

The  
Denver and Rio Grande Western Railroad  
Company

**PUEBLO DIVISION**

**TIME-TABLE**

**No. 142**

**Takes Effect Sunday, June 17, 1934**

**AT 12.01 A. M.**

**Standard Time, 105th Meridian**

**Superseding Time-Table No. 141, and  
Supplements thereto.**

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

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

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

**A. C. SHIELDS**  
Vice President and  
General Manager

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

**R. K. BRADFORD**  
Superintendent Transportation

**L. W. BOWEN**  
Superintendent



# WESTWARD

# MAIN LINE

				SECOND CLASS		FIRST CLASS		Sub-Division 2 STATIONS		Miles from Denver	Capacity of Siding	
				61	45	15	1	TIME-TABLE No. 142				
				California Fast Freight	Fast Freight	Passenger	Scenic Limited	JUNE 17, 1934				
				Leave Daily	Leave Daily	Leave Daily	Leave Daily					
				2 30 PM	8 30 AM	11 15 PM	11 25 AM	sb	PUEBLO *B CWTYN	119.3	Yard	
						s	s	Automatic Block Signals	0.3			
									Double Track	A. T. & S. F. CROSSING	119.6	
									4.5			
									4.8			00
									5.7			00
									5.0			67
									4.8			100
									1.4			95
									2.0			141
									4.1			146
								1.6			89	
								0.9			44	
								5.6				
								1.4			49	
								3.4			36	
								1.5			98	
								1.5				
								3.4			71	
								4.5			100	
								4.2			101	
								4.2			101	
								4.5			129	
								3.1			102	
								4.0			132	
								2.4			100	
								5.3			136	
								4.6			110	
								4.4			100	
								1.4			161	
								1.3				
								1.3				
								*B CWTYN				
								(95.8)				
								Schedule Time				
								Average Speed per Hour				
				4.00	3.40	3.25	3.00					
				23.9	26.1	28.0	33.2					
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					

# MAIN LINE

# EASTWARD

Miles from Salida	Sub-Division 2		FIRST CLASS			SECOND CLASS		
	STATIONS		16	2		44	46	48
	TIME-TABLE No. 142		Passenger	Scenic Limited		Fast Freight	Fast Freight	Fast Freight
	JUNE 17, 1934		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily
95.8	sb†	PUEBLO *JB†CWTYN 0.3	3 45 AM	5 35 PM		10 00 AM	7 25 PM	2 00 AM
95.5	Double Track	A. T. & S. F. CROSSING 4.5	s	s				
91.0		GOODNIGHT 4.8	3 32	5 23				
86.2	Automatic Block Signals	LIVESEY 5.7	3 24	5 17		9 33	6 59	1 33
80.5		SWALLOWS 5.0	f 3 15	5 08		9 23	6 49	1 23
75.5	Automatic Block Signals	HOBSON 4.8	f 3 04	5 00		9 14 <sup>45</sup>	6 40	1 14
70.7		CONCRETE 1.4	2 54	4 53		9 06	6 32	1 06
69.3	bd	PORTLAND 2.0	f 2 51	s 4 50		9 03	6 29	1 03
67.3	Automatic Block Signals	ADOBE 4.1	2 46	4 47		8 59	6 25	12 59
63.2		fo	FLORENCE 1.6	s 2 38	s 4 40		8 52	6 18
61.6	Double Track	CHANDLER JCT. 0.9	2 30	4 37		8 49	6 14	12 49
60.7		A. T. & S. F. Crossing 5.6						
55.1	on	CANON CITY *CWT†N 1.4	s 2 10	s 4 20		8 36	6 01	12 36
53.7	Automatic Block Signals	BURNITO 3.4	2 08	4 18		8 34	5 59	12 34
50.3		GORGE 1.5	1 59	4 12 <sup>61</sup>		8 25	5 50	12 25
48.8	Automatic Block Signals	HANGING BRIDGE 1.5		s 4 08				
47.3		SAMPLE 3.4	1 50	3 57		8 15	5 40	12 15
43.9	Fd	PARKDALE 4.5	f 1 41	x 3 49		8 06	5 31	12 06 AM
39.4	Automatic Block Signals	SPIKEBUCK 4.2	1 30	3 42		7 58	5 23	11 58
35.2		ECHO 4.2	1 20 <sup>15</sup>	3 36		7 49	5 14	11 49
31.0	kg	TEXAS CREEK 4.5	f 1 07	s 3 30		7 40	5 05 <sup>61</sup>	11 40
26.5	Automatic Block Signals	FERNLEAF 3.1	12 57	3 23		7 32	4 57	11 32
23.4		co	COTOPAXI 4.0	f 12 51	3 18		7 26	4 51
19.4	Automatic Block Signals	PLEASANTON 2.4	f 12 42	3 11		7 19	4 44	11 19
17.0		VALLIE 5.3	f 12 37	3 07		7 14	4 39	11 14
11.7	ha	HOWARD 4.6	f 12 26	2 57		7 04	4 29	11 04
7.1	Automatic Block Signals	SWISSVALE 4.4	f 12 16	2 48		6 55	4 20	10 55
2.7		CLEORA 1.4	12 06	2 40		6 46	4 11	10 46
1.3	Double Track	BARREL 1.3	12 04	2 38		6 43	4 08	10 43
0.		sb†	SALIDA *JB†CWTYN	12 01 AM	2 35 PM		6 40 AM	4 05 PM
		(95.8)	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily
		Schedule Time	3.44	3.00		3.20	3.20	3.20
		Average Speed per Hour	25.6	33.2		28.7	28.7	28.7

