



J. F. Selby
Trainmaster
Alamosa

J. R. Murray
Trainmaster—Roadmaster
Gunnison

T. J. Cummins
Ass't. to Superintendent and
Road Foreman of Equipment
Alamosa

J. B. Norwood, Jr.
Chief Dispatcher
Alamosa

OTTO C. PERRY
3 FOX STREET
DENVER 9, COLO.

The
Denver and Rio Grande Western Railroad
Company

ALAMOSA DIVISION

TIME-TABLE
No. 125

Takes Effect Wednesday, June 1, 1949

at 12:01 A. M.
Mountain Time

Superseding Time-Table No. 124
and Supplements Thereto

NOTE IMPORTANT CHANGES IN
TIME-TABLE RULES

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

The Management reserves the right to vary
from it at pleasure

A. E. PERLMAN
General Manager

L. F. WILSON
Assistant General Manager

L. H. HALE
Superintendent
Transportation

E. B. HERDMAN
Superintendent

WESTWARD		MAIN LINE			EASTWARD	
FIRST CLASS	Mile Posts	Sub-Division 10			FIRST CLASS	
115 Passenger		STATIONS			116 Passenger	
Leave Daily	TIME-TABLE No. 125			Arrive Daily		
	JUNE 1, 1949					
1 45 AM	190.3	X	LA VETA	61.4	Yard	12 10 AM
f 2 01	194.9		4.6 FRANCISCO	56.8	19	f 12 01 AM
f 2 07	196.6		1.7 OCCIDENTAL	55.1	65	f 11 56
f 2 27	201.9		5.3 CODO	49.8	39	f 11 37
s 2 45	207.2	Va	5.3 FIR	44.5	89	s 11 19
f 3 07	214.6		7.4 SIERRA	37.1	70	f 10 52
f 3 12	216.9		2.3 RUSSELL	34.8	25	f 10 46
f 3 23	221.3		4.4 MORTIMER	30.4	64	f 10 35
s 3 40	227.7	Ft	6.4 FORT GARLAND	24.0	81	s 10 23
s 3 55	232.4	Nk	4.7 BLANCA	19.3	73	s 10 13
f 4 12	239.8		7.4 BALDY	11.9	21	f 10 00
f 4 32	248.2		8.4 HAYS	3.5	43	f 9 47
4 35	249.6		1.4 EAST YARD	2.1	127	9 45
4 39	251.0		1.4 ALAMOSA JCT.	0.7		9 42
4 45 AM	251.7	AS	0.7 ALAMOSA		Yard	9 40 PM
Arrive Daily	(61.4)					Leave Daily
3.00 20.5	Schedule Time Average Speed per Hour					2.30 24.5

WESTWARD		MAIN LINE			EASTWARD	
FIRST CLASS	Mile Posts	Sub-Division 11			FIRST CLASS	
215 Passenger		STATIONS			216 Passenger	
Leave Daily	TIME-TABLE No. 125			Arrive Daily		
	JUNE 1, 1949					
7 00 AM	251.7	AS	ALAMOSA	92.4	Yard	8 30 PM
f 7 10	257.0		5.3 HENRY	87.1	12SG 14NG	f 8 19
f 7 15	259.6		2.6 ESTRELLA	84.5	44SG 58NG	f 8 14
s 7 30	266.2	Jr	6.6 LA JARA	77.9	148SG 191NG	s 7 59
f 7 37	269.7		3.5 BOUNTIFUL	74.4	22SG 29NG	f 7 49
s 7 45	273.3	Om	3.6 ROMEO	70.8	38SG 54NG	s 7 42
s 8 05	280.3	Na	7.0 ANTONITO	63.8	Yard	s 7 25
f 8 31	290.8		10.5 LAVA	53.3	25	f 6 55
f 8 52	299.4		8.6 BIG HORN	44.7	28	f 6 35
f 9 09	306.1		6.7 SUBLETTE	38.0	25	f 6 15
f 9 22	310.5		4.4 TOLTEC	33.6	75	f 6 01
f 9 45	318.4	Bc	7.9 OSIER	25.7	43	f 5 35
f 10 03	324.8		6.4 LOS PINOS	19.3	46	f 5 18
s 10 20	330.6	Br	5.8 CUMBRES	13.5	105	s 5 02
f 10 26	332.2		1.6 COXO	11.9	18	f 4 53
f 10 39	335.5		3.3 CRESCO	8.6	43	f 4 39
f 10 56	340.0		4.5 LOBATO	4.1	28	f 4 19
11 10 AM	344.1	Ch	4.1 CHAMA		Yard	4 05 PM
Arrive Daily	(92.4)					Leave Daily
4.10 22.1	Schedule Time Average Speed per Hour					4.25 20.9

