

# The Colorado and Southern Railway Company

## COMPANY MEDICAL EXAMINERS

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J. G. WOLF, Local Surgeon.....Pueblo Colo.  
C. E. EARNEST, Oculist and Aurist.....Pueblo, Colo.  
W. S. CHAPMAN, Local Surgeon.....Walsenburg, Colo.  
P. G. MATHEWS, Local Surgeon.....Walsenburg, Colo.  
W. A. MERRITT, Local Surgeon.....Aguilar, Colo.  
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L. T. RICHIE, Telephone 163, Oculist.....Trinidad, Colo.  
J. M. WELLMAN, Local Surgeon.....Des Moines, N. M.  
D. C. DANIEL, Local Surgeon.....Clayton, N. M.

## WATCH INSPECTORS

HANSEN & HANSEN,  
General Time Inspectors  
1628 17th St.,  
Denver, Colo.

E. W. KRIER,  
Walsenburg, Colo.

CHEEK JEWELRY CO.,  
Pueblo, Colo.

RHOADES-HARBRIDGE CO.  
Trinidad, Colo.

R. A. CALDWELL,  
Clayton, N. M.

J. D. WALKER  
General Manager  
Denver, Colo.

H. W. TOTTEN  
Trainmaster  
Trinidad, Colo.

G. B. HOOVER  
Superintendent Transportation  
Denver, Colo.

E. P. STINE  
Superintendent  
Denver, Colo.

# TIME TABLE OF THE 37 SOUTHERN DIVISION No. 37

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

## SUNDAY, MARCH 11, 1945

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the Book of Rules of the Operating Department.

# Minnequa and Trinidad Subdivision

**SOUTHERN DIVISION**

**TIME TABLE No. 37**

**EFFECTIVE MARCH 11, 1945**

SOUTHWARD			Signs	Distance from Pueblo	Distance from Denver	STATIONS	Capacity of		Office Open	NORTHWARD		
FIRST CLASS							Siding	Other Tracks		FIRST CLASS		
Daily Passenger	Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Daily Passenger
115 D.&R.G.W.	7 P.M. 10.30	1 P.M. 3.30	B.C.K.O.R. T.W.Y.Yd.	0.0	118.5	PUEBLO			Continuous	116 D.&R.G.W.	2 A.M. 5.36	8 P.M. 8.15
Trains between Pueblo and Minnequa are governed by rules and time table of A. T. & S. F. Ry.												
	P.M. L 10.41	P.M. L 3.40	R.W.Yd.	4.1	122.6	..... MINNEQUA .....			Continuous		A 5.26	A 8.03
	P.M. L 11.40	10.45	3.43	R.Yd.	5.8	124.3	..... SOUTHERN JCT. ....		3:30 p.m. to 7:30 p.m. 8:30 p.m. to 12:30 a.m.	A 2.10	5.23	7.59
f 11.58	11.05	3.58	F.	16.5	135.0	..... MARNEL .....	S 60		No Office	f 1.52	5.09	7.44
						..... CEDARWOOD .....	N 63 S 62	6	No Office	f 1.39	4.59	f 7.32
f 12.13	f 11.25	4.08	F.W.	24.9	143.4	..... MUSTANG .....	N 60 S 60		No Office	f 1.25	4.51	f 7.21
						..... LASCAR .....	N 60 S 60	8	No Office	f 1.17	4.45	f 7.15
f 12.25	f 11.35	4.15	F.	31.8	150.3	..... SANDY .....	S 62		No Office	f 12.57	4.32	7.02
f 12.32	11.43	4.20	F.	36.3	154.8	..... WALSBERG .....	Yard	410	Continuous	L 12.45 A.M.	s 4.24	s 6.49
f 12.50	11.59 A.M.	4.32	F.	47.4	165.9	..... D. & R. G. W. JUNCTION .....						
A 1.00 A.M.	s 12.24	s 4.40	B.C.K.R. W.Y.Yd.	53.1	171.6	..... WINCHELL .....						
			Yd.	53.2	171.7	..... MAYNE .....	82	32	No Office		4.13	6.37
	12.32	4.48	F.	57.3	175.8	..... MONSON .....						
						..... BUNKER HILL .....	78	84	8:30 a.m. to 12:01 p.m. 1:01 p.m. to 5:30 p.m.		4.08	f 6.32
	f 12.38	4.53		61.1	179.6	..... RUGBY .....		45	No Office			f 6.28
	f 12.42		F.	63.7	182.2	..... LYNN .....	78	41	No Office		4.01	6.25
	12.46	4.59	F.	66.3	184.8	..... ACME .....	70	49	No Office		3.57	f 6.21
	f 12.52	5.03	F.Y.Yd.	68.8	187.3	..... LUDLOW .....	78	71	See Footnote		3.53	s 6.17
	f 12.57	5.07	F.W.Yd.	72.2	190.7	..... FORBES .....			9:00 a.m. to 12:01 p.m. 1:01 p.m. to 6:00 p.m.		3.45	s 6.05
			F.Yd.	72.8	191.3	..... SUFFIELD .....	78	53	No Office		3.39	5.56
	f 1.06	5.14	B.Y.	79.4	197.9	..... BOWEN .....	49	27	No Office		3.34	5.50
	1.14	5.20	F.	84.1	202.6	..... A. T. & S. F. CROSSING ... (Interlocked)						
				85.8	204.3	..... TRINIDAD YARD .....	57	742	Continuous		3.26	5.40
	1.20	5.25	F.	87.7	206.2	..... D. & R. G. W. CROSSINGS ... (Grade-Gate)						
				92.8	211.3	..... TRINIDAD .....	18		12:01 p.m. to 8:00 p.m. 9:30 p.m. to 5:30 a.m.	L 3.23 A.M.	L 5.35 P.M.	
	1.31	5.32	B.C.K.O.R. T.W.Y.Yd.	93.2	211.7	..... SCHEDULE TIME .....				Daily	Daily	Daily
			Yd.	93.6	212.1	..... AVERAGE MILES AN HOUR .....				1:25 33.4	2:03 43.8	2:28 36.4
	A 1.35 A.M.	A 5.35 P.M.	B.K.R.Yd.	93.9	212.4							
Daily	Daily	Daily										
1:20 35.5	2:54 31.0	1:55 46.8										