# WESTWARD

# MAIN LINE

# EASTWARD

SECOND CLASS		FIRST CLASS		Mile Posts	Sub-Division 8			Miles from La Veta	Capacity of Siding	FIRST CLASS		SECOND CLASS	
		115	Passenger		STATIONS					116	Passenger		
			Leave Daily		TIME-TABLE No. 142					Arrive Daily			
		11 25 PM		119.3	DOUBLE TRACK	sb†	PUEBLO	*JBCWTTJN	66.5	Yard	3 00 AM		
				119.5				D. & R. G. W. Crossing		66.3			
		f 11 37		121.4			bm	MINNEQUA	w	64.0	Yard	f 2 30	
		11 40 PM		122.9				SOUTHERN JCT.	J	62.5		2 25 AM	
								Furman					
								Marnel					
								Brooks					
								Cedarwood					
								Mustang					
								Lascar					
								Roof					
								Sandy					
								East Jct.					
				174.4				Walsenburg Jct.	JY	15.9	Yard		
		s 12 55		175.0			pg	Walsenburg U. D.	N	15.3	00	s 12 50	
		1 03 AM		175.1			WEST JCT.	J	15.2	00	12 43 AM		
		1 10		175.2		wn	WALSENBURG	JWDJCB	15.1	Yard	12 42		
		1 31		182.7			ADEL	TG	7.6	60	f 12 29		
		1 40		185.6			KINCAID		4.7	12	f 12 24		
		2 00 AM		190.3		x†	LA VETA	*YWTDN	0.0	Yard	12 15 AM		
		Arrive Daily					(66.5)				Leave Daily		
		2.35					Schedule Time				2.45		
		25.8					Average Speed per Hour				24.2		

Trains and engines between Southern Jct. and West Jct. 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 CHANDLER CREEK BRANCH Eastward				Westward WESTCLIFFE BRANCH Eastward			
Sub-Division 2-B		Sub-Division 2-D					
STATIONS		STATIONS					
TIME-TABLE No. 142		TIME-TABLE No. 142					
JUNE 17, 1934		JUNE 17, 1934					
Miles from Denver	153.5	Miles from Chandler	4.3	Miles from Denver	184.1	Miles from Westcliffe	25.3
	CHANDLER JCT.			kg	TEXAS CREEK	JWYN	
	2.0				4.9		
	155.5		2.3		189.0		20.4
	FREMONT JCT.				RITO		15
	2.3				5.4		
	157.8		Yard		194.4		15.0
	CHANDLER				PALO		6
	(4.3)				3.3		
					197.7		11.7
					HILLSIDE	w	16
					4.9		
					202.6		6.8
					VERDEMONT		9
					6.8		
					209.4		0.0
				wo	WESTCLIFFE	WTD	15
					(25.3)		



WESTWARD		MAIN LINE			EASTWARD	
SECOND CLASS	Mile Posts	Sub-Division 9			SECOND CLASS	
51		STATIONS			52	
TIME-TABLE No. 142						
JUNE 17, 1934						
Leave Daily Ex. Sunday			Miles from Trinidad	Capacity of Siding	Arrive Daily Ex. Sunday	
11 15 AM		WALSENBURG JCT. JY	47.1	Yard	9 45 AM	
		5.6				
11 30	168.8	CUCHARA Y	41.5	49	9 20	
		4.9				
11 50	173.7	TUNA	36.6	44	9 05	
		3.9				
12 05 PM	177.6	ROUSE JCT. JGY	32.7	37	8 55	
		7.5				
12 30	185.1	BOAZ	25.2	45	8 30	
		3.7				
12 40	188.8	AUGUSTA	21.5	45	8 15	
		5.5				
12 55	194.3	BARNES JDY	16.0	46	7 55	
		3.8				
1 10	198.1	HOLLOWAY JY	12.2	49	7 45	
		4.1				
1 25	202.2	SILVIA	8.1	49	7 30	
		3.8				
1 35	206.0	EL MORO	4.3	Yard	7 15	
		0.2				
	206.2	A. T. & S. F. CROSS. NO. 5	4.1			
		4.1				
2 00 PM	210.3	TRINIDAD *BT&DNCW	0.0	Yard	7 00 AM	
		(47.1)				
Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	
2.45 17.1		Schedule Time Average Speed per Hour			2.45 17.1	

WESTWARD		MAIN LINE			EASTWARD	
FIRST CLASS	Miles from Denver	Sub-Division 10			FIRST CLASS	
115		STATIONS			116	
TIME-TABLE No. 142						
JUNE 17, 1934						
Passenger			Miles from Alamosa	Capacity of Siding	Arrive Daily	
2 05 AM	190.3	x Tg* LA VETA †BWCTYDN	61.4	26	12 10 AM	
		1.4				
	191.7	RELIANCE JCT. J	60.0	100	12 01 AM	
		2.8				
2 19	194.5	OAKDALE JCT. JTG	57.2	100	11 55	
		0.4				
f 2 21	194.9	FRANCISCO	56.8	26	f 11 53	
		1.3				
f 2 30	196.2	OCCIDENTAL TG	55.5	71	f 11 48	
		5.7				
f 2 54	201.9	CODO TGW	49.8	46	f 11 26	
		5.3				
s 3 22	207.2	va Tg FIR CYDN	44.5	55	s 11 05	
		7.4				
f 3 44	214.6	SIERRA TGWY	37.1	62	f 10 38	
		2.3				
f 3 49	216.9	RUSSELL TG	34.8	25	f 10 30	
		4.4				
f 3 59	221.3	MORTIMER TG	30.4	71	f 10 23	
		6.4				
s 4 15	227.7	ft FORT GARLAND WD	24.0	87	s 10 13	
		4.7				
s 4 29	232.4	nk BLANCA D	19.3	79	s 10 03	
		7.4				
f 4 46	239.8	BALDY	11.9	28	f 9 50	
		8.7				
f 5 05	248.5	HAYS	3.2	51	f 9 37	
		1.1				
5 08	249.6	EAST YARD	2.1	127	9 35	
		1.4				
5 12	251.0	ALAMOSA JCT. J	0.7		9 32	
		0.7				
5 15 AM	251.7	as Tg*B‡ ALAMOSA †WCTYDN		Yard	9 30 PM	
		(61.4)				
Arrive Daily					Leave Daily	
3.10 19.4		Schedule Time Average Speed per Hour			2.40 23.0	

