Narrow Gauge

Safety Service

RIO GRANDE
ROYAL GORGE
MOFFAT TUNNEL
SCENIC LINE OF THE WORLD

**F. E. PEAKE**
Trainmaster
Sub-Divisions 11, 11-A, 11-B, 12, 12-A, 12-B
DURANGO

**A. J. BRODERICK**
Trainmaster
Sub-Divisions 13, 13-A, 13-B, 13-C, 13-D,
14, 14-A, 15, 15-A
GUNNISON

**W. A. GIESKING**
Road Foreman of Equipment
PUEBLO

**W. S. GRAHAM**
Chief Dispatcher
ALAMOSA

# The Denver and Rio Grande Western Railroad Company

**Wilson McCarthy and Henry Swan, Trustees**

# ALAMOSA DIVISION

# TIME-TABLE No. 120

## Takes Effect Sunday, June 6, 1937

**at 12:01 A. M.**
**Standard Time, 105th Meridian**

**Superseding Time-Table No. 119 and Supplements thereto.**

## NOTE IMPORTANT CHANGES IN TIME-TABLE RULES

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

**The Management reserves the right to vary from it at pleasure**

**A. C. SHIELDS**
Vice Pres. & General Manager

**L. F. WILSON**
Assistant General Manager

**R. K. BRADFORD**
Superintendent Transportation

**C. B. CARPENTER**
Superintendent

## WESTWARD — CREEDE BRANCH — EASTWARD

| | Miles from Denver | Sub-Division 11-A<br>STATIONS<br>TIME-TABLE No. 120<br>JUNE 6, 1937 | Miles from North Creede | Car Capacity Sidings | |
|---|---|---|---|---|---|
| | 251.7 | AS TG*†§ **ALAMOSA** JBWCTYN | 70.1 | Yard | |
| | | 10.8 | | | |
| | 262.5 | PARMA | 59.3 | 16 | |
| | | 3.6 | | | |
| | 266.1 | ZINZER | 55.7 | 50 | |
| | | 2.9 | | | |
| | 269.0 | MV MONTE VISTA JYWD | 52.8 | 21 | |
| | | 3.9 | | | |
| | 272.9 | TORRES | 48.9 | 50 | |
| | | 2.5 | | | |
| | 275.4 | HAYWOOD | 46.4 | 13 | |
| | | 7.4 | | | |
| | 282.8 | De DEL NORTE D | 39.0 | 16 | |
| | | 6.1 | | | |
| | 288.9 | HANNA | 32.9 | 22 | |
| | | 3.0 | | | |
| | 291.9 | GRANGER | 29.9 | 9 | |
| | | 6.3 | | | |
| | 298.2 | SOUTH FORK W | 23.6 | 49 | |
| | | 4.6 | | | |
| | 302.8 | MASONIC PARK | 19.0 | | |
| | | 9.3 | | | |
| | 312.1 | WAGON WHEEL GAP | 9.7 | 17 | |
| | | 6.0 | | | |
| | 318.1 | WASSON Y | 3.7 | 27 | |
| | | 2.6 | | | |
| | 320.7 | Ji **CREEDE** WD | 1.1 | 26 | |
| | | 1.1 | | | |
| | 321.8 | NORTH CREEDE | | | |
| | | (70.1) | | | |
| | | Schedule Time<br>Average Speed per Hour | | | |

## WESTWARD — MAIN LINE — EASTWARD

| FIRST CLASS 115 Passenger Leave Daily | Miles from Denver | Sub-Division 11<br>STATIONS<br>TIME-TABLE No. 120<br>JUNE 6, 1937 | Miles from Chama | Car Capacity Sidings | FIRST CLASS 116 Passenger Arrive Daily |
|---|---|---|---|---|---|
| 7 10 AM | 251.7 | AS TGB*§ **ALAMOSA** J†TWCYN | 92.4 | Yard | 9 05 PM |
| | | 5.3 | | | |
| f 7 22 | 257.0 | HENRY | 87.1 | 10SG 13NG | f 8 52 |
| | | 2.6 | | | |
| f 7 28 | 259.6 | ESTRELLA TG | 84.5 | 27SG 34NG | f 8 46 |
| | | 6.6 | | | |
| s 7 43 | 266.2 | Jr LA JARA WD | 77.9 | 98SG 128NG | s 8 31 |
| | | 3.5 | | | |
| f 7 50 | 269.7 | BOUNTIFUL | 74.4 | 32SG 45NG | f 8 21 |
| | | 3.6 | | | |
| s 7 58 | 273.3 | om ROMEO D | 70.8 | 38SG 54NG | s 8 13 |
| | | 7.0 | | | |
| s 8 20 | 280.3 | Na **ANTONITO** J†TGWCYDN | 63.8 | 51SG 67NG | s 7 54 |
| | | 10.5 | | | |
| f 8 48 | 290.8 | LAVA YTGW | 53.3 | 26 | f 7 23 |
| | | 8.6 | | | |
| f 9 10 | 299.4 | BIG HORN TGY | 44.7 | 29 | f 7 02 |
| | | 6.7 | | | |
| f 9 27 | 306.1 | SUBLETTE TGW | 38.0 | 21 | f 6 42 |
| | | 4.4 | | | |
| f 9 40 | 310.5 | TOLTEC | 33.6 | 28 | f 6 [illegible] |
| | | 7.9 | | | |
| f10 03 | 318.4 | Bc OSIER TGCW | 25.7 | 44 | f 6 02 |
| | | 6.4 | | | |
| f10 23 | 324.8 | LOS PINOS | 19.3 | 48 | f 5 44 |
| | | 5.8 | | | |
| s10 40 | 330.6 | Br **CUMBRES** TGWCYD | 13.5 | 24 | s 5 27 |
| | | 1.6 | | | |
| f10 46 | 332.2 | COXO | 11.9 | 19 | f 5 18 |
| | | 3.3 | | | |
| f10 59 | 335.5 | CRESCO TGW | 8.6 | 44 | f 5 04 |
| | | 4.5 | | | |
| f11 16 | 340.0 | LOBATO | 4.1 | 29 | f 4 44 |
| | | 4.1 | | | |
| 11 30 AM | 344.1 | ch *TG§ **CHAMA** †BTWCYN | | 46 | 4 30 PM |
| Arrive Daily | | (92.4) | | | Leave Daily |
| 4.20<br>21.3 | | Schedule Time<br>Average Speed per Hour | | | 4.35<br>20.1 |

# WESTWARD — MAIN LINE — EASTWARD

| FIRST CLASS 115 Passenger — Leave Daily | Miles from Denver | Sub-Division 12 STATIONS TIME-TABLE No. 120 JUNE 6, 1937 | Miles from Durango | Car Capacity Sidings | FIRST CLASS 116 Passenger — Arrive Daily |
|---|---|---|---|---|---|
| 11 35 AM | 344.1 | ch TG§* **CHAMA** †BTWCYDN | 107.4 | 46 | 4 25 PM |
| | | 5.1 | | | |
| f11 47 | 349.2 | WILLOW CREEK | 102.3 | 18 | f 4 09 |
| | | 4.8 | | | |
| f11 59 | 354.0 | AZOTEA | 97.5 | 34 | f 3 55 |
| | | 5.6 | | | |
| f12 13 PM | 359.6 | BIGGS SPUR | 91.9 | 21 | f 3 39 |
| | | 3.9 | | | |
| f12 23 | 363.5 | MONERO TGWD | 88.0 | 25 | f 3 29 |
| | | 3.4 | | | |
| f12 34 | 366.9 | AMARGO | 84.6 | 32 | f 3 18 |
| | | 2.6 | | | |
| s12 41 | 369.5 | LUMBERTON TD | 82.0 | 67 | s 3 12 |
| | | 3.8 | | | |
| s12 50 | 373.3 | Dy DULCE D | 78.2 | 28 | s 3 01 |
| | | 4.4 | | | |
| f 1 03 | 377.7 | NAVAJO W | 73.8 | 24 | f 2 48 |
| | | 9.0 | | | |
| f 1 26 | 386.7 | JUANITA TG | 64.8 | 24 | f 2 24 |
| | | 3.7 | | | |
| s 1 44 | 390.4 | Pg TG* PAGOSA WCYD | 61.1 | 25 | s 2 14 |
| | | 4.8 | | | |
| f 1 58 116 | 395.2 | CARRACAS | 56.3 | 41 | f 1 58 115 |
| | | 8.4 | | | |
| s 2 23 | 403.6 | ARBOLES W | 47.9 | 29 | s 1 38 |
| | | 7.2 | | | |
| f 2 42 | 410.8 | A ALLISON D | 40.7 | 17 | f 1 21 |
| | | 3.5 | | | |
| f 2 52 | 414.3 | TIFFANY | 37.2 | 35 | f 1 13 |
| | | 4.6 | | | |
| f 3 04 | 418.9 | LA BOCA W | 32.6 | 29 | f 1 02 |
| | | 6.8 | | | |
| s 3 25 | 425.7 | Ig IGNACIO D | 25.8 | 62 | s12 47 |
| | | 3.3 | | | |
| f 3 33 | 429.0 | PINE RIVER | 22.5 | 6 | f12 37 |
| | | 3.9 | | | |
| f 3 42 | 432.9 | OXFORD | 18.6 | 13 | f12 28 |
| | | 4.4 | | | |
| f 3 54 | 437.3 | FLORIDA TGW | 14.2 | 32 | f12 18 |
| | | 4.3 | | | |
| f 4 05 | 441.6 | FALFA | 9.9 | 10 | f12 08 PM |
| | | 4.3 | | | |
| f 4 17 | 445.9 | BOCEA | 5.6 | 24 | f11 56 |
| | | 3.2 | | | |
| s 4 27 | 449.1 | **CARBON JCT.** TGJ | 2.4 | 25 | s11 47 |
| | | 2.4 | | | |
| 4 35 PM | 451.5 | Dg §†B* **DURANGO** JTGWCTN | | Yard | 11 40 AM |
| Arrive Daily | | (107.4) | | | Leave Daily |
| 5.00 | | Schedule Time | | | 4.45 |
| 21.4 | | Average Speed per Hour | | | 22.6 |