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

WESTWARD		CREEDE BRANCH			EASTWARD	
Mile Posts	Sub-Division 10-A			Miles from North Creede	Capacity of Siding	
	STATIONS					
TIME-TABLE No. 125						
JUNE 1, 1949						
251.7	AS	ALAMOSA	70.1	Yard		
262.5		PARMA	59.3	20		
266.1		ZINZER	55.7	81		
269.0	MV	MONTE VISTA	52.8	130		
272.9		TORRES	48.9	47		
282.8	De	DEL NORTE	39.0	50		
288.9		HANNA	32.9	23		
291.9		GRANGER	29.9	18		
298.2		SOUTH FORK	23.6	27		
299.1		DERRICK	22.7	Wye		
302.8		MASONIC PARK	19.0			
312.1		WAGON WHEEL GAP	9.7	18		
318.1		WASSON	3.7	28		
320.7	Ji	CREEDE	1.1	27		
321.8		NORTH CREEDE				
(70.1)						

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20

WESTWARD		MAIN LINE		EASTWARD	
FIRST CLASS	Mile Posts	Sub-Division 12 STATIONS	Miles from Durango	Capacity of Siding	FIRST CLASS
215 Passenger					216 Passenger
TIME-TABLE No. 125					
JUNE 1, 1949					
Leave Daily					Arrive Daily
11 15 AM	344.1	ch CHAMA POSKBJWFTD 5.1	107.4	Yard	4 00 PM
f 11 26	349.2	WILLOW CREEK 4.8	102.3	17	f 3 44
f 11 37	354.0	AZOTEA P 5.6	97.5	32	f 3 30
f 11 50	359.6	BIGGS SPUR 3.9	91.9	19	f 3 14
f 11 59	363.5	MONERO FFW 3.4	88.0	63	f 3 04
f 12 10 PM	366.9	AMARGO P 2.6	84.6	30	f 2 53
s 12 18	369.5	LUMBERTON FY 3.8	82.0	63	s 2 47
s 12 27	373.3	dy DULCE PD 4.4	78.2	67	s 2 36
f 12 40	377.7	NAVAJO FW 9.0	73.8	23	f 2 23
f 1 03	386.7	JUANITA P 3.7	64.8	23	f 1 59
s 1 21	390.4	PG GATO FWD 4.8	61.1	75	s 1 49
f 1 35 ²¹⁶	395.2	CARRACAS P 8.4	56.3	39	f 1 35 ²¹⁶
s 1 56	403.6	ARBOLES FW 7.4	47.9	45	s 1 13
f 2 15	411.0	ALLISON P 3.3	40.5	16	f 12 56
f 2 24	414.3	TIFFANY P 4.6	37.2	33	f 12 48
f 2 35	418.9	LA BOCA FW 6.8	32.6	28	f 12 37
s 2 53	425.7	ig IGNACIO PD 7.2	25.8	62	s 12 22
f 3 11	432.9	OXFORD 4.4	18.6	10	f 12 03 PM
f 3 23	437.3	FLORIDA FW 4.3	14.2	30	f 11 53
f 3 34	441.6	FALFA 7.5	9.9	11	f 11 43
s 3 57	449.1	CARBON JCT. FJ 2.4	2.4	27	s 11 22
4 05 PM	451.5	DG DURANGO YOKSBJWFTD		Yard	11 15 AM
Arrive Daily		(107.4)			Leave Daily
4.50 22.2		Schedule Time Average Speed per Hour			4.45 22.6

WESTWARD		SILVERTON BRANCH		EASTWARD	
SECOND CLASS	Mile Posts	Sub-Division 12-B STATIONS	Miles from Silverton	Capacity of Siding	SECOND CLASS
461 Mixed					462 Mixed
TIME-TABLE No. 125					
JUNE 1, 1949					
Leave Tues., Thurs. & Sat.					Arrive Tues., Thurs. & Sat.
9 15 AM	451.5	DG DURANGO YKOSBJWFTD 9.2	45.2	Yard	5 00 PM
f 9 50	460.7	TRIMBLE 1.8	36.0		f 4 26
s 9 57	462.5	HERMOSA W 6.6	34.2	13	s 4 19
s 10 26	469.1	ROCKWOOD Y 3.2	27.6	24	s 3 53
s 10 50	472.3	TACOMA 10.3	24.4	18	s 3 30
f 11 35	482.6	HUNT 1.4	14.1		f 2 40
f 11 40	484.0	NEEDLETON W 6.5	12.7	13	f 2 35
f 12 14 PM	490.5	ELK PARK YP 6.2	6.2	14	f 2 05
12 40 PM	496.7	sv SILVERTON YD		Yard	1 40 PM
Arrive Tues., Thurs. & Sat.		(45.2)			Leave Tues., Thurs. & 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	
	Mile Posts	Sub-Division 12-A STATIONS	Miles from Farmington	Capacity of Siding	
JUNE 1, 1949					
	449.1	JP CARBON JCT. 8.3	47.1	27	
	457.4	POSTA 5.2	38.8	13	
	462.6	BONDAD 9.1	33.6	15	
	471.7	CEDAR HILL 4.2	24.5	19	
	475.9	INCA 5.9	20.3	10	
	481.8	as AZTEC D 5.7	14.4	23	
	487.5	FLORA VISTA 8.7	8.7	16	
	496.2	fx FARMINGTON WYD		Yard	
		(47.1)			

