

**Safety**



**Service**

OTTO C. PERRY  
#3 FOX STREET  
DENVER 23, COLORADO

**R. E. DAVIS**  
Assistant Superintendent  
Denver

**J. A. GREENER, JR.**  
Division Trainmaster  
Denver

**R. F. SPURLING**  
Terminal Trainmaster  
Pueblo

**J. E. ABERTON**  
Trainmaster  
Pueblo

**F. H. GREEN**  
Trainmaster-Road Foreman of Equipment  
Pueblo

**L. O. FICKLIN**  
Trainmaster  
Alamosa

**J. R. PEARCE**  
Asst. Trainmaster - Road Foreman of Equipment  
Durango

**H. W. EGLEY**  
Chief Dispatcher  
Denver

# Denver and Rio Grande Western Railroad Company

## TIME TABLE OF THE COLORADO DIVISION

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

No.

# 1-A

EFFECTIVE AT 12:01 A. M.  
MOUNTAIN STANDARD TIME  
Sunday, April 16, 1961

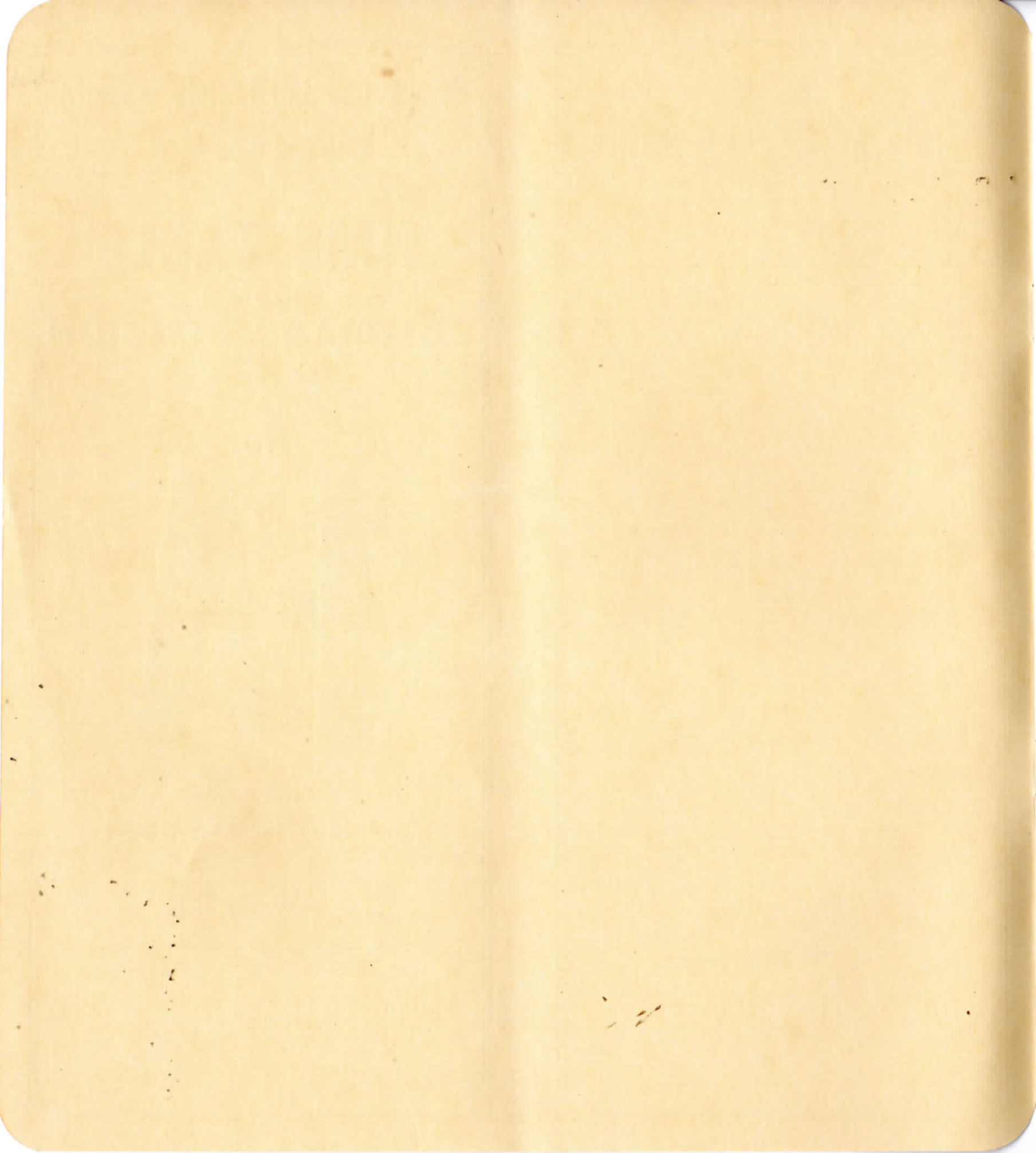
DESTROY ALL TIME TABLES  
OF PREVIOUS DATE

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

L. H. HALE  
Vice President and General Manager

C. V. COLSTADT  
Superintendent of Transportation

C. E. McENANY  
Superintendent



WESTWARD			MAIN LINE				EASTWARD			
SECOND CLASS			Sub-Division 8 STATIONS TIME-TABLE No. 1-A APRIL 16, 1961				SECOND CLASS			
	67 Freight		Mile Posts	Station Numbers		Miles from La Veta	Capacity of Siding		68 Freight	
	Leave Daily								Arrive Daily	
			118.9	7134	sb	PUEBLO U. D.	BJK	66.6	Yard	
			121.4	1136		2.5 MINNEQUA		64.1	Yard	
			122.9	1140		1.5 SOUTHERN JCT.	J	62.6		
				1151		10.6 Marnel				
				1153		8.5 Cedarwood				
				1156		6.4 Mustang				
				1158		5.2 Lascar				
				1165		10.7 Sandy				
