



**Denver and Rio Grande Western
Railroad Company**

TIME-TABLE
OF THE
COLORADO DIVISION

No.

6

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

SUNDAY, MAY 15, 1966

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

JOHN AYER, JR.
Vice President—Operations

C. V. COLSTADT
Chief Transportation Officer

J. B. NORWOOD, JR.
Superintendent

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

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.....	539-2855
Grand Jct, Chief Dispatcher.....	242-5153
Grand Jct, East Yard.....	242-3893
Alamosa, Yard Office.....	589-6431
Durango, Roundhouse	247-1491

RADIO SHOPS: NORTH YARD, PUEBLO, GRAND JCT.

SIGNAL MAINTAINERS

Subdivisions 1-A and 4-A	From	To
Denver	ABS 11	ABS 175
Denver	Utah Jct MP 4	Belt Line
Cliff	ABS 175	ABS 566
Granby	ABS 566	ABS 973
Kremmling	ABS 973	ABS 1161
Bond	ABS 1161	ABS 1305
Bond	ABS 1287	ABS 1544

Subdivisions 2, 3, and 4	From	To
Pueblo	ABS 1196	ABS 1348
Canon City	ABS 1348	ABS 1764
Salida	ABS 1764	ABS 2224
Buena Vista	ABS 2224	ABS 2796
Minturn	ABS 2796	ABS 3090
Dotsero	ABS 3090	ABS 3434
Dotsero	ABS 1544	ABS 1667
Glenwood	ABS 3434	ABS 3686
Rifle	ABS 3686	ABS 4158
Grand Jct	ABS 4158	ABS 4487

Pueblo Maintainer maintains signals on
Missouri Pacific RR and Southern Jct

STATIONS	EASTWARD										WESTWARD													
	54	58	34	42	44	48	36	52	54	58	75	77	99	95	81	97	89	83	87	810A	480A	WP 640P	SP 650P	
Ogden	1230A		340A	600A	700A	330P		800P																
Roper	135A 145A		500A	800A	900A	435P 450P	600P	915P 930P																
Helper	510A		800A	350P	345P	805P	905P	200A																
Grand Jct. ...	855A 6-1010A 8-1015A		1115A 6-1120A 8-1120A	1000P 8-1210A 6-1230A	1015P 8-1245A 6-100A	1210A 6-130A 8-140A	1240A 6-150A 8-200A	700A 6-830A 8-530A																
Minturn	155P		250P	745A	715A	525A	635A	115P																
Salida	430P		520P	145P	1245P	820A	890A	415P																
Pueblo	700P		750P	600P	400P	1100A	1100A	700P																
Bond	140P	240P	235P	850A	745A	500A	510A	100P																
North Yard...	600P	730P	630P	400P	400P	900A	900A	600P																
Delivered to Connection	Q 700P RI 600P MP 800P	RI 790P	Q 700P RI 630P MP 850P	Q 530P RI 400P MP 700P	Q 530P RI 400P MP 500P	Q 1000A RI 900A MP 1201P	Q 930A RI 900A MP 1201P	Q 700P RI 600P MP 800P			WP 600P SP 840P	WP 100P SP 840P	WP 500P SP 840P	WP 1030A SP 1150A	WP 430A SP 515A	WP 800A SP 1150A	WP 1225A SP 1235A	WP 900P SP 1120P	WP 640P SP 650P					

4 WESTWARD ▼

SECOND CLASS		FIRST CLASS		Station Number	Sub-Division 1-A (in part, also see page 9) and 4-A Stations
9 Passenger Mail & Exp.	7 Prospector	17 California Zephyr			
Leave Daily	Leave Daily	Leave Daily			TIME-TABLE No 6 May 15, 1966
9 05 AM	5 30 PM	8 40 AM			DENVER.....BKR
9 10 AM	5 35 PM	8 45 AM			1.0 PROSPECT
					0.5 DNI
					1.0 FOX JCT.....DNE
			3		0.7 NORTH YARD.....DNBKR
			4		1.6 UTAH JCT.....
f 9 17			7		2.3 C&S JCT.....
			12		5.3 ARVADA.....
f 9 28			18		5.6 LEYDEN.....
			21		3.2 ROCKY.....
f 9 44			25		3.2 CLAY.....
			31		3.2 PLAIN.....
			37		6.8 CRESCENT.....
s 10 16			42		5.7 CLIFF.....W
s 10 25			47		4.7 ROLLINS.....W
f 10 33			50		5.2 TOLLAND.....
f 10 41			57		3.2 EAST PORTAL.....WY
s 10 52	f 7 20	10 30	62		6.8 WINTER PARK.....
f 11 04			66		5.3 FRASER.....
f 11 08			76		3.8 TABERNASH.....WY
s 11 30	s 7 55	x 11 00	86		9.8 GRANBY.....
s 11 45			98		10.4 SULPHUR.....
			103		6.8 FLAT.....
			106		5.0 TROUBLESOME.....
s 12 14	s 8 35		111		5.5 KREMMLING.....
			116		2.5 GORE.....
f 12 27			123		5.3 AZURE.....
s 12 40			129		5.1 RADIUM.....
Arrive Daily			2302		6.6 YARMONY.....
s 9 35	s 12 25		2306		5.8 ORESTOD.....
f 9 55			2310		0.7 BOND.....DNBKWY
			2314		12.8 DELL.....
10 27 PM	1 17 PM		2276		2.5 BURNS.....
Arrive Daily	Arrive Daily				10.6 RANGE.....W
					11.6 DOTSERO.....JY
					(166.8)

CENTRALIZED TRAFFIC CONTROL

Subdivision 1-A

Subdivision 4-A

▲ EASTWARD 5

Sub-Division 1-A (in part, also see page 9) and 4-A Stations		Mile Post	Capacity of Siding	FIRST CLASS		SECOND CLASS
				8 Prospector	18 California Zephyr	10 Passenger Mail & Exp.
TIME-TABLE No 6 May 15, 1966				Ar. Daily	Ar. Daily	Ar. Daily
DENVER.....BKR	1.0	0.0		7 50 AM	7 10 PM	3 20 PM
1.0 PROSPECT	0.5 DNI	1.0		7 45 AM	7 05 PM	3 14 PM
0.5 FOX JCT.....	1.0	1.5				
0.7 NORTH YARD.....DNBKR	2.5	2.5	Yard			
0.7 UTAH JCT.....	3.2					
1.6 C&S JCT.....	4.8					
2.3 ARVADA.....	7.1					f 3 08
5.3 LEYDEN.....	12.4	106				
5.6 ROCKY.....	18.0	95				f 2 45
3.2 CLAY.....	21.2	112				
3.2 PLAIN.....	24.5	128				f 2 29
6.8 CRESCENT.....	31.3	109				
5.7 CLIFF.....W	37.0	56	W			s 1 57
4.7 ROLLINS.....W	41.7	84	E			s 1 49
5.2 TOLLAND.....	46.9	110				f 1 40
3.2 EAST PORTAL.....WY	50.1	120				f 1 35
6.8 WINTER PARK.....	56.9	138		f 5 45	5 10	s 1 22
5.3 FRASER.....	62.2	93				f 1 11
3.8 TABERNASH.....WY	66.0	195				f 1 05
9.8 GRANBY.....	75.8	94	W	s 5 10	x 4 40	s 12 49
10.4 SULPHUR.....	86.2	160	E			s 12 32
6.8 FLAT.....	93.0	136				
5.0 TROUBLESOME.....	98.0	111				
5.5 KREMMLING.....	103.5	116		s 4 30		s 12 05
2.5 GORE.....	106.0	131				
5.3 AZURE.....	111.3	95				f 11 46
5.1 RADIUM.....	116.4	167				s 11 33
6.6 YARMONY.....	123.0	88				
5.8 ORESTOD.....	128.6					s 11 10 AM
0.7 BOND.....DNBKWY	129.3	Yard		s 3 30	s 3 10	Lv. Daily
12.8 DELL.....	142.1	144				
2.5 BURNS.....	144.6			s 3 05		
10.6 RANGE.....W	155.2	156				
11.6 DOTSERO.....JY	166.8	136		2 32 AM	2 10 PM	
				Lv. Daily	Lv. Daily	
	(166.8)					

Subdivision 1-A

Subdivision 4-A

CENTRALIZED TRAFFIC CONTROL

No's 9 & 10 will make Orestod stop at Train Order Signal opposite Station Bond.

