

**Safety**



**Service**

**E. H. WARING**  
Assistant Superintendent  
Denver

**E. L. OLIVER**  
Assistant Superintendent  
Alamosa

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Pueblo Terminal  
Pueblo

**J. F. SELBY**  
Trainmaster  
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Road Foreman of Equipment  
Pueblo

**H. W. EGLEY**  
Chief Dispatcher  
Pueblo

**L. S. LIVELY**  
Assistant Chief Dispatcher  
Pueblo

The  
Denver and Rio Grande Western Railroad  
Company

## **PUEBLO DIVISION**

Sub Divisions  
2, 8, 8-A, 9, 10, 10-A, 11, 12, 12-A and 12-B

## **TIME-TABLE**

# **No. 166**

**Takes Effect**  
**Sunday, September 25, 1955,**  
**at 12:01 A. M.**  
**Mountain Standard Time**

**Superseding Time-Table No. 165**  
**and Supplements Thereto**

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

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

**G. B. AYDELOTT**  
Vice President & General Manager

**L. H. HALE**  
General Superintendent of Transportation

**W. C. HORNER**  
Superintendent

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS				FIRST CLASS	Capacity of Siding	Mile Posts	Sub-Division 2 STATIONS		Station Numbers	Miles from Salida	FIRST CLASS		SECOND CLASS	
63 Freight	81 California Fast Freight	61 California Fast Freight	1 Royal Gorge	2 Royal Gorge			44 Fast Freight	46 Fast Freight						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily			TIME-TABLE No. 166			Arrive Daily		Arrive Daily	Arrive Daily	
			12 15 PM			119.4	sb	PUEBLO U. D.	DK	7134	95.7	11 45 AM		
						119.6		0.2 A.T.&S.F. CROSSING			95.5			
12 30 PM	5 40 AM	12 01 AM		Yard		120.1		0.5 TD PUEBLO YD.	DK	4000	95.0		7 50 AM	9 00 PM
			12 22			122.3		2.2 GOODNIGHT			92.8	11 35	7 36	8 46
12 43	5 48	12 09	12 29	117		127.3		5.0 LIVSEY		1706	87.8	11 28	7 29	8 39
12 52	5 56	12 18	12 37	176		134.6		7.3 SWALLOWS		1712	80.5	11 18	7 19	8 29
1 05	6 06	12 29	12 44	92		139.6		5.0 HOBSON		1714	75.5	11 10	7 12	8 22
1 12	6 13	12 36	f12 52	Yard		145.8	bd	6.2 PORTLAND	D	1720	69.3	f11 01	7 03	8 13
1 23	6 21	12 44	12 54	127		147.1		1.3 ADOBE		1722	68.0	10 59	7 01	8 11
1 27	6 24	12 46	s 1 02	171		151.9	Fe	4.8 FLORENCE	D	1724	63.2	s10 53	6 54	8 04
1 42	6 30	12 53	s 1 23	220		160.0	on	1.5 CANON CITY	DNKOWT	1740	55.1	s10 40	6 42 81	7 52
1 55	6 42 44	1 06	1 32	89		164.8		1.5 GORGE		1748	50.3	10 24	6 32	7 42
2 08	6 52	1 16	s 1 36 1 46			166.3		HANGING BRIDGE		1749	48.8	s10 20 s10 10		
			1 50	66		167.8		1.5 SAMPLE		1750	47.3	10 06	6 22	7 32
2 18	7 01	1 26	f 1 57	92		171.2		3.4 PARKDALE	FW	1754	43.9	f 9 58	6 13	7 23
2 28	7 10	1 35	2 05	93		175.7		4.5 SPIKEBUCK		1756	39.4	9 51	6 06	7 16
2 38	7 19	1 44	2 12	93		180.2		4.5 ECHO	W	1760	34.9	9 44	5 59	7 09
2 48	7 28	1 53	s 2 20	118		184.1	kg	3.9 TEXAS CREEK	DNI	1762	31.0	s 9 37	5 52	7 02
2 57	7 34	2 00	2 27	94		188.6		4.5 FERNLEAF		1780	26.5	9 29	5 45	6 55
3 05	7 40	2 07	s 2 34	122		191.7		3.1 COTOPAXI	W	1782	23.4	s 9 25	5 40	6 50
3 11	7 45	2 12	f 2 41	92		195.4		3.7 PLEASANTON		1783	19.7	9 20	5 34	6 44
3 19	7 51	2 18	2 45	124		198.1		2.7 VALLIE		1784	17.0	9 16	5 30	6 40
3 23	7 54	2 22	2 53	102		203.4		5.3 HOWARD		1786	11.7	9 10	5 22	6 32
3 32	8 02	2 30	3 00	92		208.0		4.6 SWISSVALE		1792	7.1	9 04	5 15	6 25
3 41	8 09	2 37	3 07	161		213.2		5.2 CLEORA		1800	1.9	8 56	5 08	6 18
3 49	8 17	2 45	3 15 PM	Yard		215.1	s	1.9 SALIDA	DK	2002	0.0	8 50 AM	5 00 AM	6 10 PM
4 00 PM	8 25 AM	2 55 AM						(95.7)				Leave Daily	Leave Daily	Leave Daily
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Schedule Time				2.55	2.50	2.50
3.30	2.45	2.54	3.00					Average Speed per Hour				34.0	33.4	33.4
27.3	34.5	32.8	33.8											

WESTWARD			MAIN LINE				EASTWARD			
SECOND CLASS			Mile Posts	Station Numbers	Sub-Division 8		Miles from La Veta	Capacity of Siding	SECOND CLASS	
	67				STATIONS					68
	Freight				TIME-TABLE No. 166				Freight	
	Leave Daily				SEPTEMBER 25, 1955				Arrive Daily	
			118.9	7134	sb	PUEBLO U. D.	BJK	66.6	Yard	
			121.4	1136	bm	MINNEQUA	W	64.1	Yard	
			122.9	1140	SOUTHERN JCT.		J	62.6		
				1151	Marnel					
				1153	Cedarwood					
				1158	Mustang					
				1158	Lascar					
				1165	Sandy					
			175.0		bg	Walsenburg U. D.	DN	15.3	00	
			175.1		D. & R. G. W. JUNCTION			15.2	00	
	1 30 PM		175.2	1180	wn	WALSENBURG	FJOSWY	15.1	Yard	4 05 AM
	2 05 PM		190.3	1550	x	LA VETA	BKY	0.0	Yard	3 30 AM
	Arrive Daily					(66.6)				Leave Daily
	0.35 25.9					Schedule Time Average Speed Per Hour				0.35 25.9

