

**Denver and Rio Grande Western  
Railroad Company**

**TIME-TABLE**  
OF THE  
**COLORADO DIVISION**

**No.**

**8**

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

**SUNDAY, OCTOBER 6, 1968**

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

**JOHN AYER, JR.**  
Vice President—Operations

**D. J. BUTTERS**  
Chief Transportation Officer

**J. E. ALLEN**  
Superintendent



**ASSISTANT SUPERINTENDENT**

W. A. Henderson ..... Denver

**TRAINMASTERS**

G. S. D. McCall ..... Denver

L. H. Pennington ..... Pueblo

H. W. Dearing ..... Glenwood

**TERMINAL TRAINMASTERS**

V. I. Griffith ..... Denver

R. L. Fisher ..... Pueblo

**ROAD FOREMEN OF EQUIPMENT**

A. Henke ..... Denver

S. A. Dougherty ..... Denver

L. P. Urquhart ..... Pueblo

F. H. Green ..... Grand Jct

**ROAD FOREMAN OF EQUIPMENT-TRAINMASTER**

R. C. Williams ..... Salida

**ROAD FOREMAN OF EQUIPMENT-ASSISTANT  
TRAINMASTER**

J. R. Pearce ..... Alamosa

**TRAINMASTER-ROADMASTERS**

H. V. Meek ..... Alamosa

J. M. Rentfrow ..... Durango

**CHIEF DISPATCHERS**

J. O. Smith ..... Denver

Subdivisions 1, 1-A, 1-B, 2, 8, 10-A, 11, 12, 12-A, 12-B  
and Joint Line Denver-Pueblo

J. K. Brockett ..... Grand Jct

Subdivisions 3, 3-A, 4, 4-A and 4-B

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.

| Location and Office             | Number   |
|---------------------------------|----------|
| Denver, Chief Dispatcher.....   | 222-2170 |
| North Yard, Yard Office.....    | 477-8845 |
| Burnham, Master Mechanic.....   | 222-9168 |
| Pueblo, Yard Office.....        | 544-7814 |
| Salida, Telegraph Office.....   | 539-2634 |
| Grand Jct Chief Dispatcher..... | 242-5153 |
| Grand Jct East Yard.....        | 242-3983 |
| Alamosa, Yard Office.....       | 589-4981 |
| Durango, Roundhouse.....        | 247-1491 |

Radio Shops—North Yard, Pueblo, Grand Jct

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

OVERSPEED Couplings are DAMAGING —  
Here's what happens:

| Speed                                      | SAFE COUPLING SPEED           |
|--|-------------------------------|
| 4 miles per hour <input type="checkbox"/>  | Damage begins                 |
| 5 miles per hour <input type="checkbox"/>  | 2½ times as damaging as 4 MPH |
| 6 miles per hour <input type="checkbox"/>  | 3 times as damaging as 4 MPH  |
| 7 miles per hour <input type="checkbox"/>  | 4 times as damaging as 4 MPH  |
| 8 miles per hour <input type="checkbox"/>  | 5 times as damaging as 4 MPH  |
| 9 miles per hour <input type="checkbox"/>  | 6 times as damaging as 4 MPH  |
| 10 miles per hour <input type="checkbox"/> |                               |

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!**

| STATIONS                        | EASTWARD                      |                                |                              |                              |                              | WESTWARD           |                     |                    |                    |                    |                    |                    |                    |                    |
|---------------------------------|-------------------------------|--------------------------------|------------------------------|------------------------------|------------------------------|--------------------|---------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
|                                 | 42                            | 48                             | 52                           | 54                           | 34                           | 77                 | 71                  | 75                 | 99                 | 81                 | 97                 | 89                 | 83                 | 87                 |
| North Yard.....                 | 800A                          | 900A                           | 600P                         | 600P                         | 680P                         |                    |                     |                    |                    | 500P               | 1201P              | 1100A              | 600A               | 430A               |
| Bond.....                       | 200A                          | 400A                           | 100P                         | 140P                         | 285P                         |                    |                     |                    | 125A               | 930P               | 520P               | 250P               | 1000A              | 810A               |
| Pueblo.....                     | 1000A                         | 1100A                          | 700P                         | 700P                         | 760P                         | 300P               | 400P                | 900P               |                    |                    |                    |                    |                    |                    |
| Salida.....                     | 630A                          | 800A                           | 416P                         | 430P                         | 520P                         | 540P               | 640P                | 1210A              |                    |                    |                    |                    |                    |                    |
| Minturn.....                    | 230A                          | 430A                           | 116P                         | 156P                         | 260P                         | 906P               | 1006P               | 420A               |                    |                    |                    |                    |                    |                    |
| Grand Junction.....             | 8-930P<br>6-1000P<br>730P     | 8-1201A<br>6-1210A<br>1000P    | 8-835A<br>6-880A<br>700A     | 8-1015A<br>6-1010A<br>855A   | 8-1120A<br>6-1120A<br>1115A  | 1225A<br>1235A     | 125A<br>135A        | 800A<br>830A       | 555A<br>630A       | 100A<br>105A       | 920P<br>950P       | 620P<br>625P       | 125P<br>130P       | 1130A<br>1135A     |
| Hepler.....                     | 230P                          | 500P                           | 200A                         | 510A                         | 800A                         | 430A               | 530A                | 120P               | 1150A              | 445A               | 300A               | 960P               | 455P               | 250P               |
| Boyer.....                      | 900A<br>730A                  | 1230P<br>1100A                 | 930P<br>916P                 | 145A<br>135A                 | 500A<br>435A                 | 800A<br>200P       | 900A<br>200P        | 500P<br>555P       | 400P<br>555P       | 800A<br>200P       | 700A<br>200P       | 100A<br>120A       | 800P<br>120A       | 540P<br>556P       |
| Ogden.....                      | 600A                          | 1000A                          | 800P                         | 1230A                        | 340A                         | 300P               | 300P                | 650P               | 650P               | 300P               | 300P               | 230A               | 230A               | 650P               |
| Delivered to<br>Connection..... | Q 900A<br>RI 800A<br>MP 1100A | Q 1000A<br>RI 900A<br>MP 1201P | Q 700P<br>RI 600P<br>MP 800P | Q 700P<br>RI 600P<br>MP 800P | Q 700P<br>RI 630P<br>MP 850P | WP 900A<br>SP 300P | WP 1000A<br>SP 300P | WP 600P<br>SP 650P | WP 500P<br>SP 650P | WP 900A<br>SP 300P | WP 800A<br>SP 300P | WP 200A<br>SP 230A | WP 900P<br>SP 230A | WP 640P<br>SP 650P |

Condensed Freight Train Schedules (For information only)

| FIRST CLASS             | Zone Speeds Westward | Mile Post | Zone Speeds Eastward | Station Number | Subdivision 1-A<br>(in part, also see page 7)<br>and 4-A<br>Stations |                    |          | FIRST CLASS             |
|-------------------------|----------------------|-----------|----------------------|----------------|--|--------------------|----------|-------------------------|
|                         |                      |           |                      |                | Siding Turnout Speeds  | Capacity of Siding | Stations |                         |
| 17<br>California Zephyr | MPH                  | MPH       | MPH                  | MPH            | E. Sw.   | W. Sw.             | MPH      | 18<br>California Zephyr |
| Lv. Daily               |                      |           |                      |                |  |                    |          | Ar. Daily               |
| 8 20 AM                 | ↓                    | 0.0       | ↑                    | ...            |  |                    |          | 6 55 PM                 |
| 8 25                    | ↓                    | 1.0       | ↑                    | ...            |  |                    |          | 6 45                    |
|                         | ↓                    | 1.5       | ↑                    | ...            |  |                    |          |                         |
|                         | ↓                    | 2.5       | ↑                    | 0003           |  |                    |          |                         |
|                         | ↓                    | 3.2       | ↑                    | ...            |  |                    |          |                         |
|                         | ↓                    | 3.8       | ↑                    | ...            |  |                    |          |                         |
|                         | ↓                    | 4.8       | ↑                    | 0004           |  |                    |          |                         |
|                         | ↓                    | 7.0       | ↑                    | ...            |  |                    |          |                         |
|                         | ↓                    | 12.0      | ↑                    | ...            |  |                    |          |                         |
|                         | ↓                    | 12.4      | ↑                    | 0012           |  |                    |          |                         |
|                         | ↓                    | 18.0      | ↑                    | 0018           |  |                    |          |                         |
|                         | ↓                    | 21.2      | ↑                    | 0021           |  |                    |          |                         |
|                         | ↓                    | 24.5      | ↑                    | 0025           |  |                    |          |                         |
|                         | ↓                    | 25        | ↑                    | 0025           |  |                    |          |                         |
|                         | ↓                    | 31.2      | ↑                    | 0031           |  |                    |          |                         |
|                         | ↓                    | 37.5      | ↑                    | 0037           |  |                    |          |                         |
|                         | ↓                    | 42.1      | ↑                    | 0042           |  |                    |          |                         |
|                         | ↓                    | 47.1      | ↑                    | 0047           |  |                    |          |                         |
|                         | ↓                    | 50.1      | ↑                    | 0050           |  |                    |          |                         |
| 10 15                   | ↓                    | 56.9      | ↑                    | 0057           |  |                    |          | 4 55                    |
|                         | ↓                    | 58.6      | ↑                    | ...            |  |                    |          |                         |
|                         | ↓                    | 30        | ↑                    | 0062           |  |                    |          |                         |
|                         | ↓                    | 62.2      | ↑                    | 0066           |  |                    |          |                         |
|                         | ↓                    | 66.0      | ↑                    | 0076           |  |                    |          |                         |
| 10 50                   | ↓                    | 75.8      | ↑                    | 0076           |  |                    |          | 4 25                    |
|                         | ↓                    | 86.2      | ↑                    | 0086           |  |                    |          |                         |
|                         | ↓                    | 93.0      | ↑                    | 0098           |  |                    |          |                         |
|                         | ↓                    | 98.0      | ↑                    | 0103           |  |                    |          |                         |
|                         | ↓                    | 106.0     | ↑                    | 0106           |  |                    |          |                         |
|                         | ↓                    | 108.6     | ↑                    | 0111           |  |                    |          |                         |
|                         | ↓                    | 111.3     | ↑                    | 0116           |  |                    |          |                         |
|                         | ↓                    | 116.0     | ↑                    | 0123           |  |                    |          |                         |
|                         | ↓                    | 116.4     | ↑                    | 0129           |  |                    |          |                         |
|                         | ↓                    | 123.0     | ↑                    | 0129           |  |                    |          |                         |
|                         | ↓                    | 128.0     | ↑                    | 2302           |  |                    |          |                         |
|                         | ↓                    | 128.8     | ↑                    | 2306           |  |                    |          |                         |
| 12 15 PM                | ↓                    | 129.3     | ↑                    | 2314           |  |                    |          | 2 50 PM                 |
|                         | ↓                    | 142.1     | ↑                    | 2314           |  |                    |          |                         |
|                         | ↓                    | 155.2     | ↑                    | 2276           |  |                    |          | 1 47 PM                 |
| 1 07 PM                 | ↓                    | 166.8     | ↑                    | 2276           |  |                    |          |                         |
| Ar. Daily               |                      |           |                      |                |  |                    |          | Lv. Daily               |

