



**Denver and Rio Grande Western
Railroad Company**

TIME-TABLE
OF THE
COLORADO DIVISION

No.

8

**EFFECTIVE AT 12:01 A.M.
MOUNTAIN STANDARD TIME
SUNDAY, OCTOBER 6, 1968**

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

JOHN AYER, JR.
Vice President—Operations

D. J. BUTTERS
Chief Transportation Officer

J. E. ALLEN
Superintendent

FIRST CLASS 17 California Zephyr	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Subdivision 1-A (in part, also see page 7) and 4-A Stations	Siding Turnout Speeds MPH	Capacity of Siding	FIRST CLASS 18 California Zephyr
					TIME-TABLE No 8			
					October 6, 1968			
Lv. Daily						E. Sw.	W. Sw.	Ar. Daily
8 20 AM	↓	0.0	↑	...	DENVER.....DKR			6 55 PM
8 25	↓	1.0	↑	...	PROSPECT DNJ			6 45
	↓	1.5	↑	...	FOX JCT.....			
	↓	2.5	↑	0003	NORTH YARD DNBKR	30	30	Yard
	↓	3.2	↑	...	UTAH JCT.....			
	↓	3.8	↑	...	C & S JCT.....			
	↓	4.8	↑	0004				
	↓	7.0	↑	...				
	↓	12.0	↑	...	LEYDEN.....	30	30	106
	↓	12.4	↑	0012	ROCKY.....	30	30	95
	↓	18.0	↑	0018	CLAY.....	30	30	112
	↓	21.2	↑	0021	PLAIN.....	30	30	128
	↓	24.5	↑	0025	CRESCENT.....	30	30	109
	↓	31.2	↑	0031	CLIFF.....W	30	30	134
	↓	37.5	↑	0037	ROLLINS.....	30	30	84
	↓	42.1	↑	0042	TOLLAND.....	30	30	110
	↓	47.1	↑	0047	EAST PORTAL...WY	30	15	120
	↓	50.1	↑	0050	WINTER PARK...	30	30	138
10 15	↓	58.9	↑	0057	FRASER.....	30	30	93
	↓	58.6	↑	0062	TABERNASH...WY	30	30	195
	↓	62.2	↑	0066	GRANBY.....	30	30	150
	↓	66.0	↑	0070	SULPHUR.....	30	30	136
	↓	75.8	↑	0076	FLAT.....	30	30	111
	↓	86.2	↑	0086	TROUBLESOME...	30	30	116
	↓	93.0	↑	0098	KREMMLING.....	30	30	131
	↓	98.0	↑	0108	GORE.....	30	30	95
	↓	103.5	↑	0106	AZURE.....	30	30	167
	↓	106.0	↑	0111	RADIUM.....	30	30	88
	↓	108.0	↑	0116	YARMONY.....			
	↓	111.3	↑	0123	ORESTOD.....J			
	↓	116.0	↑	0129	BOND.....DNBEWY	15	30	Yard
	↓	116.4	↑	2302	DELL.....	30	30	144
	↓	123.0	↑	2306	RANGE.....W	30	30	156
	↓	128.0	↑	2314	DOTSERO.....JY			
	↓	128.8	↑	2276				
	↓	129.3	↑					
	↓	142.1	↑					
	↓	155.2	↑					
1 07 PM	↓	166.8	↑					1 47 PM
Ar. Daily					(166.8)			Lv. Daily

Exceptions:

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

FIRST CLASS 17 California Zephyr	Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Subdivision 4 Stations	Siding Turnout Speeds MPH	Capacity of Siding	FIRST CLASS 18 California Zephyr
					TIME-TABLE No 8			
					October 6, 1968			
Lv. Daily						E. Sw.	W. Sw.	Ar. Daily
1 07 PM	↓	301.7	↑	2250	MINTURN.....	30	30	Yard
	↓	302.0	↑	2256	AVON.....	30	30	166
	↓	302.8	↑	2260	WOLCOTT.....	30	30	150
	↓	308.2	↑	2270	SAGE.....	30	30	150
	↓	319.0	↑	2276	DOTSERO.....JY	30	30	136
1 07 PM	↓	341.9	↑	2282	ALLEN.....	30	30	107
	↓	347.5	↑	2284	SHOSHONE...W	30	15	75
	↓	350.5	↑	2288	GRIZZLY.....	30	30	95
	↓	355.0	↑	2290	GLENWOOD...JRWY	30	30	115
1 45	↓	360.1	↑	2508	CHACRA.....	30	30	96
	↓	367.9	↑	2512	NEWCASTLE...	30	30	119
	↓	369.0	↑	2520	SILT.....	30	30	110
	↓	372.7	↑	2528	RIFLE.....Y	30	30	116
2 20	↓	379.5	↑	2532	LACY.....	30	30	123
	↓	386.6	↑	2538	DOS.....	30	30	111
	↓	391.4	↑	2540	GRAND VALLEY...W	30	30	99
	↓	399.1	↑	2542	UNA.....	30	30	116
	↓	404.0	↑	2546	DE BEQUE...	30	30	89
	↓	408.7	↑	2552	AKIN.....	30	30	120
	↓	412.0	↑	2554	TUNNEL.....	30	30	89
	↓	416.6	↑	2560	CAMEO.....	30	30	82
	↓	423.3	↑	2572	PALISADE.....	15	30	94
	↓	427.7	↑	2578	CLIFTON.....	30	30	99
	↓	432.6	↑	2580	FRUITVALE...			
	↓	437.0	↑		EAST YARD...			Yard
	↓	442.5	↑		GRAND JCT...DKR			Yard
	↓	445.0	↑	5000				11 25 AM
	↓	447.3	↑					
	↓	448.6	↑					
	↓	449.6	↑					
	↓	450.6	↑					
3 40 PM	↓		↑					
Ar. Daily					(147.6)			Lv. Daily

Exceptions:

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

City Ordinances:

Palisade	25
Grand Jct	25

Zone Speeds Westward		Mile Post	Zone Speeds Eastward		Station Number	Subdivisions 2 and 3 Stations		Siding Turnout Speeds		Capacity of Siding
MPH			MPH			MPH		E. Sw.	W. Sw.	
		120.1			4000	PUEBLODNBKR				Yard
		122.3				2.2 GOODNIGHT				
		134.6			1712	12.3 SWALLOWS	30	30	143	
		139.6			1714	5.0 HOBSON	15	30	88	
		145.8			1720	6.2 PORTLAND				Yard
		147.0			1722	1.3 ADOBE	30	30	121	
		149.9			1724	4.8 FLORENCE	30	30	134	
45		150.8	45		1740	8.9 CANON CITY ...owy	30	30	145	
		164.8			1748	4.0 GORGE	15	15	85	
		171.2			1754	6.4 PARKDALE	30	30	95	
		175.9			1756	4.5 SPIKBUCK	30	30	92	
		184.1			1762	8.4 TEXAS CREEK	30	30	118	
		191.7			1782	7.6 COTOPAXIw	30	30	116	
		198.1			1784	6.4 VALLE	30	30	117	
		208.0			1792	9.9 SWISSVALE	30	30	124	
		214.7				7.1				
20		215.1	20		2002	SALIDADNBKRWY	30	30	Yard	
50		222.2	50		2010	7.1 BROWN CANON ...	30	15	130	
		230.0				10.7				
65		232.9	65		2016	NATHROP	30	30	130	
		240.0				7.4				
		240.3			2020	BUENA VISTA ...w				
		244.7			2026	4.4 AMERICUS	30	15	129	
50		252.1	50		2032	7.4 PRINCETON	30	30	145	
		262.0				11.5				
65		263.6	65		2040	KOBE	30	30	158	
		271.0			2100	7.4 MALTAJWY	30	30	Yard	
		280.3	45		2208	0.3 TENNESSEE PASS ...	30	15	151	
		288.5			2216	8.2 PANDO	30	30	158	
		296.2			2232	7.7 BELDEN	15	15	201	
30		301.7	30			5.8				
20		302.0	20		2250	MINTURNDNBKRWSWY	30	30	Yard	
		302.6								

