

Safety



Service

J. B. NORWOOD, JR.
Assistant Superintendent
Denver

R. F. SPURLING
Assistant Superintendent
Pueblo Terminal
Pueblo

R. L. JACOBSEN
Trainmaster
Pueblo

L. O. FICKLIN
Trainmaster
Alamosa

W. A. HENDERSON
Road Foreman of Equipment
Alamosa

F. H. GREEN
Road Foreman of Equipment
Pueblo

H. W. EGLEY
Chief Dispatcher
Denver

L. S. LIVELY
W. R. O'BRIEN
Assistant Chief Dispatchers
Denver

The
**Denver and Rio Grande Western Railroad
Company**

PUEBLO DIVISION

Sub Divisions
2, 8, 8-A, 9, 10, 10-A, 11, 12, 12-A and 12-B

TIME-TABLE

No. 167

Takes Effect
Sunday, January 11, 1959
at 12:01 A. M.
Mountain Standard Time

Superseding Time-Table No. 166
and Supplements Thereto

NOTE IMPORTANT CHANGES IN TIME-TABLE RULES

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

L. H. HALE
Vice President & General Manager

W. C. HORNER
Superintendent of Transportation

E. R. MORAN
Superintendent

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS			FIRST CLASS	Capacity of Siding	Mile Posts	Sub-Division 2 STATIONS	Station Numbers	Miles from Salida	FIRST CLASS		SECOND CLASS	
81 California Fast Freight	61 California Fast Freight	63 Freight	1 Royal Gorge						2 Royal Gorge	44 Fast Freight	46 Fast Freight	
Leave Daily	Leave Daily	Leave Daily	Leave Daily			TIME-TABLE No. 167			Arrive Daily	Arrive Daily	Arrive Daily	
			12 15 PM		119.4	Sb	7134	95.7	11 45 AM			
					119.6			95.5				
9 00 PM	1 00 PM	4 00 AM		Yard	120.1	Two Main Track	4000	95.0			12 10 PM	9 50 PM
			12 22		122.3	TD PUEBLO YD.		92.8	11 35		12 01	9 41
9 08	1 08	4 13	12 29	105	127.3	GOODNIGHT		87.8	11 28		11 53	9 35
9 17	1 17	4 22	12 37	143	134.8	LIVSEY		80.5	11 18		11 44	9 27 81
9 27 46	1 27	4 35	12 44	88	139.8	SWALLOWS		75.5	11 10		11 38	9 17
9 34	1 34	4 42	12 52		145.8	HOBSON		69.3	11 01		11 30	9 09
9 42	1 42	4 53	12 54	121	147.1	PORTLAND	1720	68.0	10 59		11 28	9 07
9 45	1 45	4 57	s 1 02	145	151.9	ADOBE	1722	63.2	s 10 53		11 22	9 01
9 51	1 51	5 12	s 1 23	191	160.0	FLORENCE	1724	55.1	s 10 40		11 12	8 51
10 03	2 03	5 25	1 32	85	164.8	CANON CITY	1740	50.3	10 24		11 03	8 42
10 13	2 13	5 38	s 1 36		168.3	GORGE	1748	48.8	s 10 20			
			1 46		167.8	HANGING BRIDGE	1749	47.3	s 10 10		10 53	8 32
10 22	2 22	5 48	1 50	65	171.2	SAMPLE	1750	43.9	f 9 58		10 44	8 23
10 31	2 31	5 58	f 1 57	89	175.7	PARKDALE	1754	39.4	9 51		10 37	8 16
10 40	2 40	6 08	2 05	89	180.2	SPIKEBUCK	1756	34.9	9 44		10 30	8 09
10 49	2 49	6 18	2 12	89	184.1	ECHO	1760	31.0	s 9 37		10 23	8 02
10 55	2 55	6 27	s 2 20	115	191.7	TEXAS CREEK	1762	23.4	s 9 25		10 11	7 50
11 06	3 07	6 41	s 2 34	116	195.4	COTOPAXI	1782	19.7	9 20		10 05	7 44
11 12	3 12	6 49	f 2 41	89	198.1	PLEASANTON	1783	17.0	9 16		10 01	7 40
11 16	3 16	6 53	2 45	119	203.4	VALLIE	1784	11.7	9 10		9 53	7 32
11 24	3 24	7 01	2 53	95	208.0	HOWARD	1786	7.1	9 04		9 45	7 25
11 31	3 31	7 10	3 00	92	213.2	SWISSVALE	1792	1.9	8 56		9 38	7 18
11 39	3 39	7 18	3 07	161	216.1	CLEORA	1800	0.0	8 50 AM		9 30 AM	7 10 PM
11 45 PM	3 45 PM	7 30 AM	3 15 PM	Yard		SALIDA	2002					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(95.7)			Leave Daily		Leave Daily	Leave Daily
2 45 34.5	2.45 34.5	3.30 27.1	3.00 33.8			Schedule Time Average Speed per Hour			2.55 34.0		2.40 35.0	2.40 35.0

WESTWARD TRINIDAD - JANSEN EASTWARD

Mile Posts	Station Numbers	STATIONS			
		TIME-TABLE No. 167			
		JANUARY 11, 1959			
210.3	1430	RN	TRINIDAD		
210.4			C. & S. CROSSING		
210.6			A.T. & S.F. CONNECTION		
212.4	1440		JANSEN		
			(2.1)		

WESTWARD CREEDE BRANCH EASTWARD

Mile Posts		Sub-Division 10-A STATIONS		Miles from North Creede	Capacity of Siding	Station Numbers
		TIME-TABLE No. 167				
		JANUARY 11, 1959				
251.7	AS	ALAMOSA	BK	70.1	Yard	1590
262.5		PARMA		59.3	14	1604
266.1		ZINZER		55.7	76	1606
269.0	MV	MONTE VISTA	W	62.8	Yard	1612
272.9		TORRES		48.9	37	1616
282.8	De	DEL NORTE	Y	39.0	60	1624
288.9		HANNA		32.9	14	1628
291.9		GRANGER		29.9	20	1630
298.2		SOUTH FORK	W	23.6	21	1638
299.1		DERRICK	Y	22.7	Wye	1640
302.8		MASONIC PARK		19.0		1644
312.1		WAGON WHEEL GAP		9.7	11	1650
318.1		WASSON	Y	3.7	20	1654
320.7	zi	CREEDE		1.1	Yard	1661
321.8		NORTH CREEDE				1670
		(70.1)				