No. 67 is Superior to No. 68

WESTWARD		LOMA BRANCH		EASTWARD		WESTWARD		EASTWARD	
Mile Posts	Station Numbers	Sub-Division 8-A		Miles from End of Track	Capacity of Siding	C&S Mile Posts	Station Numbers	D. & R. G. W. Sub-Division 9	
		STATIONS						D. & R. G. W.-C. & S. JOINT LINE	
		TIME-TABLE No. 166						WALSENBURG, U. D.	
		SEPTEMBER 25, 1955						D. & R. G. W. Junction	
176.0	1180	WALSENBURG		16.1		171.6		MAYNE	
179.8	1194	PICTOU		12.5		171.7		MONSON	
180.0	1202	PACIFIC		12.1	28	179.6	1303	BUNKER HILL	
181.1	1205	MAITLAND		11.0		182.2	1313	RUGBY	
182.5	1211	CARBONADO		9.6		184.6	1315	LYNN	
183.7	1215	GORDON		8.4		187.3	1318	ACME	
184.4	1217	SHUMWAY		7.7	25	190.8	1350	LUDLOW	
184.7	1221	CALUMET NO. 2		7.4		191.3		FORBES	
188.2	1232	SPANISH PEAKS		3.9		197.9	1390	SUFFIELD	
189.3	1234	TIOGA		2.8	30	202.6	1386	BOWEN	
190.0	1238	KEBLER		2.1		204.3	1414	A. T. & S. F. CROSSING	
192.1		END OF TRACK				206.2	1416	TRINIDAD YARD	
		(16.1)				211.3		D. & R. G. W. CROSSING	
						211.7		TRINIDAD	
						212.1		D. & R. G. W. YARD	
						212.4	1430	TRINIDAD	
						212.6		D. & R. G. W. YARD	
								(41.0)	

**WESTWARD TRINIDAD - JANSEN EASTWARD**

Mile Posts	Station Numbers	STATIONS		Miles from Jansen	Capacity of Siding
		TIME-TABLE No. 166			
		SEPTEMBER 25, 1955			
210.3	1430	RN	<b>TRINIDAD</b>	JY 2.1	
210.4			0.1 C. & S. CROSSING	2.0	
210.6			0.2 A.T. & S.F. CONNECTION	1.8	
212.4	1440		1.8 JANSEN		
			(2.1)		

**WESTWARD CREEDE BRANCH EASTWARD**

Mile Posts	Sub-Division 10-A STATIONS		Miles from North Creede	Capacity of Siding	Station Numbers
	TIME-TABLE No. 166				
	SEPTEMBER 25, 1955				
251.7	AS	<b>ALAMOSA</b>	BJE 70.1	Yard	1590
262.5		10.8 PARMA	59.3	14	1604
266.1		3.0 ZINZER	55.7	76	1606
269.0	MV	2.9 MONTE VISTA	52.8	Yard	1612
272.9		3.9 TORRES	48.9	37	1616
282.8	DS	9.9 DEL NORTE	39.0	60	1624
288.9		6.1 HANNA	32.9	14	1628
291.9		3.0 GRANGER	29.9	20	1630
298.2		6.3 SOUTH FORK	23.6	21	1638
299.1		0.9 DERRICK	22.7	Wye	1640
302.8		3.7 MASONIC PARK	19.0		1644
312.1		9.3 WAGON WHEEL GAP	9.7	11	1650
318.1		6.0 WASSON	3.7	20	1654
320.7	Ji	2.6 CREEDE	1.1	Yard	1661
321.8		1.1 NORTH CREEDE			1670
		(70.1)			

**WESTWARD MAIN LINE EASTWARD**

SECOND CLASS	Mile Posts	Sub-Division 10 STATIONS		Miles from Alamosa	Capacity of Siding	SECOND CLASS	Station Numbers
<b>67</b>		TIME-TABLE No. 166				<b>68</b>	
Freight		SEPTEMBER 25, 1955				Freight	
Leave Daily						Arrive Daily	
2 30 PM	190.3	X	<b>LA VETA</b>	BK 61.4	Yard	2 55 AM	1550
2 51	196.6		6.3 OCCIDENTAL	P 55.1	60	2 27	1580
3 13	201.9		5.3 CODO	PW 49.8	41	2 05	1562
3 35	207.2	VA	5.3 FIR	PY 44.5	79	1 43	1564
4 00	214.6		7.4 SIERRA	PWY 37.1	68	1 08	1570
4 06	216.9		2.3 RUSSELL	P 34.8	14	1 03	1572
4 20	221.3		4.4 MORTIMER	P 30.4	60	12 49	1574
4 30	227.7	FT	6.4 FORT GARLAND	DW 24.0	77	12 39	1576
4 38	232.4	NK	4.7 BLANCA	D 19.3	68	12 31	1578
4 50	239.8		7.4 BALDY		20	12 19	1584
5 10 PM	251.7	AS	11.9 ALAMOSA	BJE	Yard	12 01 AM	1590
Arrive Daily			(61.4)			Leave Daily	
2.40 23.0			Schedule Time Average Speed Per Hour			2.54 20.5	

No. 67 is Superior to 68

**WESTWARD MAIN LINE EASTWARD**

Mile Posts	Sub-Division 11 STATIONS		Miles from Chama	Capacity of Siding	Station Numbers
	TIME-TABLE No. 166				
	SEPTEMBER 25, 1955				
251.7	AS	<b>ALAMOSA</b>	BJE 92.4	Yard	1590
257.0		5.3 HENRY	87.1	25SG 31NG	3542
259.6		2.6 ESTRELLA	84.5	50SG 62NG	3544
266.2	JR	6.6 LA JARA	77.9	Yard	3548
269.7		3.5 BOUNTIFUL	74.4	11SG 14NG	3548
273.3	OM	3.6 ROMEO	70.8	39SG 49NG	3555
280.3	NA	7.0 ANTONITO	63.8	Yard	3557
299.4		19.1 BIG HORN	44.7	28	3804
306.1		6.7 SUBLETTE	38.0	25	3806
310.5		4.4 TOLTEC	33.6	75	3808
318.4	BC	7.9 OSIER	25.7	43	3808
324.8		6.4 LOS PINOS	19.3	46	3610
330.6	DR	5.8 CUMBRES	13.5	105	3614
332.2		1.6 COXO	11.9	18	3616
335.5		3.3 CRESCO	8.6	43	3812
340.0		4.5 LOBATO	4.1	28	3816
344.1	CH	4.1 CHAMA		Yard	3820
		(92.4)			

