PM
	8:00 PM to 4:00 AM	8:00 PM to 4:00 AM
Florence	8:00 AM to 5:00 PM	8:00 PM to 4:00 AM
	8:00 PM to 4:00 AM	
Portland	8:30 AM to 11:30 AM	Closed
	12:30 PM to 5:30 PM	
Swallows	9:00 PM to 12:30 AM	9:00 PM to 12:30 AM
	1:30 AM to 6:00 AM	1:30 AM to 6:00 AM
Pueblo Yard	Continuous	Continuous
Pueblo U. D.	Continuous	Continuous
Walsenburg U. D.	Continuous	Continuous
Trinidad	6:00 AM to 2:00 PM	Closed
	2:00 PM to 10:00 PM	
La Veta	7:00 AM to 3:00 PM	7:00 AM to 3:00 PM
	11:00 PM to 7:00 AM	11:00 PM to 7:00 AM
Fir	10:00 PM to 12:30 AM	10:00 PM to 12:30 AM
	1:30 AM to 7:00 AM	1:30 AM to 7:00 AM
Fl. Garfield	8:00 AM to 12:30 PM	Closed
	1:30 PM to 5:00 PM	
Bianca	7:00 AM to 12:01 PM	Closed
	1:01 PM to 4:00 PM	
Alamosa	Continuous	Continuous

**Adjusted Tonnage Ratings**

FROM	TO	Class of Engine L-131-132	Class of Engine L-107	Class of Engine L-95	Class of Engine M-78	Class of Engine M-64 M-67	Class of Engine 31-68	Class of Engine K-59	Class of Engine C-48	Class of Engine C-40	Class of Engine C-39-41	Class of Engine P-44	Adjustment Factor
		No. of Engines 2650-3619	No. of Engines 3503-3599	No. of Engines 3400-3415	No. of Engines 1511-1520	No. of Engines 1501-1510 1521-1530 1700-1715	No. of Engines 1805-1904	No. of Engines 1500-1215	No. of Engines 1151-1199	No. of Engines 925-934	No. of Engines 804-905		
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	
Pueblo	Portland	8445			5200	4400	4370	3350	3050				9
Portland	Canon City	7100			4100	3340	4000	3200	2580	2100	2030		6
Canon City	Salida	3300			1890	1765	1855	1340	1180	1070	1040		4
Pueblo	Minnequa		2900		1900	1600		1295	1135	980	950		4
Minnequa	Walsenburg		4010		2835	2730		2540	2030	1520	1510		6
Walsenburg	La Veta		3430		1780	1620		1375	1250	970	990		4
Walsenburg	Gordon			2310					1280		980		4
Gordon	Spanish Peaks			2190					1180		900		4
Spanish Peaks	Big Four			1590					850		650		3
Big Four	Alamo			1110					590		480		2
Alamo	Gordon			2190					1180		920		4
Gordon	Maitland			2190					1600		1260		5
Maitland	Walsenburg			2990					4400		3600		12
Walsenburg	Ludlow		3640		2830	2380		2140	1700				5
Ludlow	Trinidad		3860		2900	2300		2160	1710				5
Trinidad	Ludlow		4500		3000	2650		2200	1750				5
Ludlow	Walsenburg		5020		3500	2910		2500	2000				5
La Veta	Fir		1125	985	750	675		580	470	420	400		2
Alamosa	Russell		3530	3135	2900	2635		2060	1860	1550	1520	1550	5
Russell	Sierra		2900	2375	1750	1600		1420	1120	1030	1020	1010	4
Sierra	Fir		1430	1275	975	875		760	655	620	530	510	3

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.

FROM	TO	Adjustment Factor
Fir	La Veta	1-3/4" CC
"	"	3-3/4" CC
"	"	2-1/4" CC
"	"	1-9/16", 1-1/2"
"	Sierra	1-9/16", 1-1/2"
Fir	"	2-1/4" CC
"	"	1-3/4" CC

**WATCH INSPECTORS**

- MOUNT JEWELERS ..... Pueblo, Colo.
- CHEEK JEWELRY CO. .... Pueblo, Colo.
- R. W. CLARK ..... Florence, Colo.
- C. C. PATTON ..... Canon City, Colo.
- D. J. KRANER ..... Salida, Colo.
- J. A. SANCHEZ ..... Walsenburg, Colo.
- RHODES-HARBIDGE ..... Trinidad, Colo.
- VELHAGEN BROS. .... Alamosa, Colo.

**SIGNAL MAINTAINERS**

Headquarters	Signal District	
	From	To
Pueblo	End of ABS Pueblo	To but not including ABS 1219 Westward track, to and including ABS 1232 on Eastward track.
Florence	ABS 1219 Westward track and from but not including ABS 1232 Eastward track.	To and including ABS 1570 on Eastward track and to but not including ABS 1569 on Westward track and Brewster crossing signals.
Canon City	From and including ABS 1569 on Westward track and from but not including ABS 1570 on Eastward track.	To and including ABS 1880.
Salida	ABS 1881	ABS 2282.