

# The Colorado and Southern Railway Co.

## TIME TABLE OF THE SOUTHERN DIVISION

### No. 7



EFFECTIVE AT 12:01 A. M., MOUNTAIN TIME

### THURSDAY, MAY 15, 1924

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the Book of Operating Rules.

SOUTHERN DIVISION

SOUTHWARD

Southern Junction and Trinidad Subdivis

TIME TABLE No. 7

SECOND CLASS				FIRST CLASS				Symbols	Capacity of Sidings	Capacity of Other Tracks	Distance from Pueblo	Distance from Denver	STATIONS	Distance from Trinidad	Office Closed
Freight				Passenger											
20	264	262	50	2	214	8	216								
Daily	(D.&R.G.W.) Daily	(D.&R.G.W.) Daily	Daily	Daily	(D.&R.G.W.) Daily	Daily	(D.&R.G.W.) Daily								
P.M. 6.00			A.M. 4.10	P.M. 4.22		A.M. 3.15		K B Yd CWTYO			0.0	118.5	PUEBLO	93.9	
7.00			5.50	4.42		3.35				5.8	124.3	SOUTHERN JCT.	88.1		

The figures given above are for information only. The A. T. & S. F. Time Table and Rules govern all train movements between F

P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	Yd	Capacity	Capacity	Distance	Distance	STATIONS	Distance	Office
L 7.00	L 9.30	L 6.50	L 5.50	L 4.42	L 12.55	L 3.35	L 12.01	RWK	of Sidings	of Other Tracks	from Pueblo	from Denver		from Trinidad	Closed
7.38	9.54	7.15	6.16	4.54	f 1.05	f 3.47	f 12.14	N 75 S 75			5.8	124.3	SOUTHERN JCT.	88.1	
8.06	10.12	7.36	6.39	5.03	f 1.12	f 3.55	f 12.25	N 75 S 75			12.1	130.6	FURMAN	81.8	No office
8.30	10.32	7.59	7.00	5.12	f 1.19	f 4.03	f 12.36	N 75 S 75			16.5	135.0	MARNEL	77.4	No office
9.00	10.52	8.22	7.30	f 5.21	f 1.30	f 4.17	f 12.48	N 75 S 75			20.6	139.1	BROOKS	73.3	No office
9.36	11.20	8.59	8.00	5.35	f 1.42	f 4.30	f 1.02	W N 77 S 77	6		24.9	143.4	CEDARWOOD	69.0	6 pm to 9 am 12.01 pm to 1.01 pm
								N 75 S 75			31.8	150.3	MUSTANG	62.1	No office
								N 74 S 74			36.3	154.8	D. & R. G. W. CROSSING	57.6	
10.04	11.40	A 9.15	8.18	5.44	A 1.50	f 4.39	f 1.13	W N 74 S 74			36.3	154.8	LASCAR	57.6	
10.36	12.04		8.44	5.54		f 4.49	f 1.25	N 75 S 75			42.0	160.5	ROOF	51.9	No office
11.10	12.26		9.10	6.04		f 4.59	f 1.35	N 76 S 76			47.4	165.9	SANDY	46.5	No office
11.40	12.50		9.36	6.14		s 5.10	A 1.45				52.4	170.9	WALSENBERG JCT.	41.5	No office
A.M. 12.43			9.55	s 6.20		s 5.17		K CWY BR Yd	Yard	463	52.9	171.4	WALSENBERG	41.0	
				s		s					53.2	171.7	D. & R. G. W. CROSSING	40.7	
1.10			10.20	f 6.34		f 5.33		F	90	30	57.3	175.8	WINCHELL	36.6	No office
1.30			10.38	s 6.41		s 5.46		Yd	90	100	61.1	179.6	MAYNE	32.8	9 pm to 5 am
											61.5	180.0	D. & R. G. W. CROSSING	32.4	
1.38			10.50	s 6.47		s 5.52		F	48	47	63.7	182.2	MONSON	30.2	No office
1.50			11.00	6.53		f 5.57			44	144	66.3	184.8	BUNKER HILL	27.6	No office
2.00			11.10	s 6.59		s 6.02		Y Yd	88	78	68.8	187.3	RUGBY	25.1	7.15 pm to 9.00 am 11.30 am to 12.30 pm
2.12			11.24	s 7.06		s 6.10		B Yd	90	100	72.2	190.7	LYNN	21.7	10.00 pm to 6.00 am
								WY			72.8	191.3	ACME	21.1	No office
2.40			11.55	s 7.22		s 6.26		BWY Yd	66	522	79.4	197.9	LUDLOW	14.5	
2.55			12.14	s 7.32		s 6.36		Yd F	35		84.1	202.6	FORBES JUNCTION	9.8	5.00 pm to 6.30 am 12.01 pm to 1.01 pm
3.02			12.20	7.36		6.39			56		85.8	204.3	SUFFIELD	8.1	No office
3.08			12.32	f 7.40		s 6.42		F	63	50	87.7	206.2	BOWEN	6.2	No office
											92.8	211.3	A. T. & S. F. CROSSING	1.1	
A 3.30			A 1.00	7.52		6.56		KB CWTYO R Yd	Yard	850	93.2	211.7	TRINIDAD YARD	0.7	
				s		s					93.6	212.1	D. & R. G. W. CROSSING	0.3	
				A 7.55		A 7.00		RKB			93.9	212.4	TRINIDAD	0.0	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily								
8.30 10.3	3.20 14.0	2.25 12.6	7.10 12.2	3.13 27.4	.55 33.5	3.25 25.8	1.32 30.4								