# WESTWARD — SANTA FE BRANCH — EASTWARD

| THIRD CLASS | | | FIRST CLASS | Miles from Denver | Sub-Division 11-B STATIONS TIME-TABLE No. 120 JUNE 6, 1937 | Miles from Santa Fe | Car Capacity Sidings | FIRST CLASS | THIRD CLASS | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | 425 Mixed | | | | | 426 Mixed | | |
| | | | Leave Daily Except Sunday | | | | | Arrive Daily Except Sunday | | |
| | | | 8 30 AM | 280.3 | NA †BTG **ANTONITO** JWCYDN | 125.6 | 51SG 67NG | 5 30 PM | | |
| | | | | | 11.4 | | | | | |
| | | | f 9 05 | 291.7 | PALMILLA | 114.2 | 32 | f 4 53 | | |
| | | | | | 7.0 | | | | | |
| | | | f 9 27 | 298.7 | VOLCANO TG | 107.2 | 19 | f 4 27 | | |
| | | | | | 9.2 | | | | | |
| | | | f 9 55 | 307.9 | NO AGUA | 98.0 | 22 | f 3 54 | | |
| | | | | | 7.1 | | | | | |
| | | | s10 20 | 315.0 | TRES PIEDRAS WY | 90.9 | 17 | s 3 30 | | |
| | | | | | 9.7 | | | | | |
| | | | s10 55 | 324.7 | SERVILLETA TG | 81.2 | 18 | s 2 57 | | |
| | | | | | 11.8 | | | | | |
| | | | s11 45 | 336.5 | cj TAOS JCT. WTGYD | 69.4 | 28 | s 2 18 | | |
| | | | | | 8.6 | | | | | |
| | | | s12 16 PM | 345.1 | BARRANCA TGY | 60.8 | 34 | f 1 41 | | |
| | | | | | 7.5 | | | | | |
| | | | s 1 01 426 | 352.6 | EMBUDO TGWCT | 53.3 | 33 | s 1 01 425 | | |
| | | | | | 4.6 | | | | | |
| | | | f 1 17 | 357.2 | BRADY | 48.7 | 16 | f12 33 | | |
| | | | | | 3.4 | | | | | |
| | | | f 1 29 | 360.6 | CLARO | 45.3 | 20 | f12 21 PM | | |
| | | | | | 6.2 | | | | | |
| | | | f 1 51 | 366.8 | CHAMITA | 39.1 | 29 | f11 59 | | |
| | | | | | 4.8 | | | | | |
| | | | s 2 30 | 371.6 | NO ESPANOLA TGD | 34.3 | 37 | s11 42 | | |
| | | | | | 6.9 | | | | | |
| | | | f 2 53 | 378.5 | SAN ILDEFONSO | 27.4 | 13 | f11 01 | | |
| | | | | | 2.0 | | | | | |
| | | | f 2 59 | 380.5 | OTOWI TG | 25.4 | 3 | f10 55 | | |
| | | | | | 3.6 | | | | | |
| | | | f 3 12 | 384.1 | BUCKMAN | 21.8 | 16 | f10 42 | | |
| | | | | | 9.7 | | | | | |
| | | | f 3 47 | 393.8 | JACONA | 12.1 | 22 | f10 10 | | |
| | | | | | 12.1 | | | | | |
| | | | 4 30 PM | 405.9 | z §B† **SANTA FE** WCYD | | Yard | 9 30 AM | | |
| | | | Arrive Daily Except Sunday | | (125.6) | | | Leave Daily Except Sunday | | |
| | | | 8.00 15.7 | | Schedule Time Average Speed per Hour | | | 8.00 15.7 | | |

# WESTWARD — SILVERTON BRANCH — EASTWARD

| SECOND CLASS | Miles from Denver | Sub-Division 12-B STATIONS TIME-TABLE No. 120 JUNE 6, 1937 | Miles from Silverton | Car Capacity Sidings | SECOND CLASS |
|---|---|---|---|---|---|
| 461 Mixed | | | | | 462 Mixed |
| Leave Tues. Thur., Sat. | | | | | Arrive Tues. Thur., Sat. |
| 8 45 AM | 451.5 | Dg †§*B **DURANGO** JTGWCTN | 45.2 | Yard | 4 05 PM |
| | | 2.8 | | | |
| f 8 56 | 454.3 | IRELANDS | 42.4 | 7 | f 3 54 |
| | | 3.6 | | | |
| f 9 09 | 457.9 | HOME RANCH | 38.8 | 2 | f 3 41 |
| | | 2.8 | | | |
| s 9 20 | 460.7 | TRIMBLE | 36.0 | 6 | s 3 31 |
| | | 1.8 | | | |
| s 9 27 | 462.5 | HERMOSA W | 34.2 | 14 | s 3 24 |
| | | 6.6 | | | |
| s 9 56 | 469.1 | ROCKWOOD Y | 27.6 | 24 | s 2 57 |
| | | 3.2 | | | |
| s10 20 | 472.3 | TACOMA | 24.4 | 19 | s 2 35 |
| | | 5.7 | | | |
| f10 45 | 478.0 | TEFFT | 18.7 | 41 | f 2 05 |
| | | 4.6 | | | |
| f11 05 | 482.6 | HUNT | 14.1 | 24 | f 1 45 |
| | | 1.2 | | | |
| f11 10 | 483.8 | NEEDLETON W | 12.9 | 13 | f 1 40 |
| | | 6.7 | | | |
| f11 44 | 490.5 | ELK PARK TGC | 6.2 | 15 | f 1 10 |
| | | 6.2 | | | |
| 12 10 PM | 496.7 | SV **SILVERTON** CYD | | 26 | 12 45 PM |
| Arrive Tues. Thur., Sat. | | (45.2) | | | Leave Tues. Thur., Sat. |
| 3.25 13.2 | | Schedule Time Average Speed per Hour | | | 3.20 13.6 |

**No. 461 is superior to No. 462.**

# WESTWARD — FARMINGTON BRANCH — EASTWARD

| Miles from Denver | Sub-Division 12-A STATIONS TIME-TABLE No. 120 JUNE 6, 1937 | Miles from Farmington | Car Capacity Sidings |
|---|---|---|---|
| 449.1 | **CARBON JCT.** JTG | 47.1 | 25 |
| | 8.3 | | |
| 457.4 | POSTA | 38.8 | 14 |
| | 5.2 | | |
| 462.6 | BONDAD W | 33.6 | 16 |
| | 9.1 | | |
| 471.7 | CEDAR HILL | 24.5 | 17 |
| | 4.2 | | |
| 475.9 | INCA | 20.3 | 10 |
| | 5.9 | | |
| 481.8 | AZ AZTEC D | 14.4 | 34 |
| | 5.7 | | |
| 487.5 | FLORA VISTA | 8.7 | 17 |
| | 8.7 | | |
| 496.2 | FX **FARMINGTON** WYD | | Yard |
| | (47.1) | | |
| | Schedule Time Average Speed per Hour | | |

# WESTWARD — MAIN LINE — EASTWARD

| | FIRST CLASS 315 Passenger Leave Daily | Miles from Denver | Sub-Division 13 STATIONS TIME-TABLE No. 120 JUNE 6, 1937 | Miles from Gunnison | Car Capacity Sidings | FIRST CLASS 316 Passenger Arrive Daily | |
|---|---|---|---|---|---|---|---|
| | 6 00 AM | 215.1 | s **SALIDA** J†B*NWCYT§ | 73.5 | Yard | 9 40 PM | |
| | | | 5.0 | | | | |
| | f 6 14 | 220.1 | **PONCHA JCT.** JTGY | 68.5 | 27 | f 9 26 | |
| | | | 3.8 | | | | |
| | f 6 27 | 223.9 | OTTO | 64.7 | 28 | f 9 13 | |
| | | | 2.1 | | | | |
| | f 6 35 | 226.0 | **MEARS JCT.** JTGWCY | 62.6 | 31 | f 9 06 | |
| | | | 2.3 | | | | |
| | f 6 45 | 228.3 | SHIRLEY W | 60.3 | 36 | f 8 57 | |
| | | | 3.6 | | | | |
| | f 6 57 | 231.9 | KEENE | 56.7 | 18 | f 8 45 | |
| | | | 2.1 | | | | |
| | f 7 04 | 234.0 | GRAY'S TGC | 54.6 | 46 | f 8 38 | |
| | | | 3.6 | | | | |
| | f 7 16 | 237.6 | POCONO | 51.0 | 20 | f 8 26 | |
| | | | 3.1 | | | | |
| | s 7 32 | 240.7 | Mp **MARSHALL PASS** *dwottg | 47.9 | 120 | s 8 15 | |
| | | | 4.1 | | | | |
| | f 7 46 | 244.8 | SHAWANO TGW | 43.8 | 37 | f 7 58 | |
| | | | 3.7 | | | | |
| | f 7 59 | 248.5 | CHESTER TG | 40.1 | 28 | f 7 45 | |
| | | | 2.3 | | | | |
| | f 8 07 | 250.8 | TANK 7 | 37.8 | 10 | f 7 37 | |
| | | | 2.0 | | | | |
| | f 8 14 | 252.8 | BUXTON TG | 35.8 | 45 | f 7 30 | |
| | | | 4.4 | | | | |
| | s 8 26 | 257.2 | sJ **SARGENT** †B*dwcyttg | 31.4 | 100 | s 7 18 | |
| | | | 4.8 | | | | |
| | f 8 38 | 262.0 | ELKO TG | 26.6 | 46 | f 7 07 | |
| | | | 3.5 | | | | |
| | f 8 46 | 265.5 | CROOKTON TGW | 23.1 | 26 | f 6 59 | |
| | | | 4.0 | | | | |
| | s 8 56 | 269.5 | Dy DOYLE DTG | 19.1 | 18 | s 6 49 | |
| | | | 0.9 | | | | |
| | f 8 58 | 270.4 | BONITA | 18.2 | 45 | f 6 47 | |
| | | | 6.4 | | | | |
| | s 9 13 | 276.8 | PARLIN TGW | 11.8 | 30 | s 6 32 | |
| | | | 5.4 | | | | |
| | f 9 26 | 282.2 | STEELE | 6.4 | 43 | f 6 19 | |
| | | | 6.4 | | | | |
| | ¶ 9 40 AM | 288.6 | Gu **GUNNISON** J†*BDWCYT§ | | Yard | 6 05 PM | |
| | Arrive Daily | | (73.5) | | | Leave Daily | |
| | 3.40<br>20.0 | | Schedule Time<br>Average Speed per Hour | | | 3.35<br>20.5 | |