SECOND CLASS		FIRST CLASS	Station Number	Mile Post	Subdivision 2 and 3 Stations TIME-TABLE No 6 May 15, 1966
75 Fast Freight Lv. Daily	77 Fast Freight Lv. Daily	1 Royal Gorge Lv. Daily			
		12 15 PM	7134	119.4	PUEBLO U D.....DNBR 0.2
				119.6	AT & SF CROSSING..... 0.5
7 00 PM	11 10 AM		4000	120.1	PUEBLO YD.....DNBR 2.2
7 08	11 18	12 22		122.3	GOODNIGHT..... 5.0
7 17	11 28	12 29	1708	127.3	LIVESEY..... 7.3
7 27	11 40	12 37	1712	134.6	SWALLOWS..... 5.0
7 34	11 46	12 44	1714	139.6	HOBSON..... 6.2
7 42	11 54	12 52	1720	145.8	PORTLAND.....D 1.3
7 45	11 57	12 54	1722	147.1	ADOBE..... 4.8
7 51	12 03	1 02	1724	151.9	FLORENCE.....D 8.1
8 03	12 15	1 23	1740	160.0	CANON CITY.....DOWY 4.8
8 13	12 25	1 32	1748	164.8	GORGE..... 1.5
		1 36	1749	166.3	HANGING BRIDGE..... 4.9
8 32	12 45	1 57 ⁴⁶	1754	171.2	PARKDALE..... 4.5
8 40	12 55	2 05	1756	175.7	SPIKEBUCK..... 4.5
8 49	1 04	2 12	1760	180.2	ECHO..... 3.9
8 55	1 11	2 20	1762	184.1	TEXAS CREEK.....DY 7.6
9 06	1 24 ⁴⁶	2 34	1782	191.7	COTOPAXI.....W 6.4
9 16	1 33	2 45	1784	198.1	VALLIE..... 5.3
9 24	1 41	2 53	1786	203.4	HOWARD..... 4.6
9 31	1 48	3 00	1792	208.0	SWISSVALE..... 7.1
9 45 PM	2 00 PM	3 15 PM	2002	215.1	SALIDA.....DNBFKOSRWY 7.1
Ar. Daily	Ar. Daily	Ar. Daily	2010	222.2	BROWN CANON..... 10.7
			2016	232.9	NATHROP..... 7.4
			2020	240.3	BUENA VISTA..... 4.4
			2026	244.7	AMERICUS..... 7.4
			2032	252.1	PRINCETON..... 5.3
			2034	257.4	YALE..... 6.2
			2040	263.6	KOBE..... 7.4
			2100	271.0	MALTA.....JY 9.3
			2208	280.3	TENNESSEE PASS..... 3.5
			2210	283.8	MITCHELL..... 4.7
			2216	288.5	PANDO..... 5.5
			2220	294.0	RED CLIFF..... 2.2
			2232	296.2	BELDEN..... 5.8
			2250	302.0	MINTURN.....DNBFKOSRWY (182.8)

Schedule and train order times for Westward trains at Goodnight apply at the end of Two Main Tracks.

Subdivision 2 and 3 Stations TIME-TABLE No 6 May 15, 1966	Capacity of Siding	FIRST CLASS	SECOND CLASS	
		2 Royal Gorge Ar. Daily	44 Fast Freight Ar. Daily	46 Fast Freight Ar. Daily
PUEBLO U D.....DNBR 0.2		11 45 AM		
AT & SF CROSSING..... 0.5				
PUEBLO YD.....DNBR 2.2	Yard		7 10 AM	3 30 PM
GOODNIGHT..... 5.0		11 35	6 58	3 22
LIVESEY..... 7.3	105	11 28 ⁷⁷	6 49	3 13
SWALLOWS..... 5.0	143	11 18	6 40	3 04
HOBSON..... 6.2	88	11 10	6 34	2 56
PORTLAND.....D 1.3		11 01	6 27	2 44
ADOBE..... 4.8	121	10 59	6 25	2 42
FLORENCE.....D 8.1	145	10 53	6 19	2 36
CANON CITY.....DOWY 4.8	191	10 40	6 10	2 26
GORGE..... 1.5	85	10 31	6 01	2 16
HANGING BRIDGE..... 4.9		10 27		
PARKDALE..... 4.5	89	10 05	5 42	1 57 1
SPIKEBUCK..... 4.5	89	9 58	5 35	1 50
ECHO..... 3.9	89	9 51	5 28	1 43
TEXAS CREEK.....DY 7.6	115	9 45	5 21	1 36
COTOPAXI.....W 6.4	116	9 34	5 09	1 24 ⁷⁷
VALLIE..... 5.3	119	9 25	4 59	1 14
HOWARD..... 4.6	95	9 19	4 51	1 06
SWISSVALE..... 7.1	92	9 13	4 44	12 59
SALIDA.....DNBFKOSRWY 7.1	Yard	9 00 AM	4 30 AM	12 45 PM
BROWN CANON..... 10.7	130	Lv. Daily	Lv. Daily	Lv. Daily
NATHROP..... 7.4	130			
BUENA VISTA.....W 4.4				
AMERICUS..... 7.4	129			
PRINCETON..... 5.3	145			
YALE..... 6.2				
KOBE..... 7.4	158			
MALTA.....JY 9.3	Yard			
TENNESSEE PASS..... 3.5	151			
MITCHELL..... 4.7	158			
PANDO..... 5.5	158			
RED CLIFF..... 2.2				
BELDEN..... 5.8	201			
MINTURN.....DNBFKOSRWY (182.0)	Yard			

Schedule and train order times for Eastward trains at Salida apply at east switch, Track No 1, MP 214.7.

8 WESTWARD ▼

▲ EASTWARD

FIRST CLASS		Station Number	Mile Post	Sub-Division 4 Stations	Capacity of Siding	FIRST CLASS	
7	17					8	18
Prospector	California Zephyr					Prospector	California Zephyr
Leave Daily	Leave Daily			TIME-TABLE No 6		Arrive Daily	Arrive Daily
May 15, 1966							
		2260	302.0	MINTURN DNBPKSWY	Yard		
		2256	308.2	6.2 AVON	166		
		2260	319.0	10.8 WOLCOTT	150		
		2268	329.0	10.0 EAGLE	W		
		2270	332.0	3.0 WEST	150		
		2272	335.8	3.8 GYPSUM			
		2276	341.9	6.1 DOTSERO	JY	2 32 AM	2 10 PM
		2282	347.5	5.3 ALLEN	107		
		2284	350.5	3.0 SHOSHONE	W		
		2288	355.0	4.5 GRIZZLY	95		
s 11 15	s 2 05	2290	360.1	5.1 GLENWOOD	29	s 2 00	s 1 38
				BIKR			
		2502	361.3	1.2 FUNSTON	WY		
		2508	367.9	6.6 CHACRA	108		
		2512	372.7	4.8 NEWCASTLE	119		
		2520	379.5	6.8 SILT	110		
s 11 50	x 2 35	2528	386.6	7.1 RIPLE	Y	s 1 25	x 1 05
		2532	391.4	4.8 LACY	123		
		2538	399.1	7.7 DOS	111		
		2540	404.0	4.9 GRAND VALLEY	W		
		2542	408.7	4.7 UNA	116		
		2546	416.6	7.9 DE BEQUE	89		
		2552	423.3	6.7 AKIN	120		
		2554	427.7	4.4 TUNNEL	89		
		2560	432.6	4.9 CAMEO	82		
		2572	437.0	4.4 PALISADE	E 94 W121		
		2578	442.5	5.5 CLINTON	99		
		2580	445.3	2.8 FRUITVALE			
			447.3	2.0 EAST DN YARD BKR GRAND JCT. BJKR	Yard	12 05 AM	11 53 AM
Arrive Daily	Arrive Daily	5000	449.6				
(147.6)							

