



**Denver and Rio Grande Western
Railroad Company**

TIME-TABLE
OF THE
COLORADO DIVISION

No.

7

**EFFECTIVE AT 12:01 A.M.
MOUNTAIN STANDARD TIME
THURSDAY, JUNE 1, 1967**

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

JOHN AYER, JR.
Vice President—Operations

J. B. NORWOOD, JR.
Asst. Vice Pres. Operations

W. J. HOLTMAN
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.....	539-2634
Grand Jct, Chief Dispatcher.....	242-5153
Grand Jct, East Yard.....	242-3893
Alamosa, Yard Office.....	589-4981
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									
	87	88	89	97	81	95	99	71	75	52
North Yard.....	480A	900A	1100A	1201P	500P	645P	800P	900A	900A	900P
Bond.....	810A	1000A	260P	520P	930P	1045P	125A	400A	400A	100P
Pueblo.....								400P	900P	700P
Salida.....								640P	1210A	1100A
Minturn.....								1005P	420A	800A
Grand Junction...	1130A 1135A	125P 130P	620P 625P	920P 950P	100A 105A	210A 220A	555A 630A	125A 135A	800A 830A	800A
Helper.....	250P	465P	950P	300A	445A	545A	1150A	530A	120P	485A
Roper.....	540P 555P	800P 120A	100A 120A	700A 200P	800A 200P	850A 200P	400P 555P	900A 200P	500P 555P	900P
Ogden.....	650P	230A	230A	300P	300P	300P	650P	300P	650P	900P
Delivered to Connection.....	WP 640P SP 650P	WP 900P SP 230A	WP 200A SP 230A	WP 800A SP 300P	WP 900A SP 300P	WP 950A SP 300P	WP 500P SP 650P	WP 1000A SP 300P	WP 600P SP 650P	Q 700P RI 900A MP 1201P

Condensed Freight Train Schedules (For Information only)

WESTWARD

EASTWARD

4 WESTWARD ▼

▲ EASTWARD

SECOND CLASS	FIRST CLASS	Station Number	Subdivision 1-A (in part, also see page 8) and 4-A Stations	Mile Post	Capacity of Siding	FIRST CLASS	SECOND CLASS
9	17		TIME-TABLE No 7			18	10
Passenger Mail & Exp.	California Zephyr		June 1, 1967			California Zephyr	Passenger Mail & Exp.
Leave Daily	Leave Daily					Ar. Daily	Ar. Daily
9 05 AM	8 20 AM	0000	DENVER.....BKR	0.0		6 55 PM	5 20 PM
9 10	8 25		1.0 PROSPECT DNJ	1.0		6 50	5 14
			0.5 FOX JCT.....	1.5			
		0003	1.0 NORTH YARD DNEKR	2.5	Yard		
			0.7 UTAH JCT.....	3.2			
		0004	1.6 C & S JCT.....	4.8			
f 9 17		0007	2.3 ARVADA.....	7.1		f 5 03	
		0012	5.3 LEYDEN.....	12.4	106		
f 9 28		0018	5.6 ROCKY.....	18.0	95	f 4 45	
		0021	3.2 CLAY.....	21.2	112		
f 9 44		0025	3.3 PLAIN.....	24.5	128	f 4 29	
		0031	6.7 CRESCENT.....	31.2	109		
f 10 16		0037	6.3 CLIFF.....W	37.5	114	f 3 57	
f 10 25		0042	4.6 ROLLINS.....	42.1	84	f 3 49	
f 10 33		0047	5.0 TOLLAND.....	47.1	110	f 3 40	
f 10 41		0050	3.0 EAST PORTAL...WY	50.1	120	f 3 35	
s 10 52	10 15	0057	6.8 WINTER PARK...WY	56.9	138	s 4 55	s 3 22
f 11 04		0062	5.3 FRASER.....	62.2	93	f 3 06	
f 11 08		0066	3.8 TABERNASH...WY	66.0	195	f 2 58	
s 11 30	s 10 50	0076	9.8 GRANBY.....	75.8	W 94 E 89	s 4 25	s 2 41
f 11 45		0086	10.4 SULPHUR.....	86.2	150	f 2 22	
			6.8 FLAT.....	93.0	136		
		0098	5.0 TROUBLESOME...W	98.0	111		
s 12 14		0103	5.5 KREMMLING...W	103.5	116	s 1 53	
		0106	2.5 GORE.....	106.0	131		
f 12 27		0111	5.3 AZURE.....	111.3	95	f 1 33	
f 12 40		0116	5.1 RADIUM.....	116.4	167	f 1 19	
		0123	6.6 YARMONY.....	123.0	88		
s 1 05 PM		0129	5.8 ORESTOD.....	128.6		s 1 25 PM	
Arrive Daily			0.7 BOND.....DNBKWY	129.3	Yard	s 2 50 PM	
	s 12 15 PM	2302	12.8 DELL.....	142.1	144		
		2306	13.1 RANGE.....W	155.2	156		
	1 07 PM	2276	11.6 DOTSERO.....JY	166.8	136	1 47 PM	
Arrive Daily						Lv. Daily	