WESTWARD		RELIANCE BRANCH			EASTWARD	
SECOND CLASS	Miles from Denver	Sub-Division 10-A			SECOND CLASS	
		STATIONS				
TIME-TABLE No. 142						
JUNE 17, 1934						
			Miles from Reliance Jct.	Capacity of Siding		
	191.7	RELIANCE JCT. J				
		5.3				
	197.0	OJO	5.3	27		
		0.2				
	197.2	END OF TRACK	5.5			
		(5.5)				
		Schedule Time Average Speed per Hour				

WESTWARD		TROPIC BRANCH			EASTWARD	
SECOND CLASS	Miles from Denver	Sub-Division 10-B			SECOND CLASS	
		STATIONS				
TIME-TABLE No. 142						
JUNE 17, 1934						
			Miles from Oakdale Jct.	Capacity of Siding		
	194.5	OAKDALE JCT. J		50		
		1.8				
	196.3	TROPIC	1.8	21		
		0.2				
	196.5	END OF TRACK	2.0			
		(2.0)				
		Schedule Time Average Speed per Hour				

**Westward SONORA BRANCH Eastward**

Miles from Denver	Sub-Division 8-A STATIONS TIME-TABLE No. 142 JUNE 17, 1934	Miles from Sonora	Capacity of Siding
128.7	LIME 0.5	0.5	
127.2	SONORA		
	(0.5)		

**Westward CAPERS BRANCH Eastward**

Miles from Denver	Sub-Division 8-B STATIONS TIME-TABLE No. 142 JUNE 17, 1934	Miles from Capers	Capacity of Siding
148.9	MUSTANG 2.6	2.6	
151.5	CAPERS		
	(2.6)		

**Westward LOMA BRANCH Eastward**

Mile Posts	Sub-Division 8-C STATIONS TIME-TABLE No. 142 JUNE 17, 1934	Miles from Alamo	Capacity of Siding
176.0	WALSENBURG 0.8	17.9	
176.8	COLO. & SO. CROSSING NO. 9 1.8	17.1	
178.4	CADDELL 0.8	15.5	
179.2	ORMAN 0.4	14.7	
179.6	PICTOU 0.2	14.3	
179.8	PACIFIC JCT. 0.5	14.1	35
180.3	JOBAL 0.4	13.6	
180.7	CHAMPION 0.1	13.2	
180.8	MAITLAND 1.6	13.1	
182.4	CARBONADO 1.3	11.5	
183.7	GORDON 1.0	10.2	
184.7	CALUMET NO. 2 2.6	9.2	
187.3	CALUMET NO. 1 0.7	6.6	34
188.0	BEACON 0.2	5.9	
188.2	SPANISH PEAKS 1.1	5.7	
189.3	TIOGA 0.7	4.6	30
190.0	BIG FOUR 3.0	3.9	
193.0	ALAMO NO. 2 0.9	0.9	
193.9	ALAMO NO. 1		
	(17.9)		

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

**Westward ROUSE BRANCH Eastward**

Mile Posts	Sub-Division 9-C STATIONS TIME-TABLE No. 142 JUNE 17, 1934	Miles from Rouse	Capacity of Siding
177.6	ROUSE JCT. 4.0	8.4	
181.6	COLO. & SO. CROSS. NO. 5 3.3	4.4	
184.9	PRYOR 0.4	1.1	
185.3	LESTER 0.7	0.7	
186.0	ROUSE		
	(8.4)		

**Westward REILLY CANON BRANCH Eastward**

Mile Posts	Sub-Division 9-F STATIONS TIME-TABLE No. 142 JUNE 17, 1934	Miles from Anchor Mine Tipple	Capacity of Siding
210.3	TRINIDAD 0.3	15.0	
210.6	SANTA FE CONNECTION 1.8	14.7	
212.4	JANSEN 4.3	12.9	
216.7	LONGSDALE 1.4	8.6	
218.1	COKEDALE 6.5	7.2	
224.6	DIX 0.7	0.7	
225.3	BON CARBO TIPPLE 0.01	0.01	
225.31	ANCHOR MINE TIPPLE		
	(15.0)		



# Special Time-Table Rules

## Superseding General Rules and Regulations which are Inconsistent Therewith

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

1-B. Schedule time and train orders will apply at the end of double track at Swallows, Florence and Canon City.

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

2-B. Westward trains must not leave Canon City without Clearance Card

3. Train register books are located at: Pueblo Union Depot, for passenger trains; Pueblo yard, for freight trains; Texas Creek, Sub-Division 2-D trains only; Westcliffe; Salida; Trinidad; Longsdale; Walsenburg U. D.; La Veta; Fir; Alamosa.

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

3-A. All trains will register at Walsenburg U. D.

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

3-B. Conductors must register the number of their helper engines with their trains.

3-C. First-class trains arriving and departing Pueblo will be registered at Pueblo Yard Office by the Train Dispatcher through the Operator.

Trains other than first-class arriving Pueblo from North and South may register Pueblo Yard Office by register ticket.

3-D. D. & R. G. W. and C. & S. joint track extends between Southern Jct. and West Jct. Following governs train operation between these points:

Northward track is under C. & S. operating jurisdiction.