## WESTWARD — MONARCH BRANCH — EASTWARD

| Miles from Denver | Sub-Division 13-A STATIONS TIME-TABLE No. 120 JUNE 6, 1937 | Miles from Monarch | Car Capacity Sidings |
|---|---|---|---|
| 220.1 | PONCHA JCT. JY | 15.3 | 27 |
| | 6.9 | | |
| 227.0 | MAYSVILLE | 8.4 | 60 |
| | 6.0 | | |
| 233.0 | GARFIELD | 2.4 | Yard |
| | 2.4 | | |
| 235.4 | MONARCH Y | | Yard |
| | (15.3) | | |
| | Schedule Time<br>Average Speed per Hour | | |

## WESTWARD — ORIENT BRANCH — EASTWARD

| Miles from Denver | Sub-Division 15-A STATIONS TIME-TABLE No. 120 JUNE 6, 1937 | Miles from Orient | Car Capacity Sidings |
|---|---|---|---|
| 245.3 | D **VILLA GROVE** JWCY | 8.2 | 47 |
| | 8.2 | | |
| 253.5 | ORIENT T | | 41 |
| | (8.2) | | |
| | Schedule Time<br>Average Speed per Hour | | |

**Wye located M. P. 252.4**

## WESTWARD — BALDWIN BRANCH — EASTWARD

| Miles from Denver | Sub-Division 13-C STATIONS TIME-TABLE No. 120 JUNE 6, 1937 | Miles from Baldwin | Car Capacity Sidings |
|---|---|---|---|
| 288.6 | Gu * **GUNNISON** JDTWCY§ | 18.0 | Yard |
| | 6.5 | | |
| 295.1 | WYLIE'S SPUR | 11.5 | 3 |
| | 2.4 | | |
| 297.5 | TEACHOUT | 9.1 | 8 |
| | 3.5 | | |
| 301.0 | DOLLARD | 5.6 | 11 |
| | 3.0 | | |
| 304.0 | CASTLETON JWY | 2.6 | 99 |
| | 2.6 | | |
| 306.6 | BALDWIN | | 60 |
| | (18.0) | | |
| | Schedule Time<br>Average Speed per Hour | | |

## WESTWARD — MAIN LINE — EASTWARD

### Sub-Division 14
STATIONS
TIME-TABLE No. 120
JUNE 6, 1937

| Miles from Denver | | | Miles from Montrose | Car Capacity Sidings |
|---|---|---|---|---|
| 288.6 | gu | **GUNNISON** J†B*DWCYT§ | 62.9 | Yard |
| | | 5.9 | | |
| 294.5 | | HIERRO | 57.0 | 48 |
| | | 4.7 | | |
| 299.2 | | IOLA | 52.3 | 12 |
| | | 0.9 | | |
| 300.1 | | KEZAR | 51.4 | 29 |
| | | 6.8 | | |
| 306.9 | | CEBOLLA TG | 44.6 | 47 |
| | | 7.1 | | |
| 314.0 | sa | SAPINERO BTGDY | 37.5 | 59 |
| | | 0.8 | | |
| 314.8 | | LAKE JCT. | 36.7 | |
| | | 6.0 | | |
| 320.8 | | CURECANTI TG | 30.7 | 31 |
| | | 6.7 | | |
| 327.5 | | CRYSTAL CREEK | 24.0 | 14 |
| | | 1.5 | | |
| 329.0 | Rn | **CIMARRON** *TGDWCY | 22.5 | Yard |
| | | 5.6 | | |
| 334.6 | | CERRO SUMMIT TGY | 16.9 | 19 |
| | | 6.7 | | |
| 341.3 | | CEDAR CREEK TGWY | 10.2 | 42 |
| | | 2.2 | | |
| 343.5 | | PORTAL | 8.0 | 23 |
| | | 2.9 | | |
| 346.4 | | FAIRVIEW | 5.1 | 44 |
| | | 5.1 | | |
| 351.5 | Ms | **MONTROSE** J§†BDWCY | | Yard |
| | | (62.9) | | |
| | | Schedule Time<br>Average Speed per Hour | | |

## WESTWARD — OURAY BRANCH — EASTWARD

### Sub-Division 14-A
STATIONS
TIME-TABLE No. 120
JUNE 6, 1937

| Miles from Denver | | | Miles from Ouray | Car Capacity Sidings |
|---|---|---|---|---|
| 351.5 | MS | **MONTROSE** J§†BDWCY | 35.9 | |
| | | 4.7 | | |
| 356.2 | | VERNAL | 31.2 | 12 |
| | | 3.3 | | |
| 359.5 | | UNCOMPAHGRE | 27.9 | 17 |
| | | 4.3 | | |
| 363.8 | | COLONA | 23.6 | 20 |
| | | 2.7 | | |
| 366.5 | | ELDREDGE | 20.9 | 17 |
| | | 2.5 | | |
| 369.0 | | MAYFIELD | 18.4 | 9 |
| | | 5.4 | | |
| 374.4 | | DALLAS | 13.0 | 26 |
| | | 2.7 | | |
| 377.1 | wy | RIDGWAY JDWCY§ | 10.3 | Yard |
| | | 3.0 | | |
| 380.1 | | PIEDMONT | 7.3 | 16 |
| | | 7.3 | | |
| 387.4 | Ay | **OURAY** DWCY | | Yard |
| | | (35.9) | | |
| | | Schedule Time<br>Average Speed per Hour | | |

## WESTWARD — MAIN LINE — EASTWARD

### Sub-Division 15
STATIONS
TIME-TABLE No. 120
JUNE 6, 1937

| Miles from Denver | | | Miles from Alamosa | Car Capacity Sidings |
|---|---|---|---|---|
| 226.0 | | **MEARS JCT.** JWCY | 74.4 | 31 |
| | | 3.6 | | |
| 229.6 | | PONCHA PASS TGY | 70.8 | 35 |
| | | 3.3 | | |
| 232.9 | | ROUND HILL WY | 67.5 | 48 |
| | | 6.1 | | |
| 239.0 | | LINTON | 61.4 | 44 |
| | | 6.3 | | |
| 245.3 | | VILLA GROVE JDWCY | 55.1 | 47 |
| | | 5.6 | | |
| 250.9 | | MINERAL HOT SPRINGS | 49.5 | 47 |
| | | 6.1 | | |
| 257.0 | | MIRAGE | 43.4 | 47 |
| | | 5.7 | | |
| 262.7 | Mf | MOFFAT DWY | 37.7 | 63 |
| | | 6.2 | | |
| 268.9 | | LA GARITA | 31.5 | 47 |
| | | 5.4 | | |
| 274.3 | | GIBSON | 26.1 | 47 |
| | | 6.0 | | |
| 280.3 | HG | HOOPER D | 20.1 | 47 |
| | | 6.5 | | |
| 286.8 | | MOSCA | 13.6 | 47 |
| | | 7.3 | | |
| 294.1 | | McGINTY | 6.3 | 37 |
| | | 5.6 | | |
| 299.7 | | ALAMOSA JCT. | 0.7 | |
| | | 0.7 | | |
| 300.4 | As | **ALAMOSA** J†BNWCYT§ | | Yard |
| | | (74.4) | | |
| | | Schedule Time<br>Average Speed per Hour | | |

## WESTWARD — CRESTED BUTTE BRANCH — EASTWARD

### Sub-Division 13-B

STATIONS

TIME-TABLE No. 120

JUNE 6, 1937

| Miles from Denver | | | Miles from Anthracite | Car Capacity Sidings |
|---|---|---|---|---|
| 288.6 | GU | **GUNNISON** J†BDWCTT§ | 32.0 | Yard |
| | | 10.9 | | |
| 299.5 | | ALMONT | 21.1 | 45 |
| | | 5.2 | | |
| 304.7 | | JACK'S CABIN W | 15.9 | 25 |
| | | 11.6 | | |
| 316.3 | BE | **CRESTED BUTTE** JDWCT§ | 4.3 | Yard |
| | | 0.7 | | |
| 317.0 | | FLORESTA JCT. | 3.6 | |
| | | 3.6 | | |
| 320.6 | | ANTHRACITE | | 38 |
| | | (32.0) | | |
| | | Schedule Time<br>Average Speed per Hour | | |