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

WESTWARD ▼

▲ EASTWARD 5

FIRST CLASS	Station Number	Mile Post	Subdivision 4 Stations	Capacity of Siding	FIRST CLASS
17			TIME-TABLE No 7		18
California Zephyr			June 1, 1967		California Zephyr
Leave Daily					Arrive Daily
	2250	302.0	MINTURN.....DNBFRSWY	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.....		
1 07 PM	2276	341.9	6.1 DOTSERO.....JY	136	1 47 PM
	2282	347.6	5.6 ALLEN.....	107	
	2284	350.5	3.0 SHOSHONE.....W	75	
	2288	355.0	4.5 GRIZZLY.....	95	
s 1 45	2290	360.1	5.1 GLENWOOD.....BJKR	29	s 1 15
	2502	361.3	1.2 FUNSTON.....WY	Yard	
	2508	367.9	6.6 CHACRA.....	108	
	2512	372.7	4.8 NEWCASTLE.....	119	
	2520	379.5	6.8 SILT.....	110	
s 2 20	2528	386.6	7.1 RIFLE.....Y	116	s 12 40
	2532	391.4	4.8 LACY.....	123	
	2538	399.1	7.7 DOS.....	111	
	2540	404.0	4.9 GRAND VALLEY...W	99	
	2542	408.7	4.7 UNA.....	116	
	2546	416.6	7.9 DE DEQUE.....	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 W 121		
	2578	442.5	5.5 CLIFTON.....	99	
	2580	445.3	2.8 FRUITVALE.....		
	447.3		2.0 EAST YARD.....DNBKR	Yard	
3 40 PM	5000	449.6	2.3 GRAND JCT.....BJKR	Yard	11 25 AM
Arrive Daily			(147.6)		Leave Daily

ASPEN BRANCH

Station Number	Mile Post	Subdivision 4-B Stations TIME-TABLE No 7 June 1, 1967	Capacity of Siding
2290	360.1	GLENWOOD.....BJKR	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

SECOND CLASS		FIRST CLASS	Station Number	Mile Post	Subdivision 2 and 3 Stations TIME-TABLE No 7 June 1, 1967
75 Fast Freight Lv. Daily	71 Fast Freight Lv. Daily	1 Royal Gorge Lv. Daily			
		12 15 PM	7134	119.4	PUEBLO U D.....DNBJK 0.2
				119.6	AT&SF CROSSING 0.5
7 00 PM	10 50 AM		4000	120.1	PUEBLO YD.....DNBKR 2.2
7 08	10 58	12 22		122.3	GOODNIGHT..... 12.3
7 27	11 18 2	12 37	1712	134.6	SWALLOWS..... 5.0
7 34	11 24	12 44	1714	139.6	HOBSON..... 6.2
7 42	11 32	12 52	1720	145.8	PORTLAND.....D 3
7 45	11 34	12 54	1722	147.1	ADOBE..... 4.3
7 51	11 40	1 02	1724	151.9	FLORENCE.....D 8.1
8 03	11 50	1 22	1740	160.0	CANON CITY.....DOWY 4.8
8 13	11 57	1 31	1748	164.8	GORGE..... 1.5
		1 35 1 45	1749	166.3	HANGING BRIDGE..... 4.9
8 32	12 13	1 57 ⁵²	1754	171.2	PARKDALE..... 4.5
8 40	12 20	2 05	1756	175.7	SPIKEBUCK..... 8.4
8 55	12 36	2 20	1762	184.1	TEXAS CREEK.....D 7.6
9 06	12 49	2 34	1782	191.7	COTOPAXI.....W 6.4
9 16	12 58	2 45	1784	198.1	VALLIE..... 5.3
9 24	1 06 ⁵²	2 53	1786	208.4	HOWARD..... 4.6
9 31	1 13	3 00	1792	208.0	SWISSVALE..... 7.1
9 45 PM	1 25 PM	3 15 PM	2002	215.1	SALIDA.....DNBKRWY 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.....W 4.4
			2026	244.7	AMERICUS..... 7.4
			2032	252.1	PRINCETON..... 11.5
			2040	263.6	KOBE..... 7.4
			2100	271.0	MALTA.....JWY 9.3
			2208	280.3	TENNESSEE PASS..... 3.5
			2210	283.8	MITCHELL..... 4.7
			2216	288.5	PANDO..... 7.7
			2232	296.2	BELDEN..... 5.8
			2250	302.0	MINTURN.....DNBKRWY

