



**J. E. ALLEN**  
Assistant Superintendent  
Denver

**C. W. HEARN**  
Terminal Trainmaster  
Pueblo

**J. E. ABERTON**  
Trainmaster  
Pueblo

**S. A. DOUGHERTY**  
Road Foreman of Equipment  
Denver

**H. V. MEEK**  
Trainmaster  
Alamosa

**J. R. PEARCE**  
Asst. Trainmaster - Road Foreman of Equipment  
Alamosa

**H. W. EGLEY**  
Chief Dispatcher  
Denver

# Denver and Rio Grande Western Railroad Company

## TIME TABLE OF THE COLORADO DIVISION

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

No.

# 3-A

EFFECTIVE AT 12:01 A. M.  
MOUNTAIN STANDARD TIME  
Sunday, May 19, 1963

DESTROY ALL TIME TABLES  
OF PREVIOUS DATE

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

JOHN AYER, JR.  
Vice President—Operations

C. V. COLSTADT  
Chief Transportation Officer

R. E. DAVIS  
Superintendent

In case of emergency, at night when Denver switchboard is closed, or on Saturdays, Sundays and Holidays, the following offices may be reached by commercial telephones when there are no other means of communication available:

Denver, Chief Dispatcher.....AC 2-2170  
 Pueblo, Yard Office.....LI 4-7814  
 Alamosa, Yard Office.....589-6431  
 Durango, Roundhouse .....CH 7-1491

**SIGNAL MAINTAINERS**

Pueblo Maintainer has signals on Missouri Pacific R.R. and Southern Jct.

**WATCH INSPECTORS**

W. H. Pettyjohn.....Pueblo  
 W. Bert Farabee.....Pueblo  
 Harding Bullock Jewelry.....Pueblo  
 R. W. Gritz.....Walsenburg  
 Jones Jewelers .....Alamosa  
 Miller Jewelry Co.....Durango

**SPEED TABLE**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
—	36	100	—	58	62.6	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.2	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	30	24.0
—	51	70.6	1	26	41.9	2	45	21.8
—	52	69.2	1	28	40.9	3	—	20.0
—	53	67.9	1	30	40.0	3	30	17.1
—	54	66.6	1	32	39.1	4	—	15.0
—	55	65.5	1	34	38.3	5	—	12.0
—	56	64.2	1	36	37.5	6	—	10.0
—	57	63.2	1	38	36.8			

**AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY**

OVERSPEED Couplings are DAMAGING—  
 Here's what happens:

4 MPH	SAFE COUPLING SPEED
5 MPH	Damage begins
6 MPH	2½ times as damaging as 4 MPH
7 MPH	3 times as damaging as 4 MPH
8 MPH	4 times as damaging as 4 MPH
9 MPH	5 times as damaging as 4 MPH
10 MPH	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

**HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS!**

SECOND CLASS	Station Numbers	Mile Posts	Sub-Division 8 STATIONS	Capacity of Siding	SECOND CLASS
<b>67</b> Freight			<b>TIME-TABLE No. 3-A</b>		<b>68</b> Freight
Leave Daily			<b>May 19, 1963</b>		Arrive Daily
	7134	118.9	PUEBLO U. D. .... BJK	Yard	
			2.5		
	1136	121.4	MINNEQUA.....	Yard	
			1.5		
	1140	122.9	SOUTHERN JCT..... J		
			10.6		
	1151		MARNEL.....		
			8.5		
	1153		CEDARWOOD.....		
			6.4		
	1156		MUSTANG.....		
			5.2		
	1158		LASCAR.....		
			16.6		
	175.0		WALSENBURG U. D. .... DN	00	
			0.1		
	175.1		D. & R. G. W. JUNCTION....	00	
			0.1		
3 30 PM	1180	175.2	WALSENBURG..... Y	Yard	7 35 AM
			15.1		
4 05 PM	1550	190.3	LA VETA..... BKY	Yard	7 05 AM
Arrive Daily			(66.6)		Leave Daily

**No. 67 is Superior to No. 68**

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. See Time-Table Rule 2.

Schedule and train order times westward trains, Sub-Division 8, will apply at the end of two main tracks at East Switch Chute run-around track at Walsenburg.

**D. & R. G. W SUB-DIVISION 9**

**D. & R. G. W. - C. & S.**

C. & S. M. P.	Station No.
171.6	WALSENBURG U. D. ....
	0.1
171.7	D. & R. G. W. JUNCTION.....
	7.9
179.6	MAYNE..... 1303
	7.7
187.3	RUGBY..... 1318
	3.5
190.8	LYNN..... 1350
	7.1
197.9	LUDLOW..... 1390
	8.3
206.2	BOWEN..... 1416
	5.1
211.3	A. T. & S. F. CROSSING.....
	0.4
211.7	TRINIDAD YARD.....
	0.4
212.1	D. & R. G. W. CROSSING.....
	0.3
212.4	TRINIDAD..... 1430
	0.2
212.6	D. & R. G. W. YARD.....
	(41.0)

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

Station Numbers	Mile Posts	STATIONS	
		TIME-TABLE No. 3-A	
		MAY 19, 1963	
1430	210.3	<b>TRINIDAD</b> .....	
.....	210.4	0.1 C. & S. CROSSING.....	
.....	210.6	0.2 A. T. & S. F. CONNECTION.....	
1440	212.4	1.8 <b>JANSEN</b> .....	
		(2.1)	

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

TCS between **A. T. & S. F. Connection** and **Jansen**.