ASPEN BRANCH

Station Number	Mile Post	Subdivision 4-B Stations	Capacity of Siding
2290	360.1	GLENWOOD.....BIKR	Yard
2408	367.9	7.8 CATTLE CREEK	14
2416	373.0	5.1 CARBONDALE.....W	Yard
2428	382.0	9.0 EMMA	24
2437	392.9	10.9 WOODY CREEK	Yard
2440	401.3	8.4 ASPEN.....Y	Yard

WESTWARD ▼ CRAIG BRANCH ▲ EASTWARD 9

SECOND CLASS	Station Number	Mile Post	Subdivision	Capacity of Siding	SECOND CLASS
9			1-A (In part, also see Pages 4 and 5)		10
Passenger Mail & Exp.			and 1-B Stations		Passenger Mail & Exp.
Lv. Daily			TIME-TABLE No 6		Ar. Daily
May 15, 1966					
#1 05 PM	129	128.8	ORESTOD.....J		s11 10AM
f1 19	134	134.4	5.6 McCOY.....Y	54	f10 47
f1 30	139	138.7	4.3 CRATER.....Y	68	f10 35
f1 41	143	142.7	4.0 VOLCANO.....Y	134	f10 24
f2 00	150	150.1	7.4 EGERIA.....Y	67	f10 06
#2 05	153	153.3	3.2 TOPONAS.....Y	45	s10 02
2 11	158	157.9	4.6 TRAPPER.....Y	65	9 56
#2 18	162	161.8	3.9 YAMPA.....Y	68	s9 51
#2 28	168	168.0	6.2 PHIPPBURG.....DBFKRSWY	Yard	s9 42
#2 35		171.4	3.4 OAK CREEK.....Y		s9 35
f2 39		173.6	2.2 ROUTT.....Y		f9 29
f2 42	176	175.2	1.6 HAYBRO.....Y	47	f9 26
2 47	178	178.2	3.0 PARK.....Y	38	9 21
f2 56	184	183.9	5.7 SIDNEY.....Y	90	f9 12
#3 13	191	191.1	7.2 STEAMBOAT.....WD	69	s8 59
3 25	198	200.1	9.0 HITCHENS.....Y		8 48
#3 27	201	201.2	1.1 MILNER.....Y	73	s8 46
3 35	206	206.6	5.4 BEAR.....Y	65	8 39
f3 38	208	208.0	1.4 HARRIS.....Y	58	f8 37
#3 50	215	215.1	7.1 HAYDEN.....D	49	s8 27
4 20 PM	232	231.7	16.6 CRAIG.....DBKWT	Yard	8 05 AM
Ar. Daily			(102.9)		Lv. Daily

No's 9 & 10 will make Orestod stop at Train Order Signal opposite Station Bond.

Extra trains must make way promptly when overtaken by No 9 or No 10.

LEADVILLE BRANCH

Station Number	Mile Post	Subdivision 3-A Stations	Capacity of Siding
2100	271.0	MALTA.....YJ	Yard
2104	273.3	2.3 EILERS.....Y	Yard
2120	275.9	2.6 LEADVILLE.....BFOS	Yard

10 WESTWARD ↓

↑ EASTWARD

SECOND CLASS	Station Number	Mile Post	Subdivision 8	Capacity of Siding	SECOND CLASS	
63			Stations		62	
Freight	TIME-TABLE No 6			Freight		
Leave Daily	May 15, 1966			Arrive Daily		
.....	7134	118.9	PUEBLO UD......DNBJK	Yard	.....
.....	1136	121.4	2.5 MINNEQUA.....	Yard	.....
.....	1140	122.9	1.5 SOUTHERN JCT......J	} JOINT LINE	.....
.....	1153	.....	19.1 CEDARWOOD.....		.....
.....	1158	.....	11.5 LASCAR.....		.....
.....	175.0	.....	16.4 WALSBERG UD......DN		.....
.....	175.1	.....	0.1 D&RGW JCT.....J		.....
3 30 PM	1180	175.2	0.1 WALSBERG.....		Yard	7 21 AM
4 10	1550	190.3	15.1 LA VETA......WY		Yard	6 50
4 31	1560	196.6	6.3 OCCIDENTAL.....		60	6 24
5 14	1564	207.2	10.6 FIR.....Y		35	5 41
5 39	1570	214.6	7.4 SIERRA.....		68	5 16
6 11	1576	227.7	13.1 FORT GARLAND.....D	77	4 44	
6 18	1578	232.4	4.7 BLANCA.....	68	4 37	
6 30	1584	239.8	7.4 BALDY.....	20	4 25	
6 54 PM	1590	251.7	11.9 ALAMOSA......DNBJK	Yard	4 01 AM	
Arrive Daily	(132.8)				Leave Daily	

No 63 is superior to No 62

Schedule and train order times Westward trains Subdivision 8 at Walsenburg apply at the end of two main tracks at East Switch Chute Run Around Track.

CREEDE BRANCH

Station Number	Mile Post	Subdivision 10-A	Capacity of Siding
		Stations	
TIME-TABLE No 6			
May 15, 1966			
1590	251.7	ALAMOSA......DNBJK	Yard
1604	263.1	11.4 PARMA.....	14
1606	266.1	3.0 ZINZER.....	76
1612	269.0	2.9 MONTE VISTA.....W	Yard
1624	282.8	13.8 DEL NORTE.....Y	60
1628	288.9	6.1 HANNA.....	14
1638	298.2	9.3 SOUTH FORK.....W	21
1640	299.1	0.9 DERRICK.....Y	Wye
1644	302.8	3.7 MASONIC PARK.....	
1650	312.1	9.3 WAGON WHEEL GAP.....	11
1654	318.1	6.0 WASSON.....Y	20
1661	320.7	2.6 CREEDE.....	Yard

WESTWARD ↓

↑ EASTWARD 11

Station Number	Mile Post	Subdivision 11	Capacity of Siding
		Stations	
TIME-TABLE No 6			
May 15, 1966			
1590	251.7	ALAMOSA......DNBJK	Yard
3542	257.0	5.3 HENRY.....	25SG
3544	259.6	2.6 ESTRELLA.....	35SG
3546	266.2	6.6 LA JARA.....DW	Yard
3555	273.3	7.1 ROMEO.....	39SG
3557	280.3	7.0 ANTONITO.....DFWY	Yard
.....	291.8	11.5 LAVA.....WY	.....
3804	299.4	7.6 BIG HORN.....Y	28
3806	306.1	6.7 SUBLETTE.....W	25
3808	310.5	4.4 TOLTEC.....	75
3608	318.4	7.9 OSIER.....W	43
3610	324.8	6.4 LOS PINOS.....W	46
3614	330.6	5.8 CUMBRES.....WY	105
3812	335.5	4.9 CRESCO.....W	43
3816	340.0	4.5 LOBATO.....	28
3820	344.1	4.1 CHAMA......DNBJK	Yard

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

Station Number	Mile Post	Subdivision 12	Capacity of Siding
		Stations	
TIME-TABLE No 6			
May 15, 1966			
3820	344.1	CHAMA......DNBJK	Yard
3824	349.2	5.1 WILLOW CREEK.....	17
3828	354.0	4.8 AZOTEA.....	32
3836	363.5	9.5 MONERO.....FW	21
3842	369.5	6.0 LUMBERTON.....Y	63
3846	373.3	3.8 DULCE.....	67
3848	377.7	4.4 NAVAJO.....W	23
3620	390.4	12.7 GATO.....WY	75
3626	408.8	18.8 ARBOLES.....W	45
3630	411.0	5.7 ALLISON.....	16
3634	418.9	7.9 LA BOCA.....W	28
3636	425.7	6.8 IGNACIO.....	62
3642	432.9	7.2 OXFORD.....	30
3644	437.3	4.4 FLORIDA.....W	30
3646	441.6	4.3 FALFA.....	11
3654	449.1	7.5 CARBON JCT.....J	27
3660	451.5	2.4 DURANGO......DNBJK	Yard