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.**

**EXTRA TRAINS AND YARD ENGINES MUST CLEAR THE TIME OF NO. 1 AND NO. 2 NOT LESS THAN 10 MINUTES.**

Double track between Southern Jct. and D. & R. G. W. Junction, 600 feet south of Walsenburg passenger station.

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

**SOUTHERN JUNCTION**—Schedule time and train orders apply at crossover switch. Trains must come to full stop to clear crossovers 200 feet. Except trains may pass stop boards, also pass through the crossover, if properly lined, without stopping, during the hours an operator is on duty, provided the operator gives approaching train a proceed signal with yellow flag by day or yellow light by night. Operator is responsible for switches handled.

Southward first-class trains only, will register.

No. 1 will register when instructed to do so by train dispatcher.

No. 7 and No. 115 will register by ticket when operator is on duty.

Position of switches: Northward track set against D. & R. G. W. trains; Southward track set against C. & S. trains.

**WALSBERG**—Spring switches at end of double track and D. & R. G. W. Junction.

Freight trains may register at Walsenburg by ticket.

Nos. 1, 2, 115 and 116 will register at Walsenburg by ticket.

Time of southward trains at Walsenburg applies at end of double track.

**LIME JCT.**—Crossover at M. P. 127.98.

**FURMAN**—Crossover at M. P. 130.3.

**BROOKS**—Crossover at M. P. 138.8.

**D. & R. G. W. JUNCTION, ROUSE BRANCH**—M. P. 182.12.

No. 7 and No. 8 will stop at stations other than flag and station stops shown, to discharge revenue passengers.

Agent Aguilar meets No. 8 at Lynn daily except Sunday.

No. 8 stop at Lynn Sunday on flag.

No. 8 will stop to exchange mail at Lascas when train is two or more hours late.