(182.6)

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

Capacity of Siding	Subdivision 2 and 3 Stations TIME-TABLE No 7 June 1, 1967		FIRST CLASS	SECOND CLASS		
	2 Royal Gorge Ar. Daily	48 Fast Freight Ar. Daily	52 Fast Freight Ar. Daily	2	48	52
			11 45 AM			
Yard				7 10 AM	3 30 PM	
			11 35	6 58	3 22	
143			11 18 ⁷¹	6 40	3 04	
88			11 10	6 34	2 56	
			11 01	6 27	2 44	
121			10 59	6 25	2 42	
145			10 53	6 19	2 36	
191			10 44	6 10	2 26	
85			10 33	6 01	2 16	
			10 29			
			10 19			
89			10 07	5 42	1 57 1	
89			10 00	5 35	1 50	
115			9 47	5 21	1 36	
116			9 36	5 09	1 24	
119			9 27	4 59	1 14	
95			9 20	4 51	1 06 ⁷¹	
92			9 13	4 44	12 59	
Yard			9 00 AM	4 30 AM	12 45 PM	
130			Lv. Daily	Lv. Daily	Lv. Daily	
130						
129						
145						
158						
Yard						
151						
158						
158						
201						
Yard						

(182.6)

Schedule and train order times for Eastward trains at Salida apply at East switch, end of CTC.

8 WESTWARD ▼ CRAIG BRANCH ▲ EASTWARD

SECOND CLASS	Station Number	Mile Post	Subdivision 1-A (In part, also see Page 4) and 1-B Stations	Capacity of Siding	SECOND CLASS
9 Passenger Mail & Exp. Lv. Daily			TIME-TABLE No 7 June 1, 1967		10 Passenger Mail & Exp. Ar. Daily
#1 05 PM	0129	128.8	ORESTOD.....J		#12 55 PM
f1 19	0134	134.4	McCOY.....Y	68	f12 32
f1 30	0139	138.7	CRATER.....Y		f12 20
f1 41	0143	142.7	VOLCANO.....Y	184	f12 09
f2 00	0150	150.1	EGERIA.....Y	67	f11 51
#2 05	0153	153.3	TOPONAS.....Y	45	#11 47
#2 18	0162	161.8	YAMPA.....Y	68	#11 36
#2 28	0168	168.0	PHIPPSBURG.....DBKRWY	Yard	#11 27
#2 35		171.4	OAK CREEK.....Y		#11 20
f2 42	0175	175.2	HAYBRO.....Y	47	f11 11
2 47	0178	178.2	PARK.....Y	38	11 06
f2 56	0184	183.9	SIDNEY.....Y	90	f10 57
#3 13	0191	191.1	STEAMBOAT.....WD	69	#10 44
3 25	0198	200.1	HITCHENS.....Y		10 33
f3 27	0201	201.2	MILNER.....Y	73	f10 31
3 35	0206	206.6	BEAR.....Y	65	f10 24
f3 38	0208	208.0	HARRIS.....Y	58	f10 22
#3 50	0215	215.1	HAYDEN.....D	49	#10 12
4 20 PM	0232	231.7	CRAIG.....DBKRWY	Yard	9 50 AM
Ar. Daily			(102.9)		Lv. Daily

No's 9 and 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
		TIME-TABLE No 7 June 1, 1967	
2100	271.0	MALTA.....JWY	Yard
2104	273.3	EILERS.....Y	Yard
2120	275.9	LEADVILLE.....BO	Yard