- Exceptions:
- Zone Speeds: MPH
- Passenger, MP 280.3-298.0 (Westward).....25
 - "Coal" trains (see Rule 5) MP 280.3-215.1 (Eastward)....40
 - MP 280.3-302.0 (Westward).....15
 - Over crossover switch MP 280.3.....20
- Turnout Speeds:
- Pueblo, Roger lead to main track MP 120.1.....30
 - Goodnight, Main track, MP 122.4.....30
 - All other turnout speeds.....15
- City ordinances:
- Florence.....40
 - Buena Vista.....25

Zone Speeds Westward		Mile Post	Zone Speeds Eastward		Station Number	Subdivision 1-A (in part, also see page 4) and 1-B Craig Branch Stations		Siding Turnout Speeds		Capacity of Siding
MPH			MPH			MPH		E. Sw.	W. Sw.	
		128.8			0129	ORESTOD				
		138.7			0139	9.9 CRATERY	15	15	68	
20		142.7	20		0143	4.0 VOLCANO	15	15	134	
		150.1			0150	7.4 EGERIA	15	15	50	
40		153.3	40		0153	3.2 TOPONASY	15	15	45	
		161.8			0162	8.5 YAMPA	15	15	68	
25		168.0	25		0168	6.2 PHIPPSBURG	15	15	Yard	
		174.0				7.2 DFBKRWSY				
		175.2			0175	HAYBRO	15	15	47	
		178.2			0178	3.0 PARK	15	15	38	
40		183.9	40		0184	5.7 SIDNEY	15	15	90	
		191.1			0191	7.2 STEAMBOAT ...wd	15	15	69	
		200.0			0198	8.9 HITCHENS				
25		201.2	25		0201	1.2 MILNER	15	15	73	
		206.6			0206	5.4 BEAR	15	15	65	
		208.0			0208	1.4 HARRIS	15	15	38	
30		215.1	30		0215	7.2 HAYDEND	15	15	49	
		231.7			0232	16.6 CRAIGDBKWY			Yard	

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

Zone Speeds Westward		Mile Post	Zone Speeds Eastward		Station Number	Monarch Spur Stations		Siding Turnout Speeds		Capacity of Siding
MPH			MPH			MPH		E. Sw.	W. Sw.	
		215.1			2002	SALIDADNBKRWY				Yard
		215.4				9.5				
20		224.6	20		3014	MAYSVILLE	15	15	26	
		228.5				8.8				
12		233.4	12		3020	GARFIELD	10	10	8	
		236.5			3028	3.1 MONARCH				Yard

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

Zone Speeds Westward		Mile Post	Zone Speeds Eastward		Station Number	Subdivision 3-A Leadville Branch Stations		Siding Turnout Speeds		Capacity of Siding
MPH			MPH			MPH		E. Sw.	W. Sw.	
		271.0			2100	MALTAJWY				Yard
15		273.3	15		2104	2.3 EILERS				Yard
		275.9			2120	2.6 LEADVILLEBO				Yard

- All turnout speeds.....MPH 15

Zone Speeds Westward ↓ MPH	Mile Post	Zone Speeds Eastward ↑ MPH	Station Number	Subdivision 4-B Aspen Branch Stations TIME-TABLE No. 8 October 6, 1968		Siding Turnout Speeds MPH	Capacity of Siding
				E. Sw.	W. Sw.		
	360.1		2290	GLENWOOD...BJKRY			
30	367.9	25	2408	CATTLE CREEK... 7.8	15	15	14
	373.0		2416	CARBONDALE...W 5.1			Yard
20	392.9	20	2437	WOODY CREEK... 19.9			Yard
	401.3		2440	ASPEN...Y 8.4			Yard
				(41.2)			