WESTWARD MAIN LINE EASTWARD				
Sub-Division 13				
STATIONS				
TIME-TABLE No. 125				
JUNE 1, 1949				
Miles from Denver			Miles from Gunnison	Capacity of Siding
215.1	S	SALIDA PKBSDNWFTO 5.0	73.3	Yard
220.1	PN	PONCHA JCT. JPY 3.8	68.3	52
223.9		OTTO 2.1	64.5	27
226.0		MEARS JCT. JPWY 2.3	62.4	30
228.3		SHIRLEY 3.6	60.1	35
231.9		KEENE 2.1	56.5	18
234.0		GRAY'S P 3.6	54.4	60
237.6		POCONO 3.1	50.8	18
240.7	mp	MARSHALL PASS SNWTF 4.1	47.7	120
244.8		SHAWANO PW 3.7	43.6	36
248.5		CHESTER P 2.3	39.9	28
250.8		TANK 7 W 2.0	37.6	
252.8		BUXTON P 4.4	35.6	43
257.2	sj	SARGENT KBSDWFTF 4.8	31.2	100
262.0		ELKO P 3.5	26.4	45
265.5		CROOKTON P 4.0	22.9	22
269.5		DOYLE P 0.9	18.9	18
270.4		BONITA 6.4	18.0	44
276.8		PARLIN PW 5.4	11.6	29
282.2		STEELE 0.2	6.2	41
288.4	GU	GUNNISON PKBSDNWFTO (73.3)		Yard

Westward CRESTED BUTTE BRANCH Eastward				
Sub-Division 13-B				
STATIONS				
TIME-TABLE No. 125				
JUNE 1, 1949				
Miles from Denver			Miles from Crested Butte	Capacity of Siding
288.4	GU	GUNNISON PKSDWFTO 10.7	27.9	Yard
299.1		ALMONT 5.6	17.2	43
304.7		JACK'S CABIN W 11.6	11.6	24
316.3	Be	CRESTED BUTTE DWTF (27.9)		Yard

WESTWARD BALDWIN BRANCH EASTWARD				
Sub-Division 13-C				
STATIONS				
TIME-TABLE No. 125				
JUNE 1, 1949				
Miles from Denver			Miles from Castleton	Capacity of Siding
288.4	GU	GUNNISON BSKJDTWFTOP 6.7	15.6	Yard
295.1		WYLIE 2.4	8.9	6
297.5		TEACHOUT 3.5	6.5	5
301.0		DOLLARD 3.0	3.0	5
304.0		CASTLETON WY (15.6)		26

WESTWARD MONARCH BRANCH EASTWARD				
Sub-Division 13-A				
STATIONS				
TIME-TABLE No. 125				
JUNE 1, 1949				
Miles from Denver			Miles from Monarch	Capacity of Siding
220.1	PN	PONCHA JCT. JPY 6.9	16.2	52
227.0		MAYSVILLE Y 6.4	9.3	60
233.4		GARFIELD 2.9	2.9	14
236.3		MONARCH Y		126
		(16.2)		

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 will leave Creede, Silverton, Fir and Cumbres without clearance card when there is no operator on duty.

Trains on Sub-Division 12-A will leave Carbon Junction without clearance card.

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

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

3. TRAIN REGISTER BOOKS are located at:

La Veta	Durango
Alamosa	Farmington
Creede	Silverton
Cumbres	Salida
Chama	Marshall Pass
Carbon Jct. (for trains 215 and 216 only)	Gunnison

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

3-A. When necessary to move Salida Branch train to Farm Track, Alamosa, for purpose of tying up, yardmaster on duty will give crew register check on overdue first class trains on Sub-Division 11.

4. YARD LIMIT STATIONS:

La Veta	Wasson	Carbon Jct.
Occidental	Creede	Durango
Fir	La Fruto-Henry-Hartner	Silverton
Sierra	Estrella	Aztec
Ft. Garland	La Jara	Farmington
Blanca	Romeo	Poncha Jct.
Alamosa-Hays	Antonito	Mears Jct.
Willis	Big Horn	Marshall Pass
Parma	Cumbres	Buxton
Zinzer	Chama	Sargent
Monte Vista-SLC Jct.	Monero	Parlin
Torres	Lumberton	Gunnison
Hanna	Dulce	Poncha Pass
Del Norte	Juanita	Round Hill
Granger	Gato	Villa Grove
Gerrard	Carracas	Moffat
South Fork	Arboles	Hooper
Freeman	Ignacio	Mosca

4-A. Yard limits, Sub-Division 13-A extend between Poncha Jct. and Monarch.

Yard limits, Sub-Division 13-B extend between Gunnison and Crested Butte.

Yard Limits, Sub-Division 13-C extend between Gunnison and Castleton.

Yard Limits, Sub-Division 14 extend between Gunnison and Sapinero.

4-B. Trains have no time-table superiority between Alamosa Junction, MP 251.0 and junction with Creede Branch, Alamosa Yard, MP 251.9. Trains must run at restricted speed expecting to find tracks occupied by other trains.