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

WESTWARD EASTWARD

SECOND CLASS	Station Numbers	Mile Posts	Sub-Division 10		Capacity of Siding	SECOND CLASS	
67 Freight			STATIONS			68 Freight	
Leave Daily			TIME-TABLE No. 3-A			Arrive Daily	
				MAY 19, 1963			
4 30 PM	1550	190.3	<b>LA VETA</b> .....	B	Yard	6 55 AM	
4 51	1560	196.6	6.3 OCCIDENTAL.....		60	6 27	
5 13	1562	201.9	5.3 CODO.....		41	6 05	
5 35	1564	207.2	5.3 FIR.....	Y	79	5 43	
6 00	1570	214.6	7.4 SIERRA.....	Y	68	5 08	
6 06	1572	216.9	2.3 RUSSELL.....		14	5 03	
6 20	1574	221.3	4.4 MORTIMER.....		60	4 49	
6 30	1576	227.7	6.4 FORT GARLAND.....	D	77	4 39	
6 38	1578	232.4	4.7 BLANCA.....		68	4 31	
6 50	1584	239.8	7.4 BALDY.....		20	4 19	
7 10 PM	1590	251.7	11.9 <b>ALAMOSA</b> .....	BK	Yard	4 01 AM	
Arrive Daily			(61.4)			Leave Daily	

No. 67 is Superior to No. 68

LOMA BRANCH

Station Numbers	Mile Posts	Sub-Division 8-A	
		STATIONS	
		TIME-TABLE No. 3-A	
		MAY 19, 1963	
1180	176.0	<b>WALSENBURG</b> .....	
1194	179.6	3.6 PICTOU.....	
1202	180.0	0.4 PACIFIC.....	
1205	181.1	1.1 MAITLAND.....	
1211	182.5	1.4 CARBONADO.....	
1215	183.7	1.2 GORDON.....	
1217	184.4	0.7 SHUMWAY.....	
1221	184.7	0.3 CALUMET NO. 2.....	
.....	185.0	0.3 END OF TRACK.....	

Station Numbers	Mile Posts	Sub-Division 10-A		Capacity of Siding	
		STATIONS			
		TIME-TABLE No. 3-A			
		MAY 19, 1963			
1590	251.7	<b>ALAMOSA</b> .....		BK	Yard
1604	262.5	10.8 PARMA.....			14
1606	266.1	3.6 ZINZER.....			76
1612	269.0	2.9 MONTE VISTA.....		W	Yard
1624	282.8	13.8 DEL NORTE.....		Y	60
1628	288.9	6.1 HANNA.....			14
1630	291.9	3.0 GRANGER.....			20
1638	298.2	6.3 SOUTH FORK.....		W	21
1640	299.1	0.9 DERRICK.....		Y	Wye
1644	302.8	3.7 MASONIC PARK.....			
1650	312.1	9.3 WAGON WHEEL GAP.....			11
1654	318.1	6.0 WASSON.....		Y	20
1661	320.7	2.6 CREEDE.....			Yard

WESTWARD EASTWARD

Station Numbers	Mile Posts	Sub-Division 11		Capacity of Siding	
		STATIONS			
		TIME-TABLE No. 3-A			
		MAY 19, 1963			
1590	251.7	<b>ALAMOSA</b> .....		BK	Yard
3542	257.0	5.3 HENRY.....			25SG, 31NG
3544	259.6	2.6 ESTRELLA.....			50SG, 62NG
3546	266.2	6.6 LA JARA.....		DW	Yard
3555	273.3	7.1 ROMEO.....			39SG, 49NG
3557	280.3	7.0 ANTONITO.....		DFWY	Yard
.....	291.8	11.5 LAVA.....		WY	
3804	299.4	7.6 BIG HORN.....		Y	28
3806	306.1	6.7 SUBLETTE.....		W	25
3808	310.5	4.4 TOLTEC.....			75
3608	318.4	7.9 OSIER.....		W	43
3610	324.8	6.4 LOS PINOS.....		W	46
3614	330.6	5.8 CUMBRES.....		WY	105
3812	335.5	4.9 CRESCO.....		W	43
3816	340.0	4.5 LOBATO.....			28
3820	344.1	4.1 <b>CHAMA</b> .....		BK	Yard

Both standard and narrow gauge (3-rail) track **Alamosa** — **Antonito**. Narrow gauge only west of **Antonito**.

## 6 WESTWARD

## EASTWARD

Station Numbers	Mile Posts	Sub-Division 12	
		STATIONS	Capacity of Siding
<b>TIME-TABLE No. 3-A</b>			
<b>May 19, 1963</b>			
3820	344.1	<b>CHAMA</b> .....BK	Yard
		5.1	
3824	349.2	WILLOW CREEK.....	17
		4.8	
3828	354.0	AZOTEA.....	32
		9.5	
3836	363.5	MONERO.....FW	21
		3.4	
3840	366.9	AMARGO.....	30
		2.6	
3842	369.5	LUMBERTON.....Y	63
		3.8	
3846	373.3	DULCE.....	67
		4.4	
3848	377.7	NAVAJO.....W	23
		9.0	
3618	386.7	JUANITA.....	23
		3.7	
3620	390.4	GATO.....WY	75
		18.8	
3626	408.8	ARBOLES.....W	45
		5.7	
3630	411.0	ALLISON.....	16
		3.3	
3632	414.3	TIFFANY.....	33
		4.6	
3634	418.9	LA BOCA.....W	28
		6.8	
3636	425.7	IGNACIO.....	62
		7.2	
3642	432.9	OXFORD.....	30
		4.4	
3644	437.3	FLORIDA.....W	30
		4.3	
3646	441.6	FALFA.....	11
		7.5	
3654	449.1	CARBON JCT.....J	27
		2.4	
3660	451.5	<b>DURANGO</b> .....BJK	Yard