Exceptions: MPH

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

All other turnout speeds.....15

Sidings.....15

SECOND CLASS 63	Zone Speeds Westward ↓ MPH	Mile Post	Zone Speeds Eastward ↑ MPH	Station Number	Subdivision 8 Stations TIME-TABLE No. 8 October 6, 1968		Siding Turnout Speeds MPH	Capacity of Siding	SECOND CLASS 62
					E. Sw.	W. Sw.			
Lv. Daily		118.9		7134	PUEBLO...DNEJK 2.5			Yard	
	30	121.4	30	1136	MINNEQUA... 1.5			Yard	
		122.9		1140	SOUTHERN JCT 19.1				
				1153	CEDARWOOD... 11.5		*		
	*		*	1158	LASCAR... 16.4		*		
		175.0			WALSENBERG UD... 0.1				
		175.1			D&RGW JCT... 0.1				
3 30 PM	30	175.2	30	1180	WALSENBERG... 15.1			Yard	7 21 AM
4 10	20	190.3	20	1550	LA VETA...BWT 6.5			Yard	6 50
4 31		195.0		1560	OCCIDENTAL... 10.4	15	15	30	6 24
5 14	15	207.2	15	1564	FIR...Y 7.4	15	15	35	5 41
5 39	20	214.6	20	1570	SIERRA... 13.1	15	15	68	5 16
6 11		222.0		1576	FORT GARLAND...W 4.7	15	15	77	4 44
6 18	40	232.4	40	1578	BLANCA... 7.4	15	15	68	4 37
6 30		239.8		1584	BALDY... 11.9	15	15	20	4 25
6 54 PM	30	251.7	30	1590	ALAMOSA...DBJK			Yard	4 01 AM
Ar. Daily					(132.8)				Lv. Daily

No. 63 is superior to No. 62

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

Exceptions: MPH

All other turnout speeds.....15

City Ordinance—Walsenburg.....15

Sidings.....15

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

Zone Speeds Westward ↓ MPH	Mile Post	Zone Speeds Eastward ↑ MPH	Station Number	Subdivision 10-A Creede Branch Stations TIME-TABLE No. 8 October 6, 1968		Siding Turnout Speeds MPH	Capacity of Siding
				E. Sw.	W. Sw.		
	251.7		1590	ALAMOSA...DBJK 11.4			Yard
	263.1		1604	PARMA... 3.0	15	15	14
30	266.1	30	1606	ZINZER... 2.9	15	15	76
	269.0		1612	MONTE VISTA...W 13.6			Yard
	282.8		1624	DEL NORTE... 6.1	15	15	60
	288.9		1628	HANNA... 9.3	15	15	14
20	298.2	20	1638	SOUTH FORK...W 0.9	15	15	21
	299.1		1640	DERRICK...Y 13.0			
	300.0		1650	WAGON WHEEL GAP 6.0	15	15	11
*	312.1	*	1654	WASSON...Y 2.6	15	15	20
	318.1		1654	WASSON...Y 2.6	15	15	20
	320.7		1661	CREEDE			Yard
				(69.0)			

Exceptions: MPH

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

Tangent.....15

All other turnout speeds.....15

Sidings.....15

Zone Speeds Westward ↓ MPH	Mile Post	Zone Speeds Eastward ↑ MPH	Station Number	Subdivision 11 Stations TIME-TABLE No. 8 October 6, 1968		Siding Turnout Speeds MPH	Capacity of Siding
				E. Sw.	W. Sw.		
	251.7		1590	ALAMOSA...DBJK 5.3			Yard
	257.0		3542	HENRY... 2.6	15	15	25
	259.6		3544	ESTRELLA... 6.6	15	15	35
30	266.2	30	3546	LA JARA...DW 7.1			Yard
	273.3		3555	ROMEO... 7.0	15	15	39
	280.3		3557	ANTONITO...DFWY 11.5			Yard
	286.0			LAVA...WY 7.6			
	291.8			BIG HORN...Y 6.7	15	15	28
	299.4		3804	SUBLETTE...W 4.4	15	15	25
15	306.1	15	3806	TOLTEC... 7.9	15	15	75
	310.5		3808	OSIER...W 6.4	15	15	43
	318.4		3610	LOS PINOS...W 5.8	15	15	46
	324.8		3614	CUMBRES...WY 4.9	15	15	105
	330.6		3812	CRESCO...W 4.5	15	15	43
	335.5		3816	LOBATO... 4.1	15	15	28
12	340.0	12	3820	CHAMA...DBK			Yard
	344.1			(92.4)			