WESTWARD ▼ EASTWARD 9

SECOND CLASS	Station Number	Mile Post	Subdivision 8 Stations	Capacity of Siding	SECOND CLASS
63 Freight Leave Daily			TIME-TABLE No 7 June 1, 1967		62 Freight Arrive Daily
	7134	118.9	PUEBLO UD.....DNBJK	Yard	
	1136	121.4	MINNEQUA.....Y	Yard	
	1140	122.9	SOUTHERN JCT.....J		
	1153		CEDARWOOD.....Y		
	1158		LASCAR.....Y		
		175.0	WALSENBURG UD.....DN		
		175.1	D&RGW JCT.....J		
3 30 PM	1180	175.2	WALSENBURG.....Y	Yard	7 21 AM
4 10	1550	190.3	LA VETA.....BWWY	Yard	6 50
4 31	1560	196.8	OCCIDENTAL.....Y	30	6 24
5 14	1564	207.2	FIR.....Y	35	5 41
5 39	1570	214.6	SIERRA.....Y	68	5 16
6 11	1576	227.7	FORT GARLAND.....W	77	4 44
6 18	1578	232.4	BLANCA.....Y	68	4 37
6 30	1584	239.8	BALDY.....Y	20	4 25
6 54 PM	1590	251.7	ALAMOSA.....DBJK	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 D&RGW Jct. switch.

CREEDE BRANCH

Station Number	Mile Post	Subdivision 10-A Stations	Capacity of Siding
		TIME-TABLE No 7 June 1, 1967	
1590	251.7	ALAMOSA.....DBJK	Yard
1604	263.1	PARMA.....Y	14
1606	266.1	ZINZER.....Y	76
1612	269.0	MONTE VISTA.....W	Yard
1624	282.8	DEL NORTE.....Y	60
1628	288.9	HANNA.....Y	14
1638	298.2	SOUTH FORK.....W	21
1640	299.1	DERRICK.....Y	
1644	302.8	MASONIC PARK.....Y	
1650	312.1	WAGON WHEEL GAP.....Y	11
1654	318.1	WASSON.....Y	20
1661	320.7	CREEDE.....Y	Yard

10 WESTWARD ▼

▲ EASTWARD

Station Number	Mile Post	Subdivision 11		Capacity of Siding
		Stations	TIME-TABLE No 7	
June 1, 1967				
1590	251.7	ALAMOSA.....	DBJK	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
3808	318.4	7.9 OSIER.....	W	43
3810	324.8	6.4 LOS PINOS.....	W	46
3814	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.....	DBK	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 7	
June 1, 1967				
3820	344.1	CHAMA.....	DBK	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
3820	380.4	12.7 GATO.....	WY	75
3826	408.8	18.8 ARBOLES.....	W	45
3830	411.0	5.7 ALLISON.....		18
3834	418.9	7.9 LA BOCA.....	W	28
3838	425.7	6.8 IGNACIO.....		62
3842	432.9	7.2 OXFORD.....		30
3844	437.3	4.4 FLORIDA.....	W	30
3846	441.6	4.3 FALFA.....		11
3854	449.1	7.5 CARBON JCT.....	J	27
3860	451.5	2.4 DURANGO.....	DBJK	Yard

FARMINGTON BRANCH
WESTWARD ▼ ▲ EASTWARD 11

Station Number	Mile Post	Subdivision 12-A		Capacity of Siding
		Stations	TIME-TABLE No 7	
June 1, 1967				
3654	449.1	CARBON JCT.....	J	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.....	WY	Yard

WESTWARD ▼ SILVERTON BRANCH ▲ EASTWARD

SECOND CLASS		Mile Post	Subdivision 12-B		Capacity of Siding	SECOND CLASS	
463 Mixed	461 Mixed		Stations	TIME-TABLE No 7		462 Mixed	464 Mixed
June 1, 1967							
Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	
9 30 AM	8 30 AM	451.5	DURANGO.....	DBJK	Yard	5 30 PM	6 30 PM
10 15	9 15	462.5	11.0 HERMOSA.....	W	13	4 42	5 42
10 44	9 44	469.1	6.6 ROCKWOOD.....	Y	24	4 15	5 15
f 11 05	f 10 05	472.3	3.2 TACOMA.....		18	f 3 54	f 4 54
f 11 14	f 10 14	474.0	1.7 AH WILDERNESS.....			f 3 45	f 4 45
f 11 35	f 10 35	478.0	4.0 TEFT.....			f 3 29	f 4 29
f 12 01	f 11 01	484.0	6.0 NEEDLETON.....	W	13	f 3 05	f 4 05
f 12 32	f 11 32	490.5	8.5 ELK PARK.....	Y	14	f 2 35	f 3 35
1 01 PM	12 01 PM	496.7	6.2 SILVERTON.....	Y	Yard	2 05 PM	3 05 PM
Arrive Daily	Arrive Daily		(45.2)			Leave Daily	Leave Daily