## WESTWARD

## SILVERTON BRANCH

## EASTWARD 7

SECOND CLASS	Station Numbers	Mile Posts	Sub-Division 12-B	
			STATIONS	Capacity of Siding
<b>TIME-TABLE No. 3-A</b>				
<b>May 19, 1963</b>				
<b>461</b> Mixed				
Leave Daily				Arrive Daily
9 15 AM	3660	451.5	<b>DURANGO</b> .....BJK	Yard
			9.2	
9 50	3708	460.7	TRIMBLE.....	5 26
			1.8	
9 57	3710	462.5	HERMOSA.....W	13 5 19
			6.6	
10 26	3713	469.1	ROCKWOOD.....Y	24 4 53
			3.2	
f 10 50	3716	472.3	TACOMA.....	18 f 4 30
			1.7	
f 10 57	.....	474.0	AH WILDERNESS.....	f 4 20
			4.0	
11 16	.....	478.0	TEFT.....	f 3 59
			6.0	
f 11 40	3724	484.0	NEEDLETON.....W	13 f 3 35
			6.5	
f 12 14	3728	490.5	ELK PARK.....Y	14 f 3 05
			6.2	
12 40 PM	3738	496.7	SILVERTON.....Y	Yard 2 40 PM
Arrive Daily			(45.2)	Leave Daily

No. 461 is Superior to No. 462

## WESTWARD

## FARMINGTON BRANCH

## EASTWARD

Station Numbers	Mile Posts	Sub-Division 12-A	
		STATIONS	Capacity of Siding
<b>TIME-TABLE No. 3-A</b>			
<b>May 19, 1963</b>			
3654	449.1	CARBON JCT.....J	27
		8.3	
3906	457.4	POSTA.....	13
		14.3	
3958	471.7	CEDAR HILL.....	19
		4.2	
3962	475.9	INCA.....	10
		5.9	
3964	481.8	AZTEC.....D	23
		5.7	
3966	487.5	FLORA VISTA.....	16
		5.9	
3968	493.4	SAN JUAN.....	71
		2.8	
3972	496.2	FARMINGTON.....DWY	Yard



# Special Time-Table Rules

## SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

### SUPERIORITY AND MOVEMENT OF TRAINS (See also Timetable Rule 4)

1. Except as otherwise provided, eastward trains are superior to westward trains of the same class.

1-A. A train order may be issued at Walsenburg U.D. or Alamosa affecting the through movement of a train on Sub-Divisions 8 and 10 between these stations and this train order will govern each conductor and engineman of this train until fulfilled, superseded or annulled.

### CLEARANCE CARDS

2. All Southward trains will secure at Pueblo Union Depot or Pueblo Yard C&S clearance card, Form "A", and necessary train orders for movement Southern Junction to D&GRW Jct., Walsenburg.

C&S form of train orders and clearance cards will be used and issued over signature of D&RGW Superintendent on Southward Track; C&S Superintendent on Northward Track.

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

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

Sub-Division	Station	
8	Pueblo Yard	When moving with current of traffic between Pueblo and Southern Junction Rule 93 governs.
8	Pueblo U.D.	
12-A	Carbon Jct.	
12-A	Farmington	
12-B	Silverton	

Train No. 67 may leave Walsenburg U.D. without clearance card when no operator is on duty.

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

Train No. 68 may leave Alamosa without clearance card when no operator is on duty.

D&RGW trains may leave Trinidad and Jansen (Trinidad-Jansen train movements) without clearance card and will be governed by AT&SF Operating Rule 502. Trains must secure permission from control station by telephone nearest to signal which controls movement. When no operator on duty a member of crew will copy orders if so instructed by AT&SF dispatcher.

### TRAIN REGISTERS

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

3-A. Trains arriving or departing Pueblo, Sub-division 8, may register either at Pueblo U.D. or Pueblo Yard.

3-B. Eastward trains may register arrival on D&RGW train register Walsenburg U.D. with register ticket.

### 4. YARD LIMITS.

Pueblo-Southern Jct.	LaFruto-Henry-Hartner
D&RGW Jct.-Walsenburg	Estrella Dulce
Walsenburg-Loma Branch	La Jara Juanita
Trinidad	Romeo Gato
La Veta	Antonito Arboles
Occidental	Big Horn Ignacio
Fir	Sublette Carbon Jct.-Durango
Sierra	Cumbres Ah Wilderness
Ft. Garland	Chama Silverton
Blanca	Monero Aztec
Alamosa-Creede	Lumberton Farmington

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

4-B. At following points and within specified limits there are no tracks designated as main tracks:

Alamosa—M.P. 250, Sub-Division 10, to Junction Creede Branch, Sub-Division 10-A.

Chama—All tracks within Yard Limits.

Durango—from M.P. 451, just east of Stockyards to Animas River Bridge, Sub-Division 12-B.

### AIR BRAKE AND RETAINER OPERATION, TRAIN LIMITS AND INSPECTION STOPS

5. When retainers are in use trainmen and enginemen must keep close watch while train is in motion for indications of excessively heated wheels, and when observed, the retainer on such car or cars must be placed in normal release position until wheels have had sufficient time to cool.

5-A. 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-B. When doubleheading, engineman on second locomotive will not use to exceed 300 amperes on dynamic brake on diesel-electric units or minimum braking position on diesel-hydraulic units. Engineman on leading locomotive will use train air brakes with the maintaining system of braking, together with whatever dynamic brake necessary to control speed, in the same manner as would be done in handling a single locomotive train.

