

Safety



Service

W. C. HORNER
Assistant Superintendent
Denver

J. C. KENEFICK
Assistant Superintendent
Alamosa

S. A. TAYLOR
Assistant Superintendent
Pueblo Terminal
Pueblo

L. J. DALY
Trainmaster
Pueblo

J. B. NORWOOD
Trainmaster
Alamosa

J. F. SELBY
Trainmaster-Roadmaster
Alamosa

T. J. CUMMINS
Assistant to Superintendent - Safety
Road Foreman of Equipment
Alamosa

W. W. CRANE
Road Foreman of Equipment
Pueblo

H. W. EGLEY
Chief Dispatcher
Salida

R. S. ENO
Chief Dispatcher
Alamosa

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. 163**

**Takes Effect Sunday, January 11,
1953, at 12:01 A. M.**

Mountain Standard Time

Superseding Pueblo Division Time-Table No. 162
and that part of
Alamosa Division Time-Table No. 126 and
Supplements thereto governing Sub Divisions
10, 10-A, 11, 12, 12-A and 12-B

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

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

K. L. MORIARTY
General Manager

L. H. HALE
Superintendent Transportation

L. B. COLEMAN
Superintendent

THE
BUREAU OF THE GREAT WESTERN RAILROAD
COMPANY

PUEBLO DIVISION
No. 103

TIME-TABLE

No. 103

Take Effect Sunday, January 11,
1925 at 12:01 A. M.
MONTGOMERY, MISSOURI
PUEBLO DIVISION
No. 103
PUEBLO, COLO. 11:55 A. M. - 12:01 P. M.
MONTGOMERY, MISSOURI 12:01 P. M. - 12:05 P. M.

NOTE: IMPORTANT CHANGES IN
TIME TABLE

For the schedule of freight and
passenger service see the
timetable published in the
PUEBLO DIVISION

THE GREAT WESTERN RAILROAD COMPANY
PUEBLO, COLORADO



RECEIVED
JAN 10 1925

TRUCK
RECEIVED

TO THE
ATTENTION OF THE
GENERAL MANAGER
PUEBLO DIVISION
GREAT WESTERN RAILROAD COMPANY
PUEBLO, COLORADO

Journal of the United States Fish Commission

No.	Date	Locality	Species	Sex	Age	Length	Weight	Measurements	Remarks
1	Jan 1	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ad.	12.5	1.2	10.0 x 4.0 x 2.0	1 specimen
2	Jan 5	Off Cape Cod	<i>Scomber scombrus</i>	♀	Ju.	8.0	0.8	7.0 x 3.0 x 1.5	1 specimen
3	Jan 10	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	6.0	0.5	5.0 x 2.0 x 1.0	1 specimen
4	Jan 15	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	5.0	0.4	4.0 x 1.5 x 0.8	1 specimen
5	Jan 20	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	4.0	0.3	3.0 x 1.2 x 0.6	1 specimen
6	Jan 25	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	3.0	0.2	2.0 x 0.8 x 0.4	1 specimen
7	Jan 30	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	2.0	0.1	1.5 x 0.5 x 0.3	1 specimen
8	Feb 5	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	1.5	0.05	1.0 x 0.4 x 0.2	1 specimen
9	Feb 10	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	1.0	0.02	0.7 x 0.3 x 0.15	1 specimen
10	Feb 15	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	0.8	0.01	0.6 x 0.25 x 0.12	1 specimen
11	Feb 20	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	0.6	0.005	0.45 x 0.18 x 0.09	1 specimen
12	Feb 25	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	0.5	0.003	0.35 x 0.14 x 0.07	1 specimen
13	Feb 30	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	0.4	0.002	0.28 x 0.11 x 0.05	1 specimen
14	Mar 5	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	0.3	0.001	0.2 x 0.08 x 0.04	1 specimen
15	Mar 10	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	0.2	0.0005	0.15 x 0.06 x 0.03	1 specimen
16	Mar 15	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	0.15	0.0002	0.1 x 0.04 x 0.02	1 specimen
17	Mar 20	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	0.1	0.0001	0.07 x 0.03 x 0.015	1 specimen
18	Mar 25	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	0.08	0.00005	0.05 x 0.02 x 0.01	1 specimen
19	Mar 30	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	0.06	0.00002	0.04 x 0.015 x 0.008	1 specimen
20	Apr 5	Off Cape Cod	<i>Scomber scombrus</i>	♂	Ju.	0.05	0.00001	0.03 x 0.012 x 0.006	1 specimen