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.  
 Double track between Southern Jct. and Walsenburg Jct.  
 C. & S. trains use C. & S. and A. T. & S. F. joint track, subject to A. T. & S. F. time table, rules and regulations between Southern Jct. and Pueblo (4th St. Yard and Union Depot).  
 Southward trains, except C. & S. first class, get clearance card at Southern Jct.  
 Trains must come to full stop to clear crossovers at Southern Jct., 200 feet.

First-class southward C. & S. trains get a C. & S. clearance card in addition to A. T. & S. F. clearance card at "U. D." office, Union Depot, Pueblo, and be governed by semaphore at Southern Jct.  
 All northward trains get clearance card at C. & S. office, Walsenburg.  
 First-class trains may register by use of form 2503 at Southern Jct. Operators will enter in register.  
 All trains will come to a full stop at a clearance point approaching any of the connections with the D. & R. G. W. main line at Walsenburg Jct. and will be permitted to use the switches and intervening track, under protection.

Position of switches at ends of double track:  
 Walsenburg Jct.—Set against southward  
 Southern Jct.—Northward track: Set  
 C. & S. E. trains will be governed by C. & S.  
 Engines lighter than 2-10-2 class handling freight cars in train, may run 30 miles an hour  
 Engines of 2-10-2 class handling passenger trains



# Trinidad and Sixela Subdivision

**SOUTHERN DIVISION**

**EFFECTIVE MAY 15, 1924**

## TIME TABLE No. 7

**SOUTHWARD**

**NORTHWARD**

SECOND CLASS		FIRST CLASS		Symbols	Capacity or Sidings	Capacity of Other Tracks	Distance from Trinidad	Distance from Denver	STATIONS	Distance from Textline	Office Closed	FIRST CLASS		SECOND CLASS	
												Passenger		Freight	
Freight		Passenger										1	7	19	
50 Daily		2 Daily	8 Daily									Daily	Daily	Daily	
P.M. L 2.30		P.M. L 8.15	A.M. L 7.25	RKB CWYTO Yd	Yard	850	0.0	212.4	.....	135.8		A.M. A 4.30	P.M. A 10.30	P.M. A 1.10	
							3.4	215.8	.....	132.4					
	2.52	8.26	f 7.35	F	30	.....	5.2	217.6	.....	130.6	No office	4.18	f 10.19	12.52	
	2.58	8.29	f 7.39	FY	54	43	7.1	219.5	.....	128.7	No office	4.15	f 10.15	12.47	
	3.14	8.39	7.49	F	80	8	12.0	224.5	.....	123.8	No office	4.06	10.06	12.26	
	3.26	8.47	f 8.00	F	41	8	15.8	228.2	.....	120.0	No office	3.58	f 9.58	12.14	
	3.40	8.57	f 8.12	W	42	26	20.7	233.1	.....	115.1	5.30 am to 8.30 pm 11.45 pm to 12.45 am	3.49	f 9.48	11.57	
	4.04	9.11	f 8.28	.....	33	.....	28.0	240.4	.....	107.8	No office	3.34	f 9.32	11.35	
	4.30	<b>9.22</b>	f 8.38	W	31	5	32.9	245.3	.....	102.9	No office	3.25	<b>f 9.22</b>	11.18	
	4.46	f 9.32	s 8.50	.....	43	37	37.9	250.3	.....	97.9	10 pm to 6 am	3.15	s 9.11	11.00	
	5.32	9.47	f 9.09	W	37	13	44.8	257.2	.....	91.0	No office	3.02	f 8.55	10.36	
	6.08	s 10.01	s 9.24	W	32	23	49.8	262.2	.....	86.0	11.30 pm to 7.30 am	2.52	s 8.45	10.18	
	6.30	10.09	f 9.35	.....	37	4	53.3	265.7	.....	82.5	No office	2.45	f 8.32	10.06	
	6.50	10.21	<b>f 9.47</b>	.....	48	2	58.8	271.2	.....	77.0	No office	2.35	f 8.19	<b>9.47</b>	
	7.09	10.32	f 9.58	.....	46	.....	64.2	276.6	.....	71.6	No office	2.25	f 8.06	9.22	
	<b>7.54</b>	s 10.45	s 10.15	CWY Yd	52	127	69.7	282.1	.....	66.1	11.30 pm to 7.30 am	s 2.15	<b>s 7.54</b>	9.00	
	8.40	10.58	10.28	.....	50	.....	76.1	288.5	.....	59.7	No office	1.55	7.33	8.35	
	9.55	s 11.10	s 10.40	Y Yd	59	61	79.9	292.3	.....	55.9	.....	1.49	s 7.26	8.20	
	10.24	11.24	f 10.56	W	91	9	87.1	299.5	.....	48.7	5 pm to 8 am 12.01 pm to 1.01 pm	1.35	f 7.06	7.40	
	10.54	11.39	f 11.11	.....	75	5	94.6	307.0	.....	41.2	No office	1.20	f 6.48	7.10	
	11.10	f 11.48	s 11.20	.....	45	56	98.6	311.0	.....	37.2	7.00 pm to 9 am 12.45 pm to 1.45 pm	1.13	s 6.39	6.50	
	A.M. <b>12.18</b>	<b>12.08</b>	s 11.37	W	57	40	107.3	319.7	.....	28.5	6.30 pm to 9 am 11.45 am to 12.45 pm	12.56	s 6.17	6.12	
	<b>12.45</b>	12.22	11.47	.....	80	8	112.9	325.3	.....	22.9	No office	<b>12.45</b>	6.02	5.40	
	1.07	<b>12.37</b>	f 11.57	.....	63	8	117.0	329.4	.....	18.8	No office	<b>12.37</b>	f 5.52	5.20	
	1.49	s 12.52	s 12.15	W	75	70	125.1	337.5	.....	10.7	3 pm to 5.00 pm 1.00 am to 7 am	s 12.23	s 5.34	4.40	
	A 2.30 A.M.	A 1.12 A.M.	A 12.37 P.M.	FR Yd	.....	.....	134.5	346.9	.....	1.3	No office	L 12.05 A.M.	L 5.10 P.M.	L 3.55 A.M.	