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

### FIR TO SIERRA

5-D. On freight trains, if actual tonnage per unit with operative dynamic brake exceeds:

FT, F-7, GP-7, GP-9, F-9, RS-3.....	1200 tons
SD-7, SD-9 .....	1900 tons
ML-4 .....	1800 tons
GP-30 .....	1500 tons

beginning at head end of train, place ten retainers in 10 pound position, plus one retainer in 10 pound position for each additional 50 tons.

### FIR TO LA VETA

5-E. On freight trains if actual tonnage per unit with operative dynamic brake exceeds:

FT, F-7, GP-7, GP-9, F-9, RS-3.....	900 tons
SD-7, SD-9 .....	1600 tons
ML-4 .....	1500 tons
GP-30 .....	1300 tons

beginning at head end of train, place ten retainers in 10 pound position, plus one retainer in 10 pound position for each additional 50 tons.

Car limits, three or more units, descending:  
90 loaded cars  
100 loaded and empty cars, mixed  
100 empty cars.

**5-F. Fir to Sierra, or Fir to La Veta**, when dynamic brake is inoperative, retainers will be used in 20 pound position on all heavily loaded cars, and in 10 pound position on other loaded cars and every other empty car, alternated at inspection point. Eastward trains will make inspection stop at **Occidental**.

#### SUB-DIVISIONS 11 & 12

**5-G.** All trains will stop at **Cumbres** and make application and release test of air brakes.

Trainmen will note that rear brake of train applies, then signal for release and after rear brake releases will place retaining valves in operating position, as required by current Time-Table Rules.

In handling trains on descending grade movements **Cumbres to Chama** not more than two cars having non-air or inoperative air brakes will be permitted and retainers will be used as follows:

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

Car and/or tonnage limits:

Cumbres to Antonito and Chama to Durango.....	70 cars
Cumbres to Chama.....	45 loaded cars
	60 loaded and empty cars, mixed
	60 empty cars

Gross weight of train must not exceed an average of 38 actual tons per car brake.

Westward trains on descending grade between **M.P. 443** and **Carbon Jct.**, use one retainer in 10-lb. position for each 100 actual tons in train.

#### SUB-DIVISION 12-B

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

#### RAILROAD CROSSING AT GRADE

**6.** Trains approaching the following crossing at grade, which is not protected by signals or derails, must stop at point designated by stop board and not proceed until it is known that track is clear. (See Rule 98)

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

**7. OMITTED.**

#### LIVESTOCK AND OTHER ATTENDANTS

**8.** Persons accompanying livestock 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 to platform to receive or discharge passengers or baggage.

#### OVERHEAD CLEARANCES

**9.** Overhead clearances at the following locations will not clear a man standing on top of a car:

Sub-Di- vision	Mile	Description	Track
8	119.3	C Street viaduct Pueblo	Main and sidings
8	119.5	Bridge 119.51	E & W Main
9	210.5	Bridge 210.54	Main
10	198.6	West Occidental Tunnel	
10	202.2	West Codo Tunnel	
10-A	287.1	East Hanna Wire Crossing	
10-A	306.4	East Wagon Wheel Gap Bridge 306.39	
11	280.2	Red Devil Coal loader Antonito	Main
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	418.6	East La Boca Bridge 418.62	
12	437.0	East Florida Bridge 437.01	
12-B	452.4	West Durango Bridge 452.42	
12-B	477.8	West Tacoma Bridge 477.81	
12-B	489.8	East Elk Park Bridge 489.88	

#### TRAIN SPEEDS

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

**10-A.** Trains must not exceed the maximum speeds prescribed below:

Speed restrictions governing freight trains govern the speed of mixed trains and govern the speed of light locomotives unless otherwise provided.

Where other speed restrictions do not prohibit, locomotives running light, or with steel caboose only, may be operated in ABS territory at a maximum speed of sixty (60) MPH but will not exceed the maximum speed authorized for passenger trains.

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

10-B.	ZONE SPEEDS	Passenger Trains MPH	Freight Trains MPH
Sub-Division 8			
Pueblo-La Veta (Except joint line).....		40	30
Joint Line .....		58	45
Sub-Division 8-A .....			
Within Yard Limits Jansen.....		10	10
Sub-Division 10			
La Veta-MP 195 .....		35	20
MP 195-Fir .....		20	15
Fir-Sierra .....		20	18
Sierra-MP 241 .....		45	40
MP 241-Alamosa .....		35	30
Sub-Division 10-A			
Alamosa-Hanna .....		30	30
Hanna-Creede .....		20	20
Sub-Division 11			
Alamosa-Antonito (Standard Gauge).....		35	30
Alamosa-MP 286 (Narrow Gauge).....		30	25
MP 286-MP 290 .....		20	15
MP 290-MP 307.....		25	18
MP 307-MP 321.....		15	12
MP 321-Cumbres .....		15	15
Cumbres-Chama .....		15	12
Over Bridge 319.95.....		8	8
Over Bridge 339.78.....		10	10

10-B. ZONE SPEEDS (Cont'd)	Passenger Trains MPH	Freight Trains MPH
Sub-Division 12 .....	25	18
Sub-Division 12-A .....	20	20
Sub-Division 12-B, except as specified		
below: .....	20	15
Curves 8 degrees and over .....	15	15
Rockwood—Bridge 471.23 .....	8	8
Over Bridge 471.23 .....	5	5
Over Bridges 489.88, 495.64 and 496.12 .....	10	10
K36-K37 types over Bridge 452.42 .....	10	10
Durango Yard between Continental Spur and station, westward .....	12	10
All Sub-Divisions except where Zone Speed restrictions in certain territory require lower speed:		
In or out of turnouts .....	15	15