Southward track is under D. & R. G. W. operating jurisdiction.

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

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

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

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

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

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

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

All trains or engines of D. & R. G. W. and A. T. & S. F. Railroads have joint use of tracks, including D. & R. G. W. and A. T. & S. F. main tracks, from west switch of cross over leading from A. T. & S. F. to D. & R. G. W. main track at A. T. & S. F. M. P. 26 plus 3207 feet; thence eastward to A. T. & S. F. and D. & R. G. W. main track connection, D. & R. G. W. M. P. 145.7.

That portion of A. T. & S. F. main track between A. T. & S. F. M. P. 26 plus 3207 feet to D. & R. G. W. M. P. 145.7 will be used as siding in both directions, capacity 148 cars.

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

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

An interval of three (3) minutes must elapse after switch East end siding has been lined for main track before fouling main track.

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

4-B. Siding at Adobe may be used by trains in either direction. Old main track Adobe for storage purposes only.

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

5. First class trains moving against the current of traffic on double track, must move within yard limits prepared to stop, unless the main track is seen or known to be clear. In case of collision, responsibility rests entirely with the approaching train or engine.

6. The use of retainers on trains descending grades will be left to the judgment of Conductor and Engineman, except on trains in either direction at Fir. Members of the train crew must assist in looking over the air brakes, as well as the general condition of the train. After brakes have been released, retainers must be turned up before trains leave this station in either direction. Particular attention must be devoted to all rods and brake connections, brake shoes and levers, key bolts and split keys, and to all draft gear.

Following will govern the use and handling of retainers between Fir and La Veta; Fir and Sierra:

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

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

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

Train and enginemen must keep close watch for wheels overheating, and at all stops trainmen must station themselves in position to observe condition of wheels while train is pulling by.

Retainers must be turned to release position on individual cars found to have wheels overheating.

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.

6-A. Eastward freight trains will stop at Occidental to cool wheels and inspect train.

### 7. Interlocking Plants:

Sub-Div.	Location	Tracks Governed	Remarks
2	Brewster M.P. 154.4	D&RGW and AT&SF main tracks.	Cabin interlocking plant. Semaphore type signals. Operated by AT&SF trainmen. Route normally set for D & R G W trains. Each road governed by their own rules and special instructions.
9	El Moro M.P. 206.2	D&RGW and AT&SF main tracks.	Automatic signals. Color light signals. Each road governed by its own rules and special instructions.

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 general Rule 98.)

Sub-Div.	Location	Crossing	Remarks	Operated By
2	M.P. 119.6	A. T. & S. F.	Gate	Trainmen
8	M.P. 119.5	D. & R. G. W. Eastward track		
8-C	M.P. 176.8	C. & S.	Gate against C. & S.	Trainmen
9	M.P. 210.3	C. & S.	Gate against D. & R. G. W.	Trainmen
9-C	M.P. 181.6	C. & S.		

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

7-A. Automatic color light signals govern use of crossing with A. T. & S. F. at El Moro. These consist of home signals, located 430 feet from the crossing, and fixed non-operative distant signals.

The home signals govern movement of trains and engines over crossing; normal indication "Stop." Proceed movements over the crossing without stopping may be made when proceed (Green) signal is displayed.

Trains or engines finding home signals at "Stop" must stop clear of signal to permit it to change to "Proceed" when train on conflicting route has passed out of home signal limits. If no cause for signal indicating stop is seen, or, if there is a train on conflicting route standing outside of home signal limits, with no indication that it is to immediately proceed, trainman must proceed to crossing to operate a clockwork time release located in a small box on side of relay case at crossing, and be governed by the instructions posted at the release.

Westward trains or engines occupying Westward clearing section to do switching or other station work, will after an interval of three minutes, automatically cause their own Westward home signal to assume the stop position in event a A. T. & S. F. train enters its clearing section. The Westward home signal will again clear after the A. T. & S. F. train has passed.

**7-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.

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

When using crossover switches, or switch leading to Chandler Creek Branch, Sub-Division 2-B at Mile Post 153.5, Eastward main track must not be occupied nor fouled until an interval of three minutes from time switch or derail is lined has elapsed. The derail on Chandler Creek Branch, Sub-Division 2, near telephone booth at Chandler Jct. is connected with Automatic Block Signal circuit, and when in non-derail or running position, will set Eastward A. B. S. 1538 at stop.

Switch lights in A. B. S. territory are maintained only on switches where required for yard operation and to protect facing point switches in reverse direction movement on double track not signaled for reverse movement.

In A. B. S. territory trains moving against current of traffic on double track not signaled for reverse direction movement, must approach all facing point switches prepared to stop unless switch is seen or known to be properly set for main track; facing point spring switches must be inspected on the ground. Unless otherwise provided, Automatic Block Signals govern trains moving only with the current of traffic.

In the event several automatic block signals are damaged or destroyed, or become inoperative, such signals will be taken out of service by train order in the following form:

"Effective ..... (time) ..... (date) ..... A. B. S. Nos. .... between ..... (station) ..... and ..... (station) ..... will be taken out of service."

Under this order, trains will operate just the same as they do in any non-automatic block signal territory.

When such signals are taken out of service, all lights will be put out, and signal heads turned at right angle to the track.

**7-C.** Rule 505-A of "Automatic Block Signal Rules, 1927," is revised to read as follows:

"505-A. Automatic Block Signals are designated by number plate located on the mast below the signal. Positive automatic block signals have an additional red light or glass reflecting marker indicating the letter 'P', placed above or below the signal. Trains passing a Positive Automatic Block Signal automatically set to STOP all block signals governing train movements from the next opposing Positive Automatic Block Signal."