Adjusted Tonnage Ratings

FROM	TO	Class F-7 Diesel Series 555-576	Class F-3 Diesel Series 552-554	Class FT Diesel Series 540-547 549-551	Class GP-7 GE-7 Diesel Series 5100-5113 5200-5204	Class L-131-132 Engines 3600-3619	Class M-64 M-67 Engines 1501-1530 1700-1713	Class M-68 Engines 1800-1804	Class C-48 Engines 1131-1199	Adjustment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Pueblo.....	Portland.....				3350	8445	4400	4543		9
Portland.....	Canon City.....				3200	7100	3540	3638		6
Canon City.....	Salida.....	5550	4250	3900	1388	3300	1765	1803		4
Pueblo.....	Minnequa.....	5550	3900	3900	1388	3300	1600			4
Minnequa.....	Walsenburg.....	6800	5000	5000	1700	4750	2780			6
Walsenburg.....	La Veta.....	4450	3500	3500	1112	3100	1620			4
La Veta.....	Fir.....	2050	1550	1450	512	1350	750			2
Alamosa.....	Russell.....	7200	6000	5800	1800	4600	2900			5
Russell.....	Sierra.....	4800	3600	3650	1200	3000	1750			4
Sierra.....	Fir.....	2800	2200	2050	700	1750	975			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.....	6800	5000	5000	1700	4750	2300			5
Trinidad.....	Walsenburg.....	6800	5000	5000	1700	4750	2650			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

FROM	TO	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 473-478	Class of Engine K-27 No. of Engines 452-464	Adjustment Factor
		Tons	Tons	Tons	Tons	Tons
Alamosa.....	Antonito.....	1635	1615	1240	1190	5
Antonito.....	Cumbres.....	840	825	630	600	4
Chama.....	Cumbres.....	252	232	187	183	1
Chama.....	Azotea.....	1715	1700	1375	1325	6
Arboles.....	Durango.....	940	925	720	680	4
Carbon Jet.....	Falfa.....	660	650	490	460	3
Falfa.....	Gato.....	1160	1150	875	800	4
Gato.....	Dulce.....	1060	1050	825	785	4
Dulce.....	Lumberton.....	1320	1300	980	920	3
Lumberton.....	Monero.....	660	650	490	460	3
Moñero.....	Azotea.....	710	700	535	485	3
Azotea.....	Chama.....	1020	1000	735	685	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

Chief dispatchers are authorized to increase or decrease these ratings in their discretion. 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.

WESTWARD			MAIN LINE			EASTWARD						
SECOND CLASS		FIRST CLASS		Capacity of Siding	Mile Posts	Sub-Division 2 STATIONS		FIRST CLASS		SECOND CLASS		
69 Fast Freight	61 California Fast Freight	1 Royal Gorge				Station Numbers	Miles from Salida	2 Royal Gorge	44 Fast Freight	46 Fast Freight		
Leave Daily	Leave Daily	Leave Daily		TIME-TABLE No. 163		Arrive Daily	Arrive Daily	Arrive Daily				
				JANUARY 11, 1953								
			12 10 PM		119.4	sb	PUEBLO U. D. KBDN	7134	95.7	12 05 PM		
					119.6		0.2 A. T. & S. F. CROSSING		95.5			
10 00 AM	12 01 AM			Yard	120.1	TD	PUEBLO YD. KOSJBWFTYDN	4000	95.0		10 30 AM	10 30 PM
			12 19		124.1		4.0 GOODNIGHT		91.0	11 48		
10 23	12 18		12 25		129.0		4.9 LIVESEY	1706	86.1	11 42	10 11	10 11
10 35	12 26		12 32	62	134.6		5.6 SWALLOWS	1712	80.5	11 35	10 04	10 04
10 42	12 33		12 39	92	139.6		5.0 HOBSON	1714	75.5	11 28	9 57	9 57
10 53	12 42		12 47	Yard	145.8	bd	6.2 PORTLAND D	1720	69.3	11 20	9 48	9 48
10 57	12 45		12 49	127	147.1		1.8 ADOBE	1722	68.0	11 18	9 45	9 45
11 12 2	12 52		12 57	171	151.9	Fe	4.8 FLORENCE YDN	1724	63.2	11 12 60	9 38	9 38
11 25	1 06		1 18	220	160.0	on	1.5 CANON CITY SWOKYDN	1740	55.1	10 58	9 24	9 24
11 38	1 17		1 29	89	164.8		4.8 GORGE	1748	50.3	10 40	9 12	9 12
			1 33 1 43		166.3		1.5 HANGING BRIDGE	1749	48.8	10 36 10 26		
11 48	1 27		1 47	66	167.8		1.5 SAMPLE	1750	47.3	10 22	9 02	9 02
11 58	1 37		1 56	92	171.2	fd	3.4 PARKDALE FWN	1754	43.9	10 14	8 52	8 52
12 08 PM	1 46		2 03	93	175.7		4.5 SPIKEBUCK	1756	39.4	10 07	8 43	8 43
12 18	1 54		2 10	93	180.2		4.5 ECHO W	1760	34.9	10 00	8 35	8 35
12 27	2 02		2 17	118	184.1	kg	3.9 TEXAS CREEK WYDN	1762	31.0	9 53	8 27	8 27
12 35	2 10		2 24	94	188.6		4.5 FERNLEAF	1780	26.5	9 44	8 19	8 19
12 41	2 15		2 30	122	191.7	co	3.1 COTOPAXI WD	1782	23.4	9 40	8 14	8 14
12 49	2 23		2 37	92	195.4		3.7 PLEASANTON	1783	19.7	9 34	8 06	8 06
12 53	2 27		2 42	124	198.1		2.7 VALLIE	1784	17.0	9 30	8 02	8 02
1 02	2 37		2 51	102	203.4	ha	5.3 HOWARD N	1786	11.7	9 22	7 52	7 52
1 11	2 45		2 58	92	208.0		4.6 SWISSVALE	1792	7.1	9 14	7 44	7 44
1 19	2 53		3 06	161	213.2		5.2 CLEORA	1800	1.9	9 06	7 36	7 36
1 22	2 56		3 08	115	213.8		0.6 BARREL	2002	1.3	9 04	7 34	7 34
1 30 PM	3 01 AM		3 15 PM	Yard	215.1	s	1.3 SALIDA JKBSOWFTYDN	2002	0.0	9 00 AM	7 30 AM	7 30 PM
Arrive Daily	Arrive Daily		Arrive Daily				(95.7)			Leave Daily	Leave Daily	Leave Daily
3.30 27.3	3.00 31.7		3.05 32.8				Schedule Time Average Speed per Hour			3.05 32.8	3.00 31.7	3.00 31.7