Exceptions:

|   |     |
|---|-----|
| Zone speeds:                                      | MPH |
| Passenger   |     |
| MP 50.1-37.0 (Eastward)                           | 40  |
| MP 18.0-12.0 (Eastward)                           | 50  |
| MP 12.0-7.0 (Eastward)                            | 60  |
| "Coal" trains (see Rule 5) MP 50.1-7.0 (Eastward) | 25  |
| Beltline, Utah Jct - UP Transfer, MP 4            | 20  |
| Turnout speeds:                                   |     |
| Fox Jct End of two main tracks                    | 30  |
| Orestod, Jct switch                               | 30  |
| Bond, River track, East and West end              | 30  |
| Dotsero, Jct switch                               | 40  |
| All other turnout speeds                          | 15  |
| Siding — Tabernash                                | 20  |

| FIRST CLASS             | Zone Speeds Westward | Mile Post | Zone Speeds Eastward | Station Number | Subdivision 4<br>Stations |                    |          | FIRST CLASS             |
|-------------------------|----------------------|-----------|----------------------|----------------|---------------------------|--------------------|----------|-------------------------|
|                         |                      |           |                      |                | Siding Turnout Speeds     | Capacity of Siding | Stations |                         |
| 17<br>California Zephyr | MPH                  | MPH       | MPH                  | MPH            | E. Sw.                    | W. Sw.             | MPH      | 18<br>California Zephyr |
| Lv. Daily               |                      |           |                      |                |                           |                    |          | Ar. Daily               |
|                         | ↓                    | 301.7     | ↑                    | 2250           |                           |                    |          |                         |
|                         | ↓                    | 302.0     | ↑                    | 2256           |                           |                    |          |                         |
|                         | ↓                    | 302.6     | ↑                    | 2260           |                           |                    |          |                         |
|                         | ↓                    | 319.0     | ↑                    | 2270           |                           |                    |          |                         |
|                         | ↓                    | 332.0     | ↑                    | 2276           |                           |                    |          |                         |
| 1 07 PM                 | ↓                    | 341.9     | ↑                    | 2282           |                           |                    |          |                         |
|                         | ↓                    | 347.5     | ↑                    | 2284           |                           |                    |          |                         |
|                         | ↓                    | 350.5     | ↑                    | 2288           |                           |                    |          |                         |
|                         | ↓                    | 355.0     | ↑                    | 2290           |                           |                    |          |                         |
| 1 45                    | ↓                    | 360.1     | ↑                    | 2508           |                           |                    |          |                         |
|                         | ↓                    | 367.9     | ↑                    | 2512           |                           |                    |          |                         |
|                         | ↓                    | 369.0     | ↑                    | 2520           |                           |                    |          |                         |
|                         | ↓                    | 372.7     | ↑                    | 2528           |                           |                    |          |                         |
|                         | ↓                    | 379.5     | ↑                    | 2532           |                           |                    |          |                         |
| 2 20                    | ↓                    | 386.6     | ↑                    | 2538           |                           |                    |          |                         |
|                         | ↓                    | 391.4     | ↑                    | 2540           |                           |                    |          |                         |
|                         | ↓                    | 399.1     | ↑                    | 2542           |                           |                    |          |                         |
|                         | ↓                    | 404.0     | ↑                    | 2546           |                           |                    |          |                         |
|                         | ↓                    | 408.7     | ↑                    | 2552           |                           |                    |          |                         |
|                         | ↓                    | 412.0     | ↑                    | 2554           |                           |                    |          |                         |
|                         | ↓                    | 416.6     | ↑                    | 2560           |                           |                    |          |                         |
|                         | ↓                    | 423.3     | ↑                    | 2572           |                           |                    |          |                         |
|                         | ↓                    | 427.7     | ↑                    | 2578           |                           |                    |          |                         |
|                         | ↓                    | 432.6     | ↑                    | 2580           |                           |                    |          |                         |
|                         | ↓                    | 437.0     | ↑                    | ...            |                           |                    |          |                         |
|                         | ↓                    | 442.5     | ↑                    | ...            |                           |                    |          |                         |
|                         | ↓                    | 445.0     | ↑                    | ...            |                           |                    |          |                         |
|                         | ↓                    | 447.3     | ↑                    | ...            |                           |                    |          |                         |
|                         | ↓                    | 448.6     | ↑                    | ...            |                           |                    |          |                         |
|                         | ↓                    | 449.6     | ↑                    | ...            |                           |                    |          |                         |
|                         | ↓                    | 450.6     | ↑                    | ...            |                           |                    |          |                         |
| 3 40 PM                 | ↓                    | 20        | ↑                    | 5000           |                           |                    |          |                         |
| Ar. Daily               |                      |           |                      |                |                           |                    |          | Lv. Daily               |

Exceptions:

|                               |     |
|-------------------------------|-----|
| Turnout Speeds:               | MPH |
| Dotsero, Jct switch MP 341.9  | 40  |
| Glenwood, Crossover, MP 360.5 | 30  |
| Fruitvale, MP 445.0           | 30  |
| All other turnout speeds      | 15  |

City Ordinances:

|           |    |
|-----------|----|
| Palisade  | 25 |
| Grand Jct | 25 |

| Zone Speeds<br>Westward<br>MPH | Mile Post | Zone Speeds<br>Eastward<br>MPH | Station Number | Subdivisions 2 and 3<br>Stations<br>TIME-TABLE No. 8<br>October 6, 1968 |           | Siding<br>Turnout<br>Speeds<br>MPH |           | Capacity of<br>Siding |
|--------------------------------|-----------|--------------------------------|----------------|---|-----------|------------------------------------|-----------|-----------------------|
|                                |           |                                |                | E.<br>Sw.   | W.<br>Sw. | E.<br>Sw.                          | W.<br>Sw. |                       |
|                                | 120.1     |                                | 4000           | <b>PUEBLO</b> .....DNBKR  |           |                                    |           | Yard                  |
|                                | 122.3     |                                |                | 2.2<br>GOODNIGHT.....   |           |                                    |           |                       |
|                                | 134.6     |                                | 1712           | 12.3<br>SWALLOWS.....   |           | 30                                 | 30        | 143                   |
|                                | 139.6     |                                | 1714           | 5.0<br>HOBSON.....  |           | 15                                 | 30        | 88                    |
|                                | 145.8     |                                | 1720           | 6.2<br>PORTLAND.....  |           |                                    |           | Yard                  |
|                                | 147.4     |                                | 1722           | 1.3<br>ADOBE.....   |           | 30                                 | 30        | 121                   |
|                                | 149.9     |                                | 1724           | 4.8<br>FLORENCE.....  |           | 30                                 | 30        | 134                   |
| 45                             | 130.8     | 45                             | 1740           | 8.9<br>CANON CITY.....  |           | 30                                 | 30        | 145                   |
|                                | 164.8     |                                | 1748           | 4.0<br>GORGE.....   |           | 15                                 | 15        | 85                    |
|                                | 171.2     |                                | 1754           | 6.4<br>PARKDALE.....  |           | 30                                 | 30        | 95                    |
|                                | 175.9     |                                | 1756           | 4.5<br>SPIKEBUCK.....   |           | 30                                 | 30        | 92                    |
|                                | 184.1     |                                | 1762           | 8.4<br>TEXAS CREEK.....   |           | 30                                 | 30        | 118                   |
|                                | 191.7     |                                | 1782           | 7.6<br>COTOPAXI.....  |           | 30                                 | 30        | 116                   |
|                                | 198.1     |                                | 1784           | 6.4<br>VALLIE.....  |           | 30                                 | 30        | 117                   |
|                                | 208.0     |                                | 1792           | 9.9<br>SWISSVALE.....   |           | 30                                 | 30        | 124                   |
|                                | 214.7     |                                |                | 7.1   |           |                                    |           |                       |
| 20                             | 215.1     | 20                             | 2002           | <b>SALIDA</b> .....DNBKRWY  |           | 30                                 | 30        | Yard                  |
| 50                             | 222.2     | 50                             | 2010           | 7.1<br>BROWN CANON...   |           | 30                                 | 15        | 130                   |
|                                | 230.0     |                                |                | 10.7  |           |                                    |           |                       |
| 65                             | 232.9     | 65                             | 2016           | NATHROP.....  |           | 30                                 | 30        | 130                   |
|                                | 240.0     |                                |                | 7.4   |           |                                    |           |                       |
|                                | 240.3     |                                | 2020           | BUENA VISTA.....  |           |                                    |           |                       |
| 50                             | 244.7     | 50                             | 2026           | 4.4<br>AMERICUS.....  |           | 30                                 | 15        | 129                   |
|                                | 252.1     |                                | 2032           | 7.4<br>PRINCETON.....   |           | 30                                 | 30        | 145                   |
| 65                             | 262.0     | 65                             | 2040           | 11.5<br>KOBE.....   |           | 30                                 | 30        | 158                   |
|                                | 263.6     |                                |                | 7.4   |           |                                    |           |                       |
|                                | 271.0     |                                | 2100           | MALTA.....  |           | 30                                 | 30        | Yard                  |
| 45                             | 280.3     | 45                             | 2208           | 9.3<br>TENNESSEE PASS..   |           | 30                                 | 15        | 151                   |
|                                | 288.5     |                                | 2216           | 8.2<br>PANDO.....   |           | 30                                 | 30        | 158                   |
|                                | 296.2     |                                | 2232           | 7.7<br>BELDEN.....  |           | 15                                 | 15        | 201                   |
| 30                             | 298.0     |                                |                | 5.8   |           |                                    |           |                       |
| 20                             | 301.7     | 20                             | 2250           | <b>MINTURN</b> .....  |           | 30                                 | 30        | Yard                  |
|                                | 302.0     |                                |                | DNBKRWY   |           |                                    |           |                       |
|                                | 302.6     |                                |                | (181.9)   |           |                                    |           |                       |

## Exceptions:

|  |     |
|--|-----|
| Zone Speeds:   | MPH |
| Passenger, MP 280.3-298.0 (Westward).....                | 25  |
| "Coal" trains (see Rule 5) MP 280.3-215.1 (Eastward).... | 40  |
| MP 280.3-302.0 (Westward).....                           | 15  |
| Over crossover switch MP 280.3.....                      | 20  |

## Turnout Speeds:

|  |    |
|--|----|
| Pueblo, Roger lead to main track MP 120.1..... | 30 |
| Goodnight, Main track, MP 122.4.....           | 30 |
| All other turnout speeds.....                  | 15 |

## City ordinances:

|                  |    |
|------------------|----|
| Florence.....    | 40 |
| Buena Vista..... | 25 |

| Zone Speeds<br>Westward<br>MPH | Mile Post | Zone Speeds<br>Eastward<br>MPH | Station Number | Subdivision 1-A<br>(in part, also see page 4)<br>and 1-B<br>Craig Branch<br>Stations<br>TIME-TABLE No. 8<br>October 6, 1968 |           | Siding<br>Turnout<br>Speeds<br>MPH |           | Capacity of<br>Siding |
|--------------------------------|-----------|--------------------------------|----------------|---|-----------|------------------------------------|-----------|-----------------------|
|                                |           |                                |                | E.<br>Sw.   | W.<br>Sw. | E.<br>Sw.                          | W.<br>Sw. |                       |
|                                | 128.8     |                                | 0129           | <b>ORESTOD</b> .....J   |           |                                    |           |                       |
|                                | 138.7     |                                | 0139           | 9.9<br>CRATER.....  |           | 15                                 | 15        | 68                    |
| 20                             | 142.7     | 20                             | 0143           | 4.0<br>VOLCANO.....   |           | 15                                 | 15        | 134                   |
|                                | 150.1     |                                | 0150           | 7.4<br>EGERIA.....  |           | 15                                 | 15        | 50                    |
|                                | 153.3     |                                | 0153           | 3.2<br>TOPONAS.....   |           | 15                                 | 15        | 45                    |
| 40                             | 161.8     | 40                             | 0162           | 8.5<br>YAMPA.....   |           | 15                                 | 15        | 68                    |
|                                | 168.0     |                                | 0168           | 6.2<br><b>PHIPPSBURG</b>  |           | 15                                 | 15        | Yard                  |
| 25                             | 174.0     | 25                             |                | 7.2<br>DBFKRSWY   |           |                                    |           |                       |
|                                | 175.2     |                                | 0175           | HAYBRO.....   |           | 15                                 | 15        | 47                    |
|                                | 178.2     |                                | 0178           | 3.0<br>PARK.....  |           | 15                                 | 15        | 38                    |
| 40                             | 183.9     | 40                             | 0184           | 5.7<br>SIDNEY.....  |           | 15                                 | 15        | 90                    |
|                                | 191.1     |                                | 0191           | 7.2<br>STEAMBOAT.....   |           | 15                                 | 15        | 69                    |
|                                | 200.0     |                                | 0198           | 8.9<br>HITCHENS.....  |           |                                    |           |                       |
|                                | 201.2     |                                | 0201           | 1.2<br>MILNER.....  |           | 15                                 | 15        | 73                    |
| 25                             | 206.6     | 25                             | 0206           | 5.4<br>BEAR.....  |           | 15                                 | 15        | 65                    |
|                                | 208.0     |                                | 0208           | 1.4<br>HARRIS.....  |           | 15                                 | 15        | 38                    |
|                                | 215.1     |                                | 0215           | 7.1<br>HAYDEN.....  |           | 15                                 | 15        | 49                    |
| 30                             | 231.7     | 30                             | 0232           | 16.6<br><b>CRAIG</b> .....DBKWY   |           |                                    |           | Yard                  |
|                                |           |                                |                | (102.9)   |           |                                    |           |                       |