			175.0			5.9 Walsenburg U. D.	DN	15.3	00	
			175.1			0.1 D. & R. G. W. JUNCTION		15.2	00	
	4 30 PM		175.2	1180		0.1 WALSENBURG	Y	15.1	Yard	7 35 AM
	5 05 PM		190.3	1550	x	15.1 LA VETA	BKY	0.0	Yard	7 05 AM
	Arrive Daily					(66.6)				Leave Daily

No. 67 is Superior to No. 68

Trains and engines between Southern Junction and a point 200 feet west of D&RGW Junction at Signal No. 1 Walsenburg, are operated under the Time-Table Rules and Regulations of Southern Division of Colorado & Southern Railway. See Time-Table Rule 2.

WESTWARD		LOMA BRANCH		EASTWARD		WESTWARD		EASTWARD	
		Sub-Division 8-A STATIONS TIME-TABLE No. 1-A APRIL 16, 1961				D. & R. G. W. Sub-Division 9 D. & R. G. W. - C. & S. JOINT LINE			
Mile Posts	Station Numbers					C.&S. M.P.			Station No.
176.0	1180	WALSENBURG				171.6	VIA JOINT LINE	WALSENBURG U. D.	
179.6	1194	3.6 PICTOU				171.7		0.1 D. & R. G. W. Junction	
180.0	1202	0.4 PACIFIC				179.6		7.9 Mayne	1303
181.1	1205	1.1 MAITLAND				187.3		7.7 Rugby	1318
182.5	1211	1.4 CARBONADO				190.8		3.5 Lynn	1350
183.7	1215	1.2 GORDON				197.9		7.1 Ludlow	1390
184.4	1217	0.7 SHUMWAY				206.2		8.3 Bowen	1416
184.7	1221	0.3 CALUMET NO. 2				211.3		5.1 A. T. & S. F. Crossing	
185.0		0.3 END OF TRACK				211.7		0.4 Trinidad Yard	
		(9.0)				212.1		0.4 D. & R. G. W. Crossing	
						212.4		0.3 TRINIDAD	1430
						212.6		0.2 D. & R. G. W. Yard	
								(41.0)	

Trains between Walsenburg Union Depot and Trinidad are operated under the time-table Rules and Regulations of C. & S. Railway.