4-C. Spur track at Zinzer with east end connection, capacity four cars, serving Colorado Potato Growers' Association warehouse. Crews using this spur will be governed as follows:

Before crossing main highway, trains or engines 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 fuses 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.

No cars are to be left on this spur between the main track and highway or between the highway and potato warehouse.

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. On westward trains at Cumbres, and before leaving Fir, Marshall Pass, Poncha Pass, Monarch, Garfield and Silverton, members of the train crew must assist in looking over the air brakes, as well as the general condition of the train.

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.

5-B. After brakes have been released, retainers must be turned up before trains leave any station on a descending grade where use of retainers is required.

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

On trains consisting of empty cars, retainers will be used on every other car in 10-lb. position, alternated at inspection point. When cars are equipped with 4-position release control retaining valve, these retainers will be used in slow direct exhaust position instead of 10-lb. position on empty cars.

On trains consisting of loaded cars or mixed loads and empties, retaining valves 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 or slow direct exhaust position on empty cars.

5-D. The following will govern the use of retainers in handling trains on descending grade movements on Poncha Pass, Marshall Pass and Monarch Branch:

On trains consisting of heavily 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 mixed, loaded and empty cars, retainers will be used in 20-lb. position, on heavily loaded cars, in 10-lb. position on other loaded cars, and in 10-lb. position or slow direct exhaust position on 50% of empty cars. On trains consisting entirely of empty cars, 50% of retainers will be used in 10-lb. position or slow direct exhaust position. Where the use of all retaining valves is not required, retainers will be used on forward portion of train.

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

5-G. In handling of freight trains down Cumbres, Poncha Pass, Monarch Branch and Marshall Pass, not more than one (1) car having non-air or inoperative 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 other freight or mixed trains.

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.

5-H. Eastward freight trains will stop at Occidental to cool wheels and inspect train.

Eastward freight trains will stop 5 minutes at Big Horn and Mears Junction to cool wheels and inspect train.

Westward freight trains will stop at Buxton to turn down retaining valves.

5-I. Freight trains consisting of heavily loaded cars, brake pipe pressure will be increased to 90-lbs. before departing eastward from Monarch and Poncha Pass, westward from Cumbres and before departing in either direction from Marshall Pass.

5-J. Following are maximum length and tonnage of trains on descending grades:

Fir-LaVeta:

Engines equipped with 1 or 2-8½" CC compressors—85 cars or 4250 tons.

Engines equipped with 2-11" compressors—70 cars or 3500 tons.

Fir-Sierra:—100 cars or 4500 tons.

Cumbres to Antonito—70 cars.

Monarch to Maysville—8½" CC compressors—25 loaded cars.

Maysville to Poncha Jct.—8½" CC compressors—45 loaded cars.

Crested Butte to Gunnison—8½" CC compressors—70 loaded cars.

Narrow Gauge Territory—On 4% descending grades:

Engines Equipped With	Coal or Other Heavy Loading	Stock or Other Light Loads	Empties or Mixed Loads and Empties
1—9½" Compressor	15 cars	30 cars	40 cars
2—9½" Compressors	20 cars	40 cars	50 cars
1—11" Compressor	18 cars	35 cars	45 cars
2—11" Compressors	25 cars	45 cars	60 cars
1—8½" CC Compressor	40 cars	45 cars	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.

5-K. Not more than 100 cars will be handled in any narrow gauge freight or mixed train.

6. Where locomotives are equipped with water brakes engine-men must know that they are in proper working condition and use them where required.

6-A. Drawhead knuckles must be properly coupled when pushing engines or cars on sharp curves and on heavy grades, to avoid possibility of couplers passing and resultant damage therefrom.

7. 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. 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."

To comply with Rule 91, Conductors on freight trains will wire dispatcher from first telegraph station where they pick up passengers for movement on their trains, including caretakers of livestock, banana messengers, etc., also sectionmen, bridgemen and other employees riding as passengers.

7-A. Passengers may be carried on freight trains between Chama and Durango and between Salida and Sargent.

7-B. Cars must not be "dropped" over main highways.

8. All employees 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			
10	190.5	Water column	Main Track
10	198.6	West Occidental Tunnel	Side
10	202.2	West Codo Tunnel	Side and Overhead
10-A	287.1	East Hanna	Wire Crossing
10-A	306.4	East Wagon Wheel Gap	Bridge 306.39
SIDINGS			
10	216.9	Russell	Stock Chute
10	227.7	Ft. Garland	Stock Chute
10	232.4	Blanca	Freight Platform
10-A	298.2	South Fork	Sheds, Stk. Chute
10-A	318.1	Wasson	Stock Chute
MAIN TRACK			
11	306.0	Sublette	Water Column
11	311.3	West Toltec	Mud Tunnel
11	315.2	West Toltec	Rock Tunnel
11	330.6	Cumbres	Water Column
11	343.6	East Chama	Bridge 343.61
12	377.4	East Navajo	Bridge 377.39
12	377.5	East Navajo	Bridge 377.52
12	380.2	West Navajo	Bridge 380.23
12	386.1	East Juanita	Bridge 386.07
12	387.7	West Juanita	Bridge 387.67