**7-D.** Rules 509, 509-A and 509-B are revised as follows:

509. Trains stopped and proceeding by a "stop" signal, must not exceed a speed of eight miles per hour to the next clear or approach A.B.S. expecting to find a train in the block, broken rail, obstruction or switch not properly lined. In all cases, a flagman must precede the train through an intervening tunnel. It must be known that all facing point switches are properly lined for the main track; facing point spring switches must be inspected on the ground.

509-A. When a train is stopped by a "positive stop" signal, it may proceed when the signal is cleared, or when it is authorized to proceed. In case of failure of means of communication, it may proceed when preceded by a flagman.

If it is possible for an opposing train to be in the block, the Dispatcher may authorize the train to proceed by issuing the following train order:

"Proceed under flag protection and according to Rule 509."

When it is known to the Dispatcher positively there is no opposing train between the two communicating points, the following train order should be issued:

"Proceed according to Rule 509."

In case of a work train in the block, the following train order may be issued:

"Proceed according to Rule 509 looking out for Work Extra (.....) in the block."

509-B. When a train is stopped by a "stop and proceed" signal, it may proceed when the signal is cleared, or if not immediately cleared, at once under Rule 509 except when proceeding under Rule 509-A under flag protection, the flagman must precede the train to the next clear or approach signal.

**7-E.** Rule 510 is revised as follows:

"A Grade Signal is a 'STOP AND PROCEED' signal with an additional indication mounted below and to the right of the signal, and when illuminated will show the letter 'G' to modify the automatic block signal restriction. In the absence of the illuminated 'G' which indication will appear only under certain conditions, the train will be governed by 'STOP AND PROCEED' signal. When the 'G' is illuminated, freight trains may pass the 'STOP AND PROCEED' signal and proceed at a speed not to exceed eight miles per hour to the next A. B. S., expecting to find a train in the block, a broken rail, obstruction, or switch not properly set. Passenger trains must STOP even though the 'G' be illuminated and be governed by the 'STOP AND PROCEED' signal, except between Minturn and Tennessee Pass and between Helper and Thistle, passenger trains may pass 'STOP AND PROCEED' signal when the 'G' is illuminated, in the same manner as freight trains."

**7-F.** Rule 517 is revised as follows:

A train which is to take siding may pass stop and proceed signal at "Stop" to enter siding at restricted speed, provided the switch is known to be lined for the siding and the track to the switch is known to be clear.

**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."

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

**9.** Cars placarded "Explosives" must not be cut off while in motion, and other cars must not be dropped against them.

Trainmen must not uncouple cars on grades without first testing hand brakes and knowing they will work.

**10.** All employes are hereby notified that there are coal chutes, buildings, platforms, and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side or on the top of a car; and all employes must protect themselves from injury in passing such structures.

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height while passing over, through or under the below-named bridges, viaducts, snow sheds or tunnels, and necessary precautions must be used by all employes to protect themselves from injury from overhead structures at said points while riding on top of cars.

Sub-division	Mile	Description	Side or Overhead
2	119.0	Water column, yard lead	Side
2	119.1	Water column, East inbound lead to Roundhouse	Side
2	119.2	Water column, West outbound tracks Nos. 1 and 2 from Roundhouse	Side
2	119.5	A.B.S. 1195, Westward main track and freight house lead	Side
2	120.5	Water column, Freight yard leads Nos. 1 and 2	Side
2	120.7	A.B.S. 1207, Westward main track	Side
2	120.8	A.B.S. 1208, Eastward main track and yard track	Side
2	134.7	A.B.S. 1347, Westward main track	Side
2	134.8	A.B.S. 1348, Eastward main track	Side
2	134.8	Bridge 134.75	Side and Overhead
2	142.6	Bridge 142.57	Side and Overhead
2	145.7	Bridge 145.66	Side and Overhead
2	146.0	Cement Co. Railroad	Overhead
2	153.3	A.T.&S.F. Overhead Crossing	Overhead
2	155.3	Bridge 155.27-E	Side and Overhead
2	155.3	Bridge 155.27-W	Side and Overhead
2	157.3	Bridge 157.32-E	Side and Overhead
2	157.3	Bridge 157.32-W	Side
2	160.0	Water Column, Eastward and Westward main tracks	Side



10.—Continued.

Sub-division	Mile	Description	Side or Overhead
2	165.0	Rock Cliff	Side
2	166.3	Hanging Bridge 166.25	Side and Overhead
2	171.2	Water column, Main track and siding	Side
2	180.2	Water column, Main track	Side
2	184.2	Water column, Main track and siding	Side
2	191.7	Water column, siding and yard track	Side
2	191.7	Cotopaxi, industry track	Side and Overhead
2	205.4	Bridge 205.44	Side and Overhead
8	119.3	C. St. Viaduct Pueblo	Overhead
8	119.5	Bridge 119.51-DT	Overhead
8	120.4	Mesa Ave. Viaduct	Overhead
8	120.5	Northern Ave. Viaduct	Overhead
8	175.2	Walsenburg, No. 3 track	Side
9	206.4	Bridge 206.39	Side and Overhead
9	210.2	Water column, Main track	Side
9-C	185.3	Water column, Main track	Side
9-C	186.1	Water column, Main track	Side
9-F	210.5	Bridge 210.54	Side and Overhead
9-F	216.7	Bridge 216.66	Side and Overhead
10	190.5	Water column, Main track	Side
10	198.6	West Occidental, tunnel	Side and Overhead
10	202.2	West Codo, tunnel	Side and Overhead
10	216.9	Russell, siding, stock chute	Side
10	232.4	Blanca, siding, freight platform	Side

11. The following signs indicate:

- s—Regular stop.
- f—Flag stop to receive or discharge passengers or freight.
- x—Conditional Stop under Rule 14.
- †—Stop for meals.
- N—Day and night telegraph office.
- NO—Night (only) telegraph office.
- D—Day (only) telegraph office.
- DN—Part day and part night telegraph office.
- TG—Telegraph station.
- C—Coal station.
- W—Water station.
- Y—Wye.
- T—Turntable.
- J—Junction point.
- §—Scale.
- B—General Order and Bulletin Books.
- †—Standard Clock.
- \*—Sand.