WESTWARD		MAIN LINE		EASTWARD		
Mile Posts	Sub-Division 12 STATIONS	Miles from Durango	Capacity of Siding	Station Numbers		
TIME-TABLE No. 166 SEPTEMBER 25, 1955						
344.1	ch CHAMA BK	107.4	Yard	3820		
349.2	5.1 WILLOW CREEK	102.3	17	3824		
354.0	4.8 AZOTEA P	97.5	32	3828		
363.5	9.5 MONERO FFW	88.0	63	3836		
366.9	3.4 AMARGO P	84.6	30	3840		
369.5	2.6 LUMBERTON PY	82.0	63	3842		
373.3	3.8 dy DULCE PD	78.2	67	3846		
377.7	4.4 NAVAJO FW	73.8	23	3848		
380.7	9.0 JUANITA P	64.8	23	3618		
390.4	3.7 GATO FWY	61.1	75	3620		
403.6	13.2 ARBOLES FW	47.9	45	3626		
411.0	7.4 ALLISON P	40.5	16	3630		
414.3	3.3 TIFFANY P	37.2	33	3632		
418.9	4.6 LA BOCA FW	32.6	28	3634		
425.7	6.8 IG IGNACIO DP	25.8	62	3636		
432.0	7.2 OXFORD	18.6	10	3642		
437.3	4.4 FLORIDA FW	14.2	30	3644		
441.6	4.3 FALFA	9.9	11	3646		
449.1	7.5 CARBON JCT. JP	2.4	27	3654		
451.5	2.4 dg DURANGO DJK		Yard	3660		
(107.4)						

WESTWARD		SILVERTON BRANCH		EASTWARD		
Mile Posts	Station Numbers	Sub-Division 12-B STATIONS	Miles from Silverton	Capacity of Siding	Station Numbers	
TIME-TABLE No. 166 SEPTEMBER 25, 1955						
451.5	3660	DG DURANGO DJK	45.2	Yard		
460.7	3708	9.2 TRIMBLE	36.0			
462.5	3710	1.8 HERMOSA W	34.2	13		
469.1	3713	6.6 ROCKWOOD Y	27.6	24		
472.3	3716	3.2 TACOMA	24.4	18		
484.0	3724	11.7 NEEDLETON W	12.7	13		
490.5	3728	6.5 ELK PARK PY	6.2	14		
496.7	3738	6.2 SILVERTON Y		Yard		
(45.2)						

WESTWARD		FARMINGTON BRANCH		EASTWARD		
Mile Posts	Sub-Division 12-A STATIONS	Miles from Farmington	Capacity of Siding	Station Numbers		
TIME-TABLE No. 166 SEPTEMBER 25, 1955						
449.1	CARBON JCT. JP	47.1	27	3654		
457.4	8.3 POSTA	38.8	13	3906		
462.6	5.2 BONDAD	33.6	15	3910		
471.7	9.1 CEDAR HILL	24.5	19	3958		
475.9	4.2 INCA	20.3	10	3962		
481.8	5.9 AS AZTEC D	14.4	23	3964		
487.5	5.7 FLORA VISTA	8.7	16	3966		
493.4	5.0 SAN JUAN	2.8	71	3968		
499.2	2.8 FX FARMINGTON DWY		Yard	3972		
(47.1)						

# Special Time-Table Rules

## Superseding General Rules and Regulations which are Inconsistent Therewith

### SUPERIORITY AND MOVEMENT OF TRAINS

(See also Timetable Rule 4)

#### 1. Eastward trains are superior to westward trains of the same class:

1-A. No. 67 is superior to No. 68.

1-B. Schedule time and train orders westward trains will apply at the end of two main tracks at Goodnight and at East Switch Chute runaround track at Walsenburg.

Schedule time and train orders westward trains at Cleora will apply at crossover near Barrel Transfer at Salida.

### CLEARANCE CARDS

2. C&S form of train orders and clearance cards will be used and issued over signature of D&RGW Superintendent on Southward Track; C&S Superintendent on Northward Track. All Southward trains will secure at Pueblo Union Depot or Pueblo Yard C&S clearance card, Form "A," and necessary train orders for movement Southern Junction to D&RGW Jct., Walsenburg.

2-A All trains must secure clearance card at Walsenburg Union Depot.

2-B Trains will leave the following stations without clearance card:

Sub-Division	Station	
8	Pueblo Yard	When moving with current of traffic between Pueblo and Southern Junction Rule 93 governs.
8	Pueblo U.D.	
12-A	Carbon Jct.	When no operator on duty.
12-B	Silverton	
10-A	Creede	
12-A	Farmington	

Trains No. 67 and No. 68 may leave La Veta without clearance card when no operator is on duty.

### TRAIN REGISTERS

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

3-A. Train register books are located at:

Pueblo U.D.	Alamosa
Pueblo Yard	Creede
Salida	Chama
Walsenburg U.D.	Durango
Trinidad	Silverton
La Veta	Farmington

3-B. 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 or departing Pueblo, Sub-Divisions 1 and 8, may register either at Pueblo U.D. or Pueblo Yard.

3-C. Train register is not maintained at Goodnight. If positive observation check be made between Pueblo and Goodnight it will apply to end of two main tracks. Trains approaching each other between these stations will reduce speed sufficiently to permit identification.

3-D. Eastward trains may register arrival on D.&R.G.W. train register Walsenburg U. D. with registering ticket.

### 4. YARD LIMITS

Pueblo-Minnequa	Parma	Big Horn
Portland	Zinzer	Cumbres
Florence	Monte Vista-SLC Jct.	Chama
Canon City	Torres	Monero
Cleora-Salida	Hanna	Lumberton
D&RGW Jct.-Walsenburg	Del Norte	Dulce
Walsenburg-Loma Branch	Granger	Juanita
Trinidad	Gerrard	Gato
LaVeta	South Fork	Arboles
Occidental	Wasson	Ignacio
Fir	Creede	Carbon Jct.
Sierra	LaFruto-Henry-Hartner	Durango
Ft. Garland	Estrella	Silverton
Blanca	La Jara	Aztec
Alamosa	Romeo	Farmington
Willis	Antonito	

4-A Yard engines must move with current of traffic between Pueblo and M.P. 121.4, Minnequa, except may move against current of traffic when authorized by Yardmaster.