## WESTWARD — KUBLER BRANCH — EASTWARD

### Sub-Division 13-D

STATIONS

TIME-TABLE No. 120

JUNE 6, 1937

| Miles from Denver | | | Miles from Kubler | Car Capacity Sidings | |
|---|---|---|---|---|---|
| 304.0 | | CASTLETON JT | 3.2 | 99 | |
| | | 1.2 | | | |
| 305.2 | | COOPER SIDING | 2.0 | 18 | |
| | | 2.0 | | | |
| 307.2 | | KUBLER MINE | | 60 | |
| | | (3.2) | | | |
| | | Schedule Time<br>Average Speed per Hour | | | |

## TRACKS NOT SHOWN AS STATIONS IN TIME-TABLE

| LOCATION | | NAMES | CAR CAPACITY | | SWITCH CONNECTIONS |
|---|---|---|---|---|---|
| Sub-Division | Mile | | S G | N G | |
| 11-A | 258.4 | Willis | 7 | | East End |
| " | 267.0 | Sugar Jct. | | | East End |
| " | 268.3 | Cont'l Oil | 3 | | West End |
| " | 276.4 | Freeman | 13 | | East End |
| " | 279.0 | Middaugh | 11 | | East End |
| " | 296.3 | Gerrard | 8 | | East End |
| " | 296.9 | Hutchison | | | |
| " | 299.1 | Derrick | Wye | | |
| 11-B | 300.0 | Wissmath | | 10 | East End |
| " | 355.6 | Velarde | | | |
| 12 | 406.0 | Darlington | | 7 | East End |
| 12-A | 459.1 | Sunnyside | | 4 | East End |
| " | 469.0 | Hendrix | | 8 | East End |
| " | 470.1 | Ralston | | 2 | East End |
| " | 491.4 | Hood | | 8 | East End |
| " | 495.3 | Naylor | | 8 | East End |
| 12-B | 468.2 | Bell | | 17 | East End |
| " | 495.1 | Detroit | | 3 | East End |
| 13 | 215.5 | West Salida | | 68 | Both Ends |
| " | 254.3 | Jackson | | 9 | East End |
| 13-B | 289.2 | Endner | | 14 | West End |
| " | 293.4 | Hay Spur | | 3 | East End |
| " | 297.1 | Haymakers | | 3 | East End |
| " | 298.9 | Spring Creek | | 9 | East End |
| " | 309.3 | Boker | | 3 | East End |
| " | 311.3 | Beuton | | 7 | East End |
| " | 314.7 | Bulkley Mine | | 116 | East End |
| " | 318.5 | Horace Mine | | 15 | East End |
| 13-C | 292.5 | Vidal | | 2 | East End |
| " | 299.0 | Lehman | | 2 | East End |
| " | 305.0 | Wallace | | 6 | East End |
| " | 305.8 | Green Canon or La Plant | | 33 | West End |
| 14 | 297.1 | Hall's | | 8 | East End |
| " | 342.5 | Lujane | | 22 | Both Ends |
| 14-A | 379.4 | Louis | | 16 | Both Ends |
| " | 385.1 | Wanakah Smelter | | 20 | East End |
| " | 385.4 | Lotus | | 12 | East End |
| 15 | 235.1 | Alder | | 2 | East End |
| " | 239.7 | Davenport | | 6 | East End |
| " | 291.1 | Corlett | | 2 | West End |
| 15-A | 250.8 | Decorate | | 4 | West End |

New telegraph line between Antonito and Chama does not follow our main line at the following points:

| | | | |
|---|---|---|---|
| MP 289 | to MP 291 | MP 300½ | to MP 306¾ |
| MP 294 | to MP 294½ | MP 312 | to MP 314 |
| MP 296 | to MP 298 | MP 322 | to MP 327½ |

## SPEED TABLE

| Speed Per Hour | Time of Performance ¼ Mile | ½ Mile | 1 Mile | Speed Per Hour | Time of Performance ¼ Mile | ½ Mile | 1 Mile |
|---|---|---|---|---|---|---|---|
| MILES | M. S. | M. S. | M. S. | MILES | M. S. | M. S. | M. S. |
| 5 | 3 00 | 6 00 | 12 00 | 35 | 0 25 | 0 51 | 1 42 |
| 10 | 1 30 | 3 00 | 6 00 | 40 | 0 22 | 0 45 | 1 30 |
| 15 | 1 00 | 2 01 | 4 00 | 45 | 0 20 | 0 40 | 1 20 |
| 20 | 0 45 | 1 30 | 3 00 | 50 | 0 18 | 0 36 | 1 12 |
| 25 | 0 36 | 1 12 | 2 24 | 55 | 0 16 | 0 33 | 1 05 |
| 30 | 0 30 | 1 00 | 2 00 | 60 | 0 15 | 0 30 | 1 00 |



D. & R. G. W.—Alamosa

# Special Time-Table Rules

## Superseding General Rules and Regulations which are Inconsistent Therewith

**1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**

**1**-A. No. 461 is superior to No. 462.

**2.** Trains on Sub-Divisions 11 and 11B will leave Antonito without clearance card, except when operator is on duty all trains will obtain clearance card.

Trains will leave Farmington without clearance card when Operator is not on duty.

Trains will leave Silverton without clearance card when Operator is not on duty.

Trains will leave Santa Fe without clearance card when Operator is not on duty.

Trains on Sub-Division 13A will leave Poncha Jct. and Monarch and on Sub-Division 15 will leave Mears Jct. without clearance card.

Trains on Sub-Division 15A will leave Orient without clearance card and leave Villa Grove without clearance card when no operator on duty.

All trains will leave Baldwin without clearance card.

Trains will leave Crested Butte without clearance card when Operator is not on duty.

Trains will leave Ouray without clearance card when Operator is not on duty.

**2**-A. There is no train order signal at Marshall Pass or Ouray. No train will leave these stations without clearance card, except all trains will leave Marshall Pass and Ouray without clearance card when no operator is on duty.

**3.** TRAIN REGISTER BOOKS are located at:

| | |
|---|---|
| Alamosa | Santa Fe |
| Creede | Poncha Jct. |
| Antonito | Mears Jct. |
| Cumbres | Marshall Pass |
| Chama | Sargent |
| Carbon Jct. (for trains 115, and 116 only) | Gunnison |
| | Cimarron |
| Durango | Montrose |
| Farmington | Ouray |
| Silverton | Crested Butte |

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

**3**-A. Conductors will register number of their Helper Engines with their trains.

**4.** YARD LIMIT STATIONS:

| | | |
|---|---|---|
| Alamosa | Chama | Marshall Pass |
| Willis | Monero | Buxton |
| Parma | Lumberton | Sargent |
| Zinzer | Dulce | Doyle |
| Monte Vista | Pagosa | Parlin |
| S. L. C. Jct. | Allison | Gunnison |
| Torres | Ignacio | Almont |
| Hanna | Carbon Jct. | Crested Butte |
| Del Norte | Durango | Sapinero |
| Granger | Silverton | Cimarron |
| Gerrard | Aztec | Cerro Summit |
| South Fork | Farmington | Cedar Creek |
| Freeman | Tres Piedras | Montrose |
| Wasson | Taos Jct. | Ridgway |
| Creede | Barranca | Ouray |
| Estrella | Embudo | Poncha Pass |
| La Jara | Chamita | Round Hill |
| Romeo | Espanola | Villa Grove |
| Antonito | Santa Fe | Mineral Hot Springs |
| Big Horn | Poncha Jct. | Moffat |
| Cumbres | Mears Jct. | Hooper |
| Lobato | Shirley | Mosca |

**4**-A. Yard limits, Sub-Division 13-A, will extend between Poncha Jct. and Monarch, and on Sub-Division 15-A will extend between Villa Grove and Orient. Second and inferior class and extra trains and Yard Engines will move within these yard limits in compliance with Rule 93 of the Rules and Regulations of the Operating Department.

**5.—**

**6.** On westward trains at Cumbres and Barranca, and before leaving Marshall Pass, Poncha Pass, Orient Mines, Cerro Summit, Monarch Mines and Garfield Quarry, members of the train crew must assist in looking over the air brakes, as well as the general condition of the train, and trainmen must test the hand brakes on all cars and know the condition of same before train leaves these stations, and on engines equipped with water brakes such brakes must be in good working order.

After brakes have been released, retainers must be turned up before trains leave any station on a descending grade where retainers are required to control speed.

**6**-A. Particular attention must be devoted to all rods and brake connections, brake shoes and levers, key bolts and split keys, and to all draft gear.

**6**-B. After brakes have been released on passenger cars, and before trains start from these stations, retainers must be turned up.

**6**-C. At least one member of the train crew must be on the rear end of the train on both ascending and descending grades, and a close observance of train made for sliding wheels.

**6**-D. Retaining valves (three position type) will be used in 20 lb. position on capacity loaded cars and in 10 lb. position on light loaded and empty cars during descent of grades where retainers are required. Retainers must not be used in 20 lb. position on empty cars or light loads. In cases where retaining power is found to be excessive a sufficient number of retainers on rear portion of train may be turned to release position to avoid stalling. On grades where the use of all retainers is not required, commence at head end of train and turn up each alternate retainer, and when changing position of retainers commence on rear car on which last retainer was turned up and work forward, alternating. Retainers must be alternated at inspection points. Close observation must be made for excessively heated wheels. If any individual car is found to have wheels overheating, retainers must be turned to release position until wheels have had sufficient time to cool.

**6**-E. The following will govern the use of retainers in handling trains down Cumbres, Barranca, Poncha Pass, Marshall Pass, Cerro Summit, Orient and Monarch Branches:

On trains consisting of capacity loaded cars, all retainers will be used in 20 lb. position. On trains consisting of light loaded cars, all retainers will be used in 10 lb. position. On trains consisting of empty cars, 50% of the retaining valves will be used in 10 lb. position. Commencing at the head end of train, turn up retaining valve on every other car. Retainers must be alternated at inspection points. If it is found that the retaining power is excessive, a number of retaining valves in the rear portion of the train may be turned to release position to avoid stalling.