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

Tracks or Stations Not Shown as Stations in Time-Table

Sub-division	Name	Mile Post	Station Number	Car Capacity	Switch Connection
1-A....	Stock Yard Spur	B.L.2.2	1001	Yard	West
1-A....	Rocky Spur.....	18.0	0018	Yard	West
1-A....	Parshall.....	91.1	0092	....	.....
1-A....	State Bridge.....	126.4	0126	....	.....
1-A....	Coppertown.....	132.2	0132	....	.....
1-B....	McCoy.....	134.4	0134	54	East
1-B....	Rouutt.....	173.6	0174	30	East
1-B....	Edna.....	174.2	0174	Mine Track	E. & W.
1-B....	Energy Spur.....	200.1	0200	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.....	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	Yard	E. & W.
3.....	Monarch Spur.....	214.9	....	Yard	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.....	Mortimer.....	221.3	1574	55	West
8.....	Russell.....	210.9	....	....	.....
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 a 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 Train Disp.
8	Walsenburg UD	Westward trains when no Opr on duty.
8	Alamosa	No 62 when no Opr on duty.
12-B	Silverton	

TRAIN REGISTERS

3. First class trains and trains destined to or en route 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")	Fort Garland Blanca Subdivision 10-A
Crater	Henry
Phippsburg	Estrella
Haybro-Rouff	La Jara
Steamboat	Romeo
Hitchens	Antonito
Hayden	Big Horn
Craig	Sublette
Pueblo-Goodnight	Cumbres
Portland-Adobe	Chama
Canon City	Monero
Cleora-East Switch Salida	Lumberton
Subdivision 3-A	Dulce
Subdivision 4-B	Gato
Pueblo-Southern Jct	Arboles
Walsenburg	Ignacio
La Veta	Carbon Jct-Durango
Occidental	Subdivision 12-A
Fir	Ah Wilderness
Sierra	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	Pueblo	CTC sign MP 118.8-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
Salida	ABS 2147—ABS 2162	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. 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-B. 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.

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
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 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 intervals of not more than 15 miles between East Portal and Arvada.

Tennessee Pass to Salida

5-F. Car limits, excluding caboose:
 Less than three unit dynamic brake.....100 cars
 Three unit dynamic brake.....110 cars
 More than three 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
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 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. Car limits, excluding cabooses:

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

Leadville Branch

5-J. 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-K. 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 cabooses:

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

One unit	24 loads
Two units	29 loads

Salida to Pueblo**5-L. Car limits, excluding cabooses:**

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

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

Fir to Sierra

5-M. 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 place ten retainers in 10 pound position plus one retainer in 10 pound position for each additional 50 tons.

5-N. 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-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 place ten retainers in 10 pound position, plus one retainer in 10 pound position for each additional 50 tons.

5-P. 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-Q. Car limits, excluding cabooses:

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

Subdivisions 11 and 12

5-R. 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-S. 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-T. 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-Durango	70 cars

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

Subdivision 12-B

5-U. 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 Train 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 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. Deraill 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 Pueblo

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

6-N. 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-O. 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-P. 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-Q. 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-R. 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 Glenwood

6-S. 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 Jct

6-T. 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-U. Dual controlled switch point derail on middle track. 10th Street **Grand Jct** 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-V. Depot Running Track between dual controlled switches at **MP 449.0** and **MP 450.1 Grand Jct** 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. (See Time-table Rule 2-C).

Other Signals

6-W. 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-X. 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-Y. 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 Rear red and white lights will not be used. Trainmen will see that they are turned off before departing **Denver**.