WESTWARD				MAIN LINE				EASTWARD					
SECOND CLASS			FIRST CLASS	Mile Posts	Station Numbers	Sub-Division 8		Miles from La Veta	Capacity of Siding	FIRST CLASS	SECOND CLASS		
			15			STATIONS				16			
			Passenger	TIME-TABLE No. 163		JANUARY 11, 1953				Passenger			
			Leave Daily							Arrive Daily			
			12 50 PM	118.9	7134	ab	PUEBLO U. D.	66.6	Yard				11 40 AM
			f 1 00	121.4	1136	bm	MINNEQUA	64.1	Yard				f 11 13
			1 03 PM	122.9	1140		SOUTHERN JCT.	62.6					11 08 AM
					1151		Marnel						
					1153		Cedarwood						
					1156		Mustang						
					1158		Lascar						
					1165		Sandy						
			S 2 07	175.0		bg	Walsenburg U. D.	15.3	00				10 06 AM
			2 08 PM	175.1			D. & R. G. W. JUNCTION	15.2	00				10 01 AM
			2 09	175.2	1180	wn	WALSENBURG	15.1	Yard				10 00
			f 2 22	182.7	1542		ADEL	7.6	53				f 9 48
			f 2 27	185.5	1544		KINCAID	4.8	12				f 9 43
			2 40 PM	190.3	1550	x	LA VETA	0.0	Yard				9 35 AM
			Arrive Daily				(66.6)						Leave Daily
			1.50				Schedule Time						2.05
			36.3				Average Speed per Hour						31.9

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. Time shown for information only. See Time-Table Rule 3-D.

WESTWARD		LOMA BRANCH		EASTWARD		WESTWARD		D. & R. G. W. Sub-Division 9		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.-C. & S. JOINT LINE		VIA JOINT LINE	
		STATIONS									
		TIME-TABLE No. 163									
		JANUARY 11, 1953									
176.0	1180	WALSENBURG		17.3		171.6		WALSENBURG, U. D.			
179.6	1194	PICTOU		13.7		171.7		D. & R. G. W. Junction			
180.0	1202	PACIFIC		13.3	28	176.2	1270	WINCHELL			
181.1	1205	MAITLAND		12.2		179.6	1303	MAYNE			
182.5	1211	CARBONADO		10.8		182.2	1313	MONSON			
183.7	1215	GORDON		9.6		184.6	1315	BUNKER HILL			
184.4	1217	SHUMWAY		8.9	25	187.3	1318	RUGBY			
184.7	1221	CALUMET NO. 2		8.6		190.8	1350	LYNN			
188.2	1232	SPANISH PEAKS		5.1		191.3		ACME			
189.3	1234	TIOGA		4.0	30	197.9	1390	LUDLOW			
190.0	1238	KEBLER		3.3		202.6	1386	FORBES			
193.0	1242	ALAMO NO. 2		0.3		204.3	1414	SUFFIELD			
193.3		END OF TRACK				206.2	1416	BOWEN			
		(17.8)				211.3		A. T. & S. F. CROSSING			
						211.7		TRINIDAD YARD			
						212.1		D. & R. G. W. CROSSING			
						212.4	1430	TRINIDAD			
						212.6		D. & R. G. W. YARD			
								(41.0)			

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

Trains between Walsenburg Union Depot and Trinidad are operated under the time-table Rules and Regulations of C. & S. Railway.