### OTHER MAXIMUM SPEEDS

10-C. Maximum speeds permissible in any service by various types of power and equipment as follows:

	Miles Per Hour
Diesel Series 6001-6013, 4001-4003 .....	75
Diesel Series 548, 552-554, 3001-3028 .....	70
Diesel Series 5100-5113, 5200-5204, 5300-5314, 5901-5954 and 555-577 .....	65
Diesel Series 120-123, 150-152 .....	60
Diesel Series 66-74, 100-119 .....	50
Diesel Series 540-547 .....	40
Diesel Series 38-42 .....	25
Diesel Series 540-547, when handled dead in train	40
Steam Derricks .....	35
Russell Snow Plow X-67 (when handled in trains) .....	30
Clamshells, Scale Test Cars, (except D&RGW Scale Test Car X-450) and Pile Drivers moving on own wheels .....	25
D&RGW Scale Test Car X-450, moving on own wheels .....	40
Standard Gauge Spreaders and Flangers handled in trains (not working) .....	35

### 10-D. STEAM LOCOMOTIVES

Locomotives Class K-36, K-37, K-28 .....	35
Locomotives running backward .....	15
Trains handling dead locomotives, side rods up .....	25
Dead locomotives with side rods all down .....	15
Dead locomotives with one pair wheels swinging .....	10

10-E. City ordinance speed limits are as follows:

Walsenburg .....	15
Trinidad .....	15
Between MP 279.7 and 280.6 Antonito .....	12

### MEDICAL ATTENTION AND REPORTS

11. MEDICAL TREATMENT OF PASSENGERS. Any Doctor of Medicine may be called to treat sick or injured passengers. In case of illness, passengers are responsible for the doctor's bill. In case of injury, the doctor submits his bill and report to the Chief Surgeon, Denver. For convenience, the

following doctors at principal points are suggested, but if they are not available, any physician may be called:

Dr. E. A. Hinds, Chief Surgeon  
3535 Cherry Creek No. Drive  
Denver 9, Colorado

C. N. Caldwell, M.D. .... Pueblo  
F. W. Barrows, M.D. .... Pueblo

11-A. Suggested hospitals for the care of injured passengers are located as follows, but when expedient, any hospital may be used:

St. Mary's-Corwin .....

11-B. MEDICAL TREATMENT OF EMPLOYEES. Care of sick and injured employees is rendered by Hospital Association doctors located as follows:

F. W. Barrows .....

C. N. Caldwell .....

J. F. Gentry .....

W. L. Ingram .....

A. Demshki (ear, nose, throat) .....

E. B. Ley .....

T. A. Gunter (Dentist) .....

W. M. Lewallen, Jr. .... Pueblo

T. C. Philippus .....

A. D. Potestio (Dentist) .....

H. S. Rusk (eye, ear, nose, throat) .....

L. L. Ward .....

R. L. McKittrick .....

T. J. Sims .....

F. C. Tice .....

J. R. Williams .....

J. M. Lamme, Jr. .... Walsenburg

E. K. Carmichael .....

A. E. Duncan .....

S. D. Nichols .....

J. W. Ruddell .....

J. H. Hurley .....

F. A. Rechnitz .....

D. R. Strong (Dentist) .....

V. V. Anderson .....

E. J. Zayac .....

G. R. Davis .....

J. I. Dunham .....

C. S. Dudley (Dentist) .....

P. W. Luter .....

F. M. Murray .....

L. B. McCarty .....

11-C. Assigned hospitals of the Hospital Association are located as follows:

St. Mary's—Corwin .....

Parkview Episcopal .....

Lamme Hospital .....

Mt. San Rafael .....

Community .....

St. Joseph's .....

Mercy .....

11-D. When persons not employees 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, any of the doctors listed in Rule 11 may be called, or if they are not available, any competent physician may be called. The doctor should be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company except the emergency attention above noted.



**11-E.** Parties calling Doctors should explain as fully as possible the nature of the injuries so that the Doctor may know what equipment to bring with him.

**11-F. 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 employee 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 and 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 report (Form 3884) and message 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 vehicular accidents.

Form 4009—When accident occurs on train; to be filled out by passengers.

Form 4012—Inspection of Equipment (Mechanical Department).

Form 4119—Fire Report (Section Foremen).

Form 3511—Stock Struck (Enginemen).

Form 4117—Stock Struck (Section Foremen).

Form 3949—Break-in-two (Enginemen).

### CONDITIONAL STOPS

#### 12. OMITTED.

#### 13. SPRING SWITCHES—OMITTED

#### 13-A. LOCATION OF CROSS-OVERS ON TWO MAIN TRACKS.

##### SUB-DIVISION 8

Miles from Denver	Points
119.4	Trailing
120.7	Trailing
121.3	Facing
121.9	Trailing
122.7	Trailing

#### WATER TANKS OR CRANES BETWEEN STATIONS

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

#### AUXILIARY LINES

15. Carbon Jct.....Sub-Division 12A

#### HEADLIGHTS OF DIESEL LOCOMOTIVES

16. Headlight of diesel locomotives must be kept burning when in road service except when necessary to comply with Operating Rules.