|   |     |    |
|---|-----|----|
| Exceptions: Zone Speeds—Energy Spur.....          | MPH | 25 |
| Turnout Speeds: Orestod, Jct switch MP 128.8..... | 30  |    |
| All other turnout speeds.....                     | 15  |    |
| Sidings.....                                      | 15  |    |

| Zone Speeds<br>Westward<br>MPH | Mile Post | Zone Speeds<br>Eastward<br>MPH | Station Number | Monarch Spur<br>Stations<br>TIME-TABLE No. 8<br>October 6, 1968 |           | Siding<br>Turnout<br>Speeds<br>MPH |           | Capacity of<br>Siding |
|--------------------------------|-----------|--------------------------------|----------------|---|-----------|------------------------------------|-----------|-----------------------|
|                                |           |                                |                | E.<br>Sw.   | W.<br>Sw. | E.<br>Sw.                          | W.<br>Sw. |                       |
|                                | 215.1     |                                | 2002           | SALIDA.....DNBKRWY  |           |                                    |           | Yard                  |
| 10                             | 215.4     | 10                             |                | 9.5   |           |                                    |           |                       |
| 20                             | 224.6     | 20                             | 3014           | MAYSVILLE.....  |           | 15                                 | 15        | 26                    |
|                                | 228.5     |                                |                | 8.8   |           |                                    |           |                       |
| 12                             | 233.4     | 8                              | 3020           | GARFIELD.....   |           | 10                                 | 10        | 8                     |
|                                | 236.5     |                                | 3028           | MONARCH.....  |           |                                    |           | Yard                  |
|                                |           |                                |                | (21.4)  |           |                                    |           |                       |

|   |     |
|---|-----|
| Exceptions: Zone Speeds:                  | MPH |
| Passenger, MP 236.5-228.5 (Eastward)..... | 12  |
| MP 228.5-224.6 (Eastward).....            | 20  |
| All other turnout speeds.....             | 15  |
| Sidings.....                              | 15  |

| Zone Speeds<br>Westward<br>MPH | Mile Post | Zone Speeds<br>Eastward<br>MPH | Station Number | Subdivision 3-A<br>Leadville Branch<br>Stations<br>TIME-TABLE No. 8<br>October 6, 1968 |           | Siding<br>Turnout<br>Speeds<br>MPH |           | Capacity of<br>Siding |
|--------------------------------|-----------|--------------------------------|----------------|--|-----------|------------------------------------|-----------|-----------------------|
|                                |           |                                |                | E.<br>Sw.  | W.<br>Sw. | E.<br>Sw.                          | W.<br>Sw. |                       |
|                                | 271.0     |                                | 2100           | MALTA.....JWY  |           |                                    |           | Yard                  |
| 15                             | 273.3     | 15                             | 2104           | 2.3<br>EILERS.....   |           |                                    |           | Yard                  |
|                                | 275.9     |                                | 2120           | 2.6<br>LEADVILLE.....BO  |           |                                    |           | Yard                  |
|                                |           |                                |                | (4.9)  |           |                                    |           |                       |

|                         |     |    |
|-------------------------|-----|----|
| All turnout speeds..... | MPH | 15 |
|-------------------------|-----|----|

| Zone Speeds<br>Westward<br>MPH | Mile Post | Zone Speeds<br>Eastward<br>MPH | Station Number | Subdivision 4-B<br>Aspen Branch<br>Stations<br>TIME-TABLE No. 8<br>October 6, 1968 |           |    | Siding<br>Turnout<br>Speeds<br>MPH | Capacity of<br>Siding |
|--------------------------------|-----------|--------------------------------|----------------|--|-----------|----|------------------------------------|-----------------------|
|                                |           |                                |                | E.<br>Sw.  | W.<br>Sw. |    |                                    |                       |
|                                | 360.1     |                                | 2290           | GLENWOOD...BJKRY   |           |    |                                    |                       |
| ↓ 30                           | 367.9     | ↑ 25                           | 2408           | CATTLE CREEK...  | 15        | 15 | 14                                 |                       |
|                                | 373.0     |                                | 2416           | CARBONDALE...W   |           |    | Yard                               |                       |
| ↓ 20                           | 392.9     | ↑ 20                           | 2437           | WOODY CREEK...   |           |    | Yard                               |                       |
|                                | 401.3     |                                | 2440           | ASPEN...Y  |           |    | Yard                               |                       |
| (41.2)                         |           |                                |                |  |           |    |                                    |                       |

Exceptions: MPH

Zone speeds, over Wingo Bridge MP 384.9.....10

All other turnout speeds .....15

Sidings .....15

| SECOND CLASS<br>63 | Zone Speeds<br>Westward<br>MPH | Mile Post | Zone Speeds<br>Eastward<br>MPH | Station Number | Subdivision 8<br>Stations<br>TIME-TABLE No. 8<br>October 6, 1968 |           |    | Siding<br>Turnout<br>Speeds<br>MPH | Capacity of<br>Siding | SECOND CLASS<br>62 |
|--------------------|--------------------------------|-----------|--------------------------------|----------------|--|-----------|----|------------------------------------|-----------------------|--------------------|
|                    |                                |           |                                |                | E.<br>Sw.  | W.<br>Sw. |    |                                    |                       |                    |
| Lv. Daily          |                                | 118.9     | ↑ 30                           | 7134           | PUEBLO...DNBJK   |           |    | Yard                               | Ar. Daily             |                    |
|                    | ↓ 30                           | 121.4     | ↑ 30                           | 1136           | MINNEQUA...  |           |    | Yard                               |                       |                    |
|                    |                                | 122.9     |                                | 1140           | SOUTHERN JCT   |           |    |                                    |                       |                    |
|                    |                                |           | ↑ *                            | 1153           | CEDARWOOD...J  |           |    | *                                  |                       |                    |
|                    |                                |           | ↑ *                            | 1158           | LASCAR...  |           |    | *                                  |                       |                    |
|                    |                                | 175.0     |                                |                | WALSENBURG<br>UD   |           |    |                                    |                       |                    |
|                    |                                | 175.1     |                                |                | D&RGW JCT...J  |           |    |                                    |                       |                    |
| 3 30 PM            | ↓ 30                           | 175.2     | ↑ 30                           | 1180           | WALSENBURG...  |           |    | Yard                               | 7 21 AM               |                    |
| 4 10               | ↓ 20                           | 190.3     | ↑ 20                           | 1550           | LA VETA...BWy  |           |    | Yard                               | 6 50                  |                    |
| 4 31               |                                | 195.0     |                                | 1560           | OCCIDENTAL...  | 15        | 15 | 30                                 | 6 24                  |                    |
| 5 14               | ↓ 15                           | 207.2     | ↑ 15                           | 1564           | FIR...Y  | 15        | 15 | 35                                 | 5 41                  |                    |
| 5 39               | ↓ 20                           | 214.6     | ↑ 20                           | 1570           | SIERRA...  | 15        | 15 | 68                                 | 5 16                  |                    |
| 6 11               |                                | 222.0     |                                | 1576           | FORT GARLAND...W   | 15        | 15 | 77                                 | 4 44                  |                    |
| 6 18               | ↓ 40                           | 232.4     | ↑ 40                           | 1578           | BLANCA...  | 15        | 15 | 68                                 | 4 37                  |                    |
| 6 30               | ↓ 30                           | 239.8     | ↑ 30                           | 1584           | BALDY...   | 15        | 15 | 20                                 | 4 25                  |                    |
| 6 54 PM            |                                | 251.7     |                                | 1590           | ALAMOSA...DBJK   |           |    | Yard                               | 4 01 AM               |                    |
| Ar. Daily          |                                |           |                                |                | (132.8)  |           |    |                                    | Lv. Daily             |                    |

**No. 63 is superior to No. 62**

Schedule and train order times Westward trains, Subdivision 8, at Walsenburg apply at D&RGW Jct switch.

Exceptions: MPH

All other turnout speeds.....15

City Ordinance—Walsenburg.....15

Sidings .....15

\*See Colorado and Southern, Denver Division Time-table.

| Zone Speeds<br>Westward<br>MPH | Mile Post | Zone Speeds<br>Eastward<br>MPH | Station Number | Subdivision 10-A<br>Creede Branch<br>Stations<br>TIME-TABLE No. 8<br>October 6, 1968 |           |    | Siding<br>Turnout<br>Speeds<br>MPH | Capacity of<br>Siding |
|--------------------------------|-----------|--------------------------------|----------------|--|-----------|----|------------------------------------|-----------------------|
|                                |           |                                |                | E.<br>Sw.  | W.<br>Sw. |    |                                    |                       |
|                                | 251.7     |                                | 1590           | ALAMOSA...DBJK   |           |    | Yard                               |                       |
|                                | 263.1     | ↑ 30                           | 1604           | PARMA...   | 15        | 15 | 14                                 |                       |
| ↓ 30                           | 266.1     |                                | 1606           | ZINZER...  | 15        | 15 | 76                                 |                       |
|                                | 269.0     |                                | 1612           | MONTE VISTA...W  |           |    | Yard                               |                       |
|                                | 282.8     |                                | 1624           | DEL NORTE...   | 15        | 15 | 60                                 |                       |
|                                | 288.9     |                                | 1628           | HANNA...   | 15        | 15 | 14                                 |                       |
| ↓ 20                           | 298.2     | ↑ 20                           | 1638           | SOUTH FORK...W   | 15        | 15 | 21                                 |                       |
| ↓ *                            | 299.1     |                                | 1640           | DERRICK...Y  |           |    |                                    |                       |
|                                | 300.0     |                                | 1650           | WAGON WHEEL GAP  | 15        | 15 | 11                                 |                       |
|                                | 312.1     | ↑ *                            | 1654           | WASSON...Y   | 15        | 15 | 20                                 |                       |
| ↓ *                            | 318.1     |                                | 1661           | CREEDE...  |           |    | Yard                               |                       |
|                                | 320.7     |                                |                |  |           |    |                                    |                       |
| (69.0)                         |           |                                |                |  |           |    |                                    |                       |

Exceptions: MPH

\*Zone speeds, MP 300.0-320.7—Curves.....10

Tangent .....15

All other turnout speeds.....15

Sidings .....15

| Zone Speeds<br>Westward<br>MPH | Mile Post | Zone Speeds<br>Eastward<br>MPH | Station Number | Subdivision 11<br>Stations<br>TIME-TABLE No. 8<br>October 6, 1968 |           |    | Siding<br>Turnout<br>Speeds<br>MPH | Capacity of<br>Siding |
|--------------------------------|-----------|--------------------------------|----------------|---|-----------|----|------------------------------------|-----------------------|
|                                |           |                                |                | E.<br>Sw.   | W.<br>Sw. |    |                                    |                       |
|                                | 251.7     |                                | 1590           | ALAMOSA...DBJK  |           |    | Yard                               |                       |
|                                | 257.0     | ↑ 30                           | 3542           | HENRY...D   | 15        | 15 | 25                                 |                       |
|                                | 259.6     |                                | 3544           | ESTRELLA...   | 15        | 15 | 35                                 |                       |
| ↓ 30                           | 266.2     | ↑ 30                           | 3546           | LA JARA...DW  |           |    | Yard                               |                       |
|                                | 273.3     |                                | 3555           | ROMEO...  | 15        | 15 | 39                                 |                       |
|                                | 280.3     |                                | 3557           | ANTONITO...DFWY   |           |    | Yard                               |                       |
|                                | 286.0     |                                |                | LAVA...WY   |           |    |                                    |                       |
|                                | 291.8     |                                |                | BIG HORN...Y  | 15        | 15 | 28                                 |                       |
|                                | 299.4     |                                | 3804           | SUBLETTE...W  | 15        | 15 | 25                                 |                       |
| ↓ 15                           | 306.1     | ↑ 15                           | 3806           | TOLTEC...   | 15        | 15 | 75                                 |                       |
|                                | 310.5     |                                | 3808           | OSIER...W   | 15        | 15 | 43                                 |                       |
|                                | 318.4     |                                | 3610           | LOS PINOS...W   | 15        | 15 | 46                                 |                       |
|                                | 324.8     |                                | 3614           | CUMBRES...WY  | 15        | 15 | 105                                |                       |
|                                | 330.6     |                                | 3812           | CRESCO...W  | 15        | 15 | 43                                 |                       |
| ↓ 12                           | 335.5     | ↑ 12                           | 3816           | LOBATO...   | 15        | 15 | 28                                 |                       |
|                                | 340.0     |                                | 3820           | CHAMA...DBK   |           |    | Yard                               |                       |
|                                | 344.1     |                                |                |   |           |    |                                    |                       |
| (92.4)                         |           |                                |                |   |           |    |                                    |                       |