C. & S. E. R. R. will use C. & S. Ry tracks between Ludlow and Trinidad Yard.



# Trinidad and Sixela Subdivision

**SOUTHERN DIVISION**

**TIME TABLE No. 37**

**EFFECTIVE MARCH 11, 1945**

SOUTHWARD FIRST CLASS			Signs	Distance from Trinidad	Distance from Denver	STATIONS	Capacity of		Office Open	NORTHWARD FIRST CLASS	
Daily Passenger	Daily Passenger	Slidings					Other Tracks	Daily Passenger		Daily Passenger	
7	1								2	8	
A.M. L 2.00	P.M. L 5.45	B.K.R.Yd.	0.0	212.4	.....	TRINIDAD.....	18		12:01 p.m. to 8:00 p.m. 9:30 p.m. to 5:30 a.m.	A.M. A 3:13	P.M. A 5:10
		Yd.	0.2	212.6	.....	D. & R. G. W. JUNCTION.....					
2.12	5.56	F.	7.1	219.5	.....	BESHOAR.....	78	20	No Office	3.03	4.58
2.21	6.02	F.	12.0	224.5	.....	OAKTON.....	58		No Office	2.56	4.50
f 2.28	6.07	F.	15.8	228.2	.....	GARCIA.....	29		No Office	2.50	f 4.44
2.43	6.14	F.	20.7	233.1	.....	BARELA.....	80	19	No Office	2.43	4.37
f 2.56	6.24	F.	28.0	240.4	.....	ABEYTA.....	21		No Office	2.31	f 4.25
3.08	6.30	F.W.	32.9	245.3	.....	NOLA.....	78	5	No Office	2.24	4.17
s 3.21	6.36		37.9	250.3	.....	TRINCHERE.....	31	29	9:00 a.m. to 5:00 p.m. 9:00 p.m. to 5:00 a.m.	2.17	s 4.10
f 3.34	6.45	F.W.	44.8	257.2	.....	WATERVALE.....	75	3	No Office	2.07	f 4.00
s 3.45	6.52		49.8	262.2	.....	BRANSON.....	60	18	2:45 p.m. to 5:45 p.m. 6:45 p.m. to 11:45 p.m.	2.00	s 3.51
4.01	7.05	F.	58.8	271.2	.....	ALPS.....	84	8	No Office	1.47	3.33
4.11	7.13	F.	64.2	276.6	.....	TOWANDA.....	36		No Office	1.38	3.24
s 4.28	7.21	C.W.	69.7	282.1	.....	FOLSOM.....	84	61	Continuous	1.30	s 3.14
s 4.48	7.35	Y.	79.9	292.3	.....	DES MOINES.....	45	86	9:00 a.m. to 5:00 p.m. 10:00 p.m. to 6:00 a.m.	1.17	s 2.47
f 4.58	7.44	F.W.	87.1	299.5	.....	GRANDE.....	75	7	No Office	1.07	f 2.34
5.08	7.52	F.	94.6	307.0	.....	STAUNTON.....	61	9	No Office	12.58	2.21
s 5.16	7.56	F.	98.6	311.0	.....	GRENVILLE.....	37	32	No Office	12.53	s 2.14
s 5.29	8.06	W.	107.3	319.7	.....	MT. DORA.....	78	31	8:45 a.m. to 11:30 a.m. 12:30 p.m. to 5:45 p.m.	12.43	s 2.00
5.41	8.16	F.	117.0	329.4	.....	ROYCE.....	50	6	No Office	12.31	1.44
s 6.00	s 8.28	W.	125.1	337.5	.....	CLAYTON.....	59	61	5:45 a.m. to 1:45 p.m. 5:00 p.m. to 1:00 a.m.	s 12.21	s 1.26
A 6.17 A.M.	A 8.40 P.M.	Yd.	134.5	346.9	.....	SIXELA.....			No Office	L 12.10 A.M.	L 1.13 P.M.

Trains between Sixela and Texline are governed by rules and time table of F. W. & D. C. Ry.

6.20 A.M.	8.42 P.M.	B.C.K.R. T.W.Yd.	135.8	348.2	.....	TEXLINE.....	Yard		Continuous	12.08 A.M.	1.10 P.M.
Daily	Daily				.....	135.8				Daily	Daily
4:17 31.4	2:55 46.1				.....	SCHEDULE TIME.....				3:03 43.0	3:57 34.0
					.....	AVERAGE MILES AN HOUR.....					

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.**

**EXTRA TRAINS AND YARD ENGINES MUST CLEAR THE TIME OF NO. 1 AND NO. 2 NOT LESS THAN 10 MINUTES.**

**MINNEQUA AND TRINIDAD SUBDIVISION TIME TABLE GOVERNS ALL TRAIN MOVEMENTS BETWEEN TRINIDAD AND TRINIDAD YARD. (See Special Instruction D.)**

**No. 7 and No. 8 will stop at stations other than flag and station stops shown, to discharge revenue passengers.**

**Wilson water tank located at M. P. 260.4.**







## SPEED RESTRICTIONS

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 93.

When running against the current of traffic, all trains and engines must move within yard limits at restricted speed.

A train authorized by train order to move against the current of traffic must approach all interlocking at restricted speed.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop, and when advised by train dispatcher that maintenance men have no advice of the movement, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured and use extreme care to avoid striking motor cars.