Exceptions: MPH

Zone speeds—Over Bridge 319.95.....8

Over Bridge 339.78.....10

All other turnout speeds.....15

Sidings.....15

City Ordinances: La Jara.....15

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

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

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Subdivision 12 Stations TIME-TABLE No. 8 October 6, 1968		Siding Turnout Speeds MPH		Capacity of Siding
				E. Sw.	W. Sw.	E. Sw.	W. Sw.	
20	344.1	20	3820	CHAMA.....DBK				Yard
	349.2		3824	WILLOW CREEK.....		15	15	17
	354.0		3828	AZOTEA.....		15	15	32
	363.5		3836	MONERO.....FW		15	15	21
	369.5		3842	LUMBERTON.....Y		15	15	63
	373.3		3846	DULCE.....		15	15	67
	377.7		3848	NAVAJO.....W		15	15	23
	390.4		3620	GATO.....WY		15	15	75
	408.8		3626	ARBOLES.....W		15	15	45
	411.0		3630	ALLISON.....		15	15	16
	418.9		3634	LA BOCA.....W		15	13	28
	425.7		3636	IGNACIO.....		15	15	62
	432.9		3642	OXFORD.....		15	15	30
	437.3		3644	FLORIDA.....W		15	15	30
	441.6		3646	FALEA.....		15	15	11
	449.1		3654	CARBON JCT.....J		15	15	27
	451.5		3660	DURANGO.....DBJK				Yard

(107.4)

Exceptions: MPH
 All other turnout speeds.....15
 Sidings15

Zone Speeds Westward MPH	Mile Post	Zone Speeds Eastward MPH	Station Number	Subdivision 12-A Farmington Branch Stations TIME-TABLE No. 8 October 6, 1968		Siding Turnout Speeds MPH		Capacity of Siding
				E. Sw.	W. Sw.	E. Sw.	W. Sw.	
20	449.1	20	3654	CARBON JCT.....J		15	15	27
	471.7		3958	CEDAR HILL.....		15	15	19
	481.8		3964	AZTEC.....		15	15	23
	493.4		3968	SAN JUAN.....		15	15	71
	496.2		3972	FARMINGT. ON...WY				Yard

(47.1)

Exceptions: MPH
 All other turnout speeds.....15
 Sidings15

Westward SECOND CLASS		Mile Post	Subdivision 12-B Silverton Branch Stations TIME-TABLE No. 8 October 6, 1968		Capacity of Siding	Eastward SECOND CLASS	
463 Mixed	461 Mixed		462 Mixed	464 Mixed			
Lv. Daily	Lv. Daily		Ar. Daily	Ar. Daily			
9 30 AM	8 30 AM	461.5	DURANGO.....DBJK		Yard	5 30 PM	6 30 PM
10 15	9 15	462.5	HERMOSA.....W		13	4 42	5 42
10 44	9 44	469.1	ROCKWOOD.....Y		24	4 15	5 15
11 05	10 05	472.3	TACOMA.....		18	3 54	4 54
11 14	10 14	474.0	AH WILDERNESS.....			3 45	4 45
11 35	10 35	478.0	TEFT.....			3 29	4 29
12 01	11 01	484.0	NEEDLETON.....W		13	3 05	4 05
12 32	11 32	490.5	ELK PARK.....Y		14	2 35	3 35
1 01 PM	12 01 PM	496.7	SILVERTON.....Y		Yard	2 05 PM	3 05 PM
Ar. Daily	Ar. Daily	(45.2)				Lv. Daily	Lv. Daily

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

Zone Speeds.....15
 Exceptions—Rockwood MP 469.1-Bridge 471.23.....8
 Over Bridge 471.23.....5
 Over Bridges 495.64 and 496.12.....10
 K-36, K-37 types over Bridge 452.42.....10
 All turnout speeds.....15
 Sidings15

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

Special Time-Table Rules

SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

SUPERIORITY AND MOVEMENT OF TRAINS

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

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

CLEARANCES

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

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

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

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

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

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

TRAIN REGISTERS

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

YARD LIMITS

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

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

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

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

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

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

Chama: all tracks within Yard Limits.

AIR BRAKE AND RETAINER OPERATION, CAR LIMITS AND INSPECTION STOPS

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

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

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

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

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

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

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

North Yard

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

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

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

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

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

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

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

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

Tennessee Pass to Minturn

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

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

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

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

Leadville Branch

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

Monarch Spur

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

Car limits, excluding caboose:

Monarch, MP 236.5 to Maysville, MP 224.6:	
One unit	24 loads
Two units	29 loads

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

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

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

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

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

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

Fir to Sierra

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

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

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

Fir to LaVeta

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

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

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

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

Subdivisions 11 and 12

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

Trainmen will note that rear brake of train applies, then signal for release. After rear brake releases trainmen will then place retainers in operating position as follows:

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

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

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

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

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

6. Railroad crossings at grade protected by signals:

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

Operation Belt Line

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

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

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

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

Operation Rocky Spur

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

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

Operation Through Moffat Tunnel

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Operation at Orestod

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

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

Operation at Tennessee Pass

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

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

Instructions for manual operation are posted at each tunnel portal.