The figures below are for information only. The F. W. & D. C. Ry. Time Table governs all train movements between Sixela, N. M., and Textline, Texas

	2.35 A.M.	1.15 A.M.	12.40 P.M.	BYd CWYTY	Yard	750	135.8	348.2	.....	0.0		12.02 A.M.	5.07 P.M.	3.50 A.M.	
	Daily	Daily	Daily							135.8		Daily	Daily	Daily	
	12.00 11.2	4.57 27.2	5.12 25.9									4.25 30.5	5.20 25.2	9.15 14.5	

**TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.**

Passenger trains must not exceed 45 miles an hour, freight trains 25 miles an hour.  
 Passenger trains must not exceed 15 miles an hour, freight trains 10 miles an hour, when passing through crossover tracks.  
 Engines backing must not exceed 20 miles an hour.  
 Trains will not exceed 10 miles an hour over Curve at Oak Canon (M. P. 274.4).  
 Trains 7 and 8 will stop on flag at Oak Canon Section House (M. P. 274.2).

Wilson water tank located at M. P. 260.4.  
 See page 5 for Branches.  
 Location of Section Houses:  
 M. P. 220.1, 229.0, 234.5, 241.2, 246.7, 251.2, 258.9, 268.9, 274.2, 282.3, 293.4, 300.1, 312.3, 322.3, 331.2, 338.9, 342.3.  
 Engines of 2-10-2 class handling passenger trains will not exceed 25 miles an hour.

# Trinidad Subdivision. Branches and List of Additional Spurs and Engine Limits

HASTINGS BRANCH				FORBES BRANCH				MAJESTIC BRANCH				OPERATING LIMITS FOR ENGINES TRINIDAD DISTRICT			
Capacity of Tracks	Distance from Ludlow	Distance between Stations	STATIONS	Capacity of Tracks	Distance from Forbes Junction	Distance between Stations	STATIONS	Capacity of Tracks	Distance from Forbes Junction	Distance between Stations	STATIONS	A	B		
ByW Yd. 522	.0	.0	..... LUDLOW .....	Yd F 36	.0	.0	..... FORBES JCT. ....	Yd F 36	.0	.0	..... FORBES JCT. ....	Trinidad and Southern Jct. ....	900	900-900	
..... 1.3	1.3	.....	..... BARNES JCT. ....	O 65	1.7	1.7	..... FORBES MINE .....	O 65	1.5	1.5	..... MAJESTIC MINE .....	Forbes Branch .....	451	451-451	
												Majestic Branch .....	451	451-451	
												McNally Branch .....	600	600-600	
												Aguilar Branch .....	451	451-451	
												Rugby Branch .....	451	451-451	
												Berwind Branch .....	600	600-600	
												Ideal Branch .....	600	600-600	
												NOTE—Column A shows largest single engine permissible. Column B shows largest engine permissible as double header.			