12 WESTWARD **FARMINGTON** BRANCH EASTWARD

Station Number	Mile Post	Subdivision 12-A		Capacity of Siding
		Stations		
		TIME-TABLE No 6 May 15, 1966		
3654	449.1	CARBON JCT.	27	
3958	471.7	22.6 CEDAR HILL	19	
3964	481.8	10.1 AZTEC	23	
3968	493.4	11.6 SAN JUAN	71	
3972	496.2	2.8 FARMINGTON	Yard	

WESTWARD **SILVERTON** BRANCH EASTWARD

SECOND CLASS		Mile Post	Subdivision 12-B		Capacity of Siding	SECOND CLASS	
463	461		Stations			462	464
Mixed	Mixed		TIME-TABLE No 6 May 15, 1966			Mixed	Mixed
Leave Daily	Leave Daily					Arrive Daily	Arrive Daily
8 30 AM	7 30 AM	451.5	DURANGO	DBK	Yard	4 15 PM	5 15 PM
9 15	8 15	462.5	11.0 HERMOSA		13	3 27	4 27
9 44	8 44	469.1	6.6 ROCKWOOD		24	3 00	4 00
f 10 05	f 9 05	472.3	3.2 TACOMA		18	f 2 39	f 3 39
f 10 14	f 9 14	474.0	1.7 AH WILDERNESS			f 2 30	f 3 30
f 10 35	f 9 35	478.0	4.0 TEFT			f 2 14	f 3 14
f 11 01	f 10 01	484.0	6.0 NEEDLETON		13	f 1 50	f 2 50
f 11 32	f 10 32	490.5	6.5 ELK PARK		14	f 1 20	f 2 20
12 01 PM	11 01 AM	496.7	6.2 SILVERTON		Yard	12 50 PM	1 50 PM
Arrive Daily	Arrive Daily		(45.2)			Leave Daily	Leave Daily

No 461 & No 463 are superior to No 462 & No 464

Tracks or Stations Not Shown as Stations in Time-Table

Sub-division	Name	Mile Post	Station Numbers	Car Capacity	Switching Connection
1-A	Stock Yard Spur	B.L. 2.2		Yard	West
1-A	Rocky Spur	18.0		Yard	West
1-A	Parshall	91.1	92	40	E. & W.
1-A	State Bridge	126.4			
1-A	Coppertown	132.2	132		
1-B	Edna	174.2	174	Mine Track	E. & W.
1-B	Energy Spur	200.1		Yard	East
1-B	Colute	209.9		10	E. & W.
2	Water Works	121.9	1701	91	West
2	Penitentiary	161.1	1744	30	West
2	Burnito	161.4	1746	40	East
2	Fink	170.3	1752	38	E. & W.
2	Pleasanton	195.4	1783	60	E. & W.
2	Wellsville	208.8	1796	22	E. & W.
2	Cleora	213.2	1800	161	E. & W.
3	Monarch Spur	214.9		Yard	East
3	Tie Plant	216.8	2002	381	East
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	Mine Track	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	Loma Spur	176.0		Yard	East
8	Mortimer	221.3	1574	55	West
8	Russell	216.9	1572	14	West
10-A	Agro	263.6	1605	10	West
10-A	S.L.C. Jet	267.0	1612	Yard	E. & W.
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	LaFruto	256.0	3541	7-SG	E. & W.
11	Hartner	257.4	3543	13-SG	E. & W.
11	Bountiful	269.7	3548	21-SG	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 UD** or **Pueblo Yd** C&S Clearance Form "A", and necessary train orders for movement **Southern Jet** 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. Unless otherwise provided trains must secure Clearance at **Walsenburg UD**.

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

Subdivision	Station	Remarks
4-A	Dotsero	Eastward and Westward trains Subdivision 4-A.
4	Grand Jct West Yard or Passenger station	When verbally authorized by Disp.
8	Walsenburg UD	Westward trains when no Opr on duty.
8	Alamosa	No 68 when no Opr on duty.
12-B	Silverton	

TRAIN REGISTERS

3. First Class Trains and trains destined to or enroute from **Phippsburg** will register with register ticket at **Bond**.

3-A. No's 9 and 10 will register with register ticket at **Phippsburg**.

3-B. No's 9 and 10 will register at **Hitchens** when so instructed.

3-C. First class trains arriving and departing **Pueblo UD** will be registered at **Pueblo Yd** by Train Disp through the Opr. Other trains arriving or departing **Pueblo** may register either at **Pueblo UD** or **Pueblo Yd**.

3-D. Subdivision 2 trains originating or terminating **Pueblo UD** will not require check of train register **Pueblo Yd**.

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

YARD LIMITS

4. Orestod (Subdivision 1-A, from MP 130.6 to sign "Beginning of CTC")	Sierra
Crater	Fort Garland
Phippsburg	Blanca
Haybro-Routt	Alamosa-Creede
Steamboat	Henry
Hitchens	Estrella
Hayden	La Jara
Craig	Romeo
Pueblo-Goodnight	Antonito
Portland	Big Horn
Canon City	Sublette
Cleora-Salida	Cumbres
Malta-Leadville	Chama
(Subdivision 3-A only)	Monero
Glenwood-Aspen	Lumberton
(Subdivision 4-B only)	Dulce
Pueblo-Southern Jct	Gato
Walsenburg	Arboles
La Veta	Ignacio
Occidental	Carbon Jct-Durango-
Fir	Farmington
	Ah Wilderness
	Silverton

4-A. Trains have no time-table superiority within limits described below and Operating Rule 93 governs all trains. Trains, yard and other locomotives occupying these tracks must make way for passenger trains without unnecessary delay:

Subdivision	Location	Limits
2 & 3	Salida	East end Track No 1, MP 214.7-ABS 2162.
	Pueblo	"CTC" sign MP 118.8-Entrance Pueblo UD.

4-B. 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
Tennessee Pass	ABS 2818—Crossover MP 280.3	Eastward freight trains
Minturn	ABS 3009—ABS 3034	Freight trains
Grand Jct, West Yard	ABS 4487—ABS 4512	Freight trains

4-C. Unless otherwise provided all train, yard and other locomotive movements between **Pueblo** and MP 121.4, **Minnequa** must be made with the current of traffic. Movements against the current of traffic must be authorized by Yardmaster **Pueblo Yd**.

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

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

Chama: All tracks within Yard Limits.

Durango: MP 451-Animas River Bridge Subdivision 12-B.

AIR BRAKE AND RETAINER OPERATION, CAR LIMITS AND INSPECTION STOPS

5. 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.

5-A. Trains averaging more than 80 actual tons per car will be considered "Coal" trains. These trains must not be operated in excess of 50 MPH.

5-B. Dynamic brake must not be used on more than five GP-30-35-40 units on the head end of a train.

Crater to Orestod and East Portal to North Yard

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

5-D. 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
SD-7, SD-9	2100 tons	2500 tons
GP-30, GP-35, GP-40.....	1500 tons	1700 tons

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

5-E. On freight trains if dynamic brake is inoperative, retainers will be used in 10 pound position on all loaded cars, and in 10 pound position on every other empty car, alternated at inspection points. Inspection stops will be made at East Portal and at intervals of not more than 15 miles thereafter between East Portal and Arvada. If train is stopped at any station between East Portal and Arvada, inspection will be made each 15 miles thereafter.

Tennessee Pass to Salida

5-F. Car limits, excluding caboose:

Less than 3 unit dynamic brake.....	100 cars
Three unit dynamic brake.....	110 cars
More than 3 unit dynamic brake.....	120 cars

Tennessee Pass to Minturn

5-G. 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
SD-7, SD-9	1300 tons	1500 tons
GP-30, GP-35, GP-40.....	1000 tons	1400 tons

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

5-H. On freight trains if dynamic brake is inoperative, retainers will be used in 20 pound position on all heavily loaded cars, and in 10 pound position on other loaded cars and every other empty car.