WESTWARD TRINIDAD - JANSEN EASTWARD

Mile Posts	Station Numbers	STATIONS TIME-TABLE No. 163 JANUARY 11, 1953	Miles from Jansen	Capacity of Siding
210.3	1430	TRINIDAD	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)				

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.

WESTWARD CREEDE BRANCH EASTWARD

Mile Posts	Sub-Division 10-A STATIONS TIME-TABLE No. 163 JANUARY 11, 1953	Miles from North Creede	Capacity of Siding	Station Numbers
251.7	AS ALAMOSA P8KOJBWFTYDN 10.8	70.1	Yard	1590
262.5	PARMA 3.6	59.3	14	1604
266.1	ZINZER 2.9	55.7	76	1606
269.0	MV MONTE VISTA YWD 3.9	52.8	Yard	1612
272.9	TORRES 9.9	48.9	37	1616
282.8	De DEL NORTE YD 6.1	39.0	60	1624
288.9	HANNA 3.0	32.9	14	1628
291.9	GRANGER 6.3	29.9	20	1630
298.2	SOUTH FORK W 0.9	23.6	21	1638
299.1	DERRICK Y 3.7	22.7	Wye	1640
302.8	MASONIC PARK 9.3	19.0		1644
312.1	WAGON WHEEL GAP 6.0	9.7	11	1650
318.1	WASSON Y 2.6	3.7	20	1654
320.7	Ji CREEDE WD 1.1	1.1	Yard	1661
321.8	NORTH CREEDE			1670
(70.1)				

WESTWARD MAIN LINE EASTWARD

FIRST CLASS	Mile Posts	Sub-Division 10 STATIONS TIME-TABLE No. 163 JANUARY 11, 1953	Miles from Alamosa	Capacity of Siding	FIRST CLASS	Station Numbers
15 Passenger					16 Passenger	
Leave Daily					Arrive Daily	
2 50 PM	190.3	x LA VETA K8BWF	61.4	Yard	9 30 AM	1550
f 3 04	194.9	4.6 FRANCISCO P	56.8	18	f 9 21	1558
f 3 10	196.6	1.7 OCCIDENTAL P	55.1	60	f 9 16	1560
f 3 28	201.9	5.3 CODO PW	49.8	41	f 8 57	1562
s 3 49	207.2	5.3 FIR PY	44.5	79	s 8 39	1564
f 4 12	214.6	7.4 SIERRA PWY	37.1	68	f 8 12	1570
f 4 17	216.9	2.3 RUSSELL P	34.8	14	f 8 06	1572
f 4 28	221.3	4.4 MORTIMER P	30.4	60	f 7 55	1574
s 4 41	227.7	6.4 FORT GARLAND WD	24.0	77	s 7 43	1576
s 4 51	232.4	4.7 BLANCA D	19.3	68	s 7 33	1578
f 5 02	239.8	7.4 BALDY	11.9	20	f 7 20	1584
f 5 15	248.2	8.4 HAYS	3.5	41	f 7 07	1586
5 18	249.6	1.4 EAST YARD P	2.1	Yard	7 05	
5 21	251.0	1.4 ALAMOSA JCT. J	0.7		7 02	1590
5 30 PM	251.7	0.7 AS ALAMOSA P8KBOWFTYD8S		Yard	7 00 AM	1590
Arrive Daily		(61.4)			Leave Daily	
2 40 23.0		Schedule Time Average Speed per Hour			2 30 24.5	

Schedule Time No. 15 East Yard, Alamosa applies East Switch, East Yard

WESTWARD MAIN LINE EASTWARD

Mile Posts	Sub-Division 11 STATIONS TIME-TABLE No. 163 JANUARY 11, 1953	Miles from Chama	Capacity of Siding	Station Numbers
251.7	AS ALAMOSA P88OJKTWFTYDN 5.3	92.4	Yard	1590
257.0	HENRY 2.6	87.1	258G 31NG	3542
259.6	ESTRELLA P 6.6	84.5	508G 62NG	3544
266.2	JF LA JARA PWD 3.5	77.9	Yard	3546
269.7	BOUNTIFUL 3.6	74.4	118G 14NG	3548
273.3	Om ROMEO PD 7.0	70.8	398G 49NG	3555
280.3	NA ANTONITO PWFTD 10.5	63.8	Yard	3557
290.8	LAVA YPW 8.6	53.3	25	3803
299.4	BIG HORN PY 6.7	44.7	28	3804
306.1	SUBLETTE PW 4.4	38.0	25	3806
310.5	TOLTEC P 7.9	33.6	75	3808
318.4	Bc OSIER PFW 6.4	25.7	43	3608
324.8	LOS PINOS W 5.8	19.3	46	3610
330.6	Br CUMBRES PWFY 1.6	13.5	105	3614
332.2	COXO 3.3	11.9	18	3616
335.5	CRESCO FW 4.5	8.6	43	3812
340.0	LOBATO 4.1	4.1	28	3816
344.1	Ch CHAMA 8POKBWFTYDN		Yard	3820
(92.4)				