McNALLY BRANCH				AGUILAR BRANCH				RUGBY BRANCH				BERWIND BRANCH			
Capacity of Tracks	Distance from Walsenburg	Distance between Stations	STATIONS	Capacity of Tracks	Distance from Acme	Distance between Stations	STATIONS	Capacity of Tracks	Distance from Rugby	Distance between Stations	STATIONS	Capacity of Tracks	Distance from Ludlow	Distance between Stations	STATIONS
KBR CWY Yd. 463	.0	.0	..... WALSENBURG .....	WY None	.0	.0	..... ACME .....	Yd Y 177	.0	.0	..... RUGBY .....	B Yd 522	.0	.0	..... LUDLOW .....
..... 0.6	0.6	.....	D. & R. G. W. CROSSING	W 68	1.7	1.7	..... AGUILAR .....	O 248	1.9	1.9	* .. RAPSON MINE .....	O 37	0.6	0.6	..... FRANKLIN .....
..... 1.0	1.0	.....	* .. BREENE MINE .....	O 63	2.3	0.6	..... EMPIRE MINE .....	O 6	1.6	1.1	..... VICKERS MINE .....	O 91	1.1	0.5	* .. GREENVILLE MINE .....
..... 1.3	0.7	.....	* .. McNALLY MINE .....	O .....	3.0	0.7	..... ROYAL MINE .....	O 168	1.6	0.1	..... RUGBY MINE .....	O 82	1.7	0.6	..... TABASCO .....
				O .....	3.8	0.1	..... ALTA MINE .....	O 80	1.9	0.3	..... PRIMROSE MINE .....	O 102	2.9	1.2	..... BERWIND .....
O .....	2.0	.....	* .. WALSEN MINE .....	O .....	4.0	0.2	..... BRODHEAD MINE .....						3.2	0.3	..... SHELBINA .....
O .....	2.2	0.2	* .. ROBINSON MINE .....										3.9	0.7	..... TOLLER MINE .....
													5.0	1.1	BEAR CANON MINE No.6
													5.2	0.2	* .. THREE PINES MINE .....
													5.6	0.6	* .. PRAIRIE CANON MINE .....
													5.8	0.2	BEAR CANON MINE No.3

## TRINIDAD DISTRICT. ADDITIONAL SPURS

Capacity of Tracks	Distance from Denver	STATIONS	Scales
174.0	*	..... CAMERON MINE .....	O
		..... GLOBE MINE .....	O
138 175.1	†	..... RAVENWOOD MINE .....	O
176.3	*	..... IDEAL MINE .....	O
75 187.0	†	..... BLACK DIAMOND MINE .....	O
75 189.6	†	..... SOUTH WESTERN MINE .....	O
		..... JEWEL MINE .....	O
		..... AUGUSTA .....	O
75 190.8	†	..... SHERMAN MINE .....	O
75 199.1	†	..... THOR MINE .....	O
115 205.7	*	..... TRINIDAD BRICK YARD SPUR .....	O
28 210.5	†		

## New Mexico Subdivision Branches and Engine Limits

SOPRIS BRANCH				GREY CREEK BRANCH			
Capacity of Tracks	Distance from Trinidad	Distance between Stations	STATIONS	Capacity of Tracks	Distance from Behour Jct.	Distance between Stations	STATIONS
KBRYd WCTYO 850	.0	.0	..... TRINIDAD .....	FYYd 103	.0	.0	..... BESHOAR JCT. ....
	0.3	0.3	..... D. & R. G. W. JUNCTION .....		5.6	5.6	..... OLD SPUR .....
R O 288	4.8	4.5	..... SOPRIS .....	WO 117	7.8	2.2	..... GREY CREEK .....
	4.4	5.3	* .. VALLEY SPUR .....				
		6.2	..... LONG'S JCT. ....				
		6.6	..... COKEDALE JCT. ....				
O .....	7.3	0.7	..... COKEDALE .....				