3. Light engines may operate at maximum speed authorized for freight trains except must not exceed 35 miles an hour.

4. Diesel powered trains approaching train order signal in stop position will sound four (4) blasts of the whistle and must not exceed 60 m. p. h. passing stations at which train orders or clearance cards are to be delivered.

5. Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in sub-division speed restrictions or by train order.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

6. Cars with axle generators should not be run through water that is higher than nine inches over the rails. In cases where cars have been operated through water five inches or more over the rails, all axle generators should be examined and blown out with air at the first terminal where compressed air is available.

Diesel and Gas-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water speed must not exceed 3 miles an hour to prevent damage to traction motors.

7. Diesel-electric engines running light may operate at maximum speed authorized for freight trains except must not exceed 40 miles an hour.

8. To prevent damage to tractor motors, when handling Diesel-electric switch engines dead in train, the maximum speed must not exceed 40 M. P. H.

LOCATION	Passenger Trains		Freight Trains
	Diesel M. P. H.	Steam M. P. H.	
<b>ALL SUBDIVISIONS</b>			
On sidings, unless otherwise specified	15	15	15
Through crossovers and other turnouts, unless otherwise specified	10	10	10
All Spur tracks			10
Short scale test car (Must be handled just ahead of way car with air hose coupled):			
Main Line			25
Branch Line			20
Clamshells, boom must be taken down and disconnected and boom trailing:			
Main Line			25
Branch Line			20
Pile drivers, steam derricks and similar equipment:			
Main Line			25
Branch Line			20
Engines under steam, disconnected on one side with main rod down:			
Main Line		25	25
Branch Line		20	20
Air dump cars, and loaded coke racks			25
900, 6100 and 6300 class engines with drivers blocked up			
D. & R. G. W. Class K59 engines	30		30
500 and 600 class engines	55		45
	40		40
<b>MINNEQUA AND TRINIDAD SUBDIVISION</b>			
Maximum speed:			
Between Minnequa and Walsenburg	65	60	45
Between Walsenburg and Trinidad	55	50	45
Except between M. P. 188 and M. P. 197.56	65	60	45
Around curves between Minnequa Office and turnout at D. & R. G. W. Jct. switch at Southern Jct.	30	30	30
Through crossovers at end of double track, Southern Jct.	15	15	15
Walsenburg, over street crossings	20	20	20
Walsenburg, over spring switches	15	15	15
Through turnout in main track, 75 feet south of A. T. & S. F. crossing, Trinidad Yard	15	15	15
Between Bridge 212.08 and South Linden Ave., Trinidad	15	15	15
<b>TRINIDAD AND SIXELA SUBDIVISION</b>			
Maximum speed:			
Between Trinidad and Des Moines	55	50	45
Between Des Moines and Sixela	65	60	45
20th Street crossing, Clayton	15	15	15

**RESTRICTED SPEED SIGNALS:**—Slow boards are erected at points designated between Walsenburg and M. P. 313.03, south of Grenville. They are painted yellow, with the required numerals in black indicating the permissible speed for passenger and freight trains. Locations between Walsenburg and Des Moines are 500 feet in advance of point where speed is to be restricted, except at M. P. 173.95 southward board is 1200 feet from restricted point, at M. P. 197.56 southward board is 3070 feet north of restricted point, and south of Des Moines boards are placed 2000 feet in advance of restricted points. These boards designate curves, or groups of curves, and short tangents, where speed is permanently restricted as indicated. Enginemen must restrict the speed of train until in their judgement the entire train has passed the restricted territory, when normal speed may be resumed. (The reverse side of slow board governing trains in opposite direction over same restricted territory is painted green, and will serve as a guide to enginemen in resuming normal speed.) Except, south of Des Moines, permanent proceed boards have been erected at the leaving end of each curve, indicating the point at which maximum speed may be resumed when entire train has passed the restricted territory.

These boards in no wise supersede or modify rules, train orders, nor instructions further restricting the speed of any or all trains.