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

WESTWARD		MAIN LINE			EASTWARD		WESTWARD		SILVERTON BRANCH			EASTWARD		
Mile Posts	Sub-Division 12 STATIONS	Miles from Durango	Capacity of Siding	Station Numbers	SECOND CLASS	Mile Posts	Station Numbers	Sub-Division 12-B STATIONS	Miles from Silverton	Capacity of Siding	SECOND CLASS	Mile Posts	Station Numbers	
					461 Mixed						462 Mixed			
					Leave Wed.						Arrive Wed.			
344.1	ch CHAMA POSKBJWFTDN 5.1	107.4	Yard	3820	9 15 AM	451.5	3860	DG DURANGO YKOSBJPWFTD 9.2	45.2	Yard	5 00 PM			
349.2	WILLOW CREEK 4.8	102.3	17	3824	f 9 50	460.7	3708	TRIMBLE 1.8	36.0		f 4 26			
354.0	AZOTEA P 5.6	97.5	32	3828	s 9 57	462.5	3710	HERMOSA w 6.6	34.2	13	s 4 19			
359.6	BIGGS SPUR 3.9	91.9	19	3834	s 10 26	469.1	3713	ROCKWOOD y 3.2	27.6	24	s 3 53			
363.5	MONERO FPW 3.4	88.0	63	3836	s 10 50	472.3	3716	TACOMA 10.3	24.4	18	s 3 30			
366.9	AMARGO P 2.6	84.6	30	3840	f 11 35	482.6	3726	HUNT 1.4	14.1		f 2 40			
369.5	LUMBERTON FT 3.8	82.0	63	3842	f 11 40	484.0	3724	NEEDLETON w 6.5	12.7	13	f 2 35			
373.3	dy DULCE FD 4.4	78.2	67	3846	f 12 14 PM	490.5	3728	ELK PARK YP 6.2	6.2	14	f 2 05			
377.7	NAVAJO FW 9.0	73.8	23	3848	12 40 PM	496.7	3738	sv SILVERTON YD		Yard	1 40 PM			
386.7	JUANITA P 3.7	64.8	23	3618	Arrive Wed.			(45.2)			Leave Wed.			
390.4	PG GATO FWID 4.8	61.1	75	3620	3.25			Schedule Time			3.20			
395.2	CARRACAS P 8.4	56.3	39	3624	13.2			Average Speed per Hour			13.6			
403.6	ARBOLES FW 7.4	47.9	45	3626	No. 461 is superior to No. 462.									
411.0	ALLISON P 3.3	40.5	16	3630										
414.3	TIFFANY P 4.6	37.2	33	3632										
418.9	LA BOCA FW 6.8	32.6	28	3634										
425.7	ig IGNACIO FD 7.2	25.8	62	3636										
432.9	OXFORD 4.4	18.6	10	3642										
437.3	FLORIDA FW 4.3	14.2	30	3644										
441.6	FALFA 7.5	9.9	11	3646										
449.1	CARBON JCT. PJ 2.4	2.4	27	3654										
451.5	DG DURANGO YKOSBJPWFTD (107.4)		Yard	3660										

WESTWARD		FARMINGTON BRANCH			EASTWARD	
Mile Posts	Sub-Division 12-A STATIONS	Miles from Farmington	Capacity of Siding	Station Numbers		
449.1	CARBON JCT. JP 8.3	47.1	27	3654		
457.4	POSTA 5.2	38.8	13	3906		
462.6	BONDAD 9.1	33.6	15	3910		
471.7	CEDAR HILL 4.2	24.5	19	3958		
475.9	INCA 5.9	20.3	10	3962		
481.8	AS AZTEC D 5.7	14.4	23	3964		
487.5	FLORA VISTA 8.7	8.7	16	3966		
496.2	FX FARMINGTON WYD		Yard	3972		
(47.1)						

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 EXCEPT:

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

1-B. Schedule time and train orders westward trains will apply at the end of two main tracks at Swallows and at east switch chute runaround track at Walsenburg.

Schedule time No. 15 East Yard, Alamosa, applies at East Switch, East Yard.

2. All trains must secure clearance card at Walsenburg U. D.

Trains will leave Fir, Creede, Cumbres, Farmington and Silverton without clearance card when there is no operator on duty.

Trains on Sub-Division 12-A will leave Carbon Junction without clearance card.

3. Train register books are located at: Pueblo U. D. for passenger trains; Pueblo Yard for freight trains; Salida; La Veta; Chama; Silverton; Walsenburg U. D.; Alamosa; Durango; Trinidad; Creede; Farmington.