OPERATING LIMITS FOR ENGINES—NEW MEXICO DISTRICT			
	A	B	
Sixela and Trinidad .....	900	900-900	
Grey Creek Branch .....	451	451-451	
Sopris Branch .....	600	600-600	

Trains Northward are superior to trains of the same class Southward.  
 Branch trains running toward Main Line Junction will be considered Northward. From Main Line Junction, Southward.  
 Sopris Branch.—Trains must not exceed 4 miles an hour over Bridge 6 (2.8 miles south of Trinidad).  
**METHOD OF OPERATION OF TRACK BETWEEN SOPRIS AND LONGS JUNCTION**  
 On Sundays, and between the hours of 7:00 P. M. and 7:00 A. M. of other days, C. & S. Train Dispatchers, time table, rules and regulations will govern.  
 On other days than Sunday, between 7:00 A. M. and 7:00 P. M. C. & W. Train Dispatchers time tables, rules and regulations will govern.  
**METHOD OF OPERATION OF TRACK BETWEEN LONGS JUNCTION AND COKEDALE**  
 C. & S. Trains using C. & W. track between Longs Junction and Cokedale Junction and D. & R. G. W. and Carbon Coal & Coke Company tracks between Cokedale Junction and Cokedale must do so under protection of flag as per Rule 99. (Keeping in mind the fact that D. & R. G. W. trains are flagging over the same track and C. & W. trains are moving between Longs Junction and Cokedale Junction under C. & W. orders, time table, rules and regulations.)  
 \*Spur connected at north end. †Spur connected at south end.

**ENGINE RATING IN TONS OF 2,000 POUNDS**

SOUTHERN DIVISION	ENGINE NUMBERS							
	E-5-A 900-904	E-4-A 800-804	B-4-S 520-531	B-4-R 600-643	B-4-P 451-455	C-3-H 323-329	C-3-G 320-322	C-3-E 309-319
	E-5-B 905-909			B-4-R 1 644-649	B-4-Q 1 700-708	C-3-H 1 330-331	B-4-M 422-429	
	E-5-C 910-914	Tons	Tons	Tons	Tons	Tons	Tons	Tons
<b>TRINIDAD SUBDIVISION</b>								
<b>NORTHWARD</b>								
Trinidad to Bunker Hill .....	2500	1750	1550	1400	1090	840	770	650
Bunker Hill to Walsenburg .....	3500	2750	2550	2000	1690	1440	1370	1250
Walsenburg to Minnequa (see special instructions) .....								
<b>SOUTHWARD</b>								
Pueblo to Minnequa .....	1600	1050	1000	770	590	510	455	375
Minnequa to Bunker Hill .....	2000	1600	1400	1150	970	990	835	755
Bunker Hill to Trinidad .....				Down Grade				
<b>NEW MEXICO SUBDIVISION</b>								
<b>NORTHWARD</b>								
Sixela to Clayton .....	1900	1495	1270	1020	870	750	680	570
Clayton to Folsom .....	1800	1375	1150	900	770	660	600	500
Folsom to Emery Gap .....	1900	1475	1250	1000	820	705	640	540
Emery Gap to Beshear Jct. ....	1800	1375	1150	900	770	660	600	500
Beshear Jct. to Trinidad .....	1900	1495	1250	1020	870	750	680	570
<b>SOUTHWARD</b>								
Trinidad to Sopris (Sopris Branch) .....				830	640	570	500	415
Trinidad to Trinchere .....	2200	1700	1350	1100	940	840	740	620
Trinchere to Emery Gap .....	2100	1600	1250	1000	870	775	680	570
Emery Gap to Folsom .....	2200	1700	1350	1100	940	840	740	620
Folsom to Des Moines .....	2150	1650	1300	1050	870	775	680	570
Des Moines to Sixela .....				Down Grade				

**TONNAGE INSTRUCTIONS**

Conductors will see that trains are filled out to full rated tonnage before leaving stations; and between stations where there is no grade, or where grade is less than maximum, will fill out to known capacity of locomotives. The safety limit will apply in moving tonnage on descending grades. Agents will see that cars are properly tagged with necessary gross tonnage cards showing in tons the total weight of car and contents, and will also insert such gross weight on the way-bill. All weights will be reported in even tons, fractions of one-half or more to be considered as one ton, and fractions of less than one-half to be disregarded. When tonnage card is not used, weight will be computed from way-bill and stenciled weight of car, and when car is moved on card bill where weight is not shown, such weight will be estimated as closely as possible. When passenger equipment or empty freight cars are handled, the following tare weights will be used:

PASSENGER EQUIPMENT	Tons	PASSENGER EQUIPMENT	Tons	FREIGHT EQUIPMENT	Tons
Pullman Standard Sleepers	70			Way Cars	17
Pullman Tourist Cars	40	216	39	Box Cars:	
Dining and Cafe Cars:		214	40	5000-5947; 12000-13499	16
626	53	215	42	14000-14699; 49000-49022	18
702; 703; 704	72	282; 328	43	Coal Cars:	
701	65	280; 281	45	1901-1998	14
705	71	322; 330	46	2669-2858	12
706	85	331	47	2859-3227	14
Business Cars:		329	49	3228-3560; 31000 to 31099	17
900	84	218 to 222 inc	71	Flat Cars:	
901	65	252 to 256 inc	73	11401-11549	11
902	48	Coaches:		Stock Cars:	
903	29	513	31	1509-1608; 11000-11299	15
910; 911	33	507; 508; 515; 517; 518	32	24000 to 24199	19
Baggage and Combination Cars:		506; 509; 516; 519	33	25000-25363; 26000-26249	22
250	29	524; 525; 526; 529	34	Refrigerator Cars:	
278; 279	30	527	35	50000-50049	20
208; 323	32	510; 512; 522	36	50050-50249	28
201; 207	33	502; 503; 530; 532 to 535 inc	45	Dumping Cars:	
203; 204; 205; 251; 325	34	531; 536	46	9000-9999	19
206; 209	35	523	47	10000-10149	23
324; 326	36	501	48	15000-15149	22
213	37	537 to 548 inc	49	16000-16499	20
211; 217	38	549 to 554 inc	73	16500-17499	22
				18000 to 18299	20
				20000-20349	18

**MILEAGE—SOUTHERN DIVISION**

<b>Main Line:</b>		
Pueblo to Southern Junction (Joint with A. T. & S. F.) .....	5.77	
Southern Junction to Walsenburg Junction (Joint with D. & R. G. W.) .....	46.60	
Walsenburg Junction to Trinidad .....	41.52	
Trinidad to Sixela .....	134.50	228.39
<b>Branches:</b>		
Walsenburg to McNally and Robinson Mines .....	2.46	
Cameron and Globe Mine Spur .....	1.19	
Ravenwood Mine Spur .....	0.79	
Ideal Mine Spur .....	2.31	
Rugby to Primrose Mine .....	1.91	
Rugby to Black Diamond Mine .....	0.73	
Acme to Brodhead Mine .....	4.20	
Southwestern and Jewel Mine Spur .....	1.49	
Lynn to Augusta .....	1.55	
Ludlow to Barnes Junction .....	1.28	
Ludlow to Bear Canon Mine .....	5.80	
Suffield to Thor Mine .....	0.48	
Forbes Junction to Chicosa Junction .....	1.16	
Forbes Junction to Forbes Mine .....	1.74	
Forbes Junction to Majestic Mine .....	1.47	
Trinidad to Longs Junction .....	6.95	
Sopris to Sopris Mine .....	0.66	
Beshear Junction to Grey Creek Mine .....	7.85	
Cokedale Junction to Cokedale (Joint with D. & R. G. W.) .....	0.70	44.72
<b>Total</b> .....		278.11

## LIST OF SURGEONS.

### HOSPITAL DEPARTMENT.

F. H. McNAUGHT, Chief Surgeon, 742 Metropolitan Bldg., 16th and Court Place	Telephone Main 268, Denver, Colo.
Residence	Telephone York 491, Denver, Colo.
R. W. CORWIN, Consulting Surgeon	Pueblo, Colo.
J. G. WOLF, Local Surgeon	Telephone 140, Pueblo, Colo.
F. E. WALLACE, Oculist	Telephone 142W, Pueblo, Colo.
A. L. TROUT, Local Surgeon	Telephone 134F2, Walsenburg.
J. W. DAVIS, Local Surgeon	Agullar, Colo.
H. H. DALLY, Local Surgeon	Ludlow, Colo.
ALFRED FREUDENTHAL, Local Surgeon	Telephone 356, Trinidad, Colo.
J. R. ESPEY, Local Surgeon	Telephone 67, Trinidad, Colo.
D. G. THOMPSON, Local Surgeon	Telephone 281, Trinidad, Colo.
Residence, 610 Maple	Telephone 282.
L. T. RICHIE, Oculist	Telephone 163 W, Trinidad, Colo.
J. M. WELLMAN, Local Surgeon	Des Moines, N. M.
W. G. BASSETT, Local Surgeon	Des Moines, N. M.
W. A. BRISTOL, Local Surgeon	Clayton, N. M.

### LIST OF WATCH INSPECTORS.

K. C. COSLEY, Gen. Time Inspector, 301 Foster Building, Denver.      Rushmer Jewelry Co., 351 N. Main St., Pueblo, Colo.  
Rhoades-Harbridge Co., Trinidad, Colo.

## SPECIAL RULES AND INSTRUCTIONS

1. Examination of Train.—Southward freight trains must stop at Mt. Dora and thoroughly inspect train.

Freight trains will not carry passengers.

2. Permissive movement will be authorized by Train Dispatcher.

3. Red flags and red lanterns must have, at all times, at least two torpedoes and two fusees attached.

At no time must electric lanterns be used as part of the flagging equipment.