**6**-F. In handling of freight trains down Cumbres, Barranca, Poncha Pass, Orient, Monarch Branch, Marshall Pass and Cerro Summit, not more than one (1) car having non-air or inoperative air brakes will be permitted to descend in solid coal, ore or steel trains, not more than two (2) cars having non-air or inoperative air brakes in freight or mixed trains.

**6**-G. Eastward freight trains will stop 5 minutes at Big Horn and Mears Jct. to cool wheels and inspect train.

Westward freight trains will stop 5 minutes at Lobato and Cedar Creek to cool wheels and inspect train.

Westward freight trains will stop at Buxton to turn down retaining valves. All trains will stop at Cerro Summit for inspection of train and brakes.

**7.—**

**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 deliver passengers or baggage. Employes 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."

**8**-A. Passengers may be carried on Extra freight trains between Salida and Alamosa, on Creede Branch and between Alamosa and Antonito and between Chama and Durango.

**9.** Cars placarded "Explosives" must not be cut off while in motion, and other cars must not be dropped against them.

Trainmen must not uncouple cars on grades without first testing hand brakes and knowing they are in proper working condition.

**10.** All employes are hereby notified of close clearance of structures, etc., located on the main track and on sidings, as follows:

| Sub-Division | Mile | | Description | Side or Overhead |
|---|---|---|---|---|
| | | | MAIN TRACK | |
| 11A | 287.1 | East Hanna | Wire Crossing | Overhead |
| 11A | 306.4 | East Wagon Wheel Gap | Bridge 306.39 | Side and Overhead |
| | | | PASSING TRACK | |
| 11A | 298.2 | South Fork | Sheds, Stk Chute | Side |
| 11A | 318.1 | Wasson | Stock Chute | Side |
| | | | MAIN TRACK | |
| 11 | 311.3 | West Toltec | Mud Tunnel | Side and Overhead |
| 11 | 315.2 | West Toltec | Rock Tunnel | Side and Overhead |
| 11 | 332.2 | East Coxo | Snow Shed | Side and Overhead |
| 11 | 343.6 | East Chama | Bridge 343.61 | Side and Overhead |
| | | | MAIN TRACK | |
| 11B | 380.7 | West Otowi | Bridge 380.67 | Side and Overhead |
| | | | PASSING TRACK | |
| 11B | 324.7 | Servilleta | Stock Chute | Side |
| 11B | 384.1 | Buckman | Stock Chute | Side |
| | | | MAIN TRACK | |
| 12 | 377.4 | East Navajo | Bridge 377.39 | Side |
| 12 | 377.5 | East Navajo | Bridge 377.52 | Side and Overhead |
| 12 | 380.2 | West Navajo | Bridge 380.23 | Side |
| 12 | 386.1 | East Juanita | Bridge 386.07 | Side and Overhead |
| 12 | 387.7 | West Juanita | Bridge 387.67 | Side and Overhead |
| 12 | 390.4 | Pagosa Jct. | Bridge 390.45 | Side and Overhead |
| 12 | 404.1 | West Arboles | Bridge 404.07 | Side and Overhead |
| 12 | 418.6 | East La Boca | Bridge 418.62 | Side and Overhead |
| 12 | 437.0 | East Florida | Bridge 437.01 | Side and Overhead |
| | | | PASSING TRACK | |
| 12 | 367.0 | Amargo | Stock Chute | Side |
| 12 | 403.6 | Arboles | Stock Chute | Side |
| 12 | 414.0 | Tiffany | Stock Chute | Side |
| 12 | 419.0 | La Boca | Stock Chute | Side |
| 12 | 425.7 | Ignacio | Stock Chute | Side |
| 12 | 437.3 | Florida | Stock Chute | Side |
| | | | MAIN TRACK | |
| 12B | 452.4 | West Durango | Bridge 452.42 | Side and Overhead |
| 12B | 462.42 | East Hermosa | Bridge 462.42 | Side |
| 12B | 474.5 | West Tacoma | Rock Cuts | Side |
| 12B | 477.81 | East Tefts | Bridge 477.81 | Side and Overhead |
| 12B | 492.5 | West Elk Park | Slide Shed | Side and Overhead |
| 12B | 496.1 | East Silverton | Bridge 496.12 | Side |
| | | | Main Track | |
| 13 | 215.1 | Salida | Bridge 215.14 | Side and Overhead |
| 13 | 220.7 | West Poncha Jct. | Bridge 220.75 | Side |
| 13 | 226.5 | Mears Junction | Bridge 226.48 | Overhead |
| 13 | 240.5 | Marshall Pass | Snow Sheds | Side and Overhead |
| 13 | 257.2 | Sargent | Coal Chute | Side |
| 13-B | 320.6 | Crested Butte | Stock Chute | Side |
| 13-C | 295.1 | Wylie | Stock Chute | Side |
| | | | Passing Tracks | |
| 13 | 257.2 | Sargent | Stock Chute | Side |
| 13 | 265.5 | Crookton | Stock Chute | Side |
| 13 | 276.8 | Parlin | Stock Chute | Side |
| 13-B | 304.7 | Jack's Cabin | Stock Chute | Side |
| 13-B | 312.2 | East of Cr. Butte | Water Column | Side |
| 13-B | 320.6 | Crested Butte | Upper Tramway | Side and Overhead |
| 13-B | 320.6 | Crested Butte | Lower Tramway | Side and Overhead |
| 13-C | 301.0 | Dollard | Stock Chute | Side |
| 13-C | 305.8 | La Plante | Stock Chute | Side |
| | | | MAIN TRACK | |
| 14 | 300.7 | West Kezar | Bridge 300.68 | Side |
| 14 | 328.8 | East Cimarron | Bridge 328.80 | Side |
| | | | PASSING TRACK | |
| 14 | 299.2 | Iola | Stock Chute | Side |
| 14 | 306.9 | Cebolla | Stock Chute | Side |
| 14 | 314.0 | Sapinero | Stock Chute | Side |
| 14 | 329.0 | Cimarron | Stock Chute | Side |
| 14 | 351.5 | Montrose | Stock Chute | Side |
| 14-A | 363.8 | Colona | Stock Chute | Side |
| | | | Main Track | |
| 15 | 245.3 | Villa Grove | Stock Chute | Side |
| 15 | 262.7 | Moffat | Stock Chute | Side |
| 15 | 280.3 | Hooper | Stock Chute | Side |
| 15 | 286.8 | Mosca | Stock Chute | Side |
| 15-A | 253.6 | Orient | C.F.&I. Bridge | Side and Overhead |
| 15-A | 253.6 | Orient | C.F.&I. Loading Tipple | Side |

All employees are also hereby notified that there are coal chutes, buildings, platforms and other structures located on tracks, other than the main track and sidings, that WILL NOT CLEAR a man riding on the side of a car or engine or on the top of the car; and all employes must protect themselves from injury in passing such structures.

**11.** The following signs indicate:

s—Regular Stop.
f—Flag stop to receive or discharge passengers or freight.
x—Conditional stop as shown under Rule 14.
¶—Meals or lunch.
N—Day and night telegraph office.
NO—Night (only) telegraph office.
D—Day (only) telegraph office.
DN—Part day and part night telegraph office.
TG—Telegraphone station.
C—Coal station.
W—Water station.
Y—Wye.
T—Turntable.
§—Scale.
B—Bulletin.
†—Standard clock.
•—Sand.
J—Junction.

**12.** The speed of trains should be so restricted that absolute safety will be assured, and the maximum speed will ordinarily be that necessary to make the schedule. Except in territory specified below enginemen and conductors may moderately increase the speed above that required by the schedules when the necessity arises, if, in their judgment it be safe and prudent, bearing in mind that safety in operation is to be given first consideration, and always giving due consideration to track and surrounding conditions. At no time, however, should a speed exceeding forty-five miles per hour be made with standard gauge passenger trains, or thirty-five miles per hour be made with narrow gauge passenger trains, nor a speed exceeding thirty miles per hour be made with standard gauge freight trains, or twenty-five miles per hour be made with narrow gauge freight trains.

**12**-A. Slow boards painted yellow, with the required numerals in black, are located 700-ft. in advance of certain locations where the speed of trains is permanently restricted. The upper numerals denote the maximum speed in miles per hour allowable for passenger trains, and the lower for freight trains, but in no wise abrogate nor modify special rules, train orders or instructions further restricting the speed of any or all trains. Where two or more restricted areas are close together but one pair of slow boards is used and within such limits where there are tangents of sufficient length to permit, enginemen may resume normal speed on such tangents. The reverse side of slow board is painted green and indicates a point 700 feet beyond the restricted territory, and will serve as a guide to enginemen in resuming normal speed.

Speed restrictions governing freight trains will govern speed of light engines unless otherwise provided in Rule 12-B.