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

3-A. Train register is not maintained at Swallows. If positive observation check be made between Pueblo and Swallows 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 may register arrival on D.&R.G.W. train register Walsenburg U. D. with registering ticket. No. 15 may register departure on D.&R.G.W. train 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 D&RGW Junction at Walsenburg. 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 D&RGW Junction at Walsenburg.

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 D&RGW Junction at Walsenburg.

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 D&RGW Junction at Walsenburg.

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 D&RGW Junction at Walsenburg.

4. YARD LIMIT STATIONS:

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

4-A. Extra trains and yard engines moving with current of traffic between Pueblo and Southern Jct. Sub-Division 8, will be governed by Rule 93, and will not be required to secure Clearance Card, Form 3249.

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

Trains have no time-table superiority between east switch East Yard, Alamosa, M. P. 249-6 and Alamosa passenger station. Rule 93 governs all trains. Trains, yard, and other engines occupying these tracks must make way for passenger trains without unnecessary delay.

4-C. 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 fuseses 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.

5. On Sub-Divisions 2, 8, 8-A, and 9, the use of retainers on trains on descending grades will be left to the judgment of conductor and engineman.

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 holding position, and when changing position of retainers, commence at rear car on which last retainer was turned up and work forward, alternating.

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 and Silverton, members of the train crew must look over or assist in looking over the air brakes, as well as the general condition of the train.

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.

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 Rule 9-C, Rules and Regulations Governing Operation of Air Brakes.

5-B. After air brakes have been released, retainers must be turned up before trains leave any station on a descending grade where use of retainers is required.

5-C. 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, retaining valves 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:

Trains handled by Diesel-Electric locomotives having dynamic brake operative, retaining valves 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—

If train consists of more than 3100 actual tons and less than 3600 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train. If train consists of more than 3600 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train and in addition one retaining valve will be used for each 50 tons in excess of 3600 actual tons.

Train handled by Diesel locomotives consisting of 3 units having dynamic brake operative on entire locomotive:

If train consists of more than 2300 actual tons and less than 2700 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train. If train consists of more than 2700 actual tons, ten retaining valves will be used in 10-lb. position on forward portion of train and in addition one retaining valve will be used for each 50 tons in excess of 2700 actual tons.

In the event that the dynamic brake on any part of the Diesel locomotive becomes inoperative, retaining valves must be operated in the same manner as prescribed for trains handled by other locomotives.

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

5-F. In handling of freight trains down Cumbres, not more than one (1) car having non-air or inoperative 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.

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-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 retaining valves in operating position as required by Time-Table Rules.

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

5-J. Following are maximum length and tonnage of trains on descending grades:

Fir-LaVeta:

Engines equipped with 1 or 2—8½" CC compressors—85 cars or 4250 tons.

Fir-Sierra:—100 cars or 4500 tons.

Cumbres to Antonito—70 cars.

Narrow Gauge Territory—On 4% descending grades:

Engines Equipped With	Coal or Other Heavy Loading	Stock or Other Light Loads	Empties or Mixed Loads and Empties
1—9½" Compressor	15 cars	30 cars	40 cars
2—9½" Compressors	20 cars	40 cars	50 cars
1—11" Compressor	18 cars	35 cars	45 cars
2—11" Compressors	25 cars	45 cars	60 cars
1—8½" CC Compressor	40 cars	45 cars	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 on not less than three (3) units, may handle not to exceed ninety (90) cars Fir to La Veta.

5-K. Not more than 70 cars will be handled in any narrow gauge freight or mixed train.

5-L. Engines will not be placed behind and shove behind narrow gauge caboose except in emergency and then only with engines smaller than K-27 class.

6. Railroad crossings at grade protected by signals or signals and gates.

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.

Telephones located as follows:

1. Depot Track 1 West end Railway Express Building.
 2. Between Tracks 4 and 5 midway between U. D. and west platform.
 3. Between Tracks 4 and 5 west end U. D. platform.
 4. Adjacent to switch shanty west end U. D. Yard.
- See instructions posted in telephone boxes for details for operation of Interlocking Plant.

6-A. Trains approaching the following crossings at grade, which are 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 crossings 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

6-B. 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-C. 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-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.

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 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."

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

8. 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	155.3	Bridge 155.27	Main
2	166.3	Hanging Bridge 166.25	Main
2	171.2	Red Devil Coal loader	Main
2	191.7	Cotopaxi Industry track	Sidings
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-A	210.5	Bridge 210.54	Main
9-A	216.7	Bridge 216.66	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	

There are also side clearances on main track and sidings, and overhead and side clearances at other locations that will not clear a man on top or side of car. All employees should familiarize themselves with the location of such clearances and use due care to avoid injury when passing them.

8-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:

Portland	Howard	Lascar
Parkdale	Cedarwood	Cotopaxi

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.

Where other speed restrictions do not prohibit, Diesel engines running light 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.