4. Conductors of work extras and foreman of bridge and track gangs must furnish flagman written instructions to be handed to engineer of train flagged, detailing clearly what they are to do.

### RAILROAD CROSSINGS.

5. D. & R. G. W. Crossing, Lascar.—A gate has been placed at the D. & R. G. W. crossing at Lascar (Mile Post 154.8), its normal position being against D. & R. G. W. trains. All trains should approach this crossing under full control, expecting to find the gate against them.

6. D. & R. G. W. Crossing at Walsenburg.—A gate has been placed at the D. & R. G. W. Crossing, Walsenburg (Mile Post 171.7), its normal position being against Colorado & Southern trains. This gate must be closed and locked after Colorado & Southern trains have passed.

7. D. & R. G. W. Crossing at Mayne.—Gate has been placed at the D. & R. G. W. crossing at Mayne (Mile Post 180.0), its normal position being against the D. & R. G. W. trains. All trains should approach this crossing under full control, expecting to find the gate against them.

8. A. T. & S. F. Crossing at Trinidad.—The A. T. & S. F. Crossing at Trinidad is controlled by interlocking signals. All trains should approach this crossing under full control, expecting to find signals against them.

9. D. & R. G. W. Crossing at Trinidad.—All trains must come to full stop and ascertain that track is clear before crossing.

10. D. & R. G. W. Crossing, El Moro.—A gate has been placed at the D. & R. G. W. Crossing, El Moro (Mile Post 215.8), its normal position being against D. & R. G. W. trains. All trains should approach this crossing under full control, expecting to find gate against them.

11. D. & R. G. W. (Loma Branch) Crossing at Walsenburg.—A gate has been placed at this crossing, its normal position being against Colorado & Southern trains. This gate must be closed and locked after Colorado & Southern trains have passed.

**ROBT. RICE,**  
Vice-Pres't and General Manager, Denver, Colo.

**J. H. ABRAMS,**  
Superintendent, Trinidad, Colo.

**W. P. HAYDEN,**  
Assistant General Manager, Denver, Colo.

**M. O'CONNOR,**  
Assistant Superintendent.

**J. D. WALKER,**  
Superintendent Transportation, Denver, Colo.

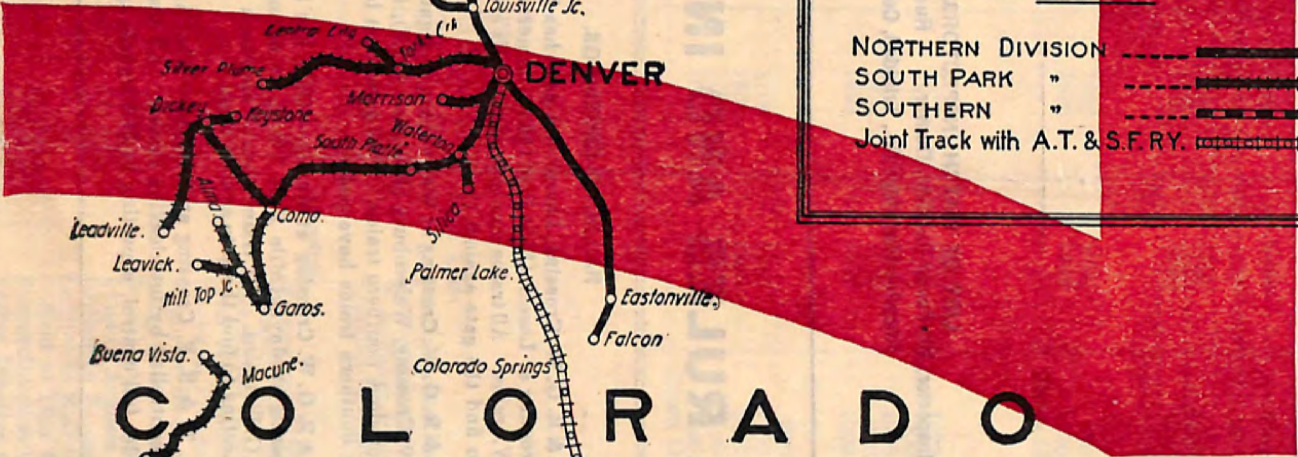
**M. E. GOODPASTURE,**  
Chief Dispatcher.  
Train Dispatchers, Trinidad  
**H. J. SCHIFF**      **M. N. WILLIAMS**  
**D. J. VENT**      **R. P. CRISPELL**

W Y O M I N G



**EXPLANATORY**

NORTHERN DIVISION	—————
SOUTH PARK	-----
SOUTHERN	- - - - -
Joint Track with A.T. & S.F. RY.	