#### HANDLING OF UNRULY PASSENGERS

17. Any passenger who by reason of intoxication, or otherwise, is guilty of such disorderly conduct as to annoy, threaten or insult other persons on the train, and who refuses to desist

therefrom when requested to do so by the Conductor, may be ejected, with his baggage, at the next station where Agent is on duty. The Conductor shall use only such force as may be necessary to accomplish such removal, and he may command other railroad employes to assist in such removal, and when necessary wire ahead for assistance. Before ejecting a passenger the Conductor shall tender to such passenger the unused portion of any fare which has been paid.

Whenever a passenger is ejected the name and address of such passenger and the names and addresses of all witnesses, and their statements in writing if possible, should be obtained. All facts connected with such ejection should be at once reported to the Division Superintendent.

When Military Police or Shore Patrol are available they should be consulted before ejecting any military or naval personnel from the train.

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

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

**18-B.** Spur track at **Zinzer** with east end connection, capacity 4 cars serving Colorado Potato Growers 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 locomotives 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.

**18-C.** Locomotives of K-36 or K-37 type must not go beyond **Rockwood**, MP 469.1, Sub-Division 12-B. Arrangements must be made to train an empty car behind the locomotive.

#### 18-D. TRACKS NOT SHOWN AS STATIONS IN TIME TABLE

LOCATION		NAMES	Station Numbers	Car Capacity	Switch Connections
Sub-Division	Miles				
8	126.5	Sonora Spur	1142	100	East End
8	146.9	Chamblin	1155	3	West End
8-A	180.7	Champion	1202	15	East End
10-A	267.0	S. L.C. Jct.	1612	y	E. & W.
10-A	268.3	Continental Oil	1610	2	West End
10-A	280.8	Evansville	1623	17	E. & W.
10-A	296.3	Gerrard	1632	20	E. & W.
11	256.0	La Fruto	3541	7	E. & W.
11	257.4	Hartner	3543	5	E. & W.
12	385.9	Mill Track	3617	20	E. & W.



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

19. Dead locomotives moving in trains will be handled as provided for by Air Brake Rules No. 30 to 31-E, inclusive.

19-A. When one unit FT, F-3, F-7, F-9 or GP-30 is used to doublehead another locomotive in freight service, the single unit must be placed behind the other locomotive.

19-B. D&RGW scale test cars, cars placarded "Rear End" or "Handle on rear of train only" and other cars designated as "rear enders" must be trained behind helper or helpers, when such helpers are on rear of train.

### HELPER LOCOMOTIVES—GENERAL

19-C. When helper consisting of more than two units ML-4, four units GP-30 or five units of other types is used on rear of train, all units in excess of two, four or five respectively will be isolated.

19-D. One unit ML-4 or two units of other types may be placed behind caboose, provided coupler is blocked on shoving unit.

Helper will not be trained behind narrow gauge caboose.

Coupler must be blocked on SD-7 and SD-9 units when used behind other type units in helping service.

19-E. Tonnage handled by units on head end of train must not exceed:

3500 adjusted tons, Sierra to Fir.

3000 adjusted tons, La Veta to Fir.

If train consists of more than this tonnage helper will be placed on rear or cut into train.

### HELPER LOCOMOTIVES

#### Sub-Divisions 11, 12 & 12-B

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

19-G. Locomotives must not be doubleheaded over **Bridges 319.95 and 339.78**, Sub-Division 11, or **Bridges 452.42, 471.23, 477.81 and 489.88**, Sub-Division 12-B and must not be operated over these bridges unless separated by at least one hundred feet. This separation must consist of lightly loaded equipment. It is not permissible to operate two locomotives over these bridges with only a flanger between them.

19-H. When second locomotive is used on trains of over 1400 adjusted tons on Subdivision 11 between **Antonito and Cumbres**, second locomotive must be cut into train.

Trains must not be doubleheaded on descending grade movements **Cumbres to Alamosa, Cumbres to Chama, Chama to Gato and MP 443** (just west of Falfa) to **Carbon Jet.**, except that in snow service trains may be doubleheaded when authorized by Chief Dispatcher.

19-I. On **Cumbres Turns**, when helper returns light from **Cumbres**, train crew and their locomotive will return from **Cumbres to Chama** ahead of helper except when there is switching to be done at **Cumbres** or on the return trip westward between **Cumbres and Chama**, in which event helper will precede train.

### JOINT OPERATIONS

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

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

A. T. & S. F.-D. & R. G. W., Denver Division.

D. & R. G. W., Colorado Division.

M. P., Colorado Division.

F. U. D. & R. R. Co.

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

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

20-D. 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.

### MISCELLANEOUS

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

21-A. When RS-3, GP-7, GP-9, SD-7, SD-9 or GP-30 locomotives are being operated together, or coupled with other units, or when "A" units are being operated coupled between other units, and an alarm sounds, train will be stopped and units given inspection, when necessary.

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

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

21-D. Discontinue whistling at 7th to 13th streets, inclusive, **Durango** yard, but bell must be rung. At Sixth Street, which is State Highway, Rule 14 (1) is modified as follows: "Two short blasts, space, two short blasts" will be used approaching this crossing. Keep whistle tone to as moderate a pitch as possible.

21-E. On Sub-Divisions 11, 12, 12-A, and 12-B, conductors will provide themselves with supply of forms to be used in giving tie-up instructions to Trainmen and Enginemen when necessary to tie up at intermediate points where trains are out of communication with Train Dispatcher. When trains are en-route over sub-division and on account of delays caused by obstructions, or for any reason whatever crews will be overtaken by Federal Rest Law, and cannot reach terminal within the allowed sixteen hours of service, and cannot get in touch with Train Dispatcher, conductor will, after fourteen hours on duty, and not to exceed sixteen hours on duty, tie up all members of train and engine crews, filling out the regular tie-up form, a copy to be given each member of all crews involved, including himself, and mail one copy to Superintendent and one copy to Chief Dispatcher. Tie up should be made, in all cases, at a point where eating and sleeping accommodations are available, if possible, unless in work train or snow service

and accompanied by properly equipped outfit and cook cars, but must not, in any case, be tied up at a point where outfit will be endangered by snow slides or other hazards, or is likely to become badly snowed in. Three hours or more release from duty are necessary to break continuity of service.