ZONE SPEEDS	Passenger Trains MPH		Freight Trains MPH	
	SG	NG	SG	NG
Sub-Division 2				
Salida-Pueblo	60		45	
Sub-Division 8				
Pueblo-La Veta (except joint line).....	40		30	
Joint Line (except No. 16).....	58		45	
No. 16 joint line.....	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	
Westward trains or engines over spring switch MP 249.9 East Yard, Alamosa.....	25		20	
Sub-Division 10-A				
Alamosa-Del Norte	45		40	
Del Norte-Hanna	45		30	
Hanna -Creede	35		25	
Sharp Curves.....	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
Sharp Curves.....		20		15
Cumbres-Antonito Snow Plow Trains.....		25		25
Sharp Curves.....		18		18
Over Bridges 319.95 and 339.78.....		10		10
Sub-Division 12				
Chama-Durango		35		25
Sharp Curves.....		20		15

ZONE SPEEDS

	Passenger Trains		Freight Trains	
	MPH	MPH	MPH	MPH
	SG	NG	SG	NG
Sub-Division 12-A	30		25	
Sharp Curves	20		15	
Sub-Division 12-B				
Durango-Silverton	25		20	
Sharp Curves	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
Alamosa Yard, Trains and Engines, Main track & track No. 2 between Hunt and Ross Aves.	6	6	6	6
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	
Note: Restrictions on sharp curves refers to curves 8 or more degrees.				
All Sub-Divisions except where Sub-Division 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 turnouts equipped with spring switches, Dry Creek, Florence, west end of Gorge, Sample and Vallie sidings.....	15		15	
On straight track when trailing through 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:				
L-131, L-132			45	
F-81			40	
M-67 and Diesel Series 66-74, 100-119.....			50	
Diesel Series 5200-5204, 5100-5113, 540-576, 600, 601 and L-105			65	
Diesel Series 120-123, 150-152.....			60	
K-59			55	
K-36, K-37, C-48, K-63, 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	
Trains handling dead engines, side rods up.....			25	
Dead engines with side rods all down.....			15	
Dead engines with one pair wheels swinging....			10	
Derrick, Shovels, Clam Shells, Scale Test Cars, Ditchers and Pile Drivers moving on own wheels, K. & J. and Western Air Dumps, system coke racks, sand cars X3550-X3561, and Snow Plows			25	
Steam Derrick 024-029			35	
Snow Plow X-76			30	
9-B. City ordinance speed limits are as follows:				
Florence			30	
Walsenburg			15	
Trinidad			15	
Between M.P. 279.7 and 280.6 Antonito.....			12	

9-C. Headlight of diesel locomotives must be kept burning during day-light hours when in road service except when necessary to comply with Operating Rules 17-B and 17-C.

9-D. C-48 or larger engines must not use following tracks:
Pueblo: Standard Fire Brick Co. Spur.—Rappell Spur.
AT&SF Engines Class 1014 or larger and D&RGW Engines Class C-48 or larger must not be placed on heavy curve east end of United Oil Spur, Florence.

9-E. 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. Between Sierra and La Veta "M" class engines must not be placed just ahead of caboose.

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, except "M" class engine used as helper will be double-headed with any other class steam engine.

When "M" class helper engine is used with Diesel road engine Sierra to Fir helper engine will be cut in behind 1750 tons.

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 except "M" class helper will be cut in behind 1750 tons.

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.

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.

9-F. When double-heading 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.

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

9-H. 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.

9-I. 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.

9-J. 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.

When second engine is used on Sub-Division 12, place it on head end.

10. 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	N. S. Saliba.....	Walsenburg
W. S. Johnston.....	Pueblo	E. K. Carmichael.....	Trinidad
H. S. Rusk, Eye, Ear, Nose and Throat.....	Pueblo	Sidney Anderson.....	Alamosa
Neill B. McGrath.....	Florence	J. R. Hurley.....	Alamosa
E. B. Lynch.....	Canon City	J. D. Davies, Oculist.....	Alamosa
R. A. Hoover.....	Salida	R. D. Taylor.....	Monte Vista
E. C. Budd.....	Salida	A. B. Gjellum.....	Del Norte
A. J. Bender.....	Salida	George R. Davis.....	Antonito
H. D. Smith.....	Salida	J. I. Dunham.....	Chama
S. B. Phillips.....	Salida	J. R. C. Carter.....	Dulce
H. T. Close.....	Salida	O. B. Rensch.....	Durango
		A. L. Burnett.....	Durango
		M. D. Moran.....	Farmington

10-A. Hospitals are located as follows:

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

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 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 CAK 33.

CONDITIONAL STOPS

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

No. 15 will stop opposite section house Cedarwood on Mon., Tues. and Fri. to discharge and pick up mail.

Except when the 13th and 28th of each month falls on Saturday or Sunday, No. 15 will stop at Cedarwood on those dates to permit messenger to deliver pay checks to section foreman.