Exceptions: MPH

Zone speeds—Over Bridge 319.95.....8

Over Bridge 339.78.....10

All other turnout speeds.....15

Sidings .....15

City Ordinances: La Jara.....15

Antonito, MP 279.7-280.6.....12

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

| Zone Speeds<br>Westward<br>MPH | Mile Post | Zone Speeds<br>Eastward<br>MPH | Station Number    | Subdivision 12<br>Stations<br>TIME-TABLE No. 8<br>October 6, 1968 |           | Siding<br>Turnout<br>Speeds<br>MPH |           | Capacity of<br>Siding |
|--------------------------------|-----------|--------------------------------|-------------------|---|-----------|------------------------------------|-----------|-----------------------|
|                                |           |                                |                   | E.<br>Sw.   | W.<br>Sw. | E.<br>Sw.                          | W.<br>Sw. |                       |
|                                |           |                                |                   |   |           |                                    |           |                       |
| 344.1                          | 344.1     | 3820                           | CHAMA.....DBK     | ..  | ..        | ..                                 | ..        | Yard                  |
| 349.2                          | 349.2     | 3824                           | WILLOW CREEK..... | 15  | 15        | 15                                 | 17        |                       |
| 354.0                          | 354.0     | 3828                           | AZOTEA.....       | 15  | 15        | 15                                 | 32        |                       |
| 363.5                          | 363.5     | 3836                           | MONERO.....FW     | 15  | 15        | 15                                 | 21        |                       |
| 369.5                          | 369.5     | 3842                           | LUMBERTON.....Y   | 15  | 15        | 15                                 | 63        |                       |
| 373.3                          | 373.3     | 3846                           | DULCE.....        | 15  | 15        | 15                                 | 67        |                       |
| 377.7                          | 377.7     | 3848                           | NAVAJO.....W      | 15  | 15        | 15                                 | 23        |                       |
| 390.4                          | 390.4     | 3620                           | GATO.....WY       | 15  | 15        | 15                                 | 75        |                       |
| 408.8                          | 408.8     | 3626                           | ARBOLES.....W     | 15  | 15        | 15                                 | 45        |                       |
| 411.0                          | 411.0     | 3630                           | ALLISON.....      | 15  | 15        | 15                                 | 16        |                       |
| 418.9                          | 418.9     | 3634                           | LA BOCA.....W     | 15  | 15        | 15                                 | 28        |                       |
| 425.7                          | 425.7     | 3636                           | IGNACIO.....      | 15  | 15        | 15                                 | 62        |                       |
| 432.9                          | 432.9     | 3642                           | OXFORD.....       | 15  | 15        | 15                                 | 30        |                       |
| 437.3                          | 437.3     | 3644                           | FLORIDA.....W     | 15  | 15        | 15                                 | 30        |                       |
| 441.6                          | 441.6     | 3646                           | FALFA.....        | 15  | 15        | 15                                 | 11        |                       |
| 449.1                          | 449.1     | 3654                           | CARBON JCT.....J  | 15  | 15        | 15                                 | 27        |                       |
| 451.5                          | 451.5     | 3660                           | DURANGO.....DBJK  | ..  | ..        | ..                                 | ..        | Yard                  |

(107.4)

Exceptions: MPH  
All other turnout speeds.....15  
Sidings .....15

| Zone Speeds<br>Westward<br>MPH | Mile Post | Zone Speeds<br>Eastward<br>MPH | Station Number       | Subdivision 12-A<br>Farmington Branch<br>Stations<br>TIME-TABLE No. 8<br>October 6, 1968 |           | Siding<br>Turnout<br>Speeds<br>MPH |           | Capacity of<br>Siding |
|--------------------------------|-----------|--------------------------------|----------------------|--|-----------|------------------------------------|-----------|-----------------------|
|                                |           |                                |                      | E.<br>Sw.  | W.<br>Sw. | E.<br>Sw.                          | W.<br>Sw. |                       |
|                                |           |                                |                      |  |           |                                    |           |                       |
| 449.1                          | 449.1     | 3654                           | CARBON JCT.....J     | 15   | 15        | 15                                 | 27        |                       |
| 471.7                          | 471.7     | 3958                           | CEDAR HILL.....      | 15   | 15        | 15                                 | 19        |                       |
| 481.8                          | 481.8     | 3964                           | AZTEC.....           | 15   | 15        | 15                                 | 23        |                       |
| 493.4                          | 493.4     | 3968                           | SAN JUAN.....        | 15   | 15        | 15                                 | 71        |                       |
| 496.2                          | 496.2     | 3972                           | FARMINGT. ON. . . WY | ..   | ..        | ..                                 | ..        | Yard                  |

(47.1)

Exceptions: MPH  
All other turnout speeds.....15  
Sidings .....15

| Westward<br>SECOND CLASS |              | Mile Post | Subdivision 12-B<br>Silverton Branch<br>Stations<br>TIME-TABLE No. 8<br>October 6, 1968 |              | Capacity of<br>Siding | Eastward<br>SECOND CLASS |  |
|--------------------------|--------------|-----------|---|--------------|-----------------------|--------------------------|--|
| 463<br>Mixed             | 461<br>Mixed |           | 462<br>Mixed  | 464<br>Mixed |                       |                          |  |
| Lv. Daily                | Lv. Daily    |           | Ar. Daily   | Ar. Daily    |                       |                          |  |
| 9 30 AM                  | 8 30 AM      | 451.5     | DURANGO.....DBJK  | Yard         | 5 30 PM               | 6 30 PM                  |  |
| 10 15                    | 9 15         | 462.5     | HERMOSA.....W   | 13           | 4 42                  | 5 42                     |  |
| 10 44                    | 9 44         | 469.1     | ROCKWOOD.....Y  | 24           | 4 15                  | 5 15                     |  |
| f 11 05                  | f 10 05      | 472.3     | TACOMA.....   | 18           | f 3 54                | f 4 54                   |  |
| f 11 14                  | f 10 14      | 474.0     | AH WILDERNESS... ..   | f 3 45       | f 4 45                |                          |  |
| f 11 35                  | f 10 35      | 478.0     | TEFT.....   | f 3 29       | f 4 29                |                          |  |
| f 12 01                  | f 11 01      | 484.0     | NEEDELTON.....W   | 13           | f 3 05                | f 4 05                   |  |
| f 12 32                  | f 11 32      | 490.5     | ELK PARK.....Y  | 14           | f 2 35                | f 3 35                   |  |
| 1 01 PM                  | 12 01 PM     | 496.7     | SILVERTON.....Y   | Yard         | 2 05 PM               | 3 05 PM                  |  |
| Ar. Daily                | Ar. Daily    | (45.2)    |   |              | Lv. Daily             | Lv. Daily                |  |

No. 461 and No. 463 are superior to No. 462 and No. 464

MPH  
Zone Speeds.....15  
Exceptions—Rockwood MP 469.1—Bridge 471.23..... 8  
Over Bridge 471.23..... 5  
Over Bridges 495.64 and 496.12.....10  
K-36, K-37 types over Bridge 452.42.....10  
All turnout speeds.....15  
Sidings .....15

## Tracks Not Shown as Stations in Time-Table

| Sub-division | Name               | Mile Post | Station Number | Car Capacity | Switch Con-<br>nection |
|--------------|--------------------|-----------|----------------|--------------|------------------------|
| 1-A....      | Stock Yard Spur    | B.L.2.2   | 1001           | Yard         | West                   |
| 1-A....      | Rocky Spur.....    | 18.0      | 0018           | Yard         | West                   |
| 1-B....      | Roult.....         | 173.6     | 0174           | 30           | East                   |
| 1-B....      | Edna.....          | 174.2     | 0174           | Yard         | E. & W.                |
| 1-B....      | Energy Spur....    | 200.1     | 0200           | Yard         | East                   |
| 1-B....      | Colute.....        | 209.9     | 0210           | 10           | E. & W.                |
| 2.....       | Water Works....    | 121.9     | 1701           | 91           | West                   |
| 2.....       | Burnito.....       | 161.4     | 1746           | 40           | East                   |
| 2.....       | Pleasanton.....    | 195.4     | 1783           | 60           | E. & W.                |
| 2.....       | Wellsville.....    | 208.8     | 1796           | 22           | E. & W.                |
| 2.....       | English.....       | 210.3     | 1797           | 4            | West                   |
| 2.....       | Cleora.....        | 213.2     | 1800           | ..           | E. & W.                |
| 3.....       | Buena Vista....    | 240.3     | 2020           | 32           | E. & W.                |
| 4.....       | Eagle.....         | 329.0     | 2268           | 31           | E. & W.                |
| 4.....       | Gypsum.....        | 335.8     | 2272           | 21           | E. & W.                |
| 4-A....      | Burns.....         | 144.6     | 2310           | 10           | E. & W.                |
| 4-A....      | Sweetwater.....    | 158.0     | 2316           | 33           | E. & W.                |
| 4-B....      | Flour Mill.....    | 362.8     | 2404           | 4            | East                   |
| 4-B....      | Mid-Continent..    | 375.0     | 2416           | Yard         | E. & W.                |
| 4-B....      | Wingo.....         | 385.1     | 2432           | 9            | E. & W.                |
| 4-B....      | Bates.....         | 387.4     | 2436           | 21           | E. & W.                |
| 8.....       | Chamblin.....      | 146.9     | 1155           | 3            | West                   |
| 8.....       | Mortimer.....      | 221.3     | 1574           | 55           | West                   |
| 10-A....     | Agro.....          | 263.6     | 1605           | 10           | West                   |
| 10-A....     | S.L.C. Jct.....    | 267.0     | 1612           | Yard         | E. & W.                |
| 10-A....     | Pleasant Spur... . | 267.4     | 1611           | 12           | West                   |
| 10-A....     | Continental Oil .  | 268.3     | 1610           | 2            | West                   |
| 10-A....     | Evansville.....    | 280.8     | 1623           | 17           | E. & W.                |
| 10-A....     | Gerrard.....       | 296.3     | 1632           | 20           | E. & W.                |
| 11.....      | La Fruto.....      | 256.0     | 3541           | 7            | E. & W.                |
| 11.....      | Hartner.....       | 257.4     | 3543           | 13           | E. & W.                |
| 11.....      | Bountiful.....     | 269.7     | 3548           | 21           | E. & W.                |
| 12.....      | Mill Track.....    | 385.9     | 3617           | 20           | E. & W.                |

# Special Time-Table Rules

**SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH**

## SUPERIORITY AND MOVEMENT OF TRAINS

**1. EXCEPT AS OTHERWISE PROVIDED EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**

**1-A.** Train orders may be issued at **Walsenburg UD** or **Alamosa** effecting the through movement of a train on Subdivision 8 between these stations and such train orders will govern each conductor and engineman of this train until fulfilled, superseded or annulled.

## CLEARANCES

**2.** Trains will secure Clearance at **Bond** instead of **Orestod**.

**2-A.** All Southward trains will secure at **Pueblo C&S** Clearance Form "A", and necessary train orders for movement **Southern Jct to D&RGW Jct**.

C&S train order and Clearance forms will be used, issued over signature D&RGW Superintendent on Southward Track; C&S Superintendent on Northward Track.