Sub-Division	Mile	Description	Side or Overhead
MAIN TRACK			
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
SIDINGS			
12	367.0	Amargo	Stock Chute
12	373.3	Dulce	Stock Chute
12	403.6	Arboles	Stock Chute
12	414.0	Tiffany	Stock Chute
12	419.0	La Boca	Stock Chute
12	425.7	Ignacio	Stock Chute
12	437.3	Florida	Stock Chute
SIDINGS			
12-A	481.8	Aztec	Stock Chute
12-A	496.2	Farmington	Stock Chute
12-A	496.2	Farmington	Oil Loading Trestle
MAIN TRACK			
12-B	452.4	West Durango	Bridge 452.42
12-B	462.42	East Hermosa	Bridge 462.42
12-B	474.5	West Tacoma	Rock Cuts
12-B	477.81	West Tacoma	Bridge 477.81
MAIN TRACK			
13	215.1	Salida	Bridge 215.14
13	220.7	West Poncha Jct.	Bridge 220.75
13	226.5	Mears Junction	Bridge 226.48
13	240.5	Marshall Pass	Snow Sheds
13	257.2	Sargent	Coal Chute
13	312.2	East of Cr. Butte	Water Column
13-B	320.6	Crested Butte	Stock Chute
13-C	295.1	Wylie	Stock Chute
SIDINGS			
13	257.2	Sargent	Stock Chute
13	265.5	Crookton	Stock Chute
13	276.8	Parlin	Stock Chute
13	288.6	Gunnison	Stock Chute
13-B	304.7	Jack's Cabin	Stock Chute
13-B	316.3	Crested Butte	Upper Tramway
13-B	316.3	Crested Butte	Lower Tramway
13-C	301.0	Dollard	Stock Chute
MAIN TRACK			
14	300.7	West Kezar	Bridge 300.68
SIDINGS			
14	299.2	Iola	Stock Chute
14	314.0	Sapinero	Stock Chute
SIDINGS			
15	245.3	Villa Grove	Stock Chute
15	262.7	Moffat	Stock Chute
15	280.3	Hooper	Stock Chute
15	286.8	Mosca	Stock Chute

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 employees must protect themselves from injury in passing such structures.

9. 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.

9-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 engines unless otherwise provided.

	Passenger Trains MPH		Freight Trains MPH	
	NG	SG	NG	SG
Sub-Division 10				
La Veta-Francisco		35		20
Francisco-Fir		20		15
Fir-Sierra		20		18
Sierra-Alamosa		45		35
Westward trains or engines over Spring Switch MP 249.9 East Yard, Alamosa		25		20
Sub-Division 10-A				
Alamosa-Del Norte		45		40
Del Norte-Hanna		45		30
Hanna-Creede		35		25
Sharp Curves		20		18
Sub-Division 11				
Alamosa-Antonito		40	30	35
Antonito-Lava		40		25
Cumbres-M.P. 342.8 descending.....		18		12
Cumbres-Lava		30		18
Sharp Curves		20		15
Cumbres-Antonito, Snow Plow Trains....		25		25
Sharp Curves, Snow Plow Trains.....		18		18
Over Bridges 319.95 and 339.78.....		10		10
Sub-Division 12		35		25
Sharp Curves		20		15
Sub-Division 12-A		30		25
Sharp Curves		20		15
Sub-Division 12-B		25		20
Sharp Curves		20		15
Between Rockwood and Animas River Bridge 471.23		8		8
Over Bridge 471.23		5		5
Over Bridges 489.88, 495.64 and 496.12....		10		10
Sub-Division 13		35		25
Sharp Curves		20		15
Marshall Pass-Poncha Jct.—descending..		18		12
Marshall Pass-Buxton—descending.....		18		12
Sub-Division 13-A		25		20
Monarch-Maysville—descending		10		10
Maysville-Poncha Jct.—descending		20		18
Sub-Division 13-B		30		25
Sharp Curves		20		15
Sub-Division 13-C		15		15
Over Gunnison River bridge and Ohio Creek bridge between Gunnison and Wylie		6		6
Around sharp curves in shu-fly MP 301 plus 2000 ft., and MP 301 plus 4500 ft. between Dollard and Castleton.....		6		6
Sub-Division 14		35		25
Sharp Curves		20		15
Sub-Division 15		30		25
Sharp Curves		20		15
Poncha Pass-Mears Jct.—descending.....		18		12
Poncha Pass-Round Hill—descending....		20		15
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
Alamosa yard, trains and engines main track and track No. 2 between Hunt Avenue and Ross Avenue.....	6	6	6	6

All Sub-Divisions, except where specific restrictions in certain territories require lower speed:
In or out of turnouts.....

Miles Per Hour
15

Maximum speeds permissible in any service by various classes of power and equipment as follows:

	Miles Per Hour
K-36 and K-37 class engines.....	35
C-48 L-95 and L-107.....	40
L-131-132	45
Engines backing up	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, Short Scale Test cars except 010897, Ditchers and Pile Drivers moving on own wheels, also K & J and Western Air Dumps and loaded system coke racks	25
Restrictions on sharp curves refer to those of 8 or more degrees.	
9-C. City Ordinance speed limits as follows: Miles Per Hour	
Between MP 279.7 and 280.6 at Antonito	12

9-D. K-36 and K-37 engines must not be double-headed over bridges 319.95 and 339.78, Sub-Division 11.