WESTWARD MAIN LINE EASTWARD

SECOND CLASS	Mile Posts	Sub-Division 10 STATIONS		Miles from Alamosa	Capacity of Siding	SECOND CLASS	Station Numbers
		TIME-TABLE No. 167					
		JANUARY 11, 1959					
67						68	
Freight						Freight	
Leave Daily						Arrive Daily	
5 30 PM	190.3	x	LA VETA	DR	61.4	Yard	7 55 AM 1550
5 51	196.6		OCCIDENTAL		55.1	60	7 27 1560
6 13	201.9		CODO		49.8	41	7 05 1562
6 35	207.2		FIR	Y	44.5	79	6 43 1564
7 00	214.6		SIERRA	Y	37.1	68	6 08 1570
7 06	216.9		RUSSELL		34.8	14	6 03 1572
7 20	221.3		MORTIMER		30.4	60	5 49 1574
7 30	227.7	ft	FORT GARLAND	D	24.0	77	5 39 1576
7 38	232.4		BLANCA		19.3	68	5 31 1578
7 50	239.8		BALDY		11.9	20	5 19 1584
8 10 PM	251.7	AS	ALAMOSA	DR		Yard	5 01 AM 1590
Arrive Daily			(61.4)				Leave Daily
2.40			Schedule Time				2.54
23.0			Average Speed Per Hour				21.1

No. 67 is Superior to 68

WESTWARD MAIN LINE EASTWARD

Mile Posts		Sub-Division 11 STATIONS		Miles from Chama	Capacity of Siding	Station Numbers
		TIME-TABLE No. 167				
		JANUARY 11, 1959				
251.7	AS	ALAMOSA	BK	92.4	Yard	1590
257.0		HENRY		87.1	258G 31NG	3542
259.6		ESTRELLA		84.5	50SG 62NG	3544
266.2	JR	LA JARA	DW	77.9	Yard	3546
269.7		BOUNTIFUL		74.4	118G 14NG	3548
273.3		ROMEO		70.8	39SG 49NG	3555
280.3	NA	ANTONITO	DFWY	63.8	Yard	3557
299.4		BIG HORN	Y	44.7	28	3804
306.1		SUBLETTE	W	38.0	25	3806
310.5		TOLTEC		33.6	75	3808
318.4		OSIER	W	25.7	43	3608
324.8		LOS PINOS	W	19.3	46	3610
330.6		CUMBRES	WY	13.5	105	3614
332.2		COXO		11.9	18	3616
335.5		CRESCO	W	8.6	43	3812
340.0		LOBATO		4.1	28	3816
344.1	ch	CHAMA	BK		Yard	3820
		(92.4)				

WESTWARD		MAIN LINE			EASTWARD		WESTWARD		SILVERTON BRANCH			EASTWARD	
Mile Posts		Sub-Division 12 STATIONS TIME-TABLE No. 167 JANUARY 11, 1959	Miles from Durango	Capacity of Siding	Station Numbers	Mile Posts	Station Numbers	Sub-Division 12-B STATIONS TIME-TABLE No. 167 JANUARY 11, 1959	Miles from Silverton	Capacity of Siding			
344.1	ch	CHAMA BK	107.4	Yard	3820	451.5	3660	DURANGO BJE	45.2	Yard			
		5.1						9.2					
349.2		WILLOW CREEK	102.3	17	3824	460.7	3708	TRIMBLE	36.0				
		4.8						1.8					
354.0		AZOTEA	97.5	32	3828	462.5	3710	HERMOSA W	34.2	13			
		9.5						6.6					
363.5		MONERO FW	88.0	63	3836	469.1	3713	ROCKWOOD Y	27.6	24			
		3.4						3.2					
366.9		AMARGO	84.6	30	3840	472.3	3716	TACOMA	24.4	18			
		2.6						11.7					
369.5		LUMBERTON Y	82.0	63	3842	484.0	3724	NEEDLETON W	12.7	13			
		3.8						6.5					
373.3	dy	DULCE D	78.2	67	3846	490.5	3728	BLK PARK Y	6.2	14			
		4.4						6.2					
377.7		NAVAJO W	73.8	23	3848	496.7	3738	SILVERTON Y		Yard			
		9.0											
380.7		JUANITA	64.8	23	3618			(45.2)					
		3.7											
390.4		GATO WY	61.1	75	3620								
		13.2											
403.6		ARBOLES W	47.9	45	3626								
		7.4											
411.0		ALLISON	40.5	16	3630								
		3.3											
414.3		TIFFANY	37.2	33	3632								
		4.6											
418.9		LA BOCA W	32.6	28	3634								
		6.8											
425.7	IG	IGNACIO D	25.8	62	3636								
		7.2											
432.9		OXFORD	18.6	10	3642								
		4.4											
437.3		FLORIDA W	14.2	80	3644								
		4.3											
441.6		FALFA	9.9	11	3646								
		7.5											
449.1		CARBON JCT. J	2.4	27	3654								
		2.4											
451.5	DG	DURANGO BJK		Yard	3660								
		(107.4)											

WESTWARD		FARMINGTON BRANCH			EASTWARD	
Mile Posts		Sub-Division 12-A STATIONS TIME-TABLE No. 167 JANUARY 11, 1959	Miles from Farmington	Capacity of Siding	Station Numbers	
449.1		CARBON JCT. J	47.1	27	3654	
		8.3				
457.4		POSTA	38.8	13	3906	
		5.2				
462.6		BONDAD	33.6	15	3910	
		9.1				
471.7		CEDAR HILL	24.5	19	3958	
		4.2				
475.9		INCA	20.3	10	3962	
		5.9				
481.8	AZ	AZTEC D	14.4	23	3964	
		5.7				
487.5		FLORA VISTA	8.7	16	3966	
		5.9				
493.4		SAN JUAN	2.8	71	3968	
		2.8				
496.2	FX	FARMINGTON DWY		Yard	3972	
		(47.1)				

Special Time-Table Rules

Superseding General Rules and Regulations which are Inconsistent Therewith

SUPERIORITY AND MOVEMENT OF TRAINS

(See also Timetable Rule 4)

1. Eastward trains are superior to westward trains of the same class:

1-A. No. 67 is superior to No. 68.