**WESTWARD TRINIDAD - JANSEN EASTWARD**

Mile Posts	Station Numbers	STATIONS	
TIME-TABLE No. 1-A			
APRIL 16, 1961			
210.3	1430	RN	<b>TRINIDAD</b>
210.4			0.1 C. & S. CROSSING
210.6			0.2 A. T. & S. F. CONNECTION
212.4	1440		1.8 JANSEN
(2.1)			

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

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

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

**WESTWARD CREEDE BRANCH EASTWARD**

Mile Posts	Sub-Division 10-A		Miles from North Creede	Capacity of Siding	Station Numbers
STATIONS					
TIME-TABLE No. 1-A					
APRIL 16, 1961					
251.7	AS	<b>ALAMOSA</b>	BR	70.1	Yard 1590
262.5		10.8 PARMA		59.3	14 1604
266.1		3.6 ZINZER		55.7	76 1606
269.0	MV	2.9 MONTE VISTA	W	52.8	Yard 1612
272.9		3.9 TORRES		48.9	37 1616
282.8	De	9.9 DEL NORTE	Y	39.0	60 1624
288.9		6.1 HANNA		32.9	14 1628
291.9		3.0 GRANGER		29.9	20 1630
298.2		6.3 SOUTH FORK	W	23.6	21 1638
299.1		0.9 DERRICK	Y	22.7	Wye 1640
302.8		3.7 MASONIC PARK		19.0	1644
312.1		9.3 WAGON WHEEL GAP		9.7	11 1650
318.1		6.0 WASSON	Y	3.7	20 1654
320.7	Ji	2.6 CREEDE		1.1	Yard 1661
321.8		1.1 NORTH CREEDE			1670
(70.1)					

**WESTWARD MAIN LINE EASTWARD**

SECOND CLASS	Mile Posts	Sub-Division 10		Miles from Alamosa	Capacity of Siding	SECOND CLASS	Station Numbers
STATIONS							
TIME-TABLE No. 1-A							
APRIL 16, 1961							
<b>67</b> Freight						<b>68</b> Freight	
Leave Daily						Arrive Daily	
5 30 PM	190.3	X	<b>LA VETA</b>	BE	61.4	Yard	6 55 AM 1550
5 51	196.6		6.3 OCCIDENTAL		55.1	60	6 27 1560
6 13	201.9		5.3 CODO		49.8	41	6 05 1562
6 35	207.2		5.3 FIR	Y	44.5	79	5 43 1564
7 00	214.6		7.4 SIERRA	Y	37.1	68	5 08 1570
7 06	216.9		2.3 RUSSELL		34.8	14	5 03 1572
7 20	221.3		4.4 MORTIMER		30.4	60	4 49 1574
7 30	227.7	FT	6.4 FORT GARLAND	D	24.0	77	4 39 1576
7 38	232.4		4.7 BLANCA		19.3	68	4 31 1578
7 50	239.8		7.4 BALDY		11.9	20	4 19 1584
8 10 PM	251.7	AS	11.9 ALAMOSA	BE		Yard	4 01 AM 1590
Arrive Daily			(61.4)				Leave Daily