9-E. 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 Sub-Division 12-B. Engines 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 engines over this bridge with only a flanger between them.

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

When second engine is used on Sub-Division 12, place it on head end.

9-G. No engine larger than C-21 class must be used in service between Gunnison and Sapinero, Sub-Division 14.

9-H. No engine larger than C-16 Class must be operated between Gunnison and Castleton, Sub-Division 13-C.

9-I. 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 the rear end, ahead of caboose. In operating three engine trains out of 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. Engines will not be double-headed over bridges between Gunnison and Sapinero—must be at least five cars between engines on these bridges. On two engine trains out of Gunnison and Villa Grove, eastbound, place them on head end of train.

9-J. Between La Veta and Fir, two engine trains may be double-headed. When handling three engine trains, two engines may be used on head end and one engine just ahead of caboose, except that Class M engine must not be placed ahead of caboose. When Class M engines are used, they will be placed on head end of train.

Between Sierra and Fir, two engine trains may be doubleheaded. When handling three engine trains, the two helpers will be cut in train approximately 30 cars behind train engine.

9-K. L-131, L-132 class engines must not be doubleheaded with other mallet engines when handling trains.

9-L. Passenger trains must not exceed schedule running time between Osier and Big Horn.

9-M. Do not exceed a speed of fifteen (15) miles per hour over bridge 299.01 near Almont, Sub-Division 13-B, with K-36 or K-37 class engines.

10. Company Surgeons are located as follows:

DR. E. A. HINDS, Chief Surgeon, Denver

DR. C. R. FULLER, Assistant Chief Surgeon, Salida

SIDNEY ANDERSON.....Alamosa	A. L. BURNETT.....Durango
J. R. HURLEY.....Alamosa	M. D. MORAN.....Farmington
J. D. DAVIES—Oculist.....Alamosa	R. A. HOOVER.....Salida
R. D. TAYLOR.....Monte Vista	LEO J. LEONARDI.....Salida
A. B. GJELLUM.....Del Norte	A. J. BENDER.....Salida
GEORGE R. DAVIS.....Antonito	H. D. SMITH.....Salida
J. I. DUNHAM.....Chama	L. E. THOMPSON, Eye.....Salida
J. R. C. CARTER.....Dulce	J. P. McDONOUGH.....Gunnison
O. B. RENSCH.....Durango	J. W. HUDSON.....Crested Butte

10-A. Hospitals are located as follows: Durango, "Mercy," Salida, "D. & R. G. W.," Alamosa "Community."

10-B. 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 employe 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 or 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 reports (Form 3884) and messages 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 all crossing accidents.
- Form 4009—When accident occurs on train to be filled out by passengers.
- Form 4012—Inspection of Equipment (Mechanical Dept.)
- Form 4119—Fire Report (Section Foreman)
- Form 3511—Stock Struck Report (Enginemen)
- Form 4117—Stock Report (Section Foreman)

10-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 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, 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.

10-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.

10-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 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 CAK 33.

11. Westward trains arriving Marshall Pass will use west siding, in shed, instead of main track, and eastward trains will use the main track. Normal position of main track switch at east end of Marshall Pass Shed is for west siding and switch at west end of Marshall Pass is for main track. These switches must always be left lined to normal position, when not in use.

11-A. Siding inside of shed, Marshall Pass, will be known as WEST SIDING. Siding east of the shed will be known as EAST SIDING.

12. SPRING SWITCHES:

Miles from Denver	Location	Normal Position
249.9	East Yard (Alamosa)	Main Track

12-A. 2-position color light signal located fifty feet east of spring switch MP 249.9 indicates position of spring switch, East Yard. Signal will indicate "GREEN" when spring switch points are in running position for main track; and will indicate "RED" if spring switch points are open one-quarter inch or more. When signal indicates "RED" spring switch points must be inspected on ground before passing over same.

13. Water Tanks or Cranes between Stations.

- Sub-Division 12-A, located M.P. 464.7
- Sub-Division 12-B, located at M.P.'s 474.60 and 484.10.
- Sub-Division 13, located M.P. 239.4
- Sub-Division 13-A, located M.P. 229.6
- Sub-Division 13-A, located M.P. 234.1
- Sub-Division 14, located M.P. 305.1

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

- Carbon Jct., Sub-Division 12-A.
- Poncha Jct., Sub-Division 13-A.
- Mears Jct., Sub-Division 15.

15. Trains 215 and 216, 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.

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

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

18. 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) and 17(c).

19. On Cumbres turns, when helper engine returns light from Cumbres, 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.

20. 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 track notify Dispatcher and train order will be issued to cover.

21. On arrival Monarch, stop clear of tipple track and trainmen line tipple track switch to south passing track before proceeding into yard. Enginemen sound two (2) long and two (2) short blasts of whistle on approaching and passing tipple. When ready to depart from Monarch, trainmen line tipple track switch to south passing track before giving enginemen proceed signal. Clear south passing track before departing on each trip.