1-B. Schedule time and train orders westward trains will apply at the end of two main tracks at Goodnight and at East Switch Chute run-around track at Walsenburg.

Schedule time and train orders on westward trains at Cleora will apply at crossover Mile Post 213.7 at Salida.

CLEARANCE CARDS

2. C&S form of train orders and clearance cards will be used and issued over signature of D&RGW Superintendent on Southward Track; C&S Superintendent on Northward Track. All Southward trains will secure at Pueblo Union Depot or Pueblo Yard C&S clearance card, Form "A," and necessary train orders for movement Southern Junction to D&RGW Jct., Walsenburg.

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

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

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

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

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

D&RGW trains may leave Trinidad and Jansen, Trinidad-Jansen train movements, without clearance card and will be governed by AT&SF Operating Rule 651-A. Trains must secure permission from control station by telephone nearest to signal which controls movement. When no operator on duty a member of crew will copy orders if so instructed by AT&SF dispatcher.

TRAIN REGISTERS

3. Register stations are shown in body of the Time Table in FULL FACED TYPE.

3-A. Train register books are located at:

Pueblo U.D.	Alamosa
Pueblo Yard	Creede
Salida	Chama
Walsenburg U.D.	Durango
Trinidad	Silverton
La Veta	Farmington

3-B. First-class trains arriving and departing Pueblo U.D. will be registered at Pueblo Yard Office by the Train Dispatcher through the Operator.

Trains other than first-class arriving or departing Pueblo, Sub-Divisions 1 and 8, may register either at Pueblo U.D. or Pueblo Yard.

3-C. Train register is not maintained at Goodnight. If positive observation check be made between Pueblo and Goodnight it will apply to end of two main tracks. Trains approaching each other between these stations will reduce speed sufficiently to permit identification.

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

4. YARD LIMITS.

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

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

4-B. Trains have no time-table superiority between beginning and end of CTC north of D&RGW-MP crossing (near Santa Fe Avenue) and Union Avenue Viaduct (entrance to Pueblo U.D., Pueblo). Rule 93 governs.

4-C. Trains have no time-table superiority east end Track 1, M.P. 214.5 and eastward ABS 2156, Salida Yard. Rule 93 governs.

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

Alamosa—Switch at M.P. 249.9, Sub-Division 10, to Junction Creede Branch, Sub-Division 10-A.

Chama—All tracks within Yard Limits.

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

AIR BRAKE AND RETAINER OPERATION AND INSPECTION STOPS

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

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

5-B. Freight train conductors will arrange for track behind caboose to be observed at intervals between stations for fresh wheel or other marks that may have been made by the train and take such action as circumstances may warrant.

5-C. Trains handling thirty or more cars of rock or Minnequa ore from Salida will stop at Spikebuck for inspection of train. If such trains are delayed at Texas Creek, Echo or Parkdale, inspection may be made at any of these stations in lieu of Spikebuck.

5-D. Between Fir and Sierra; Fir and La Veta:

FIR TO SIERRA:

On Freight Trains handled by locomotive having dynamic brake operative on four or more units:

If train consists of more than 5000 actual tons, retainers will be used in 10-lb. position on forward one-half of train.

Freight trains handled by locomotives having dynamic brake operative on 3 units:

If train consists of more than 3750 actual tons, retainers will be used in 10-lb. position on forward one-half of train.

Additional retainers must be used if requested by engineman.

FIR TO LA VETA:

Freight Trains handled by locomotives consisting of three or more units with dynamic brakes operative:

5 Units	Retainers—forward portion of train
3600-4600 actual tons	10-lb. position one-half of train.
Over 4600 actual tons	10-lb. position two-thirds of train.
4 Units	
3100-4000 actual tons	10-lb. position one-half of train.
Over 4000 actual tons	10-lb. position two-thirds of train.
3 Units	
2250-3000 actual tons	10-lb. position one-half of train.
Over 3000 actual tons	10-lb. position two-thirds of train.

Between Fir and Sierra or Fir and La Veta when freight trains are handled by locomotive consisting of less than three units or by locomotive having dynamic brake inoperative:

On trains consisting of empty cars, retainers will be used on every other car in 10-lb. position, alternated at inspection point. On trains consisting of loaded cars or mixed loads and empties, retainers will be used in 20-lb. position on all cars having gross weight of 50 tons or more; in 10-lb. position on other loaded cars and in 10-lb. position on empty cars.

5-E. Eastward freight trains will stop at Occidental to cool wheels and inspect train when handled by locomotive consisting of less than three units or by locomotive having dynamic brake inoperative.

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

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

When cars are picked up, set out or locomotive detached from train at Fir, Cumbres or Silverton, brake tests must be made in accordance with Air Brake Rules.

5-G. In handling trains on descending grade movements Cumbres to Chama, retainers will be used as follows:

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

5-H. In handling of freight trains westward from Cumbres, not more than two cars having non-air or inoperative air brakes will be permitted.

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

5-J. At all times the number of operative air brakes in a train must not be less than 85% of the total number of cars in the train.