**2-B.** There is no train order signal at **Walsenburg UD**. Trains must not leave **Walsenburg UD** without a Clearance unless otherwise provided.

**2-C.** Trains will leave the following stations without a Clearance:

| Subdivision | Station       | Remarks                                       |
|-------------|---------------|---|
| 4-A         | Dotsero       | Eastward and Westward trains Subdivision 4-A. |
| 8           | Walsenburg UD | No 63 when no Opr on duty.                    |
| 8           | Alamosa       | No 62 when no Opr on duty.                    |
| 12-B        | Silverton     | All trains                                    |

## TRAIN REGISTERS

**3.** Eastward trains may register arrival on D&RGW train register **Walsenburg UD** with register ticket.

## YARD LIMITS

|   |                    |
|---|--------------------|
| <b>4.</b> Orestod (Subdivision 1-A, from MP 130.6 to sign "Beginning of CTC") | Subdivision 10-A   |
| Crater  | Henry              |
| Phippsburg  | Estrella           |
| Haybro-Rouff  | La Jara            |
| Steamboat   | Romeo              |
| Hitchens  | Antonito           |
| Hayden  | Big Horn           |
| Craig   | Sublette           |
| Subdivision 3-A   | Cumbres            |
| Subdivision 4-B   | Chama              |
| Pueblo-Southern Jct   | Monero             |
| Walsenburg  | Lumberton          |
| La Veta   | Dulce              |
| Occidental  | Gato               |
| Fir   | Arboles            |
| Sierra  | Ignacio            |
| Fort Garland  | Carbon Jct-Durango |
| Blanca  | Subdivision 12-A   |
|   | Ah Wilderness      |
|   | Silverton          |

**4-A.** Protection as prescribed by Operating Rule 99 is not required as follows:

| Location                | Limits                      | Trains                  |
|-------------------------|-----------------------------|-------------------------|
| East Portal-Winter Park | ABS 489—ABS 566             | All trains              |
| Bond-Orestod            | ABS 1279—ABS 1308           | Freight trains          |
| Salida                  | ABS 2127—ABS 2162           | Freight trains          |
| Tennessee Pass          | ABS 2818—Crossover MP 280.3 | Eastward freight trains |
| Minturn                 | ABS 3009—ABS 3034           | Freight trains          |
| Grand Jct               | ABS 4449—ABS 4512           | Freight trains          |

**4-B.** Unless otherwise provided all train, yard and other locomotive movements between **Pueblo** and **Southern Jct** must be made with the current of traffic. Movements against the current of traffic must be authorized by Yardmaster **Pueblo**.

**4-C.** There are no tracks designated as main track at:

**Alamosa:** MP 250-junction Creede Branch Subdivision 10-A.

**Chama:** all tracks within Yard Limits.

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

**5.** Freight trains will be considered "Coal" trains if average weight per car is more than 90 actual tons, and in addition, the actual tonnage per unit with operative dynamic brake exceeds:

|                                       |           |
|---------------------------------------|-----------|
| F-7, GP-7, F-9, GP-9, SD-7, SD-9..... | 600 tons  |
| GP-30, GP-35, GP-40.....              | 900 tons  |
| SD-45 .....                           | 1200 tons |

These trains must not be operated in excess of 50 MPH.

**5-A.** When stopped on grade and locomotive brakes will not hold train standing, the train must be held with hand brakes, or a sufficient number of retainers placed in operative position to hold train, before the air brakes are released and recharged.

**5-B.** When retainers are required they will be placed in 10 pound (LP) or slow direct (SD) position on light loads and empties and in 20 pound (HP) position on coal, ore, rock, slag, potash, grain and other heavy loads.

When retainers are in use speed must be restricted to 15 MPH.

**5-C.** Dynamic brake must not be used on more than 4 units of a locomotive on the head end of a train with an SD-45 unit in locomotive consist or on more than 5 units if there are no SD-45 units in locomotive consist.

## North Yard

**5-D.** Sign at MP 2 on Inbound-Outbound Lead, **North Yard** bears word "APEX". This sign located at point where maximum grade leaving **North Yard** begins. In switching movements at south end of **North Yard** switch engine handling cuts consisting of sufficient cars to make it necessary to pass this sign must have sufficient air brakes coupled and operative on head end of cut to assure necessary braking power to stop locomotive and cars being handled.

## Crater to Orestod, Winter Park to Fraser and East Portal to North Yard

**5-E.** Passenger trains, handled by locomotive having dynamic brake inoperative, locomotive brakes must be allowed to apply when brakes are applied on train.

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

|                           | Coal Trains | Other Trains |
|---------------------------|-------------|--------------|
| F-7, GP-7, GP-9, F-9..... | 1400 tons   | 1600 tons    |
| GP-30, GP-35, GP-40.....  | 1500 tons   | 1700 tons    |
| SD-7, SD-9, SD-45.....    | 2100 tons   | 2500 tons    |

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative retainers will be used on all cars.

5-G. When retainers are in use inspection stops must be made at intervals of not more than 15 miles between **East Portal** and **Arvada**.

5-H. On "Coal" trains (see Rule 5) if dynamic brake is inoperative or if use of full dynamic brake and 18 pound brake pipe reduction will not control train at the allowable speed, train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. Train must not proceed except as instructed by Chief Dispatcher or other proper authority.

#### Tennessee Pass to Minturn

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

|                           | Coal Trains | Other Trains |
|---------------------------|-------------|--------------|
| F-7, GP-7, GP-9, F-9..... | 900 tons    | 1000 tons    |
| GP-30, GP-35, GP-40.....  | 1000 tons   | 1400 tons    |
| SD-7, SD-9, SD-45.....    | 1300 tons   | 1500 tons    |

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative retainers will be used on all cars.

5-J. On "Coal" trains (see Rule 5) if dynamic brake is inoperative or if use of full dynamic brake and 18 pound brake pipe reduction will not control train at the allowable speed, train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. Train must not proceed except as instructed by Chief Dispatcher or other proper authority.

#### Leadville Branch

5-K. Before descending grades, air brake test must be made in accordance with Air Brake Rule 8-H and retainers must be used as prescribed by Time-table Rules 5-I and 5-J.

#### Monarch Spur

5-L. Standard brake pipe pressure on **Monarch Spur** is 110 pounds.

Car limits, excluding caboose:

**Monarch, MP 236.5 to Maysville, MP 224.6:**

|                 |          |
|-----------------|----------|
| One unit .....  | 24 loads |
| Two units ..... | 29 loads |

Before departing **Monarch, MP 236.5** or **Garfield, MP 233.4** (descending grade movements), application and release test of air brakes must be made. Train crew will observe that brakes apply and release properly.

On descending grade movements retainers must be used on all cars.

Before departing **Monarch, MP 236.5**, or **Garfield, MP 233.4**, (descending grade movements), air brake system must be charged to at least 105 pounds. This is to be determined as provided by Air Brake Rule 8-G.

Caboose air gauge must be observed and proceed signal must not be given until caboose gauge indicates at least 105 pounds.

Not more than one car having inoperative brakes will be handled in rock trains **Monarch, MP 236.5 to Maysville, MP 224.6**.

5-M. On "Coal" trains (see Rule 5) if dynamic brake is inoperative or if use of full dynamic brake and 18 pound brake pipe reduction will not control train at the allowable speed, train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. Train must not proceed except as instructed by Chief Dispatcher or other proper authority.

#### Fir to Sierra

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

|                           |           |
|---------------------------|-----------|
| F-7, GP-7, GP-9, F-9..... | 1200 tons |
| GP-30, GP-35, GP-40.....  | 1500 tons |
| SD-7, SD-9, SD-45.....    | 1800 tons |

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative retainers will be used on all cars.

#### Fir to LaVeta

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

|                           |           |
|---------------------------|-----------|
| F-7, GP-7, GP-9, F-9..... | 900 tons  |
| GP-30, GP-35, GP-40.....  | 1100 tons |
| SD-7, SD-9, SD-45.....    | 1400 tons |

beginning at head end of train use ten retainers plus one retainer for each additional 50 tons. If dynamic brake is inoperative retainers will be used on all cars.

5-P. On "Coal" trains (see Rule 5) if dynamic brake is inoperative or if use of full dynamic brake and 18 pound brake pipe reduction will not control train at the allowable speed, train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. Train must not proceed except as instructed by Chief Dispatcher or other proper authority.

#### Subdivisions 11 and 12

5-Q. 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. After rear brake releases trainmen will then place retainers in operating position as follows:

On trains consisting of heavily loaded cars, all retainers will be used in 20 pound 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 pound 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. Four position retainers will be used in the slow direct exhaust position instead of 10 pound position on empty cars.

Not more than two cars having inoperative brakes will be handled in trains from **Cumbres** to **Chama**.

5-R. Westward trains on descending grade between **MP 443** and **Carbon Jct** use one retainer in 10 pound position for each 100 actual tons in train.

5-S. Car and/or tonnage limits:

|                                  |                                |
|----------------------------------|--------------------------------|
| <b>Cumbres to Antonito</b> ..... | 70 cars                        |
| <b>Cumbres to Chama</b> .....    | 45 loaded cars                 |
|                                  | 60 loaded and empty cars mixed |
|                                  | 60 empty cars                  |
| <b>Chama-Durango</b> .....       | 70 cars                        |

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



## Subdivision 12-B

5-T. On descending grade movements retainers will be used in 10 pound position. If it is found that retaining power is excessive a few retainers may be turned to release position to avoid slack action or stalling on the grade.

RAILROAD CROSSING AT GRADE, ABS, CTC,  
AND OTHER SIGNALS

6. Railroad crossings at grade protected by signals:

| Sub-division | MP    | Tracks Governed   | Remarks  |
|--------------|-------|---|--|
| 1-A          | 3.2   | C&S, CB&Q-Belt line.                                    | CTC-Interlocking. Each road governed by its own rules and special instructions.  |
| 1-A          | 3.2   | Main Track-Belt Line                                    |  |
| 2            | 119.6 | D&RGW Yard Track and Frt House Lead and AT&SF crossings | Color light signals for normal movements. Controlled by ATSF Train Disp.<br>D&RGW and AT&SF governed by their own rules and special instructions.<br>Switch at West end depot tracks is dual controlled.<br>Yard engines to and from Frt House Lead must open gate protecting MoPac crossing to receive signal indication. |
| 8            | 121.9 | C&W-D&RGW   | Semi-Automatic Interlocking. Each road governed by D&RGW Rules and its own Special Instructions. Normal position of all switches is for D&RGW. Distant signals for normal direction on D&RGW main tracks. (See Instructions in phone box)  |

## Operation Belt Line

6-A. Trains, yard and other locomotives operate by CTC between Utah Jct (West end of North Yard) and Belt (CRIP connection switch) and between Belt and UP Transfer MP 4 as indicated by CTC signs. Movements over these tracks are controlled by D&RGW Train Disp.

Yard switch movements doubling from CB&Q overhead to UP interchange Pullman, when returning for rear portion of cut may pass ABS B-38 displaying stop indication without Permissive Card.

UP derail is located 100 feet west of head block of switch leading to Eaton Metal Products Co. on D&RGW lead. Derail is equipped with UP and D&RGW switch locks.

6-B. Crossing signal protection is provided on Continental Baking Co. Spur at North Broadway. All movements over this crossing on spur must stop before entering crossing, and crossing signal actuated by placing switch key in key switch and turning key to right as far as possible then remove key. Key switch located on side of signal case on west side of North Broadway. Crossing signal will return to normal after movement over crossing.

## Operation Rocky Spur

6-C. Gates across both tracks at Rocky Plant 500 feet east of switch are handled by AEC Security Guards. At crossing of Highway No 93, 3200 feet from main track connection and crossing of Highway No 72, 4400 feet from main track connection, trains or locomotives will, in case of restricted visibility during daylight hours, and at night, flag highway traffic with red fusee before proceeding over these crossings. Movement over highway should be continuous and crossings will not be blocked by standing equipment if it can be avoided.

Access gates are located on north side of cattle guards at these crossings to permit compliance with above. These gates must be kept closed and latched at all times.

## Operation Through Moffat Tunnel

6-D. Operating Rule 285 is amended to extent that a speed of 40 MPH instead of medium speed will apply as follows:

Eastward—ABS 566 and 566-A, Winter Park to ABS 502, East Portal.