Operation at Minturn

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

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

Operation at Grand Jct

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

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

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

6-Q. Dual controlled switch point derail on middle track, 10th Street **Grand 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-R. 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.

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

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

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

CALIFORNIA ZEPHYR TRAINS

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

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

MAXIMUM SPEEDS

MPH

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

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

Other turnouts equipped with spring switches 15

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

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

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

Diesel locomotives 130-149.....	40
Other diesel locomotives.....	70
Steam Derricks	35
Russell Snow Plow X-67 (handled in trains).....	30
Clamshells, Scale Test Cars, (except Scale Test Car X-450) and Pile Drivers moving on own wheels	25
Flat cars loaded with Rip Rap.....	25
Welded rail trains under load.....	25
Cars stenciled "Beet" or "Tie" service.....	40
Scale Test Car X-450.....	35
Spreaders and Flangers handled in trains (not working)	35
Steam Derrick 028 must not be used west of Carbondale, Aspen Branch; when used on other branches speed must be restricted to 15 miles per hour over wooden trestles.	

10-C. Steam Locomotives

Locomotives Class K-36, K-37, K-28.....	30
Locomotives running backwards.....	15
Dead locomotives with side rods up.....	25
Dead locomotives with side rods all down.....	15
Dead locomotives with one pair wheels swinging....	10

MEDICAL TREATMENT

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

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

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

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

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

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

11-C. Assigned hospitals of the Hospital Association:

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

12. LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

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

13. SPRING SWITCHES

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

14. WATER TANKS OR CRANES BETWEEN STATIONS

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

15. AUXILIARY LINES

Dotsero Subdivision 4-A
Orestod Subdivision 4-A

**DESIGNATION OF TRACKS—POSITION OF SWITCHES
RESTRICTION OF TRACKS**

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

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

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

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

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

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

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

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

Track Indicator for Westward trains is located at MP 445.6.

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

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

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

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

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

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

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

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

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

**DOUBLEHEADING AND PLACING OF HELPER
LOCOMOTIVES IN TRAIN**

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

<u>Territory</u>	<u>Adjusted tons</u>
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
Ahead of caboose	(a) Three units of any type or
	(b) Five units if no SD-45 unit in helper locomotive consist

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

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

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

Helper Locomotives Subdivisions 11, 12, and 12-B

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

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

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

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

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

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

JOINT OPERATIONS

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

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

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

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

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

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

<u>Pueblo Terminal</u>	<u>Denver Terminal</u>
AT&SF-D&RGW, Joint Line 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 and C&S Joint Track extend between **Southern Jct** and **D&RGW Jct**. Northward Track is under C&S operating jurisdiction. Southward Track is under D&RGW operating jurisdiction. C&S **Denver Division** Time-table and **Burlington Lines** Rules and Regulations of the Operating Department govern train operation on both tracks.

18-E. On Subdivision 8 at **MP 175.1, Walsenburg**, C&S trains use **D&RGW** main track for a distance of 25 feet entering and leaving **D&RGW** main track at this point. Normal position of switches set for C&S.

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

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

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

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

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

MISCELLANEOUS

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

LOCAL WATCH INSPECTORS

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

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

OPEN HOURS

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

Following are legal holidays: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas (provided when any of the above holidays fall on Sunday, the day observed by the State, Nation, or by proclamation shall be considered the holiday).