**12**-B. The specific restrictions shown below cover certain territories where conditions make a specific limited speed necessary, and these restrictions, also any other special speed restrictions, must be complied with.

| | Passenger MPH | Mixed or Freight MPH |
|---|---|---|
| Sub-Division 11-A | | |
| Alamosa-Hanna | 45 | 30 |
| Hanna-Creede | 35 | 25 |
| Sharp Curves | 20 | 15 |
| Sub-Division 11 | | |
| Cumbres-M. P. 342.8—descending | 18 | 12 |
| Cumbres-Lava | 30 | 18 |
| Sharp Curves | 20 | 15 |
| Sub-Division 11-B | | |
| Sharp Curves | 20 | 15 |
| Barranca-M. P. 351.5—descending | 18 | 12 |
| Santa Fe (between old and new depot) | 5 | 5 |
| Sub-Division 12 | | |
| Sharp Curves | 20 | 15 |
| Sub-Division 12-A | | |
| Sharp Curves | 20 | 15 |
| Sub-Division 12-B | 20 | 15 |
| Sharp Curves | 20 | 15 |
| Between Rockwood and Animas River Bridge 471.23 | 8 | 8 |
| Sub-Division 13 | | |
| Sharp Curves | 20 | 15 |
| Marshall Pass-Poncha Jct.—descending | 18 | 12 |
| Marshall Pass-Buxton—descending | 18 | 12 |

| | Passenger MPH | Mixed or Freight MPH |
|---|---|---|
| **Sub-Division 13-A** | | |
| Monarch-Maysville—descending | 10 | 10 |
| Maysville-Poncha Jct.—descending | 20 | 18 |
| **Sub-Division 13-B** | | |
| Sharp Curves | 20 | 15 |
| **Sub-Division 13-C** | | |
| Sharp curves | 20 | 15 |
| **Sub-Division 14** | | |
| Sharp Curves | 20 | 15 |
| Cerro Summit-Cimarron—descending | 18 | 12 |
| Cerro Summit-Cedar Creek—descending | 18 | 12 |
| **Sub-Division 14-A** | | |
| Sharp Curves | 20 | 15 |
| **Sub-Division 15** | | |
| Sharp Curves | 20 | 15 |
| Poncha Pass-Mears Jct.—descending | 18 | 12 |
| Poncha Pass-Round Hill—descending | 20 | 15 |
| **Sub-Division 15-A** | | |
| Orient-Villa Grove—descending | 10 | 10 |
| **Sub-Divisions 11 and 12, K-27, K-28, K-36 and K-37** class engines over Bridges 319.98, 339.78, 387.67, 404.07, 418.62 and 437.01 | 10 | 10 |
| Sub-Division 11-B, K-27 and K-28 class engines over Bridge 380.67 and 367.44 | 10 | 10 |
| Sub-Division 12-B, K-27 and K-28 class engines over Bridge 471.23 | 5 | 5 |
| K-27 and K-28 class engines over Bridges 452.42, 462.42, 489.88, 495.64 and 496.12 | 10 | 10 |
| Sub-Division 14-A, K-27 class power over bridges 368-B, 369-A and 387-A | 8 | 8 |
| **K-36 and K-37 class engines except where specific restrictions are lower** | 30 | 25 |
| Durango yard, between Continental Oil Spur and Depot, westward | 12 | 10 |
| Marshall Pass (first switch) East and West ends of shed | 5 | 5 |
| Gunnison, over Tomichi and Virginia Ave's | 5 | 5 |
| **All Sub-Divisions, except where specific restrictions in certain territories require lower speed:** | | |
| **In or out of turnouts** | 15 | 15 |
| **Over railroad crossings, not interlocked** | 25 | 20 |
| **Engines backing up** | 15 | 15 |
| **Trains handling dead engines with side rods up** | | 25 |
| **Dead engines with side rods all down** | | 15 |
| **Dead engines with one pair wheels swinging** | | 10 |
| **Steam derricks, shovels, clam shells, ditchers, pile drivers, etc.** | | 25 |

**12**-C. Trains handling loaded system coke racks must not exceed speed of 25 miles per hour.

**12**-D. When double heading with K-36 or K-37 class engines on Sub-Division 12 do not exceed speed of ten miles per hour over Bridges 377.52, Navajo River and 387.67, San Juan River.

**12**-E. See Time Table Rules 12, 12-A, and 12-B, which outline speed restrictions in general and on various sub-divisions, including sharp curves. A sharp curve is one of eight degrees or more. These speed restrictions must be fully observed at all times.

**12**-F. City Ordinance speed limits as follows:
Antonito 12 miles per hour, between Mile Posts 279.7 and 280.6.
Santa Fe 4 miles per hour between Wye and Depot.
Montrose 15 miles per hour, City Limits.

**12**-G. Authorized speed limit of snow plow trains between Cumbres and Antonito is twenty-five miles per hour, except on sharp curves where speed limit will be eighteen miles per hour.

**12**-H. Trains handling short scale test cars are restricted to a maximum speed of twenty-five miles per hour. Trains, other than work trains and short locals handling short air dumps, that is K&J and Western Wheel scraper cars, are restricted to a maximum speed of twenty-five miles per hour.

**12**-I. Passenger trains must not exceed schedule running time between Osier and Big Horn.

**13.** Company Surgeons are located as follows:

DR. J. F. ROE, Chief Surgeon, Denver
DR. GEO. H. CURFMAN, Acting Chief Surgeon, Denver

| | |
|---|---|
| SIDNEY ANDERSON.....Alamosa | O. I. NESBIT.....Espanola |
| T. F. HOWELL.....Alamosa | E. L. WARD.....Santa Fe |
| L. L. HERRIMAN—Oculist .....Alamosa | G. W. LARIMER.....Salida |
| | C. R. FULLER.....Salida |
| C. A. SMITH.....Monte Vista | G. L. ROBINSON.....Salida |
| A. B. GJELLUM.....Del Norte | L. E. THOMPSON, Eye.....Salida |
| H. F. WALSH.....Antonito | J. P. McDONOUGH.....Gunnison |
| J. I. DUNHAM.....Chama | J. S. ALFORD.....Crested Butte |
| H. M. CORNELL.....Dulce | JOHN A. SPRING.....Montrose |
| O. B. RENSCH.....Durango | C. G. BRETHOUWER....Montrose |
| H. A. LINGENFELTER...Durango | B. B. SLICK.....Ridgway |
| M. D. MORAN.....Farmington | E. L. SPANGLER.....Ouray |

**13**-A. Hospitals are located as follows: Durango, "Mercy," Salida, "D. & R. G. W."

**13**-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS. When a personal injury occurs on a train, a message must be sent to the Superintendent and Claim Department showing the kind of transportation injured person holds, giving number of ticket or pass, destination of party, and if injured party is stopping over enroute, state where stop-over will be made, and address at point of stop-over. Message should show whether or not injured party is coach or pullman passenger, and if pullman passenger, name of pullman should be given. Telegraph Accident Report (Form 3884) must be made at once as per instructions thereon. Mail reports of accidents and casualties must be promptly made, using the following forms according to the instructions thereon and in the Book of Rules:

Personal Injury Report (Form 3922 or 3407, as appropriate).
Names of Passengers (Form 4009).
Names of Witnesses (Form 4000).
Ejectment (Form 3926).
Inspection (Form 4012).
Fire Report (Form 4119).
Stock Report (Enginemen—Form 3511).
Stock Report (Sectionmen—Form 4117).

**13**-C. SURGICAL ATTENTION. (Passengers and employes.) Whenever passengers or employes are injured, everything must be done to care for them properly, either calling the Company's nearest Surgeon to treat them (and if seriously injured, calling the nearest competent Surgeon to be had, until the Company's Surgeon can get to the place of accident), or if they are able to be moved, taking them to the nearest place at which the Company has a Surgeon and turning them over to him for care and treatment. If other than a Company Surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

(Others). When persons not employes or passengers (for example persons injured at crossings, trespassers, outsiders at work around depots 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, the nearest Company Surgeon should be called, or if he cannot be reached, the nearest other competent Surgeon, which Surgeon must 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.

**13**-D. Parties calling Surgeons should explain fully as possible the nature of the injuries so that the Surgeon may know what equipment to bring with him.

**13**-E. 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 employe 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 telegraph, the details of such accident stating the immediate location and nature of accident and number of persons killed or injured.

Information covering such accidents must be sent by Western Union Telegraph Company wires, and all Agents will accept and so transmit same, assessing charges therefor against the Railroad Account.

**14.** Scarda, located at MP 305.43 and Leyden, located at MP 358.63, Sub-Division 11-B, are stops for trains 425 and 426.

**15.** Westbound trains arriving Marshall Pass will use west passing track, in shed, instead of main line, and eastbound trains will use the main line. Normal position of main line switch at east end of Marshall Pass Shed is for west passing track and switch at west end of Marshall Pass is for main line. These switches must always be left lined to normal position, when not in use.

**15**-A. Passing track inside shed, Marshall Pass, will be known as west passing track. Passing track east of the shed will be known as east passing track.

**16.** Water Tanks or Cranes between Stations.
Sub-Division 12-B, located at M.P.'s 474.60 and 484.10.
Sub-Division 13, located M.P. 239.4
Sub-Division 13A, located M.P. 229.6
Sub-Division 13A, located M.P. 234.1
Sub-Division 14, located M.P. 305.1
Sub-Division 14, located M.P. 320.4
Sub-Division 14A, located M.P. 369.6

**17. The following are auxiliary lines (Rules 14-T, 14-U).**

Antonito, Sub-division 11-B.
Carbon Jct., Sub-division 12-A.
Durango, Sub-division 12-B.
Salida, Sub-division 13.
Poncha Jct., Sub-division 13A.
Mears Jct., Sub-division 15.
Gunnison, Sub-division 13B-13C.
Montrose, Sub-division 14A.
Ridgway, Sub-division 14A.
Villa Grove, Sub-division 15A.
Alamosa Jct., Sub-division 15.

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The following special instructions, Rules 18 to 26 inclusive, in connection with the Rules and Regulations of the Operating Department, 24, supersede all previous rules and instructions inconsistent therewith:

**18.** Rule 11 is revised as follows:

"A train finding a fusee burning red on or near its track must stop and wait until it has burned out before proceeding at restricted speed for a distance of at least one-half mile, or in Automatic Block Signal territory, to the next Automatic Block Signal.