12. 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. Except in territory specified below, enginemen and conductors may moderately increase the speed above that required by the schedules when the necessity arises, if in their judgment it is safe and prudent, bearing in mind that safety in operation is to be given first consideration, and always giving due consideration to track and surrounding conditions. At no time, however, should a speed exceeding 55 miles per hour be made with passenger trains between Salida and Pueblo, or, with freight trains should a speed exceeding 35 miles per hour between Salida and Canon City and 40 miles per hour between Canon City and Pueblo, be made; or, should a speed exceeding 45 miles per hour with passenger trains, or a speed exceeding 30 miles per hour be made with freight trains between La Veta and Alamosa.

12-A. Slow boards painted yellow, with the required numerals in black, are located 1400 feet in advance of certain locations where the speed of trains is permanently restricted. The upper numerals denote the maximum speed in miles per hour allowable for passenger trains, and the lower for freight trains, but in no wise abrogate nor modify special rules, train orders nor instructions further restricting the speed of any or all trains. Where two or more restricted areas are close together but one pair of slow boards is used. Enginemen should restrict the speed of the train until, in their judgment, the entire train has passed the restricted territory, when normal speed may be resumed. The reverse side of slow board is painted green and indicates a point fourteen hundred (1400) feet beyond the restricted territory, and will serve as a guide to enginemen in resuming normal speed. Speed restrictions governing freight trains will govern the speed of all light engines.

12-B. The specific restrictions shown below cover certain territories where conditions make a specific limited speed necessary, and these restrictions, also any other special speed restrictions, must be complied with.

TERRITORY	Passenger Trains	Mixed and Freight Trains
	MPH	MPH
Sub-Division 2, L-131-132 Engines.....	35	35
Sub-Division 8, Joint Line.....	50	35
Sub-Division 8-C .....		20
Sub-Divisions 8 and 9, except Joint Line...	40	25
Sub-Division 9, Sharp Curves.....	30	20
Sub-Division 9, Connection to Forbes Transfer		8
Fir to La Veta.....	18	15
Fir to Sierra.....	20	15
Sub-Division 10, 12 or more degree curves, M-67 and M-78 class engines.....	12	12
Sub-Division 10-A.....		6
All other Sub-Divisions.....		15

All Sub-Divisions except where Sub-Division restrictions in certain territory require lower speed:	Passenger Trains MPH	Freight Trains MPH
Over all spring switches except when lower speed is specified by time table or slow board .....	25	25
Thru turnout, spring switch, Barrel.....	8	8
Thru turnout, spring switch, Florence....	18	18
In or out of other turnouts.....	15	15
Approaching and through interlockers...	35	25
Over railroad crossings not interlocked..	25	20
Over railroad crossing at El Moro.....	25	25
Engines backing up.....	15	15
Trains handling dead engines, side rods up		25
Dead engines with side rods all down....		15
Dead engines, one pair wheels swinging..		10
Steam Derricks, Shovels, Clam Shells, Short Scale Test Cars, Ditchers and Pile Drivers, moving on own wheels; also K. & J. and Western Air Dumps.		25

12-C. City ordinance speed limits as follows:

Florence .....	18	18
Walsenburg .....	8	8
Trinidad .....	15	15

12-D. Trains handling loaded system coke racks must not exceed speed of 25 miles per hour.

13. Company Surgeons are located as follows:

J. F. ROE, Chief Surgeon, Denver

C. N. CALDWELL.....	Pueblo
L. L. WARD.....	Pueblo
J. J. PATTEE, Ear, Nose and Throat.....	Pueblo
J. W. THOMPSON, Eye.....	Pueblo
V. A. HUTTON.....	Florence
E. B. LYNCH.....	Canon City
J. G. MAXWELL.....	Canon City
G. H. CURFMAN.....	Salida
G. W. LARIMER.....	Salida
C. R. FULLER.....	Salida
L. E. THOMPSON, Eye, Ear, Nose and Throat.....	Salida
CHAPMAN & NOONAN.....	Walsenburg
P. A. LEE.....	La Veta
ALFRED FREUDENTHAL.....	Trinidad
SIDNEY ANDERSON.....	Alamosa
T. F. HOWELL.....	Alamosa
L. L. HERRIMAN—Oculist.....	Alamosa

13-A. Hospitals are located as follows:

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

**13-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS.** When a personal injury occurs on a train, a message must be sent to the Superintendent and Claim Department showing the kind of transportation injured person holds, giving number of ticket or pass, destination of party, and if injured party is stopping over enroute, state where stop-over will be made, and address at point of stop-over. Message should show whether or not injured party is coach or pullman passenger, and if pullman passenger, name of pullman should be given. Telegraph Accident Report (Form 3884) must be made at once as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to the instructions thereon and in the Book of Rules:

Personal Injury Report (Form 3922 or 3407 as appropriate).  
 Names of Passengers (Form 4009).  
 Names of Witnesses (Form 4000).  
 Ejectment (Form 3926).  
 Inspection (Form 4012).  
 Fire Report (Form 4119).  
 Stock Report (Enginemmen—Form 3511).  
 Stock Report (Sectionmen—Form 4117).

**13-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, 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 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.