Westward—ABS 501 and 501-A, East Portal to ABS 565, Winter Park.

6-E. Not more than one train at a time will be permitted to occupy track in Moffat Tunnel between East switch Winter Park and West switch East Portal, except a helper locomotive may be uncoupled from the rear of an Eastward train inside Moffat Tunnel or east of East switch Winter Park. After helper locomotive is uncoupled from rear of train, reverse movement will be made at restricted speed to next ABS.

Helper locomotive cutting off westward train at East Portal, must not shove beyond ABS 501 or 501-A. After helper locomotive is uncoupled from rear of train, reverse movement will be made at restricted speed to next ABS.

6-F. ABS governing movements over West switch East Portal, in addition to their ABS function, will not indicate Proceed unless ventilation curtain is raised.

In case train finds curtain down or inoperative, Train Disp must be contacted immediately.

A "3 Position" switch is located on south side Moffat Tunnel approximately twenty feet west of curtain by which curtain may be operated in case of emergency. A second "3 Position" switch inside office may be used to operate curtain in case of emergency or by motor car operators. Be governed by instructions posted at each location.

6-G. A bell at ABS 506 provides audible warning to Eastward trains should ABS 506 be obscured by smoke or fog.

6-H. A door on south side of Moffat Tunnel approximately fifteen feet west of curtain leads from Moffat Tunnel through the motor supply room into office. This may be used as emergency exit from Moffat Tunnel.

6-I. Eastward trains must not exceed a speed of 25 MPH from a point 1750 feet west of curtain at east portal of Moffat Tunnel until the locomotive has cleared the east portal of Moffat Tunnel.

6-J. If a train or locomotive is delayed in Moffat Tunnel for any reason Train Disp should be promptly notified from nearest refuge telephone. Telephones located in Moffat Tunnel as follows:

| Refuge No | MP   | Refuge No | MP   |
|-----------|------|-----------|------|
| 1         | 50.6 | 11        | 53.3 |
| 3         | 51.2 | 13        | 53.7 |
| 4         | 51.5 | 16        | 54.4 |
| 8         | 52.7 | 18        | 54.8 |
| 9         | 53.0 | 19        | 55.3 |

**6-K.** Emergency oxygen tanks and masks are located in fan house **East Portal** and depot office **Winter Park**. Should the use of emergency oxygen be required, be governed by instructions posted on containers of this equipment.

Emergency breathing masks are located near telephones at refuges 8 and 11. This equipment is to be used only in emergency when necessary to evacuate **Moffat Tunnel**.

Use of the above equipment must be reported to Superintendent immediately.

#### Operation at Orestod

**6-L.** All Positive ABS and dual controlled switches between West River track switch **Bond**, Subdivision 4-A, and East River track switch **Orestod**, Subdivision 1-A, inclusive, are controlled by Opr **Bond**.

When lower signal ABS 1287 **Orestod** displays approach indication it is authority to proceed on Subdivision 1-A to train order signal **Bond**.

#### Operation at Tennessee Pass

**6-M.** ABS governing movements through **Tennessee Pass Tunnel**, in addition to ABS functions will not indicate proceed unless curtains are raised.

In case train finds curtain down or inoperative, Train Disp must be contacted immediately.

Instructions for manual operation are posted at each tunnel portal.

#### Operation at Minturn

**6-N.** Dual controlled derailing switch West end **Minturn** siding MP 303.3 normally lined for derailing spur. Positive ABS 3033-A governs movements over derailing switch and through West switch **Minturn** siding. Trains must occupy release section beginning 490 feet east of ABS 3033-A for 45 seconds before dual controlled switches can be positioned for departure.

**6-O.** Repeater signals located on north side of Main track and on south side of siding, in vicinity of YMCA crossing **Minturn** repeat indication of Positive ABS 3010 or 3010-A. If governing repeater signal does not display proceed when Eastward train is ready to depart, Train Disp must be contacted immediately.

#### Operation at Grand Jet

**6-P.** Trains and locomotives must not pass Signals D-2, D-3, D-5, D-6, D-10, D-12, D-14, or D-16 (all located in the vicinity of the hump at **East Yard** and to which ABS and CTC Rules do not apply), when displaying stop indication, without authority from Yardmaster.

These signals are operated from retarder tower. Signals D-2 and D-5 do not control the movement of yard engines when such yard engines are governed by Trimmer Signal located on west side of humpmaster building.

Unless otherwise instructed Signal D-5 will govern Eastward trains departing from Tracks 1 to 3 inclusive, and Signal D-2 will govern Eastward trains departing from Tracks 4 to 8 inclusive.

**6-Q.** Dual controlled switch point derail on middle track, 10th Street **Grand Jet** located between opposing Positive ABS 4487-FE and 4488-F, normal position for derail. Westward trains or locomotives must occupy release section approaching Positive ABS 4487-FE one minute before Train Disp can position signal and dual controlled switch.

**6-R.** Depot Running Track between dual controlled switches at MP 449.0 and MP 450.1 **Grand Jet** connects with Westward Main track. Trains, yard or other locomotives occupying this track must make way for passenger trains without unnecessary delay.

Trains originating Depot Running Track, or Depot Yard, Passenger Station, may depart when Repeater Signal MP 449.8 Westward, or MP 449.3 Eastward displays proceed indication. If Repeater Signal does not indicate proceed when train is ready to depart, Train Disp must be contacted immediately.

**6-S.** Repeater signals located to left of track:

| Subdiv | Location               | MP    | Direction | Track  |
|--------|------------------------|-------|-----------|--------|
| 1-A    | West end Moffat Tunnel | 56.4  | Westward  | Main   |
| 4-A    | Bond                   | 130.4 | Westward  | Main   |
| 3      | Minturn Yard           | 301.7 | Eastward  | Main   |
| 3      | Belden                 | 296.2 | Westward  | Siding |

**6-T.** Eastward ABS 2812 and 2818, **Tennessee Pass** are located to left of Main Track.

#### CALIFORNIA ZEPHYR TRAINS

**7.** Rear Trainman out of **Denver** will change marker lens to display red and yellow instead of red and green.

**7-A** Rear red and white lights will not be used. Trainmen will see that they are turned off before departing **Denver**.

#### MAXIMUM SPEEDS

MPH

**10.** Zone and other prescribed speeds must not be exceeded.

**10-A.** Turnouts equipped with spring switches see Time-table Rule 13.

Other turnouts equipped with spring switches 15

Trailing through spring switches on straight track..... 30

In or out of other turn-outs..... 15

**10-B.** Maximum speeds permissible in any service by various types of locomotives and equipment as follows:

Diesel locomotives 130-149..... 40

Other diesel locomotives..... 70

Steam Derricks ..... 35

Russell Snow Plow X-67 (handled in trains)..... 30

Clamshells, Scale Test Cars, (except Scale Test Car X-450) and Pile Drivers moving on own wheels ..... 25

Flat cars loaded with Rip Rap..... 25

Welded rail trains under load..... 25

Cars stenciled "Beet" or "Tie" service..... 40

Scale Test Car X-450..... 35

Spreaders and Flangers handled in trains (not working) ..... 35

Steam Derrick 028 must not be used west of Carbondale, Aspen Branch; when used on other branches speed must be restricted to 15 miles per hour over wooden trestles.

#### 10-C. Steam Locomotives

Locomotives Class K-36, K-37, K-28..... 30

Locomotives running backwards..... 15

Dead locomotives with side rods up..... 25

Dead locomotives with side rods all down..... 15

Dead locomotives with one pair wheels swinging... 10

### MEDICAL TREATMENT

#### 11. Suggested doctors for care of sick or injured passengers:

|                             |          |                |
|-----------------------------|----------|----------------|
| R. L. Beshore, M.D.         | 422-2814 | Denver         |
| Floyd Bralliar, M.D.        | 722-5769 | Denver         |
| Robert Horner, M.D.         | 722-5769 | Denver         |
| J. J. Humm, M.D.            | 222-7741 | Denver         |
| W. D. McCrady, M.D.         | 825-1481 | Denver         |
| D. M. McEndaffer, M.D.      | 377-5711 | Denver         |
| F. W. Barrows, M.D.         | 543-4016 | Pueblo         |
| C. N. Caldwell, M.D.        | 543-4016 | Pueblo         |
| L. J. Leonardi, M.D.        | 539-6637 | Salida         |
| Glenwood Medical Associates | 945-5441 | Glenwood       |
| T. D. Burleigh, M.D.        | 243-3518 | Grand Junction |
| K. E. Prescott, M.D.        | 242-4056 | Grand Junction |
| H. C. Graves, M.D.          | 243-0378 | Grand Junction |

#### 11-A. Suggested hospitals for care of injured passengers:

|                            |                |
|----------------------------|----------------|
| Presbyterian Hospital      | Denver         |
| St. Luke's Hospital        | Denver         |
| St. Joseph Hospital        | Denver         |
| St. Mary's-Corwin Hospital | Pueblo         |
| Salida Hospital            | Salida         |
| Valley View Hospital       | Glenwood       |
| St. Mary's Hospital        | Grand Junction |

#### 11-B. Hospital Association Doctors for care of sick or injured employes.

|                           |                     |                           |                |
|---------------------------|---------------------|---------------------------|----------------|
| 623-8443                  | Denver and vicinity | William Mehos             | Salida         |
| M. P. Ogden               | Granby              | R. A. Hoover              | Salida         |
| L. E. Bare                | Granby              | V. A. Veitri              | Salida         |
| E. G. Ceriani             | Kremmling           | J. M. Kehoe               | Leadville      |
| B. M. Sutherland          | Kremmling           | V. E. Kelly               | Leadville      |
| H. R. Nicholas            | Oak Creek           | G. B. Stanley             | Gilman         |
| H. S. Richards            | Steamboat           | E. G. Ceriani (Kremmling) | Bond           |
| Farley Clinic             | Pueblo              | B. M. Sutherland          |                |
| Pueblo Surgical Group     | Pueblo              | (Kremmling)               | Bond           |
| Parkview Medical Center   | Pueblo              | C. R. Athey               | Eagle          |
| A. Demshki                | Pueblo              | F. D. Law (DDS)           | Glenwood       |
| (Ear, Nose & Throat)      |                     | B. E. Nutting             | Glenwood       |
| E. B. Ley                 | Pueblo              | Roy W. Day                | Glenwood       |
| T. A. Gunter (Dentist)    | Pueblo              | (Ear, Nose & Throat)      |                |
| H. S. Rusk                | Pueblo              | R. W. Viehe               | Glenwood       |
| (Eye, Ear, Nose & Throat) |                     | Glenwood Medical          |                |
| W. M. Lewallen, Jr.       | Pueblo              | Associates                | Glenwood       |
| L. L. Ward                | Pueblo              | H. O. Hendrick            | Carbondale     |
| R. L. McKittrick          | Pueblo              | Aspen Clinic              | Aspen          |
| John McKittrick           | Pueblo              | Aspen Medical Center      | Aspen          |
| John Hruby (DDS)          | Pueblo              | Max Word                  | Rifle          |
| Bernard Baxter            | Pueblo              | William Henry             | Rifle          |
| J. Harvey Johnston        | Pueblo              | 243-3545                  | Grand Junction |
| (Dermatologist)           |                     | J. M. Lamme, Jr.          | Walsenburg     |
| R. W. Dingle              | Pueblo              | E. K. Carmichael          | Trinidad       |
| J. S. Norman              | Pueblo              | A. E. Duncan              | Alamosa        |
| L. Petitti                | Pueblo              | S. D. Nichols             | Alamosa        |
| James Pollard             | Pueblo              | J. W. Ruddell             | Alamosa        |
| H. C. Zaenger             | Pueblo              | J. H. Hurley              | Alamosa        |
| G. N. Grant               | Pueblo              | F. A. Rechnitz            | Alamosa        |
| W. Hilst                  | Pueblo              | W. C. Riley               | Alamosa        |
| R. M. Wexler              | Pueblo              | D. R. Strong (Dentist)    | Alamosa        |
| F. E. Stander             | Pueblo              | E. J. Zayac               | Del Norte      |
| P. J. Gamache             | Florence            | R. A. Rechnitz            | Del Norte      |
| John V. Bunglewicz        | Florence            | Edward Manring            | Del Norte      |
| H. C. Grabow              | Canon City          | V. A. Johnson             | La Jara        |
| J. C. Fish                | Canon City          | H. Dale Thomas            | La Jara        |
| R. E. Smith (DDS)         | Canon City          | G. R. Davis               | Antonito       |
| E. C. Budd                | Salida              | Gordon Johnson            | Durango        |
| Leo J. Leonardi           | Salida              | T. W. Halley              | Durango        |
| W. T. Gipson              | Salida              | L. W. Lloyd               | Durango        |
| Thomas Sandell (DDS)      | Salida              | J. P. Hayhurst (Dentist)  | Durango        |
| H. D. Smith               | Salida              |                           |                |