5-I. Passenger trains handled by locomotive having dynamic brake inoperative, retaining valves will be used and locomotive brakes must be allowed to apply when brakes are applied on train.

5-J. Car limits, excluding caboose:

Less than 3 unit dynamic brake.....	90 cars
Three unit dynamic brake.....	100 cars
More than 3 unit dynamic brake.....	110 cars

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-G and 5-H.

Monarch Spur

5-L. 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 in 20 pound position on all loaded cars and in 10 pound position on all empty 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.

Standard brake pipe pressure on Monarch Spur is 110 pounds.

Car limits, excluding caboose:

Monarch, MP 236.5 to Maysville, MP 224.6....	24 loads
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Salida to Pueblo

5-M. Car limits, excluding caboose:

Three or more units.....	120 cars
Two units F-7, F-9.....	80 cars
One unit F-7, F-9.....	40 cars
Two units GP or SD.....	120 cars
One unit GP or SD.....	60 cars

Not more than 90 cars of rock or similar heavy loads will be handled in any train.

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
SD-7, SD-9	1800 tons
GP-30, GP-35, GP-40.....	1500 tons

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

5-O. On freight trains if dynamic brake is inoperative retainers will be used in 20 pound position on all heavily loaded cars and in 10 pound position on other loaded cars and every other empty car.

Fir to LaVeta

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

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

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

5-Q. On freight trains if dynamic brake is inoperative, retainers will be used in 20 pound position on all heavily loaded cars, and in 10 pound position on other loaded cars and every other empty car.

5-R. Passenger trains handled by locomotive having dynamic brake inoperative, retaining valves will be used and locomotive brakes must be allowed to apply when brakes are applied on train.

5-S. Car limits, excluding caboose:

Less than 3 unit dynamic brake.....	90 cars
3 unit dynamic brake.....	100 cars
More than 3 unit dynamic brake.....	110 cars

Subdivisions 11 and 12

5-T. 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 (release control) 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-U. Westward trains on descending grade between MP 443 and **Carbon Jet** use one retainer in 10 pound position for each 100 actual tons in train.

5-V. Car and/or tonnage limits:

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

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

Subdivision 12-B

5-W. 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 Main Track and Frt House Lead and AT&SF crossings	Color light signals for normal movements. Controlled by ATSF Disp. D&RGW and AT&SF governed by their own rules and special instructions. Switch at West end Pueblo UD is dual controlled. Yard engines to and from Frt House Lead must open gate protecting MoPac crossing to receive signal indication.

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 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 PC.

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, 3,200 feet from main track connection and crossing of Highway No 72, 4,400 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 have been placed 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.

Not more than one train 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 tunnel or east of East switch **Winter Park** and proceed in opposite direction at restricted speed. Helper locomotive shoving a Westward train into **Moffat Tunnel** must not shove beyond ABS 501 or 501-A.

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

6-G. 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-H. Eastward freight trains must not exceed a speed of 20 MPH and Eastward passenger trains must not exceed a speed of 25 MPH from a point 1750 feet west of curtain until the locomotive has cleared the east portal of **Moffat Tunnel**.

6-I. If a train or locomotive is delayed in **Moffat Tunnel** for any reason Disp should be promptly notified from nearest refuge telephone. Disp 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

Operation at Orestod

6-J. 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 Pueblo

6-K. Trains operate by CTC between beginning and end of CTC signs west end **Pueblo Yd**.

6-L. ABS 001 located North of AT&SF track at **Dry Creek**, MP 120.7, governs westward movements from AT&SF track to D&RGW Westward Main Track when AT&SF-D&RGW crossover is reversed.

6-M. Westward trains departing from **Roger Lead** will automatically set ABS 1207-W at stop, provided no Westward trains are occupying main track approaching ABS 1207-W. When ABS 1207-E will not clear due to train approaching ABS 1207-W, hold the hand operated snap switch, which is located on outside of telephone booth in reverse position until ABS 1207-E clears and locomotive passes signal, after which handle should be released. This operation will place ABS 1207-W in stop position and requires approximately 60 seconds elapsed time before ABS 1207-E will clear.

Operation at Tennessee Pass

6-N. 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, Disp must be contacted immediately.

Instructions for manual operation are posted at each tunnel portal.

Operation at Minturn

6-O. 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-P. 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, Disp must be contacted immediately.

Operation at Glenwood

6-Q. When Eastward ABS 3598-A **Glenwood** displays illuminated letter "S" in conjunction with a proceed ABS indication it is authority to hand operate switch and enter Main track.

Operation at Grand Jet

6-R. 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-S. 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 Disp can position signal and dual controlled switch.

6-T. 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, Disp must be contacted immediately. (See Time-table Rule 2-C.)

Other Signals

6-U. Repeater Signals: In addition to aspects provided for by Operating Rule 510-A, Repeater Signal at MP 142.9 has two additional aspects as follows:

Red over lunar: Will be displayed if slide fence between Repeater Signal and ABS 1428 is operated and track between Repeater and ABS 1428 is unoccupied. Trains receiving this indication will be governed by Operating Rule 290, looking out for rocks or other obstruction on track.

Red over dark: Will be displayed if fence is operated and track between Repeater Signal and ABS 1428 is occupied. Trains receiving this indication will proceed to ABS 1428, being governed by Operating Rule 509.

6-V. Repeater Signals located to the left of tracks:

Location	Direction	Track
West end Moffat Tunnel, MP 56.4	Westward	Main Track
Minturn Yard, MP 301.7	Eastward	Main Track
Belden, MP 296.2	Westward	Siding.

6-W. Eastward ABS 2812, Tennessee Pass 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. These trains will carry 200 pounds steam train line pressure.

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

CONDITIONAL STOPS

8. No 17 will stop on flag at **Granby** to receive revenue passengers for **Salt Lake City** or beyond and discharge passengers from **Lincoln, Nebr.** or beyond.

8-A. No 18 will stop on flag at **Granby** to receive revenue passengers for **Lincoln, Nebr.** or beyond and discharge revenue passengers from **Salt Lake City** or beyond.

8-B. No 17 will make regular stop at **Rifle** on Sundays and Holidays and will stop on flag other days to receive revenue passengers for **Salt Lake City** or beyond and discharge revenue passengers from **Denver** or byond.

8-C. No 18 will make regular stop at **Rifle** on Sundays and Holidays and will stop on flag other days to receive revenue passengers for **Denver** or beyond and discharge revenue passengers from **Salt Lake City** or beyond.

8-D. No's 7 and 8 will stop at **Winter Park** to pick up and discharge revenue passengers to and from points where these trains are scheduled to stop.

8-E. No's 9 and 10 will make regular stop at **Parshall** and will stop on flag at **State Bridge** and **Coppertown**.

8-F. No's 1 and 2 will unless otherwise provided stop 10 mins at **Hanging Bridge**.