4-B. Trains have no time-table superiority between beginning and end of CTC north of D&RGW-MP crossing (near Santa Fe Avenue) and Union Avenue Viaduct (entrance to Pueblo U.D., Pueblo). Rule 93 governs.

4-C Trains have no time-table superiority between westward ABS 2149 and Eastward ABS 2156, Salida Yard. Rule 93 governs.

### AIR BRAKE AND RETAINER OPERATION AND INSPECTION STOPS

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

5-B. Freight train conductors will arrange for track behind caboose to be observed at intervals between stations for fresh wheel or other marks that may have been made by the train and take such action as circumstances may warrant.

5-C. Trains handling thirty or more cars of rock from Salida will stop at Spikebuck for inspection of train. If such trains are delayed at Texas Creek, Echo or Parkdale, inspection may be made at any of these stations in lieu of Spikebuck.

5-D. On westward trains at Cumbres, and before leaving Fir and Silverton, members of the train crew must look over the air brakes, as well as the general condition of the train.

5-E. When cars are picked up, set out, or locomotive detached for any reason at Fir or Cumbres, air brake test will be made as prescribed by Air Brake, Rule 9-C.

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

On trains consisting of empty cars, retainers will be used on every other car in 10-lb. position, alternated at inspection point. When cars are equipped with 4-position release control retaining valve, these retainers will be used in slow direct exhaust position instead of 10-lb. position on empty cars.

On trains consisting of loaded cars or mixed loads and empties, retainers will be used in 20-lb. position on all cars having gross weight of 50 tons or more, in 10-lb. position on other loaded cars, and in 10-lb. position or slow direct exhaust position on empty cars.

#### Fir to La Veta:

On trains handled by Diesel-Electric locomotives having dynamic brake operative, retainers will be placed in 10-lb. position, and, if train is operated normally, it will not be necessary to make stop at Occidental to cool wheels and inspect train.

#### FIR TO SIERRA:

On trains handled by diesel-electric locomotives having dynamic brake operative on 4 units:

If train consists of more than 3600 and less than 5000 actual tons, retainers will be used in 10 lb. position on forward one-half of train.

If train consists of more than 5000 actual tons, retainers will be used in 10 lb. position on forward two-thirds of train.

Trains handled by diesel locomotive having dynamic brake operative on 3 units:

If train consists of more than 2700 and less than 3750 actual tons, retainers will be used in 10 lb. position on forward one-half of train.

If train consists of more than 3750 actual tons, retainers will be used in 10 lb. position on forward two-thirds of train.

If diesel locomotive consists of less than 3 units or dynamic brake is not operative on 3 units, retainers must be used in the same manner as prescribed for trains handled by steam locomotives.

Additional retainers must be used if requested by engineman.

5-G. Eastward freight trains will stop at Occidental to cool wheels and inspect train, except trains handled by Diesel locomotives having dynamic brakes operative.

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

5-H. All freight trains will stop at Fir and Cumbres and make application and release test of air brakes. Trainmen will note that rear brake of train applies, then signal for release after brakes release will place retainers in operating position as required by Time-Table Rules.

5-I. In handling trains on descending grade movements Cumbres to Chama, retainers will be used as follows:

On trains consisting of heavily loaded cars, all retainers will be used in 20-lb. position. On trains consisting of light loaded cars, mixed loaded and empty cars, or entirely of empty cars, all retainers will be used in 10-lb. position. If it is found that the retaining power is excessive a few retainers on the rear of train may be turned to release position to avoid slack action or stalling on the grade, 4-position (release control) retainers will be used in slow direct exhaust position instead of 10-lb. position on empty cars.

5-J. In handling of freight trains westward from Cumbres, not more than two cars having non-air or inoperative air brakes will be permitted.

5-K. In handling trains on descending grade movement, Silverton to Durango, all retainers will be used in 10-lb. position. If it is found that retaining power is excessive, a few retainers on rear of train may be turned to release position to avoid slack action or stalling on the grade.

5-L. At all times the number of operative air brakes in a train must not be less than 85% of the total number of cars in the train.

5-M. On freight trains consisting of heavily loaded cars, brake pipe pressure will be increased to 90 lbs. before departing westward from Cumbres.

5-N. Standard gauge work equipment not equipped with "AB" or "LN" type brakes cannot be moved in a train exceeding 50 cars.

## RAILROAD CROSSINGS AT GRADE, A.B.S., C.T.C. AND OTHER SIGNALS

### 6. Railroad crossings at grade protected by signals:

Sub-Division	M. P. Location	Tracks Governed	Remarks
2	119.6	D. & R. G. W. Main Track and Freight House Lead and A. T. & S. F. Crossings.	Color light signals for normal movements. Controlled by A. T. & S. F. Dispatcher. D. & R. G. W. and A. T. & S. F. governed by their own rules. Switch at North end Pueblo U. D. is dual controlled.

D. & R. G. W. yard engines using route to and from Freight House Lead must open gate protecting M. P. crossing to receive signal indication. When route lined for any D. & R. G. W. movement signal will display lunar indication. When lined for A. T. & S. F. movement signal will display red over yellow indication.

See instructions posted in telephone boxes for details for operation of Interlocking Plant.

6-A. Trains approaching the following crossing at grade, which is not protected by signals or derails, must stop at a point designated by stop board and not proceed until sure that track is clear. (See Rule 98.) Trains must approach crossing protected by gates, at restricted speed, proceeding without stop, unless gate is against D. & R. G. W. track.

Sub-Div. Location	Crossing	Remarks	Operated By
9	M.P.210.4 C. & S.	Gate against D. & R. G. W.	Trainmen

**A.B.S.**  
**C.T.C.**

6-B. Between Positive ABS 1208E and Positive ABS 1205F, west end of Pueblo Yard, as indicated by beginning and end of CTC signs, trains are operated by centralized traffic control within these limits.

Westward freight trains departing from Pueblo Yard will be governed by indication of ABS 1205F.

6-C. 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.

6-D. 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 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 signal 1207-E clears and engine 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.

#### OTHER SIGNALS

6-E. Missouri Pacific entering Signal 8959-A, located just east of D&RGW-MP crossing, controlled by push button. Before entering upon D&RGW tracks MP trains will come to a stop, and when Signal 8959-A displays proceed indication, or receive proper signal from switch tender at C Street, this will be authority for MP trains to occupy D&RGW main track.

Signal 8959-A does not govern yard engines.

(Rule 7 Omitted)

### LIVESTOCK ATTENDANTS

8. 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 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."