CONDITIONAL STOPS

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

8-A. 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 MPH	Freight 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 73.....	35	35
MP 73-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 149.5.....	25	20
MP 149.5-MP 168.....	50	40
If actual tonnage per unit with operative dynamic brake does not exceed:		
F-7, GP-7, F-9, GP-9.....	900 tons	
GP-30, GP-35, GP-40.....	1100 tons	
SD-7, SD-9	1200 tons	
SD-45	1600 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-MP 200.....	50	40
MP 200-MP 208.....	50	25
MP 208-Craig	50	40
Energy Spur	25	25
Subdivision 2		
Pueblo-MP 159.....	60	60
MP 159-MP 214.7.....	45	45
MP 214.7-MP 215.1.....	20	20
Subdivision 3		
MP 215.1-MP 230.....	50	50
MP 230-MP 240	65	65
MP 240-MP 262.....	50	50
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 MPH	Freight 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-MP 301.7.....	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-Jct switch Dotsero.....	55	55
MP 301.7-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., Grand Jct.	70	70
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-MP 190 (Except joint line).....	35	30
MP 190-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.....	40	40
MP 241-Alamosa	30	30
Within Yard Limits Jansen.....		10
Subdivision 10-A		
MP 253-MP 289		30
MP 289-MP 300		20
MP 300-Creede Curves		10
Tangent		15

ZONE SPEEDS	Passenger MPH	Freight MPH
Subdivision 11		
MP 253-MP 280 (Standard Gauge).....	30	30
MP 253-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-MP 330.....	15	15
MP 330-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 Jet.	End of two main tracks	
North Yard	East and West end siding	
Leyden	East and West end siding	
Rocky	East and West end siding	
Clay	East and West end siding	
Plain	East and West end siding	
Crescent	East and West end siding	
Cliff	East and West end siding	
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 Switch MP 128.7	
Salida	East and 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	
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	East and West end siding	
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
Dotsero	Junction Switch MP 342.....	45
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 locomotives and equipment as follows:		
Diesel locomotives 100, 122, 123, 130-146.....		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

OTHER MAXIMUM SPEEDS	MPH
----------------------	-----

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
10-D. Sidings	
Tabernash	20
Funston, North Siding.....	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 Ordinances	
Florence	40
Buena Vista	25
Palisade	25
Grand Jet	25
Walsenburg	15
Trinidad	15
Between MP 279.7 and 280.6 Antonito.....	12

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

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	L. A. Ralston (Dentist).....	Salida
L. E. Bare	Granby	R. A. Hoover	Salida
E. G. Ceriani.....	Kremmling	V. A. Veltri.....	Salida
B. M. Sutherland.....	Kremmling	J. M. Kehoe.....	Leadville
H. R. Nicholas.....	Oak Creek	V. E. Kelly.....	Leadville
H. S. Richards.....	Steamboat	G. B. Stanley.....	Gilman
Farley Clinic	Pueblo	Marshall Gibby	Eagle
Pueblo Surgical Group.....	Pueblo	E. G. Ceriani (Kremmling)....	Bond
Parkview Medical Center.....	Pueblo	B. M. Sutherland (Kremmling)	Bond
A. Demshki	Pueblo (Ear, Nose & Throat)	F. D. Law (DDS).....	Glenwood
E. B. Ley	Pueblo	B. E. Nutting.....	Glenwood
T. A. Gunter (Dentist).....	Pueblo	Roy W. Day.....	Glenwood (Ear, Nose & Throat)
H. S. Rusk.....	Pueblo (Eye, Ear, Nose & Throat)	R. W. Viehe.....	Glenwood
W. M. Lewallen, Jr.....	Pueblo	Glenwood Medical 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 Hrubby (DDS).....	Pueblo	Max Word	Rifle
Bernard Baxter	Pueblo	William Henry	Rifle
J. Harvey Johnston.....	Pueblo (Dermatologist)	243-3545.....	Grand Junction
R. W. Dingle.....	Pueblo	J. M. Lamme, Jr.....	Walsenburg
J. S. Norman.....	Pueblo	E. K. Carmichael.....	Trinidad
L. Petitti	Pueblo	A. E. Duncan	Alamosa
James Pollard	Pueblo	S. D. Nichols	Alamosa
H. C. Zaenger.....	Pueblo	J. W. Ruddell.....	Alamosa
G. N. Grant	Pueblo	J. H. Hurley.....	Alamosa
W. Hilst	Pueblo	F. A. Rechnitz.....	Alamosa
F. H. Richardson.....	Pueblo	W. C. Riley.....	Alamosa
R. M. Wexler.....	Pueblo	D. R. Strong (Dentist).....	Alamosa
F. E. Stander.....	Pueblo	V. V. Anderson	Del Norte
P. J. Gamache.....	Florence	E. J. Zayac.....	Del Norte
John V. Bunglewicz.....	Florence	R. A. Rechnitz	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	J. I. Dunham.....	Chama
Leo J. Leonardi.....	Salida	T. W. Halley.....	Durango
H. D. Smith.....	Salida	L. W. Lloyd.....	Durango
S. B. Phillips.....	Salida	J. P. Hayhurst (Dentist)....	Durango