No. 67 is Superior to 68

**WESTWARD MAIN LINE EASTWARD**

Mile Posts	Sub-Division 11		Miles from Chama	Capacity of Siding	Station Numbers
STATIONS					
TIME-TABLE No. 1-A					
APRIL 16, 1961					
251.7	AS	<b>ALAMOSA</b>	BE	92.4	Yard 1590
257.0		5.3 HENRY		87.1	258G 31NG 3542
259.6		2.6 ESTRELLA		84.5	50SG 62NG 3544
266.2	JF	0.6 LA JARA	DW	77.9	Yard 3546
269.7		3.5 BOUNTIFUL		74.4	118G 14NG 3548
273.3		3.6 ROMEO		70.8	39SG 49NG 3555
280.3	NS	7.0 ANTONITO	DFWY	63.8	Yard 3557
299.4		19.1 BIG HORN	Y	44.7	28 3804
306.1		0.7 SUBLETTE	W	38.0	25 3806
310.5		4.4 TOLTEC		33.6	75 3808
318.4		7.9 OSIER	W	25.7	43 3808
324.8		0.4 LOS PINOS	W	19.3	46 3610
330.6		5.8 CUMBRES	WY	13.5	105 3614
332.2		1.6 COXO		11.9	18 3616
335.5		3.3 CRESCO	W	8.6	43 3812
340.0		4.5 LOBATO		4.1	28 3816
344.1	ch	4.1 CHAMA	BE		Yard 3820
(92.4)					

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

WESTWARD		MAIN LINE		EASTWARD		WESTWARD		SILVERTON BRANCH		EASTWARD	
Mile Posts	Sub-Division 12 STATIONS	Miles from Durango	Capacity of Siding	Station Numbers	Mile Posts	Station Numbers	Sub-Division 12-B STATIONS	Miles from Silverton	Capacity of Siding	Station Numbers	
TIME-TABLE No. 1-A						TIME-TABLE No. 1-A					
APRIL 16, 1961 *						APRIL 16, 1961					
344.1	ch CHAMA BK	107.4	Yard	3820	451.5	3880	DURANGO BJK	45.2	Yard		
	5.1						9.2				
349.2	WILLOW CREEK	102.3	17	3824	460.7	3708	TRIMBLE	36.0			
	4.8						1.8				
354.0	AZOTEA	97.5	32	3828	462.5	3710	HERMOSA W	34.2	13		
	9.5						6.6				
363.5	MONERO FW	88.0	63	3836	469.1	3713	ROCKWOOD Y	27.6	24		
	3.4						3.2				
366.9	AMARGO	84.6	30	3840	472.3	3716	TACOMA	24.4	18		
	2.6						11.7				
369.5	LUMBERTON Y	82.0	63	3842	484.0	3724	NEEDLETON W	12.7	13		
	3.8						6.5				
373.3	dy DULCE D	78.2	67	3846	490.5	3728	ELK PARK Y	6.2	14		
	4.4						6.2				
377.7	NAVAJO W	73.8	23	3848	496.7	3738	SILVERTON Y		Yard		
	9.0										
386.7	JUANITA	64.8	23	3818			(45.2)				
	3.7										
390.4	GATO WY	61.1	75	3820							
	13.2										
403.6	ARBOLES W	47.9	45	3826							
	7.4										
411.0	ALLISON	40.5	16	3830							
	3.3										
414.3	TIFFANY	37.2	33	3832							
	4.6										
418.9	LA BOCA W	32.6	28	3834							
	6.8										
425.7	ig IGNACIO D	25.8	62	3838							
	7.2										
432.9	OXFORD	18.6	10	3842							
	4.4										
437.3	FLORIDA W	14.2	30	3844							
	4.3										
441.6	FALFA	9.9	11	3848							
	7.5										
449.1	CARBON JCT. J	2.4	27	3854							
	2.4										
451.5	DG DURANGO BJK		Yard	3880							
	(107.4)										