### OVERHEAD CLEARANCES

9. Overhead clearances on main track and sidings at the following locations will not clear a man standing on top of a car:

Sub-Di- vision	Mile	Description	Track
2	134.8	Bridge 134.75	Main
2	142.6	Bridge 142.57	Main
2	145.7	Bridge 145.66	Main
2	146.0	Cement Company Railroad	Main and sidings
2	151.6	Tipple over Brewery tracks	Sidings
2	166.3	Hanging Bridge 166.25	Main
2	171.2	Red Devil Coal loader	Main
2	205.4	Bridge 205.44	Main
8	119.3	C Street viaduct Pueblo	Main and sidings
8	119.5	Bridge 119.51 DT	E & W Main
8	120.4	Mesa Ave viaduct	E & W Main
8	120.5	Northern Avenue Viaduct	E & W Main
8	175.2	Red Devil Coal Loader	Main
9	210.5	Bridge 210.54	Main
10	198.6	West Occidental Tunnel	
10	202.2	West Codo Tunnel	
10-A	287.1	East Hanna Wire Crossing	
10-A	306.4	East Wagon Wheel Gap Bridge 306.39	
11	311.3	West Toltec Mud Tunnel	
11	315.2	West Toltec Rock Tunnel	
11	343.6	East Chama Bridge 343.61	
12	377.5	East Navajo Bridge 377.52	
12	386.1	East Juanita Bridge 386.07	
12	387.7	West Juanita Bridge 387.67	
12	390.4	Gato Bridge 390.45	
12	404.1	West Arboles Bridge 404.07	
12	418.6	East La Boca Bridge 418.62	
12	437.0	East Florida Bridge 437.01	
12-A	496.2	Farmington Oil Loading Trestle	
12-B	452.4	West Durango Bridge 452.42	
12-B	477.81	West Tacoma Bridge 477.81	
12-B	489.88	East Elk Park Bridge 489.88	

9-A. Mail cranes are located adjacent to depot at the following stations, and employes are hereby warned of close clearance of these cranes, particularly when mail has been hung:

Howard  
Parkdale

### TRAIN SPEEDS

10. The speed of trains should be so restricted that absolute safety will be assured.

10-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.

Where other speed restrictions do not prohibit, Diesel engines running light, or with steel caboose only, may be operated in A.B.S. territory at a maximum speed of sixty (60) M.P.H. but will not exceed the maximum speed authorized for passenger trains.

10-B. Trains consisting of passenger equipment cars and all-steel caboose will be governed by passenger train speed restrictions.

10-C.	ZONE SPEEDS	Passenger Trains		Freight Trains	
		MPH SG	NG	MPH SG	NG
Sub-Division 2					
Salida-Pueblo .....		60		45	
Sub-Division 8					
Pueblo-La Veta (except joint line).....		40		30	
Joint Line .....		58		45	
Sub-Division 8-A .....					
Within Yard Limits Jansen.....		10		10	
Sub-Division 10					
La Veta-Francisco .....		35		20	
Francisco-Fir .....		20		15	
Fir-Sierra .....		20		18	
Sierra-Alamosa .....		45		40	
Except L131, L132 class engines between MP 241.67 and Alamosa.....		25		25	
Sub-Division 10-A					
Alamosa-Del Norte .....		45		40	
Del Norte-Hanna .....		45		30	
Hanna-Creede .....		35		25	
Curves 8° and over.....		20		18	
Sub-Division 11					
Alamosa-Antonito .....		45	40	35	30
Antonito-Lava .....			40		25
Cumbres-MP 342.8 descending.....			18		12
Cumbres-Lava .....			30		18
Curves 8° and over.....			20		15
Cumbres-Antonito Snow Plow Trains.....			25		25
Curves 8° and over.....			18		18
Over Bridge 319.95.....			8		8
Over Bridge 339.78.....			10		10
Sub-Division 12					
Chama-Durango .....			35		25
Curves 8° and over.....			20		15



**ZONE SPEEDS**

	Passenger Trains MPH		Freight Trains MPH	
	SG	NG	SG	NG
Sub-Division 12-A .....	30		25	
Curves 8° and over.....	20		15	
Sub-Division 12-B .....				
Durango-Silverton .....	25		20	
Curves 8° and over.....	20		15	
Between Rockwood and Animas River Bridge 471.23 .....	8		8	
Over Bridge 471.23 .....	5		5	
Over Bridges 489.88, 495.64 and 496.12.....	10		10	
Hooper Spur .....	30		25	
Durango Yard between Continental Spur and station, westward .....	12		10	
Trains handling one or more cars of pipe in open top equipment, including flat cars, will be gov- erned by the following maximum permissible speeds:				
Between Osier and Los Pinos.....			12	
Between Chama and Durango.....			20	
Between Durango and Farmington.....			18	
	Passenger Trains MPH		Freight Trains MPH	
	SG	NG	SG	NG
All Sub-Divisions except where Zone Speed restrictions in certain territory require lower speed:				
Through turnouts equipped with spring switches except when lower speed is speci- fied by time-table or slow board.....	25		25	
Through turnout spring switch Goodnight.....	30		30	
Through turnouts equipped with spring switches, Dry Creek West end of Swallows, East end of Florence, West end of Gorge, Sample and Vallie sidings.....	15		15	
On Main Track Over West Switch Swallows....	50		45	
On straight track when trailing through other spring switches .....	30		30	
In or out of other turnouts.....	15	15	15	15
Over Interlocker MP 119.6 Pueblo.....	15		15	
Approaching and through other Interlockers....	35		25	
Over railroad crossings not Interlocked.....	25		20	
Maximum speed permissible in any service by various classes power & equipment as follows:				
			Miles Per Hour	
L-131, L-132 .....			45	
Diesel Series 540-547, 549-551.....			40	
Diesel Series 66-74, 100-119.....			50	
Diesel Series 5100-5113, 5200-5204, 5300-5304, 5901-5924, 555-577, 600-601, and L-105.....			65	
Diesel Series 120-123, 150-152.....			60	
K-36, K-37, C-48, K-27, K-28.....			35	
Steam engines running backward Sub-Divi- sions 2, 8, 8-A and 9, Tangent.....			25	
Curves .....			15	
Sub-Division 10, 10-A, 11, 12, 12-A and 12-B.....			15	
Diesel Series 540-547, 549-551, when handled dead in train.....			40	
Trains handling dead engines, side rods up.....			25	
Dead engines with side rods all down.....			15	
Dead engines with one pair wheels swinging....			10	
Clam Shells, Scale Test Cars, Pile Drivers moving on own wheels, K. & J. and Western Air Dumps .....			25	
Steam Derrick .....			35	
Snow Plow X-67 (when handled in trains).....			30	
Sand Car X-3551.....			25	
Trains handling standard gauge work equip- ment not equipped with "AB" or "LN" type brakes .....			40	
City ordinance speed limits are as follows:			Miles Per Hour	
Florence .....			40	
Walsenburg .....			15	
Trinidad .....			15	
Between M.P. 279.7 and 280.6 Antonito.....			12	