**13-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.

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

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

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

Nos. 1 and 2 will stop on flag at Parkdale to receive or discharge passengers into or out of Parkdale on sightseeing trips via Motorway bus.

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

**14-A.** Wellsville (M. P. 208.90), flag stop for Nos. 15 and 16.

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

**15.** Normal position inside switch on cross-over from Westward main track to short house track Florence is to deflect from main track.

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

**15-A.** Spring switches are designated by "Spring Switch" signs.

Trains stopping on spring switches while trailing through, must not make back-up movement or take slack until switch has been thrown by hand.

Running switches or dropping cars will not be permitted over spring switches.

When necessary to throw a spring switch by hand, the switch should be operated slowly, keeping a steady pressure on the handle of the switch stand, and the employe handling the switch must remain adjacent to same until he locks it in normal position.

Miles from Denver	Location Spring Switches Double Track	Normal position for trains entering double track
134.7	Swallows	
151.8	Florence	
161.2	Canon City	
213.8	Barrel	

**15-B. LOCATION OF CROSS-OVERS ON DOUBLE TRACK.**

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

**16.—**

**17.** The following are Auxiliary Lines. (See Rules 14-t and 14-u):

Chandler Jct.....	Sub-Division 2B
Texas Creek.....	Sub-Division 2D
Lime Jct.....	Sub-Division 8A
Mustang.....	Sub-Division 8B
Walsenburg.....	Sub-Division 8C
Walsenburg Jct.....	Sub-Division 9
Rouse Jct.....	Sub-Division 9C
Longdale.....	Sub-Division 9F
Reliance Jct.,.....	Sub-Division 10-A
Oakdale Jct.,.....	Sub-Division 10-B

The following special instructions, Rules 18 to 27 inclusive, in connection with the Rules and Regulations of the Operating Department, 1924, supersede all previous rules and instructions inconsistent therewith.

**18.** A train finding a fusee burning red on or near its track must stop, and wait until it has burned out before proceeding, at restricted speed for a distance of at least one-half mile, or in Automatic Block Signal territory, to the next Automatic Block Signal.

A red fusee should be used when safety requires a train be stopped.

A yellow fusee is a signal to run at restricted speed for a distance of at least one-half mile, or in Automatic Block Signal territory, to the next Automatic Block Signal.

A yellow fusee should be used where safety will permit.

**19.** Rule 86 revised to read as follows:

"Unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first class train, in the same direction, is due to leave the next station in the rear where time is shown.

"Where automatic block is continuous between stations, inferior trains must clear superior trains, in the same direction, sufficiently to give clear signal indication in the rear.

"In Narrow Gauge territory an inferior train must clear the time of a superior train, in the same direction, not less than five minutes."

**20.** Rule 92 revised to read as follows:

"A train must not leave a station in advance of its schedule leaving time."

**21.** Add Rule 99 as follows:

"In Automatic Block Signal territory, when a train is stopped by a 'Stop and Proceed' signal, under conditions of momentary duration, the train may proceed in accordance with A. B. S. Rule 509 (B), after the engineman has sounded whistle signal 14 (b), has received a proceed signal from train crew, and acknowledged same as provided by Rule 14 (g). The flagman must be on the ground at the rear, prepared to protect if train does not immediately proceed. When conditions require, fusees must be used to protect the train.

"Except as herein provided, all provisions of Rule 99 must be complied with."

**22.** Second paragraph of Rule 104-E revised to read as follows:

"A train taking a siding must not be stopped for a trainman to close the switch, nor may the switch be closed, until the train is entirely clear of main track."



**23. Add Rule 220-B as follows:**

"220-B. Train orders and MB's relating to track conditions, unless annulled, must be respected by conductors and enginemen on all trips made during the tour of duty on which such orders are received."

**24. First paragraph of Rule 221 is amended to read:**

"Except at stations where all trains are required to obtain a clearance card, a fixed signal must be used at each train order office, which shall indicate 'stop' when there is an operator on duty, except when changed to indicate 'proceed' to allow a train to pass when there are no train orders for any train in the same direction. Where other than two-position or three-position semaphore is used, the signal must not be changed to indicate 'proceed' when there is a train order for a train in either direction. A train must not pass the signal while 'stop' is indicated without a clearance card. The signal must be returned to indicate 'stop' as soon as a train has passed. It must be fastened at 'proceed' only when no operator is on duty."

**25. Add to instructions following Example 3 of Form G:**

"Work extras, whether required to protect or not protect against extra trains, must clear the time of the extra five minutes."

**26. Add to instructions following Form K:**

"It will be necessary to obtain the annulment of a schedule or section but once, provided conductor and engineman have a copy in their possession on each trip."

**27. Rule 109 revised to read as follows:**

Enginemen must exercise good judgment in making stops for fuel and water, cutting engine off when necessary to avoid rough handling or damage to equipment. Where grade conditions warrant, hand brakes must be set.

**28.** When spreaders are handled in trains other than work extras they must be headed in working direction.

Where wreckers, clam shells or other derricks are moved the boom should be trained in trailing direction.

**29.** Not more than two men will be permitted on the leading footboard of a switch engine at the same time, one on each side of the drawbar.

**30.** Between Trinidad and Jansen, A. T. & S. F. Ry. Time-Table, Rules and Regulations govern operation.

**30-A.** Between Jansen and Longsdale, Colorado and Wyoming Time-Table, Rules and Regulations govern operation.

**31.** On Sub-Division 8 at M. P. 175.1, Walsenburg yard, C. & S. trains use D. & R. G. W. main track for a distance of 25 feet entering and leaving D. & R. G. W. main track at this point. Normal position of switches set for D. & R. G. W.

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

**32.** D. & R. G. W. "Rules and Regulations of the Operating Department, 1924," 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. This applies to movement over Pueblo Union Depot and Railroad Company's tracks and D. & R. G. W. tracks.