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

**21-G.** Telephones located in booth at M.P. 290.7, M.P. 311.3, M.P. 315.2, M.P. 323.0, M.P. 328.0 and M.P. 333.0.

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

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

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

**21-J.** Conductors will arrange for track behind last car to be observed at intervals while moving out of tracks and between stations for fresh wheel or other marks that may have been made by the train or cars being handled and take such action as circumstances may warrant.

**21-K.** Riding, getting on or off scale test car while same is in motion is prohibited.

**21-L.** D&RGW "X" cars, except those stencilled with an "A" prefix, are rear enders and must not be handled more than 20 cars ahead of rear end of train.

Cars with an "AX" stencilling have no restriction and may be handled at any location in train.

### STATIONS OPEN FOR COMMUNICATION (Also for Train Orders in Train Order Territory)

STATION	OPEN HOURS		
	WEEK DAYS	SATURDAYS	SUNDAYS & HOLIDAYS
Pueblo U.D.	Continuous	Continuous	Continuous
Pueblo Yd.	Continuous	Continuous	Continuous
Minnequa	8:00 AM-5:00 PM	Closed	Closed
Walsenburg	9:00 AM-5:00 PM	9:00 AM-5:00 PM	9:00 AM-5:00 PM
	6:00 PM-8:00 AM	6:00 PM-8:00 AM	6:00 PM-8:00 AM
Trinidad	8:00 AM-5:00 PM	8:00 AM-5:00 PM	Closed
Ft. Garland	8:30 AM-5:30 PM	Closed	Closed
Alamosa	8:00 AM-5:00 PM	Closed	Closed
Monte Vista	8:00 AM-5:00 PM	Closed	Closed
Del Norte	9:00 AM-6:00 PM	Closed	Closed
La Jara	12:01 PM-9:00 PM	Closed	Closed
Antonito	9:00 AM-6:00 PM	Closed	Closed
Chama	8:00 AM-5:00 PM	Closed	Closed
Durango	8:00 AM-5:00 PM	Closed	Closed
Aztec	8:00 AM-5:00 PM	Closed	Closed
Farmington	8:00 AM-5:00 PM	Closed	Closed

### FOLLOWING ARE LEGAL HOLIDAYS:

New Year's 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).

### REVISIONS AND/OR MODIFICATION OF OPERATING AND AIR BRAKE RULES

The following rules were revised and/or modified prior to discontinuance of practice of issuing stickers for individual rule books:

Rule No.	Definitions for:
2	Grade Signal
2-A	Dwarf Signal
8-A	Medium Speed
9	
19	New pages issued:
19-A	85 to 96, inclusive
21	101 and 102
103-A	53 to 68, inclusive, in Air Brake Rule Book.
105	
829	
890	

(All Rule Books in service have been checked and the above corrections to each book have been made.)

Rules shown below have been revised and/or modified subsequent to those listed above and the revisions and/or modifications are as follows:

G. The use of intoxicants or narcotics by employees on duty, when subject to or available for duty or having in possession while on duty, is prohibited.

H. The use of tobacco by train service employees in uniform, or station employees, on duty, while in the presence of patrons, is prohibited.

Smoking is prohibited on railroad property where danger of fire therefrom exists, and where designated by officers in charge.

15. The explosion of two torpedoes is a signal to proceed at restricted speed for one-half mile, unless the track is seen to be clear, and is to be acknowledged as prescribed by Rule 14(g). The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes must be placed on the rail approximately 100 feet apart, on engineman's side of track.

16-E. " ————— " — when standing, release air brakes.

19. (Addition). It will not be necessary for engines in helping service with "B" unit trailing to display markers when trained behind caboose or returning light to terminal when operating in CTC territory or in ABS territory where two main tracks are in service.

When engine is trained behind caboose, markers on caboose will indicate rear of train.

103-C. Trains, engines or cars must in no case block a public crossing longer than five minutes, when it can be avoided.

At Public crossings protected by automatic crossing signals, bells, or gates, every effort must be made to avoid unnecessarily occupying controlling circuits or leaving switches open within controlling circuits.

When a train, engine or switching movement has been delayed or stopped within 1,500 feet of such crossing, any further movement, either forward or reverse, toward the crossing must be made at restricted speed until it is determined that the crossing signals are operating for sufficient time to stop highway traffic. In case the crossing signals are not operating for the movement, crossing must be protected by a member of the crew, unless a crossing watchman is on duty.

Yard crews must know gates are down and crossing protected before making movement onto or over the crossing. When not so protected, the crossing must be protected by a member of the crew.

When passenger trains are at stations, freight trains must be opened to allow passageway between platform and passenger train.

Trains, engines or cars must not be permitted to stand across another railroad, when practicable to avoid it.

509. When a train or engine is stopped by a Stop and Proceed ABS, it may proceed at once at restricted speed to the next ABS, expecting to find a train in the block, broken rail, slide warning device plug pulled out, obstruction or switch not properly lined. It must be known that all facing point switches are properly lined for the route to be used.

510. When a lunar light on an ABS mast is illuminated, a train or engine, may pass without stopping, proceeding according to Rule 509.