RAILROAD CROSSINGS AT GRADE, A.B.S., C.T.C. AND OTHER SIGNALS

6. Railroad crossings at grade protected by signals:

Sub-Division	M. P. Location	Tracks Governed	Remarks
2	119.6	D. & R. G. W. Main Track and Freight House Lead and A. T. & S. F. Crossings.	Color light signals for normal movements. Controlled by A. T. & S. F. Dispatcher. D. & R. G. W. and A. T. & S. F. governed by their own rules. Switch at North end Pueblo U. D. is dual controlled.

D. & R. G. W. yard engines using route to and from Freight House Lead must open gate protecting M. P. crossing to receive signal indication. When route lined for any D. & R. G. W. movement signal will display lunar indication. When lined for A. T. & S. F. movement signal will display red over yellow indication.

See instructions posted in telephone boxes for details for operation of Interlocking Plant.

6-A. Trains approaching the following crossing at grade, which is not protected by signals or derails, must stop at a point designated by stop board and not proceed until sure that track is clear. (See Rule 98.) Trains must approach crossing protected by gates, at restricted speed, proceeding without stop, unless gate is against D. & R. G. W. track.

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

A.B.S.
C.T.C.

6-B. Between Positive ABS 1208E and Positive ABS 1205F, west end of Pueblo Yard, as indicated by beginning and end of CTC signs, trains are operated by centralized traffic control within these limits.

Westward freight trains departing from Pueblo Yard will be governed by indication of ABS 1205F.

6-C. ABS No. 001 is located to the right of A. T. & S. F. track at Dry Creek and governs the movement of westward trains from A. T. & S. F. track to D. & R. G. W. westward main track when A. T. & S. F. D. & R. G. W. crossover is reversed.

6-D. Westward trains departing from Rogers lead will automatically set signal 1207-W at stop, provided no westward trains are occupying main track approaching signal 1207-W. When signal 1207-E will not clear due to train approaching 1207-W, hold the hand operated snap switch, which is located on outside of telephone booth, in reverse position until signal 1207-E clears and locomotive passes signal, after which handle should be released. This operation will place signal 1207-W in stop position and requires approximately 20 seconds elapsed time before signal 1207-E will clear.

OTHER SIGNALS

6-E. Missouri Pacific entering Signal 8959-A, located just east of D&RGW-MP crossing, controlled by push button. Before entering upon D&RGW tracks MP trains will come to a stop, and when Signal 8959-A displays proceed indication, or receive proper signal from switch tender at C Street, this will be authority for MP trains to occupy D&RGW main track.

Signal 8959-A does not govern yard engines.

6-F. Dragging and/or derailed equipment detectors are located at M.P. 162.5, 166.6 and 169.6, between Canon City and Parkdale.

Signals are located on post opposite ABS 1625, 1666 and 1696, which governs eastward and westward trains.

Normal indication of signals are dark. When signals display purple indication, conductor or rear trainman will immediately stop train and inspection of track and train must be made.

If there is no dragging equipment, derailment or track disturbance, cut-out switch, located on side of signal cases will be opened and report made to dispatcher. Dispatcher must call signal maintainer to restore detector.

If there is cause for purple indication being displayed, and this condition is corrected cut-out switch will be opened and report made to dispatcher from first point of communication.

Signal maintainer must be called by dispatcher.

Should engineman observe purple indication train must be stopped, cut-out switch opened and report made to dispatcher, then proceed at restricted speed to next clear or approach ABS.

(Rule 7 Omitted)

LIVESTOCK ATTENDANTS

8. Persons accompanying live stock or other freight will be carried on any freight train handling such live stock or freight, when holding proper transportation, and when permission to accompany same is covered by contract. Passengers on freight trains should be informed that cabooses will not be pulled up to platform to receive or discharge passengers or baggage. Employees holding passes will be carried on any freight train to and from points at which trains stop when passes are stamped: "Good on Freight Trains."

OVERHEAD CLEARANCES

9. Overhead clearances on main track and sidings at the following locations will not clear a man standing on top of a car:

Sub-Di- vision	Mile	Description	Track
2	134.8	Bridge 134.75	Main
2	142.6	Bridge 142.57	Main
2	145.7	Bridge 145.66	Main
2	146.0	Cement Company Railroad	Main and sidings
2	151.6	Tipple over Brewery tracks	Sidings
2	166.3	Hanging Bridge 166.25	Main
2	205.4	Bridge 205.44	Main
8	119.3	C Street viaduct Pueblo	Main and sidings
8	119.5	Bridge 119.51 DT	E & W Main
8	120.4	Mesa Ave viaduct	E & W Main
8	120.5	Northern Avenue Viaduct	E & W Main
9	210.5	Bridge 210.54	Main
10	198.6	West Occidental Tunnel	
10	202.2	West Codo Tunnel	
10-A	287.1	East Hanna Wire Crossing	
10-A	306.4	East Wagon Wheel Gap Bridge 306.39	
11	280.2	Red Devil Coal loader	Main
11	311.3	West Toltec Mud Tunnel	
11	315.2	West Toltec Rock Tunnel	
11	343.6	East Chama Bridge 343.61	
12	377.5	East Navajo Bridge 377.52	
12	386.1	East Juanita Bridge 386.07	
12	387.7	West Juanita Bridge 387.67	
12	390.4	Gato Bridge 390.45	
12	404.1	West Arboles Bridge 404.07	
12	418.6	East La Boca Bridge 418.62	
12	437.0	East Florida Bridge 437.01	
12-A	496.2	Farmington Oil Loading Trestle	
12-B	452.4	West Durango Bridge 452.42	
12-B	477.81	West Tacoma Bridge 477.81	
12-B	489.88	East Elk Park Bridge 489.88	

9-A. Mail cranes are located adjacent to depot at the following stations, and employes are hereby warned of close clearance of these cranes, particularly when mail has been hung:

Howard
Parkdale

TRAIN SPEEDS

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

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

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

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

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

10-C. ZONE SPEEDS	Passenger Trains MPH SG	Freight Trains MPH SG	Rock or Ore Trains
Sub-Division 2			
Salida-Canon City	60	45	45
Canon City-Pueblo	65	60	45
(A freight train will be considered a rock or ore train when handling one or more cars of limerock or Minnequa ore.)			
Sub-Division 8			
Pueblo-La Veta (Except joint line).....	40	30	
Joint Line	58	45	
Sub-Division 8-A			
Within Yard Limits Jansen.....	10	10	
Sub-Division 10			
La Veta-MP 195	35	20	
MP 195-Fir	20	15	
Fir-Sierra	20	18	
Sierra-Alamosa	45	40	
Sub-Division 10-A			
Alamosa-Del Norte	45	40	
Del Norte-Hanna	45	30	
Hanna-Creede	20	20	
Curves 8° and over.....	20	18	
Sub-Division 11			
	SG	NG	SG NG
Alamosa-Antonito	45	40	35 30
Antonito-Lava (MP 291).....		40	25
Cumbres-MP 342.8 descending.....		18	12
Cumbres-Lava (MP 291).....		30	18
Curves 8° and over.....		20	15
Cumbres-Antonito Snow Plow Trains.....		25	25
Curves 8° and over Snow Plow Trains.....		18	18
Over Bridge 319.95.....		8	8
Over Bridge 339.78.....		10	10
Sub-Division 12			
Chama-Durango		35	25
Curves 8° and over.....		20	15
Sub-Division 12-A			
Curves 8° and over.....		30	25
Curves 8° and over.....		20	15
Sub-Division 12-B			
Durango-Silverton		25	20
Curves 8° and over.....		20	15
Between Rockwood and Animas River			
Bridge 471.23		8	8
Over Bridge 471.23.....		5	5
Over Bridges 489.83, 495.64 and 496.12.....		10	10

10-C. (Cont'd) ZONE SPEEDS

Passenger Trains MPH SG NG Freight Trains MPH SG NG

Durango Yard between Continental Spur and station, westward.....			12		10
Trains handling one or more cars of pipe in open top equipment, including flat cars, will be governed by the following maximum permissible speeds:					
Between Osier and Los Pinos.....					12
Between Chama and Durango.....					20
Between Durango and Farmington.....					18
All Sub-Divisions except where Zone Speed restrictions in certain territory require lower speed:					
Through turnouts equipped with spring switches except when lower speed is specified by time-table or slow board....	25				25
Through Turnout spring switch Goodnight	30				30
Through turnouts equipped with spring switches, Dry Creek, East end of Florence, West end of Gorge, Sample and Vallie sidings					
	15				15
On straight track when trailing through other spring switches.....					
	30				30
In or out of other turnouts.....					
	15	15	15	15	15
Over Interlocker MP 119.6 Pueblo.....					
	15				15
Approaching and through other Interlockers					
	35				25
Over railroad crossings not Interlocked....					
	25				20
Maximum speed permissible in any service by various classes power and equipment as follows:					
					Miles Per Hour
Locomotives 540-547, 549-551.....					40
Locomotives 66-74, 100-119.....					50
Locomotives 5100-5113, 5200-5204, 5300-5314, 5901-5954, 555-577					65
Locomotives 120-123, 150-152					60
Locomotives 600-601					75
Locomotives 548, 552-554					70
Locomotives 38-42					35
Locomotives Class K-36, K-37, K-27, K-28					35
Locomotives running backward Sub-Divisions 11, 12, 12-A and 12-B (Applies only to K-36, K-37, K-27 and K-28 class power)					
					15
Locomotives 540-547, 549-551 when handled dead in train.....					
					40
Trains handling dead locomotives, side rods up					
					25
Dead locomotives with side rods all down					
					15
Dead locomotives with one pair wheels swinging					
					10
Clam Shells, Scale Test Cars, Pile Drivers moving on own wheels, K&J and Western Air Dumps.....					
					25
Steam Derrick					
					35
Snow Plow X-67 (when handled in trains)					
					30
City ordinance speed limits are as follows:					
					Miles Per Hour
Florence					40
Walsenburg					15
Trinidad					15
Between M.P. 279.7 and 280.6 Antonito.....					12

MEDICAL ATTENTION AND REPORTS

11. MEDICAL TREATMENT OF PASSENGERS. Any Doctor of Medicine may be called to treat sick or injured passengers. In case of illness, passengers are responsible for the doctor's bill. In case of injury, the doctor submits his bill and report to the Chief Surgeon, Denver. For convenience, the following doctors at principal points are suggested, but if they are not available, any physician may be called:

Dr. E. A. Hinds, Chief Surgeon
P. O. Box 5482, Denver, Colorado
C. N. Caldwell, M.D. Pueblo
F. W. Barrows, M.D. Pueblo
L. J. Leonardi, M.D. Salida

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

St. Mary's-Corwin Pueblo
D&RGW Hospital Salida

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

F. W. Barrows Pueblo
C. N. Caldwell Pueblo
W. L. Ingram Pueblo
W. M. Lewallen Pueblo
T. A. Gunter (Dentist) Pueblo
E. B. Ley Pueblo
H. T. Low Pueblo
J. S. Norman Pueblo
T. C. Philippus Pueblo
H. S. Rusk (Eye, Ear, Nose & Throat) Pueblo
L. L. Ward Pueblo
N. M. McGrath Florence
H. C. Grabow Canon City
E. B. Lynch Canon City
R. C. Fuller Salida
E. C. Budd Salida
R. A. Hoover Salida
L. J. Leonardi Salida
S. B. Phillips Salida
L. A. Ralston (Dentist) Salida
H. D. Smith Salida
J. M. Lamme, Jr. Walsenburg
E. K. Carmichael Trinidad
Sidney Anderson Alamosa
R. B. Bradshaw Alamosa
J. D. Davies (Ear, Nose & Throat) Alamosa
J. R. Hurley Alamosa
F. A. Rechnitz Alamosa
D. R. Strong (Dentist) Alamosa
R. D. Taylor Monte Vista
V. V. Anderson Del Norte
E. J. Zayac Del Norte
G. R. Davis Antonito
J. I. Dunham Chama
C. S. Dudley (Dentist) Durango
F. M. Murray Durango
R. W. Repert Durango
M. D. Moran Farmington

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

St. Mary's-Corwin Pueblo
Parkview Episcopal Pueblo
St. Joseph's Florence
St. Thomas-Moore Canon City
D&RGW Hospital Salida
Mt. San Rafael Trinidad
Community Alamosa
St. Joseph's Del Norte
Mercy Durango

11-D. When persons not employees or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depot or other industries, etc.) are injured, if they are unable to care for themselves, and if no friends or others are at hand to care for them, any of the doctors listed in Rule 11 may be called, or if they are not available, any competent physician may be called. The doctor should be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company except the emergency attention above noted.