TRAIN SPEEDS

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

ZONE SPEEDS	Passenger	Freight
	Trains	Trains
	MPH	MPH
Subdivision 1-A		
Prospect-Fox Jct	20	20
Fox Jct-Pecos St., MP 3.8.....	45	30
Belt Line, Utah Jct-UP Transfer, MP 4.....	20	20
Pecos St., MP 3.8-MP 7.....	65	60
MP 7-MP 12 (Westward)	65	60
MP 12-MP 18 (Westward).....	50	50
MP 18-MP 12 (Eastward).....	50	25
MP 12-MP 7 (Eastward).....	60	40
(If necessary to use retainers under provisions of Time-table Rule 5-E, and on "Coal" trains (see Rule 5-A), speed must be restricted to 25 MPH from MP 12 to MP 7)		
Rocky Spur	20	20
MP 18-MP 37.....	25	25
MP 50-MP 37 (Eastward).....	40	25
MP 37-MP 50 (Westward).....	40	40
MP 50-MP 58.6.....	40	40
MP 58.6-MP 62.....	30	30
MP 62-MP 67.....	60	55
MP 67-MP 74.....	40	40
MP 74-Tunnel 35, MP 108.6.....	70	65
Tunnel 35, MP 108.6-MP 116.....	25	25
MP 116-MP 128.....	45	45
MP 128-MP 129.....	30	30
Junction switch Orestod-MP 150.....	25	20
MP 150-MP 168.....	50	40
If actual tonnage per unit with operative dynamic brake does not exceed:		
F-7, GP-7, GP-9, F-9.....	800 tons	
SD-7, SD-9.....	1200 tons	
GP-30, GP-35, GP-40.....	1100 tons	
and total train tonnage is not more than 4000 actual tons, freight trains (except "Coal" trains see Rule 5-A) may observe 5 MPH faster zone speed, MP 50-MP 37 (Eastward) and MP 18-MP 7 (Eastward).		
Subdivision 1-B		
MP 168-MP 174.....	35	25
MP 174-MP 178.....	40	40
MP 178-Craig.....	50	40
Energy Spur	25	25
Subdivision 2		
Pueblo-MP 159.....	60	60
MP 159-Salida.....	60	45
Subdivision 3		
Salida-MP 230.....	45	45
MP 230-MP 240.....	65	65
MP 240-MP 262.....	45	45
MP 262-MP 271.....	65	65
MP 271-MP 281.....	45	45
Except "Coal" trains (see Rule 5-A)		
MP 281-Salida (Eastward).....		40

ZONE SPEEDS	Passenger Trains MPH	Freight Trains MPH
Subdivision 3 (cont'd)		
Over Crossover switch MP 280.3 Tennessee Pass	20	20
MP 281-MP 298 (Westward).....	25	20
MP 298-MP 281 (Eastward).....	30	30
MP 298-Minturn	30	30
(If necessary to use retainers under provisions of Time-table Rule 5-H and on "Coal" trains (see Rule 5-A), speed must be restricted to 17 MPH, MP 281 to MP 298, and 25 MPH, MP 298 to Minturn.)		
Subdivision 3-A		15
Monarch Spur		
Bridge 215.4-Salida Yard.....	10	10
Bridge 215.4-Maysville MP 224.6.....	20	20
Maysville MP 224.6-MP 228.5 (Westward)	20	20
MP 228.5-Maysville MP 224.6 (Eastward)	20	12
MP 228.5-Monarch MP 236.5 (Westward)	12	12
Monarch MP 236.5-MP 228.5 (Eastward)	12	8
Subdivisions 4 and 4-A		
MP 129-MP 342	55	55
MP 302-MP 302.6	20	20
MP 302.6-MP 361	50	50
MP 361-MP 412	70	65
MP 412-MP 436	55	55
MP 436-10th St., Grd. Jct.	70	65
10th St.—Crossover MP 450.3, Westward Track	20	20
10th St.—Sw MP 450.6, Eastward Track	20	20
Subdivision 4-B		
Glenwood-Flour Mill MP 362.8 (Westward).....	20	
Flour Mill MP 362.8-Glenwood (Eastward).....	15	
Flour Mill MP 362.8-East switch Carbondale.....	25	
East switch Carbondale-Aspen.....	20	
Except: trains handling ore MP 378-MP 384.....	10	
Over Wingo Bridge 384.92.....	10	
Subdivision 8		
Pueblo-La Veta (Except joint line).....	40	30
La Veta-MP 195.....	35	20
MP 195-MP 207.....	20	15
MP 207-MP 214.....	20	18
MP 214-MP 222.....	25	20
MP 222-MP 241.....	45	40
MP 241-Alamosa	35	30
Loma Spur	15	15
Within Yard Limits Jansen.....	10	10
Subdivision 10-A		
Alamosa-MP 289	30	30
MP 289-MP 300.....	20	20
MP 300-Creede		
Curves	10	10
Tangent	15	15

ZONE SPEEDS	Passenger Trains MPH	Freight Trains MPH
Subdivision 11		
Alamosa-MP 280 (Standard Gauge).....	30	30
Alamosa-MP 286 (Narrow Gauge).....	30	25
MP 286-MP 290.....	20	15
MP 290-MP 307.....	25	18
MP 307-MP 321.....	15	12
MP 321-Cumbres	15	15
Cumbres-Chama	15	12
Over Bridge 319.95.....	8	8
Over Bridge 339.78.....	10	10
Subdivision 12	25	18
Subdivision 12-A	20	20
Subdivision 12-B; except as specified below		
Rockwood-Bridge 471.23	8	8
Over Bridge 471.23.....	5	5
Over Bridges 495.64 and 496.12.....	10	10
K-36, K-37 types over Bridge 452.42.....	10	10
Durango Yard, MP 451-depot.....	12	10

OTHER MAXIMUM SPEEDS

10-A. All Subdivisions, except where maximum allowable speeds are lower. Through turnouts equipped with Dual Controlled switches:

Fox Jct.	End of two main tracks	
North Yard	East end siding	
Leyden	East and West end siding.....	30
Rocky	East and West end siding	
Clay	East and West end siding	
Plain	East and West end siding	
Crescent	East end siding	25
Cliff	East and West end both sidings	
Rollins	East and West end siding	
Tolland	East and West end siding	
East Portal	East end siding	
Winter Park	East and West end siding	
Fraser	East and West end siding	
Tabernash	East and West end siding	
Granby	East and West end both sidings	
Sulphur	East and West end siding	
Flat	East and West end siding	
Troublesome	East and West end siding	
Kremmling	East and West end siding	
Gore	East and West end siding	
Azure	East and West end siding	
Radium	East and West end siding	
Yarmony	East and West end siding	
Orestod	East end River Track	
Orestod	Junction Sw MP 128.7	
Salida	West end siding	
Brown Canon	East end siding	
Nathrop	West end siding.....	30

OTHER MAXIMUM SPEEDS		MPH
Americus	East end siding	
Princeton	East and West end siding	
Kobe	West end siding	
Malta	East and West end siding	
Tennessee Pass	East end siding	
Mitchell	East end siding	
Pando	East and West end siding	
Belden	West end siding	
Minturn	East and West end siding	
Avon	East end siding	
Wolcott	West end siding	
West	East end siding	
Bond	West end river track	
Bond	West end siding	
Dell	East and West end siding	
Range	East and West end siding	
Dotsero	West end siding	
Dotsero	Crossover and Jct. switch MP 342	
Allen	East and West end siding	
Shoshone	East end siding	
Grizzly	East and West end siding	
Funston	East and West end both sidings	
Chacra	East and West end siding	
New Castle	East and West end siding	
Silt	East and West end siding	
Rifle	East and West end siding	
Lacy	East and West end siding	
Dos	East and West end siding	
Grand Valley	East and West end siding	
Una	East and West end siding	
De Beque	East and West end siding	
Akin	East and West end siding	
Tunnel	East and West end siding	
Cameo	East and West end siding	
Palisade	East and West end siding	
Clifton	East and West end siding	
MP 445.0	East end East Long Lead	30

Other turn-outs equipped with Dual Controlled switches 15

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 power and equipment as follows:

Series 6001-6013, 555-577, 3001-3068, 5100-5113, 5300-5314, 5901-5954	70
Series 66-74, 100, 120-123, 130-146	50
Steam Derricks	35
Russell Snow Plow X-67 (handled in trains)	30

OTHER MAXIMUM SPEEDS		MPH
Clamshells, Scale Test Cars, (except Scale Test Car X-450) and Pile Drivers moving on own wheels	25	
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	35
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

10-D. Sidings:

Tabernash	20
Adobe	15
Vallie	15
Malta	20
Subdivisions 1-A (Orestod-Phippsburg only), 1-B, 8, 10, 10-A, 11, 12, 12-A, 12-B	15

10-E. City Ordinance

Florence	40
Buena Vista	25
Palisade	25
Grand Jct	25
Walsenburg	15
Trinidad	15
Between MP 279.7 and 280.6 Antonito	12

MEDICAL TREATMENT OF PASSENGERS

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

If assistance is needed to secure a doctor at Denver, the Denver Medical Society Referral Center, 222-5817, may be contacted.