513-A. A train or engine entering a block between ABS must be protected as required by the rules and must proceed at restricted speed to the next ABS.

513-B. Except in CTC territory, a train or engine having accepted a proceed indication and is stopped or delayed in the block must proceed at restricted speed until the indication of the next ABS can be plainly seen.

811. (Also Safety Rule 51). Stepping upon the front of approaching cars or engines, jumping on or off equipment moving at unsafe speed, getting between cars in motion to couple or uncouple them, riding on footboards of Diesel engines and all similar imprudences are prohibited.

In Narrow Gauge Territory where steam engines are used, not more than two men will be permitted on the leading footboard at the same time, one on each side of the coupler, at end of footboard outside rail.

932. Enginemen, when leaving diesel-electric engine unattended, must personally see that the independent brake is fully applied and independent brake valve left in application position. In addition, the HAND BRAKE MUST BE APPLIED. Throttle must be in "IDLE" position, transition lever in "OFF", reverse lever in neutral position and handle removed if possible. If equipped with generator field switch it must be in "OPEN" or "OFF" position.

932-A. Enginemen, when leaving steam engine unattended, must personally see that the throttle is entirely closed, independent brakes fully applied, cylinder cocks and relief valves open and reverse lever in central position when on level track, and on light engines, in reverse position to grade tendency when on grade. In addition, when conditions warrant, precautions such as blocking or chaining wheels must be taken.

Page 85, second paragraph of instructions under "SIGNALS". At certain locations, authorized by Bulletin or Time-Table Rule, Automatic Block Signals will be placed to the left instead of to the right of tracks they govern.

General Manager's Bulletin dated July 20, 1960 reads as follows:

"Within C.T.C. limits, written authority to occupy or obstruct main track with heavy maintenance of way equipment must be obtained from train dispatcher by employee in charge of such equipment, which must be properly protected by flagmen in both directions who will be given written instructions by employee in charge. In addition, train order and/or bulletin must be issued to all trains to run carefully, looking out for men and machinery working within the limits.

Train dispatcher will record location, name of employee requesting such authority, and, if granted, will specify time and limits, track or tracks to be used or obstructed, placing all signals governing movements into such limits in stop position, placing red markers on levers controlling the signals and will not remove them until employee receiving such authority has reported track or tracks clear. Train dispatcher will record time employee reports track or tracks clear. If additional time and limits are required it must be authorized by train dispatcher before expiration of previous time limit.

If working limits are on main track between power-operated switches, dispatcher must, before issuing authority to occupy main track, line switches at both ends for siding, protecting same with red markers on levers which will remain in that position until party in charge notifies dispatcher equipment is clear of main track.

## AIR BRAKE RULES:

5. Until further notice, standard brake pipe pressure on D&RGW standard gauge passenger trains is 110 pounds.

This applies to all regular and special passenger trains and trains of deadhead passenger equipment except when such equipment is handled in freight trains.

8-B. Communicating signal system on passenger equipment trains must be tested and known to be in a suitable condition for service before leaving terminal.

When operating air signal, car discharge valve will be held open for one second and allowed to remain closed four seconds between each blast of signal whistle.

On passenger trains, signal for application of train brakes may be given verbally or by hand or lamp signal. The signal for release of train brakes must be given by one long blast of air whistle which must be obtained by opening car discharge valve on last car in train from which the signal can be given.

8-S. On a freight train, at points where engine crew or train crew is changed, but engine is not detached and no change made in consist of train, incoming engineman will apply train brakes with a 20 pound service brake pipe reduction. Outgoing engineman will note brake pipe leakage (which must not exceed 5 pounds per minute), then release train brakes.

8-T. On a passenger train, at points where engine crew or train crew is changed, but engine is not detached and no change made in consist of train, incoming engineman will apply train brakes immediately after stopping, leaving brakes applied. Outgoing engineman will note brake pipe leakage (which must not exceed 5 pounds per minute), then release train brakes. This test to be followed by running test of brakes in accordance with Air Brake Rule 11, as soon as speed permits after starting train.

9-B. At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds, as indicated by a gauge at the rear of freight train, and on a passenger train to not less than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15 pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release. Cars added to a train which has not been inspected in accordance with Rules 8-F through 8-Q must be so inspected and tested at next terminal where facilities are available for such attention.

## ADJUSTED TONNAGE RATINGS

FROM	TO	Type F-9 GP-9, 577 5901-5954 5762-5763	Type GP-7, RS-3 5100-5113 5200-5204 FT, F-7 540-547 555-575 5761-5764	Type SD-7-9 5300-5314	Type GP-30 3001-3028	Type ML-4 4001-4003	Adjustment Factor
Pueblo.....	Minnequa.....	1500	1400	2050	1750	2500	4
Minnequa.....	Walsenburg.....	1850	1700	2600	2300	3000	6
Walsenburg.....	La Veta.....	1200	1100	1800	1350	2000	4
La Veta.....	Ft.....	550	520	900	700	1000	2
Alamosa.....	Russell.....	1950	1800	2700	2250	3200	5
Russell.....	Sierra.....	1300	1200	1800	1500	2200	4
Sierra.....	Ft.....	750	700	1100	850	1250	3
Walsenburg.....	Trinidad.....	1850	1700	2600	2300	3000	5
Trinidad.....	Walsenburg.....	1850	1700	2600	2300	3000	5

Tonnage ratings shown for all locomotives are based on single unit. Where more than one unit is used, tonnage will be based on number of

units used. SD-7 units will be rated the same as F-7 units, and SD-9 units will be rated the same as F-9 units when used on a train with any other type units.



## ADJUSTED TONNAGE RATINGS

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