Locations where speed is restricted by permanent slow boards are as follows:

MINNEQUA AND TRINIDAD SUBDIVISION:	Passenger Trains		Freight Trains
	Diesel M. P. H.	Steam M. P. H.	
M. P. 172.01 to M. P. 173.35	30	25	25
M. P. 173.95 to M. P. 176.62	45	40	35
M. P. 181.74 to M. P. 186.61	45	40	35
M. P. 197.56 to M. P. 200.28	45	40	35
M. P. 201.87 to M. P. 203.36	45	40	35
M. P. 205.52 to M. P. 207.50	45	40	35
M. P. 208.54 to M. P. 210.21	45	40	35
<b>TRINIDAD AND SIXELA SUBDIVISION:</b>			
M. P. 213.02 to M. P. 214.73	45	40	35
M. P. 218.04 to M. P. 219.20	45	40	35
M. P. 220.34 to M. P. 220.70	45	40	35
M. P. 222.37 to M. P. 228.04	45	40	35
M. P. 230.18 to M. P. 231.40	45	40	35
M. P. 232.60 to M. P. 234.30	45	40	35
M. P. 235.52 to M. P. 243.70	45	40	35
M. P. 245.75 to M. P. 246.82	45	40	35
M. P. 248.00 to M. P. 248.60	45	40	35
M. P. 249.47 to M. P. 250.09	45	40	35
M. P. 250.70 to M. P. 252.16	45	40	35
M. P. 252.90 to M. P. 257.24	45	40	35
M. P. 259.40 to M. P. 260.57	45	40	35
M. P. 261.60 to M. P. 263.66	45	40	35
M. P. 264.99 to M. P. 273.86	45	40	35
M. P. 273.86 to M. P. 274.44	30	25	25
M. P. 274.44 to M. P. 276.59	45	40	35
M. P. 277.86 to M. P. 281.21	45	40	35
M. P. 281.21 to M. P. 281.93	30	25	25
M. P. 281.93 to M. P. 283.24	45	40	35
M. P. 285.16 to M. P. 290.52	45	40	35
M. P. 291.48 to M. P. 293.71	45	40	35
M. P. 295.70 to M. P. 296.19	55	50	45
M. P. 296.31 to M. P. 296.82	45	40	35
M. P. 299.41 to M. P. 300.03	45	40	35
M. P. 306.47 to M. P. 307.35	55	50	45
M. P. 312.47 to M. P. 313.03	45	40	35



## LOCATION OF SPURS

Spur	From	Miles
Cameron mine*	M. P. 174.0	
Ravenwood mine†	M. P. 175.1	0.8
Rugby spur		
Rapson mine*	Rugby	1.9
Kenneth mine*	Rugby	1.6
Aguilar spur†	Acme	1.7
Bear Canon spur†		
Franklin	Ludlow	0.6
Taylor mine*	Ludlow	3.3
Bear Canon mine*	Ludlow	5.0
Sherman mine†	M. P. 199.1	
Thor mine*	M. P. 205.7	0.7
Trinidad brick yard†	M. P. 210.5	
Twin Mountain ballast pit*	M. P. 287	

Rule 908 in effect on the above spurs.

\*Spur connected at north end.

†Spur connected at south end.

On the Bear Canon spur, engines must not go on bridge 203.26, just south of Bear Canon No. 6 mine.

## OPERATING LIMITS FOR ENGINES

	A	B
Trinidad and Minnequa	.900	900-900
Sixela and Trinidad	.900	900-900
Spurs	.600	600-600

NOTE—Column A shows largest single engine permissible. Column B shows largest engine permissible as double header.

## ENGINE RATING IN TONS OF 2,000 POUNDS

	ENGINE NUMBERS			
	E-5-B 905-909 6300-6309	O-2-A 5200-5293	B-4-S 520-531	B-4-R 600-643
	E-5-C 900-904 910-914 6100			B-4-R-1 644-649 F-3-B 370-372 F-3-C 373-375
<b>MINNEQUA AND TRINIDAD SUBDIVISION</b>				
<b>NORTHWARD</b>				
Trinidad to Bunker Hill	2900	2350	1550	1500
Bunker Hill to Minnequa	Down Grade			Down Grade
<b>SOUTHWARD</b>				
Pueblo to Minnequa	1600	1350	1000	900
Minnequa to Bunker Hill	2600	2000	1400	1300
Bunker Hill to Trinidad	Down Grade			Down Grade
<b>TRINIDAD AND SIXELA SUBDIVISION</b>				
<b>NORTHWARD</b>				
Sixela to Clayton	2500	2200	1270	1170
Clayton to Trinidad	2400	2100	1150	1050
<b>SOUTHWARD</b>				
Trinidad to Trinchere	2600	2200	1350	1300
Trinchere to Des Moines	2500	2100	1250	1200
Des Moines to Sixela	Down Grade			Down Grade

## SPEED OF TRAINS

Miles per Hour	Time per Mile	
	Minutes	Seconds
5	12	0
10	6	0
15	4	0
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0
65	0	55
70	0	51
75	0	48
80	0	45