Name	Location
C. N. Caldwell, M.D.	Pueblo
F. W. Barrows, M.D.	Pueblo
L. J. Leonardi, M.D.	Salida
Glenwood Medical Associates	Glenwood
T. D. Burleigh, M.D.	Grand Jct
R. F. Linnemeyer, M.D.	Grand Jct

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

Name	Location
St. Joseph's Hospital	Denver
St. Mary's-Corwin	Pueblo
Salida Hospital	Salida
Valley View Hospital	Glenwood
St. Mary's Hospital	Grand Jct

Medical Treatment of Employes

11-B. Care of sick and injured employes is rendered by Hospital Association Doctors located as follows:

Name	Location	Name	Location
623-8443	Denver and vicinity	V. A. Veltri	Salida
M. P. Ogden	Granby	J. M. Kehoe	Leadville
L. E. Bare	Granby	V. E. Kelly	Leadville
E. G. Ceriani	Kremmling	Dennis Morgan, DDS	Leadville
B. M. Sutherland	Kremmling	G. B. Stanley	Gilman
R. E. Smith	Kremmling	Marshall Gibby	Eagle
So. Routt Med. Center	Oak Creek	E. G. Ceriani (Kremmling)	Bond
J. P. Ryan	Oak Creek	B. M. Sutherland (Kremmling)	Bond
H. S. Richards	Steamboat	F. D. Law, DDS	Glenwood
R. E. Smith	Steamboat	B. E. Nutting	Glenwood
Farley Clinic	Pueblo	Roy W. Day	Glenwood
Pueblo Surgical Group	Pueblo	(Ear, Nose, Throat)	
Parkview Medical Center	Pueblo	R. W. Viehe	Glenwood
A. Demshki (Ear, Nose & Throat)	Pueblo	Glenwood Medical Associates	Glenwood
E. B. Ley	Pueblo	H. O. Hendrick	Carbondale
T. A. Gunter (Dentist)	Pueblo	Aspen Clinic	Aspen
H. S. Rusk (Eye, Ear, Nose & Throat)	Pueblo	Aspen Medical Center	Aspen
W. M. Lewallen, Jr.	Pueblo	Robert Burlingame	Aspen
L. L. Ward	Pueblo	H. G. Knapp	Rifle
R. L. McKittrick	Pueblo	R. D. Nischoff	Rifle
John McKittrick	Pueblo	Max Ward	Rifle
John Hruby (DDS)	Pueblo	243-3545	Grand Junction
Bernard Baxter	Pueblo	J. M. Lamme, Jr.	Walsenburg
J. Harvey Johnston (Dermatologist)	Pueblo	E. K. Carmichael	Trinidad
R. W. Dingler	Pueblo	A. E. Duncan	Alamosa
J. S. Norman	Pueblo	S. D. Nichols	Alamosa
L. Pettitt	Pueblo	J. W. Ruddell	Alamosa
James Pollard	Pueblo	J. H. Hurley	Alamosa
H. C. Zaenger	Pueblo	F. A. Rechnitz	Alamosa
P. J. Gamache	Florence	W. C. Riley	Alamosa
John V. Buglewicz	Florence	D. R. Strong (Dentist)	Alamosa
H. C. Grabow	Canon City	V. V. Anderson	Del Norte
E. C. Budd	Salida	E. J. Zayac	Del Norte
Leo J. Leonard	Salida	H. D. Thomas	La Jara
H. D. Smith	Salida	G. R. Davis	Antonito
S. B. Phillips	Salida	J. I. Duncan	Chama
William Mehos	Salida	C. S. Dudley (Dentist)	Durango
L. A. Ralston (Dentist)	Salida	P. W. Luter	Durango
R. A. Hoover	Salida	F. M. Murray	Durango
		L. B. McCarty	Aztec

11-C. Assigned hospitals of the Hospital Association:

Name	Location
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 2		Subdivision 4	
Miles from Denver	Points	Miles from Denver	Points
119.9	Facing	448.6	Trailing
120.6	Trailing	449.0	Facing
120.7	Facing	450.3	Trailing
		451.1	Trailing

Subdivision 8	
Miles from Denver	Points
119.4	Trailing
120.7	Trailing
121.3	Facing
121.9	Trailing
122.7	Trailing

13. SPRING SWITCHES

Miles from Denver	Location	Normal Position	MPH
119.7	Pueblo	Westward Main Track	15
120.5	Pueblo	Roger Lead to Eastward Main Track	15
120.6	Pueblo	Westward Main Track	15
120.6	Pueblo	Eastward Main Track to So. yard lead.	15
122.3	Goodnight	Eastward Main Track	30
134.6	Swallows-West Switch	Main Track	30
146.5	Adobe-East Switch	Main Track	15
151.8	Florence-East Switch	Main Track	30
161.2	Canon City-West Switch	Main Track	30
164.9	Gorge-West Switch	Main Track	15
171.3	Parkdale-West Switch	Main Track	30
185.0	Texas Creek-West Switch	Main Track	30
198.3	Vallie-West Switch	Main Track	30
203.9	Howard-West Switch	Main Track	30
222.9	Brown Canon-West Switch	Main Track	15
232.9	Nathrop-East Switch	Main Track	15
245.2	Americus-West Switch	Main Track	15
262.8	Kobe-East Switch	Main Track	30
284.6	Mitchell-West Switch	Main Track	30
309.0	Avon-West Switch	Main Track	30
317.7	Wolcott-East Switch	Main Track	30
332.7	West-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	Cross-over	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. Second class and inferior trains moving between Main Street Switch Shanty and East Roger Switch Shanty, Pueblo, over Denver District on Eastward Main Track will be governed by signals from switch tenders.

16-B. Eastward end of Two Main Tracks between Minnequa and Pueblo is located at Main Street Switch Shanty near Pueblo roundhouse, Subdivision 8. Normal position of switch is for Westward Main track.

16-C. At Salida, switches must be lined for Barrel Lead No 2 when not in use, to provide derail protection for the yard.

16-D. Westward trains or other movements departing Salida Yard, other than from Track No 1 must secure permission from Disp before fouling or lining No 1 track switch. Telephone is located south of Main Track opposite west end No 3 track switch.

16-E. Trains being yarded Salida will, unless otherwise instructed, use the following tracks:

Eastward Trains—track No 1.

Westward Trains—track No 3, through Barrel Lead No 2.

These tracks will be kept clear for trains entering yard.

Lead switch and No 1 track at west end Salida must be lined for No 1 track when not in use.

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

16-H. Westward freight trains entering East Yard, will head in receiving yard as indicated by track indicator MP 445.6.

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

16-I. At Milner inferior Westward trains will enter siding via crossover.

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

16-K. SD-7 and SD-9 locomotives must not be operated on wye at Aspen.

16-L. 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-M. Locations where trains or locomotives must not clear the main track. (See Operating Rule 563.)

Location	Tracks
Avon, MP 308.2.....	Stock
Orestod, MP 128.5.....	House
Bond, MP 129.....	Transfer

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

Subdivision	Location	Description
1-A	McCoy.....	East end siding
1-A	Crater.....	East end siding
1-A	Egeria.....	East end siding
1-A	Toponas.....	East end siding
1-B	Park.....	West end siding
1-B	Haybro.....	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.....	East end siding
12	Oxford.....	East end siding
12	Florida.....	East end siding
12-A	Rockwood.....	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 "Read 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:

No. of Units	Location in Train
Two or less.....	Behind caboose
Three-five.....	Ahead of caboose
More than five.....	Ahead of 1700 adjusted tons

Three unit helper will be trained behind caboose from Tabernash to Winter Park.

Five unit helper may be trained ahead of 1700 adjusted tons from Minturn to Tennessee Pass.