**MEDICAL ATTENTION AND REPORTS**

11. Company Surgeons are located as follows:

**DR. E. A. HINDS, Chief Surgeon, Denver**

**DR. C. R. FULLER, Assistant Chief Surgeon, Salida**

L. L. Ward.....	Pueblo	W. S. Chapman.....	Walsenburg
C. N. Caldwell.....	Pueblo	E. K. Carmichael.....	Trinidad
F. W. Barrows.....	Pueblo	Sidney Anderson.....	Alamosa
H. S. Rusk, Eye, Ear, Nose and Throat.....	Pueblo	R. B. Bradshaw.....	Alamosa
Neill B. McGrath.....	Florence	J. D. Davies, Oculist.....	Alamosa
E. B. Lynch.....	Canon City	R. D. Taylor.....	Monte Vista
R. A. Hoover.....	Salida	A. B. Gjellum.....	Del Norte
E. C. Budd.....	Salida	V. V. Anderson.....	Del Norte
A. J. Bender.....	Salida	George R. Davis.....	Antonito
H. D. Smith.....	Salida	J. I. Dunham.....	Chama
S. B. Phillips.....	Salida	A. L. Burnett.....	Durango
L. J. Leonardi.....	Salida	R. W. Repert.....	Durango
		M. D. Moran.....	Farmington

11-A. Hospitals are located as follows:

Salida .....	D&RGW
Pueblo.....	St. Mary's
Alamosa .....	Community
Durango .....	Mercy

11-B. 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.

11-C. 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.

11-D. 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)
- Form 3949—Break-in-two report (Engineman and Conductor)

11-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 concerning such accidents must be sent by Western Union Telegraph Company's wires and all agents will accept and so transmit, making notation that same shall be charged against railroad account.

### CONDITIONAL STOPS

12. Daylight passenger trains will, unless otherwise provided stop ten (10) minutes at Hanging Bridge.

### 13. SPRING SWITCHES

Miles from Denver	Location	Normal Position
119.7	Pueblo	Westward Main Track
120.5	Pueblo	Roger lead to Eastward Main Track
120.6	Pueblo	Westward Main Track
120.6	Pueblo	Eastward Main Track to So. yard lead
122.3	Goodnight	Eastward Main Track
134.6	Swallows	Main Track
151.8	Florence	Main Track
161.2	Canon City	Main Track
164.9	Gorge	Main Track
168.2	Sample	Main Track
171.3	Parkdale	Main Track
185.0	Texas Creek	Main Track
198.3	Vallie	Main Track
203.9	Howard	Main Track

### 13-A. 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	Trailing	120.7	Trailing
120.7	Facing	121.3	Facing
		121.9	Trailing
		122.7	Trailing

### WATER TANKS OR CRANES BETWEEN STATIONS

14. Sub-Division 12-A, located M.P. 464.7.  
Sub-Division 12-B, located at M.P. 474.60 and 484.10.

### AUXILIARY LINES

15. The following are Auxiliary Lines.  
Carbon Jct.....Sub-Division 12A

### HEADLIGHTS OF DIESEL LOCOMOTIVES

16. Headlight of diesel locomotives must be kept burning during daylight hours when in road service except when necessary to comply with Operating Rules 17-B, 17-C and 570.

### HANDLING OF UNRULY PASSENGERS

17. 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 employes 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.

### DESIGNATION OF TRACKS — POSITION OF SWITCHES — RESTRICTION OF TRACK

18. 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.

18-A. 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.

18-B. Spur track at Zinzer with east end connection, capacity 4 cars serving Colorado Potato Grower's Association Warehouses and Spur Track at South Fork with west end connection, capacity 6 cars. Crews using these spurs will be governed as follows:

Before crossing main highway, trains or engines serving this warehouse will stop to clear the highway. A member of crew with proper flagging equipment will proceed to center of the highway to protect the further movement of train against highway traffic. Movement over the highway will be made only on his signal.

In case of poor visibility during daylight hours, red fuses will be used to flag highway traffic. The move across the highway should be a continuous one and the highway will not be blocked by standing equipment if it can be avoided.

At Zinzer, cars will not be left on spur track between main track and highway or between highway and warehouse. At South Fork, cars will not be left on spur track between siding and highway.

18-C. Normal position switch M.P. 249.9, Sub-Division 10, is for yard lead. Track between M.P. 249.9 and Old Yard Alamosa is designated as a yard track.

18-D. Sub Division 8-A, Wye at Mile Post 192.0.

### 18-E. Tracks Not Shown As Stations In Time Table

LOCATION		NAMES	Station Numbers	Car Capacity	Switch Connections
Sub-Division	Miles				
2	121.9	Water Works	1701	91	West End
2	144.6	Concrete	1718	70	E&W Ends
2	153.2	Rockvale Spur		AT&SF	East End
2	161.1	Penitentiary	1744	30	West End
2	161.4	Burnito	1746	34	East End
2	170.3	Fink	1752	74	E&W Ends
2	208.9	Wellsville	1796	15	East End
2	210.3	English	1797	5	West End
8	126.5	Sonora Spur	1142	100	East End
8	146.9	Chamblin	1155	3	West End
8-A	180.7	Champion	1202	15	East End
8-A	186.7	Del Carbon		3	East End
10	208.1	Simm's Spur	1565	7	East End
10	251.0	Hooper Spur (Alamosa Jct. to Hooper)	Yard		East and West
10-A	267.0	S. L. C. Jct.	1612	y	
10-A	268.3	Continental Oil	1610	2	West End
10-A	280.8	Evansville	1623	17	Both Ends
10-A	296.3	Gerrard	1632	20	Both Ends
11	256.0	La Fruto	3541	7	Both Ends
11	257.4	Hartner	3543	5	Both Ends
12	385.9	Mill Track	3617	20	Both Ends

## DOUBLEHEADING AND PLACING OF HELPER AND DEAD ENGINES IN TRAIN

19. When double-heading FT-F3 and F7 Diesel locomotives in freight service where one of the locomotives is a single unit, arrange to place the single unit locomotive behind the other locomotive.