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 2		Subdivision 4	
MP	Points	MP	Points
119.9	Facing	448.6	Trailing
120.6	Trailing	449.0	Facing
120.7	Facing	450.3	Trailing
		451.1	Trailing

Subdivision 8	
MP	Points
119.4	Trailing
120.7	Trailing
121.3	Facing
121.9	Trailing
122.7	Trailing

13. SPRING SWITCHES

MP	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	30
171.3	Parkdale, West Switch	Main Track	15
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	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.

D&RGW Passenger trains from or to Subdivision 1 will use D&RGW Inbound-Outbound track between crossover connection to Pueblo Union Depot and Pueblo Junction.

16-E. Automatic (rubber) switches installed on D&RGW Inbound-Outbound track at north switch of crossover connection to Pueblo Union Depot and on MOP Inbound-Outbound track at Main Street Subdivision 8 connection.

The above switches may be run through in trailing direction, and may be left lined for route of last movement.

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

16-J. SD-7, SD-9, and SD-45 locomotives must not be operated on Wye at Aspen and Wye at LaVeta.

16-K. 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-L. Locations 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
Avon, MP 308.2.....	Stock

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

Sub-division	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
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	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 or (b) Two units if no SD-45 unit in helper locomotive consist
	(a) Three units of any type or (b) Five units if no SD-45 units in helper locomotive consist
Ahead of caboose	(a) Three units of any type or (b) Five units if no SD-45 units in helper locomotive consist

Helper locomotive will be trained ahead of 1700 adjusted tons instead of ahead of caboose 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 D&RGW, Colorado Division PUD&RR Co.	AT&SF-D&RGW, Joint Line D&RGW, Colorado Division C&S, Denver Division 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. Trains departing **Pueblo UD** Westward will not foul lead until receive signal indication permitting departure.

18-F. 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 Wichita Falls Division Time-table and Burlington Lines Rules and Regulations of the Operating Department govern train operation on both tracks.

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

18-I. 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 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 employes to contempt of court action.

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.

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 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	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM
Salida	Continuous	Continuous	Continuous
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	Closed	Closed
Palsade	7:15 AM to 4:15 PM	Closed	Closed
Grand Junction	Continuous	Continuous	Continuous
Minnequa	8:00 AM to 5:00 PM	8:00 AM to 5:00 PM	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
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

*Phippsburg 7:45 AM to 11:45 PM Tuesday only

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).

FROM	TO	F-7 555-575 5761, 5764 F-9, 577 5782-5783		GP-30 3001-3028 GP-35 3029-3050	GP-40 3051-3080	SD-45 5315-5324	Adjust- ment Factor
		SD-7 5300-5304 SD-9 5305-5314	GP-7 5100-5113 GP-9 6901-5854				
Denver....	East Portal...	1350	850	1000	1075	1500	3
Tabernash...	Winter Park...	1400	800	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 K-37 480-489	Class K-36 480-489	Class K-28 473-478	Adjust- ment Factor
Alamosa.....	Antonito.....	1635	1615	1240	5
Antonito.....	Cumbres.....	840	825	630	4
Chama.....	Cumbres.....	250	230	185	1
Chama.....	Asotea.....	1715	1700	1375	6
Arboles.....	Durango.....	940	925	720	4
Carbon Jct.....	Falfa.....	690	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.....	Asotea.....	710	700	535	3
Asotea.....	Chama.....	1026	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 Mins. Sec.	Miles Per Hour	Time Per Mile Mins. Sec.	Miles Per Hour	Time Per Mile Mins. Sec.	Miles Per Hour
— 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

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING —
Here's what happens:

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

Damage to freight or car can be avoided by always keep-
ing 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
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

NOTES

ASSISTANT SUPERINTENDENT

A. H. Nance
Denver

W. A. Henderson
Grand Jct

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

A. Henke
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, 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