**REVISIONS AND/OR MODIFICATION OF
AIR BRAKE RULES**

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

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

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

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

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

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

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

ADJUSTED TONNAGE RATINGS

FROM	TO	SD-7 5300-5304 SD-9 5305-5314	F-7 555-575 5761, 5784 F-9, 577 5762-5763 GP-7 5100-5113 GP-9 5901-5954	GP-30 3001-3028 GP-35 3029-3050	GP-40 3051-3080	SD-45 5315-5340	Adjust- ment Factor
Denver.....	East Portal...	1350	850	1000	1075	1500	3
Tabernash..	Winter Park..	1400	890	1050	1125	1600	4
Orestod....	Tabernash....	2000	1650	1950	2050	2900	6
Orestod....	Toponas.....	1350	850	1000	1075	1520	3
Phippsburg.	Toponas.....	1800	1200	1400	1500	2100	4
Phippsburg.	Pallas.....	2850	1900	2200	2350	3350	6
Haybro....	Phippsburg...	1800	1200	1400	1500	2100	4
Steamboat..	Haybro.....	2850	1900	2200	2350	3350	6
Craig.....	Steamboat....	5200	3550	4000	4300	6000	9
Hitchens...	Energy.....	2400	1450	1750	1900	2800	6
Pueblo.....	Portland.....	5000	3350	3800	4100	5900	9
Portland...	Canon City...	4800	3200	3600	3900	5600	8
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 Jct..	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-37 490-499	Class K-38 490-499	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 Jet.....	Falfa.....	660	650	490	3
Falfa.....	Gato.....	1160	1150	875	4
Gato.....	Dulce.....	1060	1050	825	4
Dulce.....	Lumberton.....	1320	1300	980	3
Lumberton.....	Monero.....	660	650	490	3
Monero.....	Asotea.....	710	700	535	3
Asotea.....	Chama.....	1020	1000	735	3
Durango.....	Hermosa.....			735	5
Hermosa.....	Silverton.....			315	2
Silverton.....	Durango.....			800	4
Farmington.....	Carbon Jet.....	1070	1050	810	5
Carbon Jet.....	Durango.....	1100	1070	835	5

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

NOTES

INDEX

	Page
ABS—Location	19
Air brake rule—revisions.....	27
Air brake and retainer operation.....	13, 14, 15, 16
Auxiliary lines.....	21
California Zephyr trains, Instructions.....	19
Clearances	12
Coal trains—designation of.....	13
Crossings, Railroad at grade, CTC, ABS, etc.....	16
Crossovers on two main tracks—Location.....	21
CTC—Location	4, 5, 6
Derails on main tracks and sidings—Location.....	23
Doctors—Suggested for care of passengers.....	20
Hospital Association for care of employees.....	20, 21
Doubleheading	23, 24
Dynamic brake	13, 14, 15
Freight train schedules—Condensed system.....	3
Helper locomotives—placing in train.....	24
Holidays—Legal	26
Hospitals—Suggested for care of injured passengers.....	20
Hospitals—Assigned Hospital Association.....	21
Joint Operations—Railroads and locations.....	24, 25
Medical treatment—Passengers.....	20
Employees	20, 21
Operations: Belt Line.....	16
Rocky Spur, Moffat Tunnel.....	17
Orestod, Tennessee Pass, Minturn.....	18
Grand Jct.....	18, 19
Passenger train schedules.....	4, 5
Position of switches.....	22
Protection not required—Location.....	13
Rear Enders.....	23
Retainers	13, 14, 15, 16
SD Locomotives—Track restrictions.....	22
Speed table.....	29
Spring switches	21
Spurs—Can not clear trains.....	22
Stations open for communication.....	26
Subdivisions: 1-A, (in part, also see page 7) 4-A.....	4
2, 3.....	6
4.....	5
1-A, (in part) 1-B, 3-A, Monarch Spur.....	7
4-B, 8.....	8
10-A, 11.....	9
12, 12-A.....	10
12-B	11
Telephone numbers—Emergency and Night.....	2
Tonnage ratings.....	28, 29
Tracks—Designation and Restrictions.....	22
Tracks not shown as stations in Time-Table.....	11
Train speeds: Zone speeds.....	4, 5, 6, 7, 8, 9, 10, 11
Turnout speeds.....	4, 5, 6, 7, 8, 9, 10, 11, 19
Sidings	4, 7, 8, 9, 10, 11
City Ordinances.....	5, 6, 8, 9
Locomotives and other equipment.....	19
Train registers.....	12
Two main tracks—Location.....	4, 5, 8
Watch Inspectors—Location.....	25
Yard Limits.....	12