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

11-F. PROMPT TELEGRAPHIC REPORT (FORM 3884) MUST BE MADE OF ALL ACCIDENTS. In the event Form 3884 cannot be furnished without unduly delaying the train, a message must be filed at first open telegraph office giving principal facts concerning the accident and Form 3884 filed as quickly as possible thereafter. When a personal injury occurs on a train an additional message must be sent immediately to the Superintendent and Claim Department and if the injured person is not an employee on duty, the following information must be given: Kind of transportation injured person holds, giving number of ticket or pass, description of injured party, whether coach or pullman passenger with number and name of car and, if injured party stopping over enroute, state where stopover will be made and address at point of stopover.

In addition to the telegraphic report (Form 3884) and message above described, mail reports of all accidents and casualties must be promptly made and forwarded, using the following forms, according to the instructions thereon and in the Book of Rules.

Form 3922—All personal injuries and crossing accidents.
Form 4009—When accident occurs on train; to be filled out by passengers.
Form 4012—Inspection of Equipment (Mechanical Department).
Form 4119—Fire Report (Section Foremen).
Form 3511—Stock Struck (Enginemen).
Form 4117—Stock Struck (Section Foremen).
Form 3949—Break-in-two (Conductors and Enginemen).

11-G. When any accident, collision of trains, or any collision of trains with vehicles or pedestrians, resulting in loss of life or injury to persons in Colorado, or New Mexico, the superior officer, agent or employee on ground at time of such accident shall immediately notify the Public Utilities Commission of Colorado, Capitol Building, Denver, Colo., or the State Corporation Commission, Santa Fe, New Mexico, by telegram, the details of such accident, stating the immediate location and nature of accident and number of persons killed or injured.

Information concerning such accidents must be sent by Western Union Telegraph Company's wires and all agents will accept and so transmit, making notation that same shall be charged against railroad account.

CONDITIONAL STOPS

12. Trains No. 1 and No. 2 will, unless otherwise provided stop ten (10) minutes at Hanging Bridge.

13. SPRING SWITCHES

Miles from Denver	Location	Normal Position
119.7	Pueblo	Westward Main Track
120.5	Pueblo	Roger lead to Eastward Main Track
120.6	Pueblo	Westward Main Track
120.6	Pueblo	Eastward Main Track to So. yard lead
122.3	Goodnight	Eastward Main Track
134.6	Swallows	Main Track
151.8	Florence	Main Track
161.2	Canon City	Main Track
164.9	Gorge	Main Track
168.2	Sample	Main Track
171.3	Parkdale	Main Track
185.0	TexasCreek	Main Track
198.3	Vallie	Main Track
203.9	Howard	Main Track

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

SUB-DIVISION 2		SUB-DIVISION 8	
Miles from Denver	Points	Miles from Denver	Points
119.9	Facing	119.4	Trailing
120.6	Trailing	120.7	Trailing
120.7	Facing	121.3	Facing
		121.9	Trailing
		122.7	Trailing

WATER TANKS OR CRANES BETWEEN STATIONS

14. Sub-Division 12-A, located M.P. 464.7.
Sub-Division 12-B, located at M.P. 474.60 and 484.10.

AUXILIARY LINES

15. The following are Auxiliary Lines.
Carbon Jct.....Sub-Division 12A

HEADLIGHTS OF DIESEL LOCOMOTIVES

16. Headlight of diesel locomotives must be kept burning during daylight hours when in road service except when necessary to comply with Operating Rules 17-B, 17-C and 570.

HANDLING OF UNRULY PASSENGERS

17. Any passenger who by reason of intoxication, or otherwise, is guilty of such disorderly conduct as to annoy, threaten or insult other persons on the train, and who refuses to desist therefrom when requested to do so by the Conductor, may be ejected, with his baggage, at the next station where Agent is on duty. The Conductor shall use only such force as may be necessary to accomplish such removal, and he may command other railroad employes to assist in such removal, and when necessary wire ahead for assistance. Before ejecting a passenger the Conductor shall tender to such passenger the unused portion of any fare which has been paid.

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

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

DESIGNATION OF TRACKS — POSITION OF SWITCHES — RESTRICTION OF TRACK

18. Second and inferior class trains moving between Main Street switch shanty and East Roger switch shanty over Denver Division eastward main track will be governed by signals from switch tenders.

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

18-B. Spur track at Zinzer with east end connection, capacity 4 cars serving Colorado Potato Grower's Association Warehouses and Spur Track at South Fork with west end connection, capacity 6 cars. Crews using these spurs will be governed as follows:

Before crossing main highway, trains or locomotives serving this warehouse will stop to clear the highway. A member of crew with proper flagging equipment will proceed to center of the highway to protect the further movement of train against highway traffic. Movement over the highway will be made only on his signal.

In case of poor visibility during daylight hours, red fuseses will be used to flag highway traffic. The move across the highway should be a continuous one and the highway will not be blocked by standing equipment if it can be avoided.

At Zinzer, cars will not be left on spur track between main track and highway or between highway and warehouse. At South Fork, cars will not be left on spur track between siding and highway.

18-C. Normal position switch M.P. 249.9, Sub-Division 10, is for yard lead.

18-D. West Switch to Rock Track at Pleasanton is spiked and lined for movement through Rock Track. Pleasanton Siding cannot be used except to set out and pickup.