### 19-A. Dead Locomotives:

Diesel-electric road locomotives: Locomotive to be handled in forward portion of train.

Diesel-electric switch locomotives: Locomotive to be handled in rear portion of train not less than five cars from caboose. If two or more diesel-electric switch locomotives are handled in one train they will be separated by placing five cars between each locomotive.

19-B. L-131 and L-132 class engines must not be double-headed when handling trains, except may be double-headed on eastward trains between Alamosa and Ft. Garland.

On eastward trains requiring three (3) engines Sierra to Fir, both helper engines will be cut in just ahead of caboose, except in case both helper engines are of the L-131 or L-132 class, then one helper must be cut in behind road engine's tonnage and second helper engine cut in just ahead of caboose.

On eastward trains requiring two (2) engines between Sierra and Fir the helper engine will be cut in just ahead of caboose.

Between La Veta and Fir 2-engine trains may be double-headed except when two (2) Mallet type engines are used in which case helper engine will be placed just ahead of caboose.

Between La Veta and Fir trains handled by three (3) steam locomotives, two (2) engines will be used on head end of train and one (1) engine just ahead of caboose and be governed by first paragraph of this rule.

When Diesel road engine is used between La Veta and Fir:

On 2-engine trains helper engine will be cut in just ahead of caboose.

On 3-engine trains one (1) helper will be cut in behind Diesel road engine's tonnage, the other helper cut in just ahead of caboose.

19-C. When stops are made on ascending grade with helper cut in or on rear of train, stop will be made with automatic air brakes, which will be released and recharged immediately after stopping. When train is ready to proceed road engineman will make full service application and release of air brakes, thereby indicating to helper engineman that train is ready to proceed. After releasing air brakes, engineman will wait three (3) minutes before attempting to start train.

19-D. K-27, K-28, K-36, and K-37 must not be double-headed over bridge 319.95 and K-36 and K-37 over bridge 339.78 Sub-Division 11.

19-E. In operating three-engine train out of Chama eastward use two engines on head end of train and one engine on rear of train just ahead of caboose, or drovers car if used.

19-F. K-27 or K-28 class engines must not 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.

19-G. When second engine is used on trains of over 35 cars on Sub-Division 11 between Antonito and Cumbres, second engine must be cut into train.

19-H. Engines will not shove from behind narrow gauge caboose.

19-I. Cars placarded "Rear End" or "Handle on Rear of Train Only," must be trained behind helper engine or engines, when such engines are on rear of train.

19-J. On Cumbres turns, when helper engine returns light from Cumbres, 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.

19-K. SD-7 units must not be placed behind other type units when used in multiple unit service.

GP-7 Class diesel locomotive must not be used in single or multiple unit service as swing helper engine.

## JOINT OPERATIONS

20. D. & R. G. W. "Rules and Regulations of the Operating Department, 1948," will govern train and engine movements within yard limits, Pueblo.

20-A. 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. R. Co.

20-B. Trains or engines while on Union Depot tracks, Pueblo, will be governed by rules and regulations of Pueblo Union Depot time-table, except D&RGW Operating Rules will govern use of spring switches and protective signals in Pueblo Union Depot Yard.

20-C. D&RGW trains entering Pueblo U.D. from the West will be governed by track indicator at Spring Switch 5.  
Yard and other engines will disregard track indicators.

20-D. Track indicator governing M.P. trains entering Pueblo U.D. will normally display track "2." When displays "X" trains will proceed through crossover and be governed by track indicator at Spring Switch 5.

20-E. Trains departing Pueblo U.D. Westward will not foul lead until receive signal indication permitting departure.

20-F. D&RGW and C&S Joint Tracks extend between Southern Junction and D&RGW Junction, Walsenburg. Northward Track is under C&S operating jurisdiction. Southward Track is under D&RGW operating jurisdiction. C&S Time-Table and Burlington Lines Rules and Regulations of the Operating Department govern train operation on both tracks.

20-G. Trains and engines between Southern Junction and a point 200 feet west of D&RGW Junction at Signal No. 1 Walsenburg, are operated under the Time-Table, Rules and Regulations of Southern Division of Colorado & Southern Railway.

20-H. On Sub-Division 8 at MP 175.1, Walsenburg Yard, C&S trains use D&RGW main track for a distance of 25 feet entering and leaving D&RGW main track at this point. Normal position of switches set for C&S.

20-I. Trains between Walsenburg Union Depot and Trinidad are operated under the Time-Table, Rules and Regulations of C. & S. Railway.

20-J. Between Trinidad and Jansen A. T. & S. F. Ry. Rules and Regulations and New Mexico Division Time-Table govern operations.

CTC between A. T. & S. F. connection and Jansen.

At Jansen, Colorado and Wyoming Time-Table, Rules and Regulations govern operation.

## MISCELLANEOUS

21. In freight service, fireman (helper) will patrol engine room as frequently as conditions require after which he will immediately return to his proper place in the control room of the operating unit. He is responsible for operating conditions, observance of signals, etc., only when he is in the control unit.

21-A. When GP-9 or GP-7 class locomotives are coupled together or when one of the GP-9 or GP-7 class units is coupled with other class road units and alarm sounds in cab of the operating unit, requiring inspection of engine, train will be stopped when necessary and given proper inspection.

21-B. Narrow gauge open or stock cars loaded with creosoted ties should be trained at least ten cars from engine to avoid fire hazard.

21-C. When engines equipped with Priest or Ray flanger are working under snow conditions, flanger must be used on the ascending as well as the descending grade.

21-D. 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.

21-E. On Sub-Divisions 11, 12, 12-A, and 12-B, 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.

21-F. Cars must not be "dropped" over main highways.

21-G. 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.

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

MP 289 to MP 291	MP 300½ to MP 306¾
MP 294 to MP 294½	MP 312 to MP 314
MP 296 to MP 298	MP 322 to MP 327½

21-I. Train, engine and yard service employes are required to have their watches adjusted in the event there is a variation of thirty (30) seconds or more at time of comparison.