A red fusee should be used when safety requires a train be stopped.

A yellow fusee is a signal to run at restricted speed for a distance of at least one-half mile, or in Automatic Block Signal territory, to the next Automatic Block Signal.

A yellow fusee should be used where safety will permit."

**19.** Rule 92 is revised as follows:

"A train must not leave a station in advance of its schedule leaving time."

**20.** Second paragraph of Rule 104-E is revised as follows:

"A train taking a siding must not be stopped for a Trainman to close the switch, nor may the switch be closed, until the train is entirely clear of main track."

**21.** Add Rule 220-B as follows:

"Train orders and MB'S relating to track conditions, unless annulled, must be respected by conductors and enginemen on all trips made during the tour of duty on which such orders are received."

**22.** First paragraph of Rule 221 is amended to read:

"Except at stations where all trains are required to obtain a clearance card, a fixed signal must be used at each train order office, which shall indicate 'stop' when there is an operator on duty, except when changed to indicate 'proceed' to allow a train to pass when there are no train orders for any train in the same direction. Where other than two-position or three-position semaphore is used, the signal must not be changed to indicate 'proceed' when there is a train order for a train in either direction. A train must not pass the signal while 'stop' is indicated, without a clearance card. The signal must be returned to indicate 'stop' as soon as a train has passed. It must be fastened at 'proceed' only when no operator is on duty."

**23.** Add to instructions following Example 3 of Form G:

"Work extras, whether required to protect or not protect against extra trains, must clear the time of the extra five minutes."

**24.** Add to instructions following form K:

"It will be necessary to obtain the annulment of a schedule or section but once, provided conductor and engineman have a copy in their possession on each trip."

**25.** Rule 86, Rules and Regulations of the Operating Department, 1924, does not apply to Narrow Gauge Lines. In Narrow Gauge territory an inferior train must clear the time of a superior train, in the same direction, not less than five minutes.

**26.** Rule 109 is revised as follows: "Enginemen must exercise good judgment in making stops for fuel and water, cutting engine off when necessary to avoid rough handling or damage to equipment. Where grade conditions warrant hand brakes must be set."

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**27.** Trains 315 and 316, only, will register at Poncha Junction for information of trains coming from Sub-Division 13-A, and at Mears Junction for information of trains coming from Sub-Division 15. It will not be necessary for trains on Sub-Division 13 to check registers at Poncha Junction and Mears Junction. Rule 83-A is modified accordingly.

**28.** Trains 115 and 116, only, on Sub-Division 12 will register at Carbon Junction. It will not be necessary for trains on Sub-Division 12 to check register at Carbon Junction.

**29.** Not more than two men will be permitted on the leading footboard of a switch engine at the same time, one on each side of the drawbar.

**30.** When spreaders are handled in trains other than work extras they must be headed in working direction.

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

**30**-B. Open or stock cars loaded with creosoted ties should be trained at least ten cars from engine to avoid fire hazard.

**31.** K-36 and K-37 class engines must not be double-headed over Bridges 319.95 and 339.78, Sub-Division 11.

**31**-A. C-25 class engines must not be double-headed with K-27 or K-28 class engines, nor must K-27 or K-28 class engines be double-headed over bridges on Silverton Branch.

**31**-B. In operating three engine trains out of Cimarron westbound, and out of Montrose, Sargent and Chama eastbound use two engines on head end of train and one engine on rear end, the rear engine either just ahead of caboose, or drover's car when latter is used, except, that engines will not be double-headed over bridges between Gunnison and Cimarron—must be at least five cars between engines in this territory. On two engine trains out of Gunnison and Villa Grove, eastbound, place them on head end of train. Double heading between Salida and Marshall pass is prohibited. Place one engine on head end, cut one engine into train about twenty-five cars from head engine and place one engine on rear end, ahead of caboose.

**31**-C. When second engine is required on Sub-Division 12, place it on head end.

**31**-D. No engine larger than C-21 class must be used in service between Gunnison and Cimarron.

**31**-E. C-21, C-25 and K-27 class power must not be operated between Ridgway and Ouray, sub-division 14-A.

**31**-F. K-36 and K-37 class engines must not be operated west of Barranca, sub-division 11-A, Santa Fe Branch.

**31**-G. Engines larger than C-19 class must not be turned on wye at Taos Junction. They may be turned on wye at Barranca.

**32.** Equipment arriving Durango on No. 115 will be left standing on main track in front of depot, and switches will be left lined for passing track.

**32**-A. Narrow gauge trains departing from Salida yard via eastward main track to switch in front of Trainmaster's office must clear time of eastward first class trains at Belleview or protect in accordance with Rule 99.

**32**-B. When the green light located just outside west window Dispatcher's Office, Salida, is burning, it will authorize trains and engines arriving Salida from Sub-Division 13 to use eastward main track between the switch in front of Trainmaster's office and the narrow gauge yard east of the Monte Cristo Hotel, without checking the register against eastward first class trains on Sub-Division 3.

If trains or engines off Sub-Division 13 should meet with delay in excess of 30 minutes in clearing the main track, they must protect.

**33.** Train crew and their engine will return from Cumbres to Chama ahead of helper engine except when there is switching to be done at Cumbres or on the return trip westbound between Cumbres and Chama, in which event helper engines will precede train.

**34.** In making doubles Sargent to Marshall Pass place the cars on spurs at Marshall Pass when there is room to do so. In case it becomes necessary to leave cars on main line notify Dispatcher and "31" train order will be issued to cover.

**35.** When cars are stored or left standing on Monarch Branch the west wye switch on this Branch must be lined for the wye instead of main line to prevent cars running away.

**36.** When engines equipped with Priest or Ray flanger are working under snow conditions use the flanger on the ascending as well as the descending grade.

**37.** Engines handling steam heated passenger equipment must not be detached from train to buck snow, nor shall they be detached for other purposes unless an emergency exists. In winter weather, before detaching engine, steam line must be thoroughly blown out to prevent freezing and subsequent damage of steam appliances.

**38.** 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. In tieing up crews conductor will select a competent watchman to take care of engine, or engines and rotary in order that engine men will be fully relieved of responsibility during tie up. In event competent engine watchman cannot be secured conductor will designate one of the firemen with train to watch engine, or engines and rotary, and show on form name of employe used as watchman during tie-up period.

**39.** Extra freight trains are ordinarily operated between Alamosa and Del Norte Tuesday, Thursday and Saturday, except every second week instead of Alamosa, Del Norte turn Saturday, operate train Alamosa to Creede Friday and Creede to Alamosa Saturday.

Between Alamosa and Chama
Westward, Monday, Wednesday, Saturday, about 10 P. M.
Eastward, Monday, Wednesday, Friday, about 10 P. M.

Between Chama and Durango
Westward, Sunday, Tuesday, Thursday, about 10:00 A. M.
Eastward, Monday, Wednesday, Friday, about 10 A. M.

Between Durango and Farmington
Eastward, Monday, Wednesday, Friday, about 1:00 A. M.
Westward, Monday, Wednesday, Friday, about 5:30 A. M.

Between Gunnison and Crested Butte as required usually daily except Sunday leaving Gunnison about 11:00 A. M. and Crested Butte about 3:00 P. M.

Between Salida and Gunnison
Westward, Wednesday, about 7:30 A. M.
Eastward, Friday, about 9:30 A. M.

Between Gunnison and Montrose
Westward, Wednesday, about 7:00 P. M.
Eastward, Thursday, about 6:00 P. M.

Between Montrose and Ouray
Westward, Monday, Wednesday, Friday, about 11:00 A. M.
Eastward, Monday, Wednesday, Friday, about 3:00 P. M.

Between Salida and Alamosa
Westward, Monday, Wednesday, Saturday, about 9:30 A. M.
Eastward, Tuesday, Thursday, Sunday, about 8:30 A. M.

## Local Time Inspectors Are Located as follows:

| | |
|---|---|
| VELHAGEN BROS. | Alamosa |
| H. C. YOUNTZ | Santa Fe |
| H. H. JEFFERY | Durango |
| D. J. KRAMER | Salida |
| C. L. TOMBLING | Gunnison |
| G. J. DE VINNY | Montrose |

## OPEN HOURS OF TELEGRAPH OFFICES

| STATIONS | WEEK DAY HOURS | SUNDAY AND HOLIDAY HOUR |
|---|---|---|
| Alamosa | Continuous | Continuous |
| Monte Vista | 8:00 AM to 5:00 PM | Office closed. |
| Del Norte | 8:15 AM to 5:15 PM | Office closed. |
| Creede | 8:00 AM to 5:00 PM | Office closed. |
| La Jara | 7:30 AM to 4:30 PM | 7:30 AM to 9:30 AM |
| Romeo | 7:40 AM to 4:40 PM | 7:40 AM to 9:40 AM |
| Antonito | 7:00 AM to 11:00 PM | 8:00 AM to 10:00 AM<br>6:30 PM to 8:30 PM |
| Cumbres | 8:00 AM to 5:00 PM | Office closed. |
| Chama | 9:00 AM to 5:00 PM<br>8:00 PM to 4:00 AM | 10:30 AM to 5:00 PM |
| Dulce | 8:00 AM to 5:00 PM | Office closed. |
| Pagosa | 8:30 AM to 5:30 PM | 12:45 PM to 2:45 PM |
| Allison | 8:00 AM to 5:00 PM | Office closed. |
| Ignacio | 8:00 AM to 5:00 PM | 12:10 PM to 2:01 PM |
| Durango | 8:30 AM to 5:30 PM | 10:01 AM to 12:01 PM |
| Aztec | 8:00 AM to 5:00 PM | Office closed. |
| Farmington | 8:00 AM to 5:00 PM | Office closed. |
| Silverton | 8:00 AM to 5:00 PM | Office closed. |
| Taos Jct. | 8:00 AM to 5:00 PM | Office closed. |
| Espanola | 8:00 AM to 5:00 PM | Office closed. |
| Santa Fe | 8:00 AM to 5:00 PM | Office closed. |
| Marshall Pass | 8:00 AM to 5:00 PM | Office closed. |
| Sargent | 8:00 AM to 5:00 PM | 8:00 AM to 10:00 AM |
| Gunnison | 7:00 AM to 11:00 PM | 7:00 AM to 11:00 PM |
| Montrose | 8:15 AM to 6:15 PM | 8:15 AM to 10:15 AM<br>4:15 PM to 6:15 PM |
| Ridgway | 8:30 AM to 5:30 PM | Office closed. |
| Ouray | 8:00 AM to 5:00 PM | Office closed. |
| Moffat | 9:00 AM to 6:00 PM | Office closed. |
| Hooper | 9:00 AM to 6:00 PM | Office closed. |
| Crested Butte | 8:00 AM to 5:00 PM | 1:45 PM to 3:45 PM |