18-E. Switch point derail at M.P. 214.6 on Barrel lead No. 2, Salida, must be left in derail position when not in use. Switches must be lined for Barrel lead No. 2 when not in use to provide derail protection for the yard.

18-F. Tracks Not Shown As Stations In Time Table

LOCATION		NAMES	Station Numbers	Car Capacity	Switch Connections
Sub-Division	Miles				
2	121.9	Water Works	1701	91	West End
2	144.6	Concrete	1718	70	E&W Ends
2	153.2	Rockvale Spur		AT&SF	East End
2	161.1	Penitentiary	1744	30	West End
2	161.4	Burnito	1746	34	East End
2	170.3	Fink	1752	74	E&W Ends
2	208.9	Wellsville	1796	15	East End
2	210.3	English	1797	5	West End
8	126.5	Sonora Spur	1142	100	East End
8	146.9	Chamblin	1155	3	West End
8-A	180.7	Champion	1202	15	East End
10	208.1	Simm's Spur	1565	7	East End
10-A	267.0	S. L. C. Jct.	1612	y	
10-A	268.3	Continental Oil	1610	2	West End
10-A	280.8	Evansville	1623	17	Both Ends
10-A	296.3	Gerrard	1632	20	Both Ends
11	256.0	La Fruto	3541	7	Both Ends
11	257.4	Hartner	3543	5	Both Ends
12	385.9	Mill Track	3617	20	Both Ends

DOUBLEHEADING AND PLACING OF HELPER AND DEAD LOCOMOTIVES IN TRAIN

19. When double-heading FT-F3 and F7 locomotives in freight service where one of the locomotives is a single unit, arrange to place the single unit locomotive behind the other locomotive.

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

19-B. When helper consists of not more than two units, helper may be used behind caboose when helper is provided with coupler blocks. Except this does not apply when wooden caboose is used and, in such cases, helper must be trained ahead of caboose.

Helper will in no case be trained behind narrow gauge cabooses.

19-C. When stops are made on ascending grade with helper cut in or on rear of train, stop will be made with automatic air brakes, which will be released and recharged immediately after stopping. When train is ready to proceed road engineman will make full service application and release of air brakes, thereby indicating to helper engineman that train is ready to proceed. After releasing air brakes, engineman will wait three (3) minutes before attempting to start train.

19-D. K-27, K-28, K-36 and K-37 class locomotives must not be double-headed over bridge 319.95, and K-36 and K-37 class locomotives over bridge 339.78, Sub-Division 11.

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

19-F. K-27 or K-28 class locomotives must not be double-headed over bridges on Sub-Division 12-B. Locomotives of the classes listed must not be operated over bridge 471.23, near Rockwood, unless separated by at least one hundred feet and this separation should consist of lightly loaded equipment. It is not permissible to operate two of these locomotives over this bridge with only a flanger between them.

19-G. When second locomotive is used on trains of over 35 cars on Sub-Division 11 between Antonito and Cumbres, second locomotive must be cut into train.

19-H. Cars placarded "Rear End", or "Handle on Rear of Train Only", must be trained behind helper, or helpers, when such helpers are on rear of train.

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

19-J. SD-7 and SD-9 units must not be placed immediately behind other type units when used in multiple unit helping service.

19-K. X rock flat cars, either loaded or empty, must be handled on rear of train, except when in work train service.

JOINT OPERATIONS

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

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

- A. T. & S. F.-D. & R. G. W., Denver Division.
- D. & R. G. W., Pueblo Division.
- M. P., Colorado Division.
- P. U. D. & R. R. Co.

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

20-C. D&RGW trains entering Pueblo U.D. from the West will be governed by track indicator at Spring Switch 5.

Yard and other locomotives will disregard track indicators.

20-D. Track indicator governing M.P. trains entering Pueblo U.D. will normally display track "2." When displays "X" trains will proceed through crossover and be governed by track indicator at Spring Switch 5.

20-E. Trains departing Pueblo U.D. Westward will not foul lead until receive signal indication permitting departure.

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

20-G. Trains and locomotives between Southern Junction and a point 200 feet west of D&RGW Junction at Signal No. 1 Walsenburg, are operated under the Time-Table, Rules and Regulations of Southern Division of Colorado & Southern Railway.

20-H. On Sub-Division 8 at MP 175.1, Walsenburg Yard, C&S trains use D&RGW main track for a distance of 25 feet entering and leaving D&RGW main track at this point. Normal position of switches set for C&S.

20-I. Trains between Walsenburg Union Depot and Trinidad are operated under the Time-Table, Rules and Regulations of C. & S. Railway.

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

CTC between A. T. & S. F. connection and Jansen.

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

MISCELLANEOUS

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

21-A. When GP-9, GP-7, SD-9 or SD-7 class locomotives are coupled together, or with other class road units and alarm sounds in cab of the operating unit, requiring inspection of engine, train will be stopped when necessary and given proper inspection.

When "A" units of FT class locomotives are being operated between other units and an alarm sounds, train will be stopped, when necessary, and units inspected.

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

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

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

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

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

21-G. Telephones also located in booths at M. P. 311.3, M. P. 315.2, M. P. 323.0, M. P. 328.0 and M. P. 333.0.