### Open Hours Of Train Order Offices

Stations	Monday Through Friday Hours	Saturday Hours	Sunday and Holiday Hours
Salida.....	Continuous	Continuous	Continuous
Texas Creek.....	7:50 AM-3:50 PM 10:00 PM-6:00 AM	7:50 AM-3:50 PM 10:00 PM-6:00 AM	7:50 AM-3:50 PM 10:00 PM-6:00 AM
Canon City.....	Continuous	Continuous	Continuous
Florence.....	7:50 AM-4:50 PM	7:50 AM-4:50 PM	10:30 AM-1:30 PM
Portland.....	7:30 AM-4:30 PM	7:30 AM-4:30 PM	Closed
Pueblo Yard.....	Continuous	Continuous	Continuous
Pueblo U. D.....	Continuous	Continuous	Continuous
Walsenburg U. D.....	Continuous	Continuous	Continuous
Trinidad.....	8:00 AM-5:00 PM	8:00 AM-5:00 PM	Closed
La Veta.....	8:00 AM-5:00 PM	Closed	Closed
Ft. Garland.....	8:00 AM-5:00 PM	Closed	Closed
Blanca.....	9:00 AM-6:00 PM	Closed	Closed
Alamosa.....	9:00 AM-5:00 PM 9:00 PM-5:00 AM	9:00 AM-5:00 PM 9:00 PM-5:00 AM	9:00 AM-5:00 PM 9:00 PM-5:00 AM
Monte Vista.....	9:00 AM-6:00 PM	9:00 AM-6:00 PM	Closed
Del Norte.....	9:00 AM-6:00 PM	Closed	Closed
Creede.....	9:00 AM-6:00 PM	Closed	Closed
La Jara.....	9:00 AM-6:00 PM	Closed	Closed
Antonito.....	9:00 AM-6:00 PM	Closed	Closed
Chama.....	8:00 AM-8:00 PM*	Noon-8:00 PM	Closed
Dulce.....	9:00 AM-6:00 PM	Closed	Closed
Ignacio.....	8:00 AM-5:00 PM	Closed	Closed
Durango.....	8:00 AM-5:00 PM	Closed	Closed
Aztec.....	8:00 AM-5:00 PM	Closed	Closed
Farmington.....	8:00 AM-5:00 PM	Closed	Closed

\*Except Mondays 8:00 AM-4:00 PM

### 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).

SIGNAL MAINTAINERS		
Headquarters	Signal District	
	From	To
Pueblo.....	From and including ABS 1195.	To but not including ABS 1442.
Canon City.....	From and including ABS 1442.	To and including ABS 1837.
Salida.....	From but not including ABS 1837.	To and including ABS 2212.

### WATCH INSPECTORS

W. H. PETTYJOHN.....	Pueblo
W. BERT FARABEE.....	Pueblo
HARDING BULLOCK JEWELRY CO.....	Pueblo
A. L. PIXLER.....	Florence
C. C. PATTON.....	Canon City
VOLNEY PERRY.....	Salida
VELHAGEN BROS.....	Alamosa
MILLER JEWELRY CO.....	Durango

# Adjusted Tonnage Ratings and Car Limits

FROM	TO	Class F-9 GP-9 Diesel Series 577 5901-5924	Class FT-F7 Diesel Series 540-547 549-551 555-576	Class F-3 Diesel Series 552-554	Class SD-7 Diesel Series 5300-5304	Class GP-7 GE-7 Diesel Series 5100-5113 5200-5204	Class L-131-132 Engines 3600-3619	Class C-48 Engines 1131-1199	Adjust- ment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Pueblo	Portland					3350	8445		9
Portland	Canon City					3200	7100		6
Canon City	Salida	5990	5550	4250		1388	3300		4
Pueblo	Minnequa	5990	5550	3900	2030	1388	3300		4
Minnequa	Walsenburg	7300	6800	5000	2600	1700	4750		6
Walsenburg	La Veta	4800	4450	3500	1800	1112	3100		4
La Veta	Fir	2200	2050	1550	900	512	1350		2
Alamosa	Russell	7700	7200	6000	2600	1800	4600		5
Russell	Sierra	5180	4800	3600	2000	1200	3000		4
Sierra	Fir	3025	2800	2200	1100	700	1750		3
Walsenburg	Gordon					1350			4
Gordon	Spanish Peaks					1350			4
Spanish Peaks	Big Four					1040			3
Big Four	Alamo					835			2
Alamo	Gordon					1350			4
Gordon	Maitland					1700			5
Maitland	Walsenburg					5000			12
Walsenburg	Trinidad	8100	6800			1700	4750		5
Trinidad	Walsenburg	8100	6800			1700	4750		5
Alamosa	Monte Vista							5000	5
Monte Vista	South Fork							2900	8
South Fork	Wasson							2000	5
Wasson	Creede							1100	2
Alamosa	Antonito							3000	7

Tonnage ratings shown for FT, F-3, F-7, F-9 and GP-9 diesel locomotives are based on four units. Where less than this number is used, tonnage will be figured according to number of units used. Where different types of diesel electric units are used in a locomotive, either as train engine or in helping service, the rating of the lowest rated unit will govern the rating of all units on that train.

Where ratings for GP-7, GE-7 engines are not shown they will be rated the same as one unit of FT-F7 class engine.

FROM	TO	Class K-37 Engines 490-499	Class K-36 Engines 480-489	Class K-28 Engines 473-478	Class K-27 Engines 463-464	Adjustment Factor
		Tons	Tons	Tons	Tons	Tons
Alamosa	Antonito	1635	1615	1240		5
Antonito	Cumbres	840	825	630		4
Chama	Cumbres	252	232	187		1
Chama	Azotea	1715	1700	1375		6
Arboles	Durango	940	925	720		4
Carbon Jet	Falfa	660	650	490		3
Falfa	Gato	1160	1150	875		4
Gato	Dulce	1060	1050	825		4
Dulce	Lumberton	1320	1300	980		3
Lumberton	Monero	660	650	490		3
Monero	Azotea	710	700	535		3
Azotea	Chama	1020	1000	735		3
Durango	Hermosa			735	735	5
Hermosa	Silverton			315	315	2
Silverton	Durango			800	800	4
Farmington	Carbon Jet	1070	1050	810	780	5
Carbon Jet	Durango	1100	1070	835	820	5

Following are maximum length and tonnage of trains on descending grades:

### STEAM LOCOMOTIVES

Fir—La Veta—85 cars or 4350 tons

Fir—Sierra—100 cars or 4500 tons

Cumbres to Antonito—70 cars.

Narrow gauge territory—On 4% descending grade:

Coal or other heavy loading—40 cars

Stock or other light loads—45 cars  
 Empties or mixed loads and empties—60 cars  
 On 4% descending grades in narrow gauge territory, gross weight of train must not exceed an average of 38 actual tons per operative car brake.

Eastward freight trains handled by diesel-electric locomotive with dynamic brake operative not less than three (3) units, may handle not to exceed ninety (90) cars Fir to La Veta.