# ADJUSTED TONNAGE RATINGS

| FROM | TO | Class of Engine L-95 No. of Engines 3400-3415 | Class of Engine L-62 No. of Engines 3300-3307 | Class of Engine K-55 No. of Engines 1200-1213 | Class of Engine C-48 No. of Engines 1131-1199 | Class of Engine C-41-S No. of Engines 1000-1029 Superheated | Class of Engine C-39, C-41 No. of Engines 950-964 1000-1029 Saturated | Class of Engine C-40 No. of Engines 930-934 | | Adjustment Factor |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Tons | Tons | Tons | Tons | Tons | Tons | Tons | | Tons |
| Alamosa | Monte Vista | | | | 5000 | 4330 | 4200 | 4330 | | 15 |
| Monte Vista | South Fork | | | | 2900 | 2230 | 2180 | 2230 | | 8 |
| South Fork | Wasson | | | | 2000 | 1450 | 1420 | 1450 | | 5 |
| Wasson | Creede | | | | 1100 | 570 | 550 | 570 | | 2 |
| Alamosa | Antonito | | | | 3000 | 2060 | 2060 | 2060 | | 7 |

| | | Class of Engine K-37 No. of Engines 490-494 | Class of Engine K-36 No. of Engines 480-489 | Class of Engine K-28 No. of Engines 470-479 | Class of Engine K-27 No. of Engines 450-464 | Class of Engine C-25 No. of Engines 375 | Class of Engine C-21 No. of Engines 360-361 | Class of Engine C-18, C-17 No. of Engines 300-320 | Class of Engine C-19 No. of Engines 340-349 | Class of Engine C-16 No. of Engines 200-286 | Adjustment Factor |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons |
| Alamosa | Antonito | 1635 | 1615 | 1240 | 1190 | 1070 | 780 | 680 | 630 | 560 | 7 |
| Antonito | Cumbres | 840 | 825 | 630 | 600 | 560 | 390 | 350 | 320 | 280 | 4 |
| Chama | Cumbres | 252 | 232 | 187 | 183 | 173 | 113 | 106 | 92 | 79 | 1 |
| Chama | Azotea | 1715 | 1700 | 1375 | 1325 | 1285 | 740 | 540 | 540 | 510 | 6 |
| Arboles | Durango | 940 | 925 | 720 | 680 | 620 | 410 | 360 | 340 | 290 | 4 |
| Durango | Falfa | 660 | 650 | 490 | 460 | 430 | 290 | 250 | 230 | 210 | 3 |
| Falfa | Pagosa | 1160 | 1150 | 875 | 800 | 750 | 410 | 360 | 340 | 290 | 4 |
| Pagosa | Lumberton | 1060 | 1050 | 825 | 785 | 710 | 560 | 510 | 440 | 390 | 4 |
| Lumberton | Monero | 660 | 650 | 490 | 460 | 350 | 400 | 250 | 230 | 210 | 3 |
| [illegible]ro | Chama | 710 | 700 | 535 | 485 | 485 | 375 | 285 | 275 | 265 | 3 |
| A[illegible]nito | Volcano | 1360 | 1340 | 1000 | 850 | | | 480 | 430 | 380 | 5 |
| Espanola | Santa Fe | 620 | 600 | 460 | 440 | | | 260 | 230 | 210 | 3 |
| Santa Fe | Embudo | 1220 | 1200 | 840 | 790 | | | 450 | 430 | 380 | 5 |
| Embudo | Barranca | 252 | 232 | 187 | 183 | | | 106 | 92 | 79 | 1 |
| Barranca | Volcano | 1145 | 1125 | 840 | 790 | | | 450 | 430 | 380 | 5 |
| Durango | Hermosa | | | 735 | 735 | 675 | 380 | 340 | 300 | 270 | 5 |
| Hermosa | Silverton | | | 315 | 315 | 290 | 150 | 140 | 120 | 105 | 2 |
| Silverton | Durango | | | 685 | 685 | 630 | 500 | 360 | 360 | 290 | 4 |
| Farmington | Carbon Jct | 1070 | 1050 | 810 | 780 | 765 | 430 | 390 | 350 | 300 | 5 |
| Carbon Jct | Durango | 1100 | 1070 | 835 | 820 | 800 | 490 | 460 | 420 | 380 | 5 |
| Poncha Junction | Marshall Pass | 252 | 232 | 187 | 183 | 173 | 113 | 106 | 92 | 79 | 1 |
| Buxton | Marshall Pass | 252 | 232 | 187 | 183 | 173 | 113 | 106 | 92 | 79 | 1 |
| Poncha Junction | Maysville | 373 | 353 | 301 | 301 | 275 | 127 | 120 | 105 | 89 | 2 |
| Maysville | Monarch | 205 | 195 | 159 | 159 | 149 | 95 | 88 | 75 | 65 | 1 |
| Mears Junction | Poncha Pass | 252 | 232 | 187 | 183 | 173 | 113 | 106 | 92 | 79 | 1 |
| Alamosa | Mineral Hot Spgs | 2975 | 2950 | 2220 | 2030 | 1975 | 1560 | 1190 | 1190 | 1120 | 7 |
| Mineral Hot Spgs | Villa Grove | 1490 | 1475 | 1190 | 1105 | 1050 | 600 | 480 | 480 | 420 | 5 |
| Villa Grove | Round Hill | 770 | 755 | 570 | 520 | 500 | 380 | 300 | 300 | 270 | 3 |
| Round Hill | Poncha Pass | 390 | 378 | 298 | 293 | 270 | 175 | 160 | 140 | 120 | 2 |
| Villa Grove | Orient | 255 | 245 | 200 | 194 | 184 | 124 | 106 | 92 | 79 | 1 |
| Orient | Villa Grove | 1050 | 1050 | 800 | 720 | 720 | 520 | 460 | 460 | 440 | 5 |
| Gunnison | Sargent | 1475 | 1430 | 1000 | 950 | 925 | 625 | 555 | 505 | 450 | 5 |
| Gunnison | Crested Butte | | | 660 | 630 | 605 | 410 | 360 | 340 | 290 | 4 |
| Gunnison | Castleton | | | | | | | 380 | 380 | 210 | 4 |
| [illegible]eton | La Plant | | | | | | | 365 | 365 | 195 | 4 |
| [illegible]lant | Baldwin | | | | | | | 245 | 245 | 140 | 3 |
| Crystal Creek | Cerro Summit | | | | 183 | 173 | 124 | 106 | 92 | 79 | 1 |
| Montrose | Cedar Creek | | | | 308 | 280 | 251 | 178 | 183 | 168 | 2 |
| Cedar Creek | Cerro Summit | | | | 183 | 173 | 124 | 106 | 92 | 79 | 1 |
| Crystal Creek | Gunnison | | | | 855 | 830 | 615 | 570 | 520 | 465 | 5 |
| Montrose | Ridgway | | | | 790 | 765 | 570 | 460 | 420 | 370 | 5 |
| Ridgway | Ouray | | | | 390 | 360 | 280 | 230 | 205 | 180 | 3 |

**These ratings are the usual tonnage ratings for dead Freight trains. Chief dispatchers are authorized to increase or decrease these ratings in their discretion in accordance with standing instructions, to adjust for slack grades, conditions of power, necessity for maintaining stock schedules, or for any other reasons which justify.**

**In computing tonnage, the adjustment factor represents the number of tons which shall be added to the total weight of each car, loaded or empty. The caboose shall count as a car. Tonnage hauled may exceed the rating by a fraction of a car.**

**On 4% grades, engines equipped with**
**1-9½" Compressor 30 Cars 575 Tons**
**1-11" Compressor 45 Cars 650 Tons**
2-9½" Compressors 60 Cars 800 Tons

When equipped with one 8½" C. C. air Compressor,

| | |
|---|---|
| 40 cars coal or other heavy loading | 1472 tons |
| 45 cars stock and other light loading | 1472 tons |
| 60 cars mixed loads and empties | 1472 tons |
| 60 cars empties | 1472 tons |

Gross weight of train must, in no case, exceed an average of 38 tons per operative car brake.

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**Cumbres to Antonito 70 cars.**
**150 tons additional may be handled Shirley to Mears Junction.**
**Poncha Junction to Salida and Buxton to Sargent:**
**100 cars—2000 tons.**
**Monarch to Maysville 8½" C. C. air compressor 25 cars.**
**Maysville to Poncha Junction 8½" C. C. air compressor 45 cars.**
Crested Butte to Gunnison 8½" C. C. air compressor, 70 loads.