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.

The normal position of the switch connecting the Northward main track, Denver Division, and the Southward main track, Sub-Division 8, and the gate at this location, is PROCEED for the Denver Division. When the switch is set at PROCEED for the Denver Division, the gate must be clear of the tracks, indicating PROCEED. When the gate is thrown across the track, the switch must be set for Sub-Division 8, so that STOP will be indicated by the gate and by the switch.

**33.** L-62 and L-95 class engines must not be moved over Bridge 195.19 Tropic Branch.

**33-A.** M-67 and heavier classes engines must not be moved through back track Howard.

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

**Additional Sidings and Spurs Not Shown in Time Table**

LOCATION		NAMES	CAR CAPACITY	SWITCH CONNECTIONS
Sub-Division	Miles			
2	121.2	Water Works No. 1	7	East End.
2	159.0	Tile	38	East End.
2	161.1	Penitentiary	30	West End.
2	169.8	Duff	3	East End.
2	177.1	Feldspar	6	West End.
2	208.9	Wellsville	15	East End.
2	210.3	English	6	West End.
2-D	196.9	Salmon	3	East End.
2-D	208.9	Concentrator	2	West End.
8	123.1	Zino Jet.	Yard	West End.
8	148.3	Chamblin	3	West End.
8	176.2	Walsens Coal Mine	71	None.
8	176.4	Old Robinson Mine	102	None.
8	177.6	Mutual	72	None.
8-C	179.9	Pacific Coal Co	Mine Tracks	None.
9	198.1	Forbes Transfer Connection	Transfer Tracks	Both Ends.
10	197.1	Nixon	22	East End.
	208.3	Carr	8	East End.
	208.8	Harrell	11	West End.

**Open Hours of Telegraph Offices**

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

## ADJUSTED TONNAGE RATINGS

FROM	TO	Class of Engine L-131-132 Nos. of Engines 3600-3619	Class of Engine L-95 No. of Engines 3400-3415	Class of Engine M-78 Nos. of Engines 1511-1520	Class of Engine M-75 Nos. of Engines 1600-1609	Class of Engine M-64 M-67 Nos. of Engines 1501-1510 1521-1530 1700-1713	Class of Engine K-55 Nos. of Engines 1200-1213	Class of Engine C-48 Nos. of Engines 1131-1199	Class of Engine C-40 Nos. of Engines 930-934 940-944	Class of Engine C-39-41 Nos. of Engines 1000-1029 915-925 950-964	Class of Engine T-29 Nos. of Engines 762-793	Class of Engine T-31 Nos. of Engines 750-761	Adjustment Factor
		Tons		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Pueblo	Portland	8445		5200	5000	4400	3350	3050					9
Portland	Canon City	6265		3430	3700	3260	2430	2430	1850	1820	1360	1500	6
Canon City	Salida	3300		1890	2070	1765	1340	1180	1070	1040	740	820	4
Pueblo	Minnequa			1900		1600	1295	1135	980	950	670	740	4
Minnequa	Walsenburg			2335		2625	2140	1775	1520	1510	1120	1220	6
Walsenburg	La Veta			1780		1620	1375	1250	970	960	700	770	4
Loma Jct.	Gordon							1250		980			4
Gordon	Strong							1180		900			4
Strong	Big Four							850		650			3
Big Four	Alamo							590		480			2
Alamo	Gordon							1180		920			4
Gordon	Maitland							1600		1260			5
Maitland	Loma Jct.							4400		3600			12
Cuchara	Walsenburg						2010	1650	1370	1340			4
Cuchara	Rouse Jct.						1320	1050	880	860			3
Rouse Jct.	Barnes						1520	1310	1100	1080			4
El Moro	Trinidad						1910	1640	1390	1350			5
Barnes	El Moro						2640	2300	2000	1940			5
Trinidad	El Moro						4440	3800	3190	3150			11
El Moro	Holloway						1680	1450	1220	1200			4
Holloway	Barnes						1930	1640	1350	1390			4
Barnes	Rouse Jct.						2068	1760	1480	1450			5
Rouse Jct.	Cuchara						4480	3840	3230	3160			11
La Veta	Fir		985	750		675	580	470	420	420			2
Alamosa	Russell		3135	2900		2625	2060	1860	1550	1520			5
Russell	Sierra		2375	1750		1600	1420	1120	1030	1020			4
Sierra	Fir		1275	975		875	760	655	520	520			3

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

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

Fir	La Veta	1-8½" CC	Compressor 80 Cars	2500 Tons
"	"	2-8½" CC	" 85 "	3825 "
"	"	2-11" "	" 70 "	2300 "
"	"	1-9½", 1-11" "	" 60 "	1800 "
Fir	Sierra	1-9½", 1-11" "	" 75 "	2500 "
"	"	2-11" "	" 85 "	2800 "
"	"	1-8½" CC	" 100 "	3000 "

### Watch Inspectors

CHEEK JEWELRY CO.....	Pueblo, Colo.
O. L. GIBBS.....	Florence, Colo.
C. C. PATTON.....	Canon City, Colo.
D. J. KRAMER.....	Salida, Colo.
J. A. SANCHEZ.....	Walsenburg, Colo.
RHODES-HARBRIDGE.....	Trinidad, Colo.
VELHAGEN BROS.....	Alamosa, Colo.

### Signal Maintainers

Headquarters	Signal District	
	From	To
Pueblo.....	A. B. S. 1195	A. B. S. 1348
Canon City ....	A. B. S. 1347	A. B. S. 1708
Cotopaxi.....	A. B. S. 1709	A. B. S. 2028
Salida .....	A. B. S. 2029	A. B. S. 2139