22. When cars are stored or left standing on Monarch Branch the west wye switch at Poncha Jct. on this Branch must be lined for the wye instead of main track to prevent cars running away.

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

24. 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.

25. Discontinue whistling at 7th to 13th streets, inclusive, Durango yard, but engine 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.

26. Following instructions govern movements in yards listed as follows:

ALAMOSA: Air hose must be coupled and air operative through cuts of cars handled between all of the various yards at this point, which are Old Yard, New Yard and Farm tracks.

GUNNISON: Air must be cut through and air brakes in operation on all trains, or cuts of cars handled between main yard and points on Crested Butte and Baldwin Branches in both directions.

DURANGO: Air must be cut through and air brakes in operation on all trains, or cuts of cars handled between Durango yard and yard at Smelter.

27. 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.

28. Trains Nos. 215 and 216 will stop daily at meeting point to permit express messenger on No. 215 to transfer express remittance picked up at La Jara and Romeo, to No. 216. In making stop, spot baggage cars opposite each other to expedite exchange.

Conductor on No. 215 ascertain from train messenger at Chama whether or not necessary to make stop as quite often there will be no transfer to make.

29. 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.

LOCAL TIME INSPECTORS ARE LOCATED AS FOLLOWS:

VELHAGEN BROS. Alamosa
 J. C. LINDHOLM.....Durango
 MRS. MARTHA B. McCRUMB.....Salida
 L. D. PATTERSON.....Gunnison

OPEN HOURS OF OFFICE OF COMMUNICATION

STATIONS	WEEK DAY HOURS	SUNDAY AND HOLIDAY HOURS
La Veta.....	8:00 AM to 4:00 PM 11:00 PM to 7:00 AM	8:00 AM to 4:00 PM 11:00 PM to 7:00 AM
Fir.....	10:00 PM to 7:00 AM	Closed
Ft. Garland.....	7:30 AM to 4:30 PM	Closed
Blanca.....	9:00 AM to 6:00 PM	Closed
Salida.....	Continuous	Continuous
Alamosa.....	8:00 AM to 4:00 PM 3:00 PM to 4:00 AM	8:00 AM to 4:00 PM 8:00 PM to 4:00 AM
Monte Vista.....	8:00 AM to 5:00 PM	Closed
Del Norte.....	9:00 AM to 6:00 PM	Closed
Creede.....	8:00 AM to 5:00 PM	Closed
La Jara.....	7:00 AM to 4:00 PM	7:00 AM to 9:00 AM
Romeo.....	7:15 AM to 4:15 PM	Closed
Antonito.....	7:30 AM to 4:30 PM	7:30 AM to 9:30 AM
Cumbres.....	8:00 AM to 5:00 PM	Closed
Chama.....	8:30 AM to 4:30 PM 11:00 PM to 7:00 AM	8:30 AM to 4:30 PM
Dulce.....	8:00 AM to 5:00 PM	Closed
Gato.....	9:00 AM to 6:00 PM	Closed
Ignacio.....	8:30 AM to 5:30 PM	10:30 AM to 12:30 PM
Durango.....	7:45 AM to 4:45 PM	9:45 AM to 11:45 AM
Silverton.....	9:00 AM to 6:00 PM	Closed
Aztec.....	8:00 AM to 5:00 PM	Closed
Farmington.....	7:30 AM to 4:30 PM	Closed
Hooper.....	8:00 AM to 5:00 PM	Closed
Sargent.....	8:00 AM to 5:00 PM	Closed
Gunnison.....	7:30 AM to 6:00 PM	Closed
Crested Butte.....	8:00 AM to 5:00 PM	Closed

FOLLOWING ARE LEGAL HOLIDAYS:

New Years 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).

ADJUSTED TONNAGE RATINGS

FROM	TO	Class 6000 HP Diesels 555-564	Class 6000 HP Diesels 552-554	Class 5400 HP Diesels 540-547 549-551	Class 5400 HP Diesels 548	Class L-131 L-132 Engines 3600-3619	Class L-95 Engines 3400-3415 xx	Class M-78 Engines 1511-1519 Except 1515	Class M-64, M-67 Engines 1501-1510 1520-1530 1515 1700-1713	Class K-59 Engines 1200-1213	Class C-48 Engines 1131-1199	Adjust- ment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
La Veta.....	Fir.....	2090	1550	1450	1400	1350	985	750	675	580	470	2
Alamosa.....	Russell.....	7200	6000	5800	5300	4600	3135	2900	2625	2060	1860	5
Russell.....	Sierra.....	4800	3600	3650	3500	3000	2375	1750	1600	1420	1120	4
Sierra.....	Fir.....	2800	2200	2050	1850	1750	1275	975	875	760	655	3
Alamosa.....	Monte Vista.....										5000	5
Monte Vista.....	South Fork.....										2900	8
South Fork.....	Wasson.....										2000	5
Wasson.....	Creede.....										1100	2
Alamosa.....	Antonito.....										3000	7