#### 11-C. Assigned hospitals of the Hospital Association:

|                       |            |
|-----------------------|------------|
| St. Joseph's          | Denver     |
| St. Anthony's         | Denver     |
| St. Luke's            | Denver     |
| General Rose Memorial | Denver     |
| Middle Park           | Kremmling  |
| Routt County Memorial | Steamboat  |
| Memorial Hospital     | Craig      |
| St. Mary's-Corwin     | Pueblo     |
| Parkview Episcopal    | Pueblo     |
| St. Joseph's          | Florence   |
| St. Thomas-Moore      | Canon City |
| St. Vincent's         | Leadville  |
| Salida Hospital       | Salida     |
| Valley View Hospital  | Glenwood   |
| St. Mary's            | Grand Jct. |

#### 12. LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

| Subdivision 4 |          | Subdivision 8 |          |
|---------------|----------|---------------|----------|
| MP            | Points   | MP            | Points   |
| 448.6         | Trailing | 119.4         | Trailing |
| 449.0         | Facing   | 120.7         | Trailing |
| 451.1         | Trailing | 121.3         | Facing   |
|               |          | 121.9         | Trailing |
|               |          | 122.7         | Trailing |

#### 13. SPRING SWITCHES

| MP    | Location  | Normal Position | MPH |
|-------|---|-----------------|-----|
| 222.9 | Brown Canon, West Switch                                | Main Track      | 15  |
| 245.2 | Americus, West Switch                                   | Main Track      | 15  |
| 262.8 | Kobe, East Switch                                       | Main Track      | 30  |
| 309.0 | Avon, West Switch                                       | Main Track      | 30  |
| 317.7 | Wolcott, East Switch                                    | Main Track      | 30  |
| 332.7 | Sage, West Switch                                       | Main Track      | 30  |
| 445.6 | East Yard, East Switch                                  | East Yard       | 15  |
| 446.9 | East Yard, East Switch Departure Track                  | East Long Lead  | 15  |
| 447.3 | East Yard, Entering Track                               | East Yard       | 15  |
| 448.5 | Grand Jct Westward Departure Track to Alternate Inbound | Crossover       | 15  |

#### 14. WATER TANKS OR CRANES BETWEEN STATIONS

Subdivision 12-A: MP 464.7  
Subdivision 12-B: MP 474.6

#### 15. AUXILIARY LINES

|         |                 |
|---------|-----------------|
| Dotsero | Subdivision 4-A |
| Orestod | Subdivision 4-A |

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

**16.** Yard track indicator located west end **North Yard** indicates track by number on which Eastward trains will be yarded.

**16-A.** At **Pueblo**, MOP freight trains will use MOP Inbound-Outbound track between "D" Street MOP connection and East Roger unless otherwise directed by Pueblo Tower Yardmaster. Normal position of switches on MOP Inbound-Outbound is lined for MOP Inbound-Outbound except switch to D&RGW Subdivision 8 which may be left lined for route of last movement.

**16-B.** Westward MOP freight trains must obtain permission from Pueblo Tower Yardmaster prior to entering MOP Inbound-Outbound track. Permission may be obtained by use of radio or by telephone located at "D" Street MOP connection.

**16-C.** D&RGW Subdivision 8 trains will use MOP Inbound-Outbound track from East Roger to Subdivision 8 connection at Main Street. Trains entering **Pueblo** from Subdivision 8 must obtain permission from Pueblo Tower Yardmaster prior to fouling MOP Inbound-Outbound track. Permission may be obtained by use of radio or by telephone located at Main Street.

**16-D.** D&RGW freight trains from or to Subdivision 1 will use D&RGW Inbound-Outbound track from East Roger to **Pueblo Junction** unless otherwise instructed by Pueblo Tower Yardmaster.

**16-E.** Switch leading from Leadville Branch, Subdivision 3-A, to west leg of wye at **Malta** and west wye switch at connection to No 5 track, must be kept lined for west leg of wye at all times when not in use.

**16-F.** Track No 1 **Minturn** must be left clear of cars.

**16-G.** Freight trains entering **East Yard** will head in receiving yard as indicated by Track Indicator.

Track Indicator for Westward trains is located at MP 445.6.

Track Indicator for Eastward trains is located at MP 447.3. Eastward trains entering alternate Eastbound track **East Yard**, will be governed by instructions from Yardmaster.

At **East Yard** permission must be obtained from Train Disp before entering long lead at east end receiving yard.

**16-H.** Trains departing **Monarch** must leave crossover switch at tipple lined for Load track, and switch to **Derailing Spur** lined for Derailing Spur.

**16-I.** SD-7, SD-9, and SD-45 locomotives must not be operated on Wye at **Aspen**, Wye at **LaVeta**, and Wye at Stock Yards **Alamosa**.

**16-J.** Locomotives of K-36 or K-37 type must not go beyond **Rockwood**, Subdivision 12-B. Arrangements must be made to train an empty car behind the locomotive.

**16-K.** Location where trains or locomotives must not clear the main track. (See Operating Rule 563.)

| Location                  | Tracks             |
|---------------------------|--------------------|
| Orestod, MP 128.5.....    | House              |
| Bond, MP 129.....         | Transfer           |
| Salida, MP 215.9.....     | Texaco Spur        |
| Canon City, MP 160.2..... | Short Lumber Track |
| Canon City, MP 161.3..... | East End Burnito   |
| Canon City, MP 161.6..... | Cross Over Burnito |
| Pleasanton, MP 195.4..... | Load Track         |
| Wellsville, MP 208.8..... | Spur               |
| English, MP 210.3.....    | Spur               |
| Avon, MP 308.2.....       | Stock              |

16-L. Location of permanent derails on main track or sidings:

| Sub-division | Location        | Description      |
|--------------|-----------------|------------------|
| 1-A          | Crater          | East end siding  |
| 1-A          | Toponas         | East end siding  |
| 1-B          | Park            | West end siding  |
| 1-B          | Haybro          | West end siding  |
| 1-B          | Hayden          | West end siding  |
| 4-B          | Emma            | East end siding  |
| 8            | Sierra          | West end siding  |
| 8            | Fort Garland    | West end siding  |
| 8            | Blanca          | West end siding  |
| 10-A         | Creede          | East end siding  |
| 10-A         | Wasson          | East end siding  |
| 10-A         | Wagon Wheel Gap | East end siding  |
| 10-A         | Hanna           | East end siding  |
| 10-A         | Del Norte       | East end siding  |
| 11           | Henry           | West end siding  |
| 11           | La Jara         | West end siding  |
| 11           | Romeo           | East end siding  |
| 11           | Cresco          | West end siding  |
| 12           | Lobato          | West end siding  |
| 12           | La Boca         | Both ends siding |
| 12           | Oxford          | East end siding  |
| 12           | Florida         | East end siding  |
| 12-A         | Rockwood        | East end siding  |
| 12-A         | Tacoma          | East end siding  |
| 12-A         | Needleton       | East end siding  |

## DOUBLEHEADING AND PLACING OF HELPER LOCOMOTIVES IN TRAIN

17. Tonnage handled by units on head end of train must not exceed:

| Territory                         | Adjusted tons |
|-----------------------------------|---------------|
| North Yard to East Portal.....    | 5000          |
| Tabernash to Winter Park.....     | 5000          |
| Orestod to Crater.....            | 5000          |
| Phippsburg to Toponas.....        | 6000          |
| Canon City to Tennessee Pass..... | 6500          |
| Minturn to Tennessee Pass.....    | 3300          |
| Glenwood to Dotsero.....          | 7000          |
| Dotsero to Minturn.....           | 6500          |
| Sierra to Fir.....                | 4000          |
| La Veta to Fir.....               | 3300          |

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

**17-A.** 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.

17-B. Unless otherwise provided, diesel helper locomotives will be trained as follows:

| Location in Train | Maximum Number of Helper Units                               |
|-------------------|--|
| Behind caboose    | (a) One unit of any type<br>or                               |
|                   | (b) Two units if no SD-45 unit in helper locomotive consist  |
| Ahead of caboose  | (a) Three units of any type<br>or                            |
|                   | (b) Five units if no SD-45 unit in helper locomotive consist |

Helper locomotives of more than three units will be trained ahead of 1700 adjusted tons from **Minturn to Tennessee Pass**.

Helper locomotives exceeding the number of units specified may be used on rear of train provided excess units are isolated.

17-C. Coupler must be blocked on leading end of diesel helper locomotive. Both couplers must be blocked on SD-7 and SD-9 units when used in helping service.

#### Helper Locomotives Subdivisions 11, 12, and 12-B

17-D. Unless otherwise provided, helper must be placed on head end of train.

From **Chama to Cumbres**, if one helper is used, place just ahead of caboose. If two helpers are used, place one on head end and one just ahead of caboose.

From **Antonito to Cumbres**, if train consists of more than 1400 adjusted tons, helper locomotive must be cut into train.

17-E. Helper locomotive must not be trained behind narrow gauge caboose.

17-F. Doubleheading is prohibited on descending grade movements **Cumbres to Alamosa, Cumbres to Chama, Chama to Gato, and MP 443 to Carbon Jct**, except in snow service when authorized.

17-G. Locomotives must not be doubleheaded over **Bridges 319.95 and 339.78, Subdivision 11, or Bridges 452.42 and 471.23, Subdivision 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.

#### JOINT OPERATIONS

18. CB&Q-C&S Time-table Denver Division governs movements between **Prospect** and Denver Union Terminal Railway Co. tracks, **Denver**. Within these limits Rules and Regulations of Burlington Lines govern.

D&RGW yard locomotives are authorized to operate over C&S yard track from **Prospect** to connect with trackage of D&RGW serving Northwest Terminal area. Turnout switch off C&S Freight Lead located approximately 300 feet north of 20th Street Viaduct. D&RGW yard locomotive movements over C&S trackage will be made as prescribed by CB&Q Rules of the Operating Department. Normal position of switch off C&S Freight Lead is lined and locked for C&S Freight Lead.

Employee in charge of movement will call Opr **Prospect** from telephone located under 20th Street Viaduct to secure permission to re-enter C&S trackage.

Denver Union Terminal Railway Co., General and Interlocking Rules, govern trains and locomotives while on the Denver Union Terminal Railway Co. tracks.

18-A. D&RGW Rules of the Operating Department govern train and locomotive movements within yard limits, **Pueblo**.

18-B. Trainmen, Enginemen, Hostlers and Yardmen must have in their possession current time-tables and supplements thereto or re-issues thereof as follows:

| <u>Pueblo Terminal</u>  | <u>Denver Terminal</u>  |
|---|---|
| AT&SF-D&RGW, Joint Line<br>D&RGW, Colorado Division<br>PUD&RR Co. | AT&SF-D&RGW, Joint Line<br>D&RGW, Colorado Division<br>C&S, Denver Division<br>DUT Ry Co, General and<br>Interlocking Rules |

18-C. Trains or locomotives while on Union Depot Tracks, **Pueblo** will be governed by rules and regulations of PUD&RR Co. Time-table, except D&RGW Rules of the Operating Department govern use of spring switches and protective signals in PUD&RR Co. yard.

18-D. D&RGW and C&S Joint Track extend between **Southern Jct** and **D&RGW Jct**. Northward Track is under C&S operating jurisdiction. Southward Track is under D&RGW operating jurisdiction. C&S Denver Division Time-table and Burlington Lines Rules and Regulations of the Operating Department govern train operation on both tracks.