17-C. Helper locomotive of more than five units may be used on rear of train ahead of caboose provided all units in excess of five are isolated.

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

17-G. 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-H. 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 Jct, Denver, to connect with trackage of D&RGW serving Northwest Terminal area. Turn-out 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	AT&SF-D&RGW, Joint Line
D&RGW, Colorado Division	D&RGW, Colorado Division
MOPAC, Central District	C&S, Denver Division
PUD&RR Co.	DUT Ry Co, General and 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 trains entering Pueblo UD from the west will be governed by track indicator at Spring Switch 5. Yard and other locomotives will disregard track indicators.

18-E. Track indicator governing MoPac trains entering Pueblo UD will normally display track "2". When displays "X" trains will proceed through crossover and be governed by track indicator at Spring Switch 5.

18-F. Trains departing Pueblo UD Westward will not foul lead until receive signal indication permitting departure.

18-G. D&RGW and C&S Joint Tracks 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 Time-table and Burlington Lines Rules and Regulations of the Operating Department govern train operation on both tracks.

18-H. 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-I. Trains between Walsenburg and Trinidad are operated under the Time-table Rules and Regulations of Wichita Falls Division, C&S Railway.

18-J. 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. When GP-7, GP-9, SD-7, SD-9, GP-30, GP-35 or GP-40 locomotives are being operated together, or coupled with other units, or when "A" units are being operated coupled between other units, and an alarm sounds, train will be stopped and units given inspection, when necessary.

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

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

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

19-D. Operating Rule 21 is modified as follows: Classification signals will not be displayed on narrow gauge locomotives.

19-E. Telephones located in booth at MP 290.7, MP 311.3, MP 315.2, MP 323.0, MP 326.0 and MP 330.0, Subdivision 11.

REVISIONS AND/OR MODIFICATION OF AIR BRAKE RULES

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

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

On passenger 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 pounds 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.

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

STATION	OPEN HOURS		
	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
Phippsburg	7:45 AM to 11:45 PM (Tuesday Only)		
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 U.D.	Continuous	Continuous	Continuous
Pueblo Yd.	Continuous	Continuous	Continuous
Portland	8:30 AM to 5:30 PM	Closed	Closed
Florence	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM	Closed
Canon City	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM
Texas Creek	7:45 AM to 4:45 PM	7:45 AM to 4:45 PM	7:45 AM to 4:45 PM
Salida	Continuous	Continuous	Continuous
Buena Vista	7:30 AM to 4:30 PM	Closed	Closed
Leadville	8:00 AM to 5:00 PM	Closed	Closed
Minturn	Continuous	Continuous	Continuous
Eagle	7:15 AM to 4:15 PM	Closed	Closed
Carbondale	7:30 AM to 4:30 PM	Closed	Closed
Glenwood	Continuous	Continuous	Continuous
Rifle	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM	Closed
Pailsade	7:15 AM to 4:15 PM	Closed	Closed
Grand Junction	Continuous	Continuous	Continuous
Minnequa	8:00 AM to 5:00 PM	Closed	Closed
Walsenburg	9:00 AM to 5:00 PM	9:00 AM to 5:00 PM	9:00 AM to 5:00 PM
Walsenburg	6:00 PM to 8:00 AM	6:00 PM to 8:00 AM	6:00 PM to 8:00 AM
Ft. Garland	8:30 AM to 5:30 PM	Closed	Closed
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).

ADJUSTED TONNAGE RATINGS

FROM	TO	SD-7 5300-5304 SD-9 5305-5314	F-7, 555-575 5761, 5764 F-9, 577 5762-5763 GP-7	GP-30 3001-3028 GP-35 3029-3050	GP-40 3061-3068	Adjust- ment Factor
			5100-5113 GP-9 5901-5954			
Denver.....	East Portal.....	1350	850	1000	1075	3
Tabernash.....	Winter Park.....	1400	890	1050	1125	4
Orestod.....	Tabernash.....	2600	1650	1900	2050	6
Orestod.....	Toponas.....	1350	850	1000	1075	3
Phippsburg.....	Toponas.....	1800	1200	1275	1375	4
Phippsburg.....	Pallas.....	2850	1900	2000	2150	6
Haybro.....	Phippsburg.....	1800	1200	1275	1375	4
Steamboat.....	Haybro.....	2850	1900	2000	2150	6
Craig.....	Steamboat.....	5200	3550	4000	4300	9
Hitchens.....	Energy.....	2400	1450	1750	1900	6
Pueblo.....	Portland.....	5000	3350	3800	4100	9
Portland.....	Canon City.....	4800	3200	3600	3900	6
Canon City.....	Salida.....	2150	1400	1600	1725	4
Salida.....	Tennessee Pass..	1900	1200	1425	1525	4
Minturn.....	Tennessee Pass..	850	550	625	675	2
Grand Jct.....	Glenwood.....	2700	1850	2150	2300	6
Glenwood.....	Minturn.....	2050	1300	1525	1650	6
Glenwood.....	Bond.....	2150	1400	1600	1725	6
Glenwood.....	Mid Cont.....	2500	1650	1900	2050	2
Mid Cont.....	Aspen.....	1200	800	900	975	2
Malta.....	Eilers.....	1000	650	725	775	2
Eilers.....	Leadville.....	850	550	625	675	2
Salida.....	Maysville.....	1100	750	850	925	2
Maysville.....	Monarch.....	530	340	400	440	1
Pueblo.....	Minnequa.....	2150	1400	1600	1725	4
Minnequa.....	Walsenburg.....	2600	1700	1950	2100	6
Walsenburg.....	La Veta.....	1800	1100	1250	1350	4
La Veta.....	Fir.....	850	520	600	650	2
Alamosa.....	Russell.....	2700	1800	2100	2250	5
Russell.....	Sierra.....	1800	1200	1425	1525	4
Sierra.....	Fir.....	1100	700	775	825	3
Walsenburg.....	Trinidad.....	2600	1700	1950	2100	5
Trinidad.....	Walsenburg.....	2600	1700	1950	2100	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 K-37 490-499	Class K-36 490-489	Class K-28 473-478	Adjust- ment Factor
Alamosa.....	Antonito.....	1635	1815	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.....	1080	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 Mile		Miles Per Hour		Time Per Mile		Miles Per Hour		
Mins.	Sec.	Mins.	Sec.	Mins.	Sec.	Mins.	Sec.	
—	36	100	—	58	62.6	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.2	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	30	24.0
—	51	70.6	1	26	41.9	2	45	21.8
—	52	69.2	1	28	40.9	3	—	20.0
—	53	67.9	1	30	40.0	3	30	17.1
—	54	66.6	1	32	39.1	4	—	15.0
—	55	65.5	1	34	38.3	5	—	12.0
—	56	64.2	1	36	37.5	6	—	10.0
—	57	63.2	1	38	36.8			

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

Speed	Damage	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!

LOCAL WATCH INSPECTORS

Hansen & Hansen Jewelry Co.....	Denver
Sundman Jewelers	Denver
Cameron Jewelers	Denver
Gumm Time Service.....	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

ASSISTANT SUPERINTENDENT

A. H. Nance
Denver

TRAINMASTERS

V. I. Griffith
Denver Terminal

C. W. Hearn
Pueblo Terminal

G. S. D. McCall
Denver

L. H. Pennington
Pueblo

H. W. Dearing
Glenwood

ROAD FOREMEN OF EQUIPMENT

P. H. Foley
S. A. Dougherty
Denver

F. H. Green
Grand Jct

L. P. Urquhart
Pueblo

ROAD FOREMAN OF EQUIPMENT-TRAINMASTER

R. C. Williams
Salida

ROAD FOREMAN OF EQUIPMENT-ASSISTANT TRAINMASTER

J. R. Pearce
Alamosa

TRAINMASTER-ROADMASTER

J. M. Rentfrow
Durango
H. V. Meek
Alamosa

CHIEF DISPATCHERS

J. O. Smith
Denver

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

M. E. Wood
Grand Jct

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