		Class of Engine K-37 No. of Engines 490-499	Class of Engine K-36 No. of Engines 480-489	Class of Engine K-28 No. of Engines 473-478	Class of Engine K-27 No. of Engines 452-464	Class of Engine C-21 No. of Engines 360-361	Class of Engine C-18 No. of Engines 315-319	Class of Engine C-19 No. of Engines 340-345	Class of Engine C-16 No. of Engines 268-278	Adjust- ment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Alamosa.....	Antonito.....	1635	1615	1240	1190	780	680	630	560	5
Antonito.....	Cumbres.....	840	825	630	600	390	350	320	280	4
Chama.....	Cumbres.....	252	232	187	183	113	106	92	79	1
Chama.....	Azotea.....	1715	1700	1375	1325	740	540	540	510	6
Arboles.....	Durango.....	940	925	720	680	410	360	340	290	4
Carbon Jct.....	Falfa.....	660	650	490	460	290	250	230	210	3
Falfa.....	Gato.....	1160	1150	875	800	410	360	340	290	4
Gato.....	Dulce.....	1060	1050	825	785	560	510	440	390	4
Dulce.....	Lumberton.....	1320	1300	980	920	600	500	460	420	3
Lumberton.....	Monero.....	660	650	490	460	300	250	230	210	3
Monero.....	Azotea.....	710	700	535	485	375	285	275	265	3
Azotea.....	Chama.....	1020	1000	735	685	475	385	375	365	3
Durango.....	Hermosa.....			735	735	380	340	300	270	5
Hermosa.....	Silverton.....			315	315	150	140	120	105	2
Silverton.....	Durango.....			800	800	500	360	360	290	4
Farmington.....	Carbon Jct.....	1070	1050	810	780	430	390	350	300	5
Carbon Jct.....	Durango.....	1100	1070	835	820	490	460	420	380	5
Poncha Junction.....	Marshall Pass.....	252	232	187	183	124	106	92	79	1
Buxton.....	Marshall Pass.....	252	232	187	183	124	106	92	79	1
Poncha Junction.....	Maysville.....	373	353	301	301	127	120	105	89	2
Maysville.....	Monarch.....	205	195	159	159	95	88	75	65	1
Mears Junction.....	Poncha Pass.....	252	232	187	183	124	106	92	79	1
Alamosa.....	Mineral Hot Spgs.....	2975	2950	2220	2030	1560	1190	1190	1120	5
Mineral Hot Spgs.....	Villa Grove.....	1490	1475	1190	1105	600	480	480	420	5
Villa Grove.....	Round Hill.....	770	755	570	520	380	300	300	270	3
Round Hill.....	Poncha Pass.....	390	378	298	293	175	160	140	120	2
Gunnison.....	Sargent.....	1475	1430	1000	950	625	555	505	450	5
Gunnison.....	Crested Butte.....	830	820	660	630	410	360	340	290	4
Gunnison.....	Castleton.....						380	380	235	4
Sapinero.....	Gunnison.....				855	615	570	520	465	5

xx Tractive effort engines 3401, 3402, 3403, 3409 and 3414 have been increased to 99,000 pounds and are rated 4.2% more than other 3400 series engines.

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.

A LESSON IN "MONOPOLIES"

Train and Engine Crews and Yard Employes

THE ALAMOSA DIVISION of the Rio Grande is unique in that it comprises the only railroad, other than short lines, within the territory it serves.

That does not mean, by any stretch of the imagination, that the Rio Grande has a "monopoly" on the traffic that originates within the productive borders of the territory, or that moves into the territory from outside for local consumption.

Not by a long shot!

Shippers are looking for just one thing—**prompt** and **dependable** service. If they can count on getting it from the Rio Grande, that appears to be the logical way for them to move their products. But if the Rio Grande service is **NOT** prompt and dependable, there are still "other forms of transportation" they can utilize.

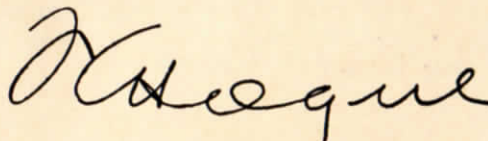
Here are a few typical figures to paste up in your cab or caboose or in the switch shanty as examples of what we mean: In 1935, 10 per cent of all livestock moving into the Denver market came in by truck. By 1945, this figure has grown to **25 percent!** In the year 1946, approximately **1,000** car loads of San Luis Valley potatoes moved out of the valley by truck, and that's a lot of potatoes.

We supply just one product—transportation service. That product, properly supplied, means that we are playing our part in helping to develop the rich resources of the territory we serve. It also means that we will be getting our fair share of the traffic from the territory.

We all know the Rio Grande has a superior plant and an organization of ability, capable and energetic, which can supply transportation equal to or better than any other system under tough competitive conditions.

But mishandling of a train or even a single car usually means delay or damage to shipments, and may—and usually does—result in loss of future business.

On-time performance and smooth handling, combined with courteous treatment of all with whom we do business, is what it takes to make a transportation service of quality, and that means a busy railroad.



General Traffic Manager.