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

MP 289 to MP 291	MP 300½ to MP 306¼
MP 294 to MP 294½	MP 312 to MP 314
MP 296 to MP 298	MP 322 to MP 327½

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

Open Hours Of Train Order Offices

Stations	Monday Through Friday Hours	Saturday Hours	Sunday and Holiday Hours
Salida.....	Continuous	Continuous	Continuous
Texas Creek.....	7:45 AM-4:45 PM	7:45 AM-4:45 PM	7:45 AM-4:45 PM
Canon City.....	7:30 AM-3:30 PM	7:30 AM-3:30 PM	7:30 AM-3:30 PM
	7:00 PM-3:00 AM	7:00 PM-3:00 AM	7:00 PM-3:00 AM
Florence.....	9:00 AM-6:00 PM	9:00 AM-6:00 PM	Closed
Portland.....	8:30 AM-5:30 PM	Closed	Closed
Pueblo Yard.....	Continuous	Continuous	Continuous
Pueblo U. D.....	Continuous	Continuous	Continuous
Walsenburg U. D..	Continuous	12:01 AM- 8:00 AM	12:01 AM- 8:00 AM
		10:00 AM-11:59 PM	10:00 AM-11:59 PM
Trinidad.....	8:00 AM-5:00 PM	8:00 AM-5:00 PM	Closed
La Veta.....	7:30 AM-4:30 PM	Closed	Closed
Ft. Garland.....	7:00 AM-4:00 PM	Closed	Closed
Alamosa.....	8:00 AM-5:00 PM	8:00 AM-5:00 PM	Closed
La Jara.....	12:00 N-9:00 PM	Closed	Closed
Antonito.....	9:00 AM-6:00 PM	Closed	Closed
Chama.....	8:00 AM-5:00 PM	Closed	Closed
Dulce.....	8:00 AM-5:00 PM	Closed	Closed
Ignacio.....	8:00 AM-5:00 PM	Closed	Closed
Durango.....	8:00 AM-5:00 PM	Closed	Closed
Aztec.....	8:00 AM-5:00 PM	Closed	Closed
Farmington.....	8:00 AM-5:00 PM	Closed	Closed

FOLLOWING ARE LEGAL HOLIDAYS:

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

SIGNAL MAINTAINERS

Sub-Division 2	Signal District	
	From	To
Headquarters		
Pueblo	M.P. 119.6	M.P. 134.8, Incl.
Canon City	M.P. 134.8	M.P. 171.8, Incl.
Salida	M.P. 171.8	M.P. 212.0, Incl.

Note: Signals west of M.P. 212.0 are maintained by Grand Junction Division, Maintainers Headquarters at Salida.

WATCH INSPECTORS

W. H. Pettyjohn.....	Pueblo
W. Bert Farabee.....	Pueblo
Harding Bullock Jewelry.....	Pueblo
A. L. Pixler.....	Florence
C. C. Patton.....	Canon City
Volney Perry.....	Salida
R. W. Gritz.....	Walsenburg
Jones Jewelers.....	Alamosa
Miller Jewelry Co.....	Durango

Adjusted Tonnage Ratings and Car Limits

FROM	TO	Class F-9 GP-9 Diesel Series 577 5901-5954	Class FT-F7 Diesel Series 540-547 549-551 555-576	Class F-3 Diesel Series 552-554 548	Class SD-7 Diesel Series 5300-5314	Class GP-7 GE-7 Diesel Series 5100-5113 5200-5204	Adjust- ment Factor
		Tons	Tons	Tons	Tons	Tons	Tons
Pueblo	Portland					3350	9
Portland	Canon City					3200	6
Canon City	Salida	5990	5550	4250		1388	4
Pueblo	Minnequa	5990	5550	3900	2030	1388	4
Minnequa	Walsenburg	7300	6800	5000	2600	1700	6
Walsenburg	La Veta	4800	4450	3500	1800	1112	4
La Veta	Fir	2200	2050	1550	900	512	2
Alamosa	Russell	7700	7200	6000	2600	1800	5
Russell	Sierra	5180	4800	3600	2000	1200	4
Sierra	Fir	3025	2800	2200	1100	700	3
Walsenburg	Gordon					1350	4
Gordon	Spanish Peaks					1350	4
Spanish Peaks	Big Four					1040	3
Big Four	Alamo					835	2
Alamo	Gordon					1350	4
Gordon	Maitland					1700	5
Maitland	Walsenburg					5000	12
Walsenburg	Trinidad	8100	6800			1700	5
Trinidad	Walsenburg	8100	6800			1700	5
Alamosa	Monte Vista						5
Monte Vista	South Fork						8
South Fork	Wasson						5
Wasson	Creede						2
Alamosa	Antonito						7

Tonnage ratings shown for FT, F-3, F-7, F-9 and GP-9 diesel locomotives are based on four units. Where less than this number is used, tonnage will be figured according to number of units used. Where different types of diesel electric units are used in a locomotive, either as train engine or in helping service, the rating of the lowest rated unit will govern the rating of all units on that train.

Where ratings for GP-7, GE-7 engines are not shown they will be rated the same as one unit of FT-F7 class engine.

FROM	TO	Class K-37 Engines 490-499	Class K-36 Engines 480-489	Class K-28 Engines 473-478	Class K-27 Engines 464	Adjustment Factor
		Tons	Tons	Tons	Tons	Tons
Alamosa	Antonito	1635	1615	1240		5
Antonito	Cumbres	840	825	630		4
Chama	Cumbres	252	232	187		1
Chama	Azotea	1715	1700	1375		6
Arboles	Durango	940	925	720		4
Carbon Jet	Falfa	660	650	490		3
Falfa	Gato	1160	1150	875		4
Gato	Dulce	1060	1050	825		4
Dulce	Lumberton	1320	1300	980		3
Lumberton	Monero	660	650	490		3
Monero	Azotea	710	700	535		3
Azotea	Chama	1020	1000	735		3
Durango	Hermosa			735	735	5
Hermosa	Silverton			315	315	2
Silverton	Durango			800	800	4
Farmington	Carbon Jet	1070	1050	810	780	5
Carbon Jet	Durango	1100	1070	835	820	5

Following are maximum length and tonnage of trains on descending grades:

Cumbres to Antonito—70 cars.

Narrow gauge territory—On 4% descending grade:

Coal or other heavy loads—40 cars.

Stock or other light loads—45 cars.

Empties or mixed loads and empties—60 cars.

On 4% descending grades in narrow gauge territory, gross weight of train must not exceed an average of 38 actual tons per operative car brake.

Eastward trains between Fir and La Veta handled by locomotive with dynamic brake operative on not less than three (3) units, may handle not exceed:

90 loaded cars.

100 loads and empties mixed.

100 empties.

At Fir eastward trains must move to a point where at least one-third of the train will be over apex and on descending grade before stopping.