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

12-A. SPRING SWITCHES.

Miles from Denver	Location	Normal Position
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
134.7	Swallows	Eastward 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
249.9	East Yard Alamosa	Main Track

12-B. Switch at M.P. 249.9 East end of East Yard, Alamosa, is a dual controlled spring switch controlled for westward movements only. To hand operate switch, be governed by Operating Rule 553. Signal governing westward movements has two signals on mast, and westward trains will be governed by indications as follows:

Green over Red—Proceed on main track

Red over Lunar—Proceed via yard lead

If displaying other than above indications, stop and contact train dispatcher at once.

If first-class trains receive other than main track indication, they will communicate with train dispatcher before accepting signal indication.

12-C. 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
122.0	Trailing	121.9	Trailing
129.0	Trailing	122.7	Trailing

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.

14. The following are Auxiliary Lines. (See Rules 14-t and 14-u):
WalsenburgSub-Division 8A
Carbon Jct.....Sub-Division 12A

15. 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.

16. D. & R. G. W. "Rules and Regulations of the Operating Department, 1948," 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. R. 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.

17.

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

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

20. 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.

21. 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.

22. 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.

23. 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.

24. 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.

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	1756	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 Spur		3	West End
8	148.9	Capers Spur	1162	230	East End
8-A	180.7	Champion	1202	15	East End
8-A	186.7	Del Carbon		3	East End
10	197.1	Nixon	1560	9	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	258.4	Willis	1603	4	East End
10-A	267.0	S. L. C. Jct.	1612	y	
10-A	268.3	Continental Oil	1610	2	West End
10-A	276.4	Freeman	1620	17	East 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

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

Open Hours Of Train Order Offices

Stations	Monday Through Friday Hours	Saturday Hours	Sunday and Holiday Hours
Salida.....	Continuous	Continuous	Continuous
Cotopaxi.....	7:50 AM-4:50 PM	Closed	Closed
Texas Creek.....	7:50 AM-3:50 PM	7:50 AM-3:50 PM	7:50 AM-3:50 PM
Canon City.....	7:00 PM-3:00 AM	7:00 PM-3:00 AM	7:00 PM-3:00 AM
Florence.....	Continuous	Continuous	Continuous
Portland.....	7:50 AM-3:50 PM	7:50 AM-3:50 PM	11:00 AM-2:00 PM
Pueblo Yard.....	7:30 AM-4:30 PM	7:30 AM-4:30 PM	Closed
Pueblo U.D.....	Continuous	Continuous	Continuous
Walsenburg U. D.....	Continuous	Continuous	Continuous
Trinidad.....	9:00 AM-6:00 PM	9:00 AM-6:00 PM	Closed
La Veta.....	7:00 AM-3:00 PM	7:00 AM-3:00 PM	7:00 AM-3:00 PM
Ft. Garland.....	12:30 AM-8:30 AM	12:30 AM-8:30 AM	12:30 AM-8:30 AM
Blanca.....	7:30 AM-4:30 PM	Closed	Closed
Alamosa.....	7:30 AM-4:30 PM	Closed	Closed
Monte Vista.....	9:00 AM-5:00 PM	9:00 AM-5:00 PM	9:00 AM-5:00 PM
Del Norte.....	9:00 AM-6:00 PM	9:00 AM-6:00 PM	Closed
Creede.....	9:00 AM-6:00 PM	Closed	Closed
La Jara.....	9:00 AM-6:00 PM	Closed	Closed
Antonito.....	8:00 AM-5:00 PM	Closed	Closed
Chama.....	8:30 AM-4:30 PM	Closed	Closed
Dulce.....	12:01 AM-8:00 AM	Closed	Closed
Gato.....	8:00 AM-5:00 PM	Closed	Closed
Ignacio.....	9:00 AM-6:00 PM	Closed	Closed
Durango.....	7:30 AM-4:30 PM	Closed	Closed
Silverton.....	7:45 AM-4:45 PM	Closed	Closed
Aztec.....	9:00 AM-6:00 PM	Closed	Closed
Farmington.....	8:00 AM-5:00 PM	Closed	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).

WATCH INSPECTORS

W. H. PETTYJOHN.....	Pueblo
W. BERT FARABEE.....	Pueblo
HARDING JEWELRY CO.....	Pueblo
A. L. PIXLER.....	Florence
C. C. PATTON.....	Canon City
VOLNEY PERRY.....	Salida
E. W. KRIER.....	Walsenburg
RHODES-HARBRIDGE.....	Trinidad
VELHAGEN BROS.....	Alamosa
J. C. LINDHOLM.....	Durango

SIGNAL MAINTAINERS

Headquarters	Signal District	
	From	To
Pueblo.....	From and including ABS 1195.	To and including ABS 1442.
Canon City.....	From and including ABS 1443.	To and including ABS 1718.
Salida.....	From and including ABS 1717.	To and including ABS 2212.