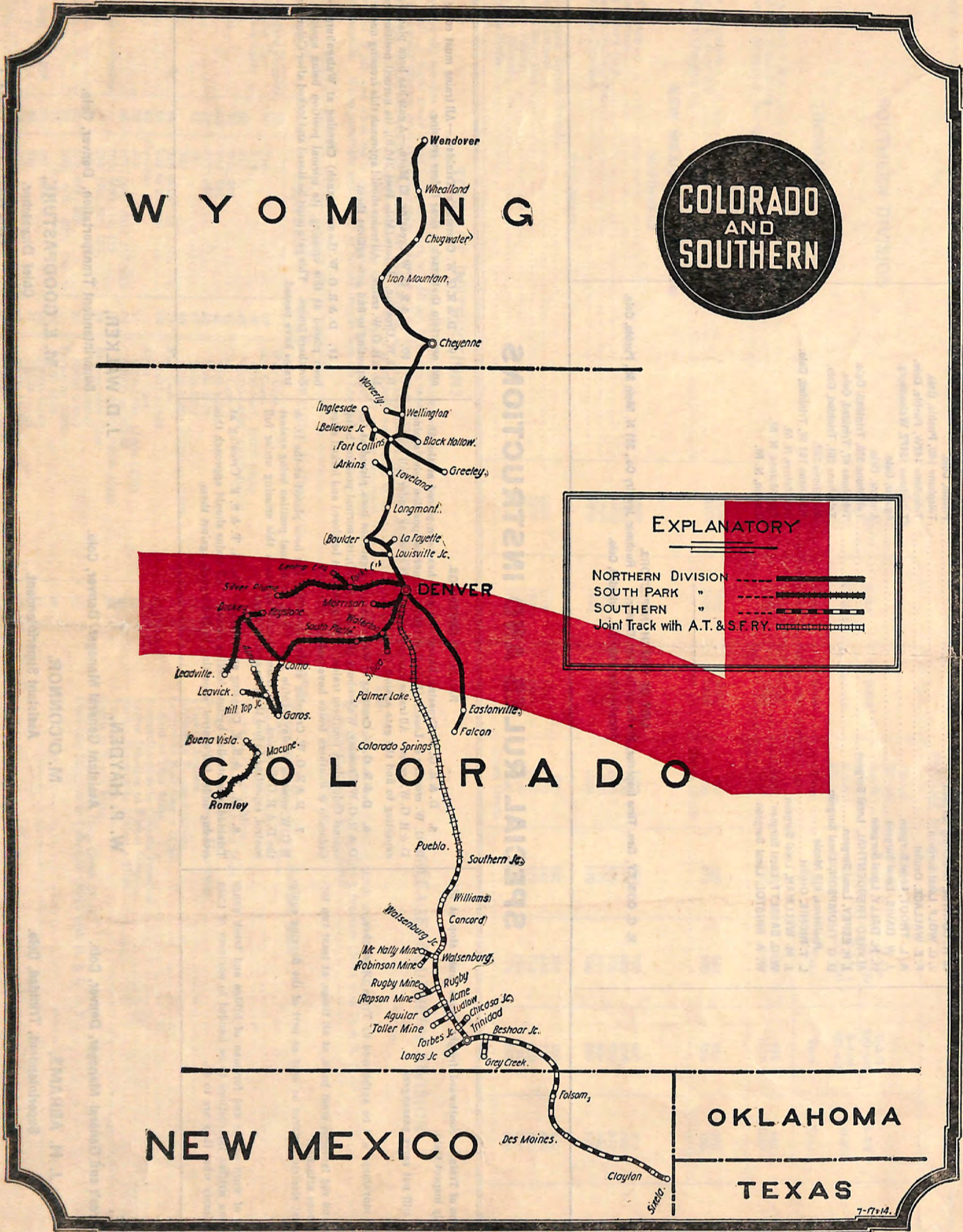


C O L O R A D O

N E W M E X I C O

O K L A H O M A

T E X A S



Wendover

Wheatland

Chugwater

Iron Mountain

Cheyenne

Waterloo

Ingleside

Bellevue Jc

Fort Collins

Arkins

Wellington

Black Hollow

Greeley

Loveland

Longmont

Boulder

La Fayette

Louisville Jc

DENVER

Silver Plume

Leadville

Leavick

Mill Top Jc

Buena Vista

Romley

Morrison

Windsor

South Platte

Como

Garos

Palmer Lake

Colorado Springs

Eastonville

Falcon

Puebla

Southern Jc

Williams

Concord

Walsenburg Jc

Walsenburg

Robinson Mine

Rugby Mine

Rapson Mine

Aguilar

Toller Mine

Forbes Jc

Longs Jc

Gray Creek

Folsom

Des Moines

Clayton

Syracuse

Beshaar Jc

Trinidad

Acme

Ludlow

Chicosa Jc

Mc Nally Mine