18-E. On Subdivision 8 at MP 175.1, **Walsenburg**, 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.

18-F. Trains between **Walsenburg** and **Trinidad** are operated under the Time-table Rules and Regulations of Denver Division, C&S Railway.

18-G. Between **Trinidad** and **Jansen**, AT&SF Ry Rules and Regulations and ATSF Colorado Division Time-table govern operations.

TCS between AT&SF Connection and **Jansen**.

AT&SF Operating Rule 97 governs movements **Trinidad-Jansen**. Trains must secure permission from Control Station by telephone nearest to signal which controls movement.

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

#### MISCELLANEOUS

19. Trains are prohibited from blocking crossing at **Granby** longer than 15 minutes, except trains picking up and setting out at **Granby** are permitted under court order to block crossing not in excess of 25 minutes. Violation of court order subjects the company and/or its employees to contempt of court action.

#### LOCAL WATCH INSPECTORS

|                                 |            |
|---------------------------------|------------|
| Hansen & Hansen Jewelry Co..... | Denver     |
| Sundman Jewelers .....          | Denver     |
| W. L. Sather.....               | Denver     |
| Kester Jewelry Co.....          | Craig      |
| W. H. Pettyjohn.....            | Pueblo     |
| W. Bert Farabee.....            | Pueblo     |
| Harding Bullock Jewelry.....    | Pueblo     |
| A. L. Pixler.....               | Florence   |
| C. C. Patton.....               | Canon City |
| Donnahue's .....                | Salida     |
| Parker Jewelry Store.....       | Leadville  |
| Parsons' Jewelers.....          | Grand Jct  |
| T. E. Dever.....                | Glenwood   |
| R. W. Gritz.....                | Walsenburg |
| Jones Jewelry Co.....           | Alamosa    |
| McKnight Bros. ....             | Durango    |

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

**OPEN HOURS**

| STATION        | WEEK DAYS                            | SATURDAYS          | SUNDAY & HOLIDAYS                    |
|----------------|--------------------------------------|--------------------|--------------------------------------|
| Prospect       | Continuous                           | Continuous         | Continuous                           |
| North Yard     | Continuous                           | Continuous         | Continuous                           |
| Granby         | 8:00 AM to 5:00 PM                   | Closed             | Closed                               |
| Kremmling      | 7:30 AM to 4:30 PM                   | Closed             | Closed                               |
| Bond           | Continuous                           | Continuous         | Continuous                           |
| Phippsburg     | 7:45 AM to 3:45 PM                   | 7:45 AM to 3:45 PM | 7:45 AM to 3:45 PM                   |
| Steamboat      | 8:00 AM to 5:00 PM                   | Closed             | Closed                               |
| Hayden         | 8:00 AM to 5:00 PM                   | Closed             | Closed                               |
| Craig          | 7:40 AM to 4:40 PM                   | 7:40 AM to 4:40 PM | 7:40 AM to 4:40 PM                   |
| Pueblo Yard    | Continuous                           | Continuous         | Continuous                           |
| Portland       | 8:00 AM to 5:00 PM                   | Closed             | Closed                               |
| Canon City     | 8:00 AM to 5:00 PM                   | 8:00 AM to 5:00 PM | 8:00 AM to 5:00 PM<br>Closed Sundays |
| Salida         | Continuous                           | Continuous         | Continuous                           |
| Leadville      | 8:00 AM to 5:00 PM                   | Closed             | Closed                               |
| Minturn        | Continuous                           | Continuous         | Continuous                           |
| Glenwood       | 7:00 AM to 4:00 PM                   | 7:00 AM to 4:00 PM | 7:00 AM to 4:00 PM                   |
| Rifle          | 8:00 AM to 5:00 PM                   | Closed             | Closed                               |
| Palisade       | 9:00 AM to 6:00 PM                   | Closed             | Closed                               |
| Grand Junction | Continuous                           | Continuous         | Continuous                           |
| Minnequa       | 8:00 AM to 5:00 PM                   | 8:00 AM to 5:00 PM | 8:00 AM to 5:00 PM                   |
| Walsenburg     | 7:30 AM to 4:30 PM<br>Closed Mondays | 7:30 AM to 4:30 PM | 7:30 AM to 4:30 PM                   |
| Alamosa        | 8:00 AM to 5:00 PM                   | Closed             | Closed                               |
| Monte Vista    | 8:00 AM to 5:00 PM                   | Closed             | Closed                               |
| Del Norte      | 9:00 AM to 6:00 PM                   | Closed             | Closed                               |
| LaJara         | 12:01 PM to 9:00 PM                  | Closed             | Closed                               |
| Antonito       | 9:00 AM to 6:00 PM                   | Closed             | Closed                               |
| Chama          | 8:00 AM to 5:00 PM                   | Closed             | Closed                               |
| Durango        | 8:00 AM to 5:00 PM                   | Closed             | Closed                               |
| Aztec          | 8:00 AM to 5:00 PM                   | Closed             | Closed                               |
| Farmington     | 8:00 AM to 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  
AIR BRAKE RULES**

**8-B.** 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 train, 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 have 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.

**30-A.** Diesel Road and Road-Switcher Units, either operative or inoperative, must be coupled together to make up the desired number of units for the train. All air hoses, including main reservoir pipe, brake pipe, actuating pipe, independent application and release pipe, equalizing pipe and sander pipe, must be properly connected between all units and cocks open.

**30-B.** Diesel Switching locomotives, moving dead in trains, must be handled not less than 5 cars or more than 15 cars from caboose. If two or more switching locomotives are handled in same train, they must be separated by placing 5 cars between each locomotive.

## ADJUSTED TONNAGE RATINGS

| FROM         | TO             | SD-7<br>5300-5304<br>SD-9<br>5305-5314 | F-7<br>555-575<br>5761, 5764<br>F-9, 577<br>5762-5763 | GP-30<br>3001-3028<br>GP-35<br>3029-3050 | GP-40<br>3051-3080 | SD-45<br>5315-5340 | Adjust-<br>ment<br>Factor |
|--------------|----------------|--|---|--|--------------------|--------------------|---------------------------|
|              |                |  | GP-7<br>5100-5113<br>GP-9 #<br>5901-5954              |  |                    |                    |                           |
| Denver.....  | East Portal... | 1350                                   | 850   | 1000                                     | 1075               | 1500               | 3                         |
| Tabernash..  | Winter Park..  | 1400                                   | 890   | 1050                                     | 1125               | 1600               | 4                         |
| Orestod....  | Tabernash....  | 2000                                   | 1650  | 1950                                     | 2050               | 2900               | 6                         |
| Orestod....  | Toponas.....   | 1350                                   | 850   | 1000                                     | 1075               | 1520               | 3                         |
| Phippsburg.  | Toponas.....   | 1800                                   | 1200  | 1400                                     | 1500               | 2100               | 4                         |
| Phippsburg.  | Pallas.....    | 2850                                   | 1900  | 2200                                     | 2350               | 3350               | 6                         |
| Haybro....   | Phippsburg...  | 1800                                   | 1200  | 1400                                     | 1500               | 2100               | 4                         |
| Steamboat..  | Haybro.....    | 2850                                   | 1900  | 2200                                     | 2350               | 3350               | 6                         |
| Craig.....   | Steamboat....  | 5200                                   | 3550  | 4000                                     | 4300               | 6000               | 9                         |
| Hitchens...  | Energy.....    | 2400                                   | 1450  | 1750                                     | 1900               | 2600               | 6                         |
| Pueblo.....  | Portland.....  | 5000                                   | 3350  | 3800                                     | 4100               | 5900               | 9                         |
| Portland...  | Canon City...  | 4800                                   | 3200  | 3600                                     | 3900               | 5600               | 6                         |
| Canon City.  | Salida.....    | 2100                                   | 1400  | 1650                                     | 1750               | 2450               | 4                         |
| Salida.....  | Tennessee Pass | 1800                                   | 1200  | 1400                                     | 1500               | 2100               | 4                         |
| Minturn....  | Tennessee Pass | 850                                    | 550   | 625                                      | 675                | 950                | 2                         |
| Grand Jet..  | Glenwood....   | 2800                                   | 1850  | 2150                                     | 2300               | 3250               | 6                         |
| Glenwood..   | Minturn.....   | 1950                                   | 1300  | 1525                                     | 1650               | 2300               | 6                         |
| Glenwood..   | Bond.....      | 2100                                   | 1400  | 1650                                     | 1750               | 2450               | 6                         |
| Glenwood..   | Mid Cont....   | 2600                                   | 1650  | 1950                                     | 2050               | 2900               | 2                         |
| Mid Cont...  | Aspen.....     | 1200                                   | 800   | 950                                      | 1000               | 1400               | 2                         |
| Malta.....   | Eilers.....    | 1000                                   | 650   | 750                                      | 800                | 1150               | 2                         |
| Eilers.....  | Leadville....  | 850                                    | 550   | 625                                      | 675                | 950                | 2                         |
| Salida.....  | Maysville...   | 1100                                   | 750   | 850                                      | 950                | 1350               | 2                         |
| Maysville... | Monarch.....   | 530                                    | 340   | 400                                      | 440                | 620                | 1                         |
| Pueblo.....  | Minnequa...    | 2100                                   | 1400  | 1650                                     | 1750               | 2450               | 4                         |
| Minnequa..   | Walsenburg...  | 2600                                   | 1700  | 1950                                     | 2100               | 2900               | 6                         |
| Walsenburg.  | La Veta.....   | 1650                                   | 1100  | 1300                                     | 1400               | 1950               | 4                         |
| La Veta....  | Fir.....       | 800                                    | 520   | 600                                      | 650                | 950                | 2                         |
| Alamosa...   | Russell.....   | 2700                                   | 1800  | 2000                                     | 2150               | 3050               | 5                         |
| Russell....  | Sierra.....    | 1800                                   | 1200  | 1400                                     | 1500               | 2100               | 4                         |
| Sierra.....  | Fir.....       | 1050                                   | 700   | 775                                      | 850                | 1250               | 3                         |
| Walsenburg.  | Trinidad....   | 2600                                   | 1700  | 1950                                     | 2100               | 2900               | 5                         |
| Trinidad...  | Walsenburg...  | 2600                                   | 1700  | 1950                                     | 2100               | 2900               | 5                         |

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

ADJUSTED TONNAGE RATING  
STEAM LOCOMOTIVES

| FROM            | TO              | Class<br>K-37<br>490-499 | Class<br>K-36<br>480-489 | Class<br>K-28<br>473-478 | Adjust-<br>ment<br>Factor |
|-----------------|-----------------|--------------------------|--------------------------|--------------------------|---------------------------|
| Alamosa.....    | Antonito.....   | 1635                     | 1615                     | 1240                     | 5                         |
| Antonito.....   | Cumbres.....    | 840                      | 825                      | 630                      | 4                         |
| Chama.....      | Cumbres.....    | 250                      | 230                      | 185                      | 1                         |
| Chama.....      | Azotea.....     | 1715                     | 1700                     | 1375                     | 6                         |
| Arboles.....    | Durango.....    | 940                      | 925                      | 720                      | 4                         |
| Carbon Jct..... | 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 Jct..... | 1070                     | 1050                     | 810                      | 5                         |
| Carbon Jct..... | Durango.....    | 1100                     | 1070                     | 835                      | 5                         |

## SPEED TABLE

| Time Per<br>Mile | Miles<br>Per<br>Hour | Time Per<br>Mile | Miles<br>Per<br>Hour | Time Per<br>Mile | Miles<br>Per<br>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 24             | 25.0                 |
| — 51             | 70.6                 | 1 26             | 41.9                 | 2 30             | 24.0                 |
| — 52             | 69.2                 | 1 28             | 40.9                 | 2 45             | 21.8                 |
| — 53             | 67.9                 | 1 30             | 40.0                 | 3 —              | 20.0                 |
| — 54             | 66.6                 | 1 32             | 39.1                 | 3 30             | 17.1                 |
| — 55             | 65.5                 | 1 34             | 38.3                 | 4 —              | 15.0                 |
| — 56             | 64.2                 | 1 36             | 37.5                 | 5 —              | 12.0                 |
| — 57             | 63.2                 | 1 38             | 36.8                 | 6 —              | 10.0                 |

# NOTES

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