WESTWARD		FARMINGTON BRANCH		EASTWARD	
Mile Posts	Sub-Division 12-A STATIONS	Miles from Farmington	Capacity of Siding	Station Numbers	
TIME-TABLE No. 1-A					
APRIL 16, 1961					
449.1	CARBON JCT. J	47.1	27	3854	
	8.3				
457.4	POSTA	38.8	13	3906	
	5.2				
462.6	BONDAD	33.6	15	3910	
	9.1				
471.7	CEDAR HILL	24.5	19	3958	
	4.2				
475.9	INCA	20.3	10	3962	
	5.9				
481.8	AZ AZTEC D	14.4	23	3964	
	5.7				
487.5	FLORA VISTA	8.7	16	3966	
	5.9				
493.4	SAN JUAN	2.8	71	3968	
	2.8				
496.2	FX FARMINGTON DWT		Yard	3972	
	(47.1)				

# Special Time-Table Rules

## Superseding General Rules and Regulations which are Inconsistent Therewith

### SUPERIORITY AND MOVEMENT OF TRAINS (See also Timetable Rule 4)

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

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

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

### CLEARANCE CARDS

2. All Southward trains will secure at **Pueblo Union Depot** or **Pueblo Yard** C&S clearance card, Form "A", and necessary train orders for movement Southern Junction to D&RGW Jct., **Walsenburg**.

C&S form of train orders and clearance cards will be used and issued over signature of D&RGW Superintendent on Southward Track; C&S Superintendent on Northward Track.

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

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

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

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

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

D&RGW trains may leave **Trinidad** and **Jansen** (Trinidad-Jansen train movements) without clearance card and will be governed by AT&SF Operating Rule 502. Trains must secure permission from control station by telephone nearest to signal which controls movement. When no operator on duty a member of crew will copy orders if so instructed by AT&SF dispatcher.

### TRAIN REGISTERS

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

3-A. Trains arriving or departing **Pueblo**, Sub-division 8, may register either at **Pueblo U.D.** or **Pueblo Yard**.

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

### 4. YARD LIMITS.

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

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

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

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

**Chama**—All tracks within Yard Limits.

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

### AIR BRAKE AND RETAINER OPERATION AND INSPECTION STOPS

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

5-C. Conductors will arrange for track behind last car to be observed at intervals while moving out of tracks and between stations for fresh wheel or other marks that may have been made by the train or cars being handled and take such action as circumstances may warrant.

### FIR TO SIERRA

5-D. On freight trains, if tonnage exceeds 1200 actual tons per unit with dynamic brake operative, beginning at head end of train, place ten retainers in 10 pound position, plus one additional retainer in 10 pound position for each 50 tons in excess of 1200 actual tons per unit.

### FIR TO LA VETA

5-E. On freight trains, if tonnage exceeds 900 actual tons per unit with dynamic brake operative, beginning at head end of train, place ten retainers in 10 pound position, plus one additional retainer in 10 pound position for each 50 tons in excess of 900 actual tons per unit.

5-F. Fir to Sierra, or Fir to La Veta, when dynamic brake is inoperative, retainers will be used in 20 pound position on all heavily loaded cars, and in 10 pound position on other loaded cars and every other empty car, alternated at inspection point. Eastward trains will make inspection stop at Occidental.

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

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

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

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

Westward trains on descending grade between **Falfa** and **Carbon Jct.**, use one retainer in 10-lb. position for each 100 actual tons in train.

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

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

#### RAILROAD CROSSING AT GRADE

6. Trains approaching the following crossing at grade, which is not protected by signals or derails, must stop at point designated by stop board and not proceed until it is known that track is clear. (See Rule 98)

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

7. OMITTED.

#### LIVESTOCK ATTENDANTS

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

#### OVERHEAD CLEARANCES

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

Sub-Division	Mile	Description	Track
8	119.3	C Street viaduct Pueblo	Main and sidings
8	119.5	Bridge 119.51	E & W Main
9	210.5	Bridge 210.54	Main
10	198.6	West Occidental Tunnel	
10	202.2	West Codo Tunnel	
10-A	287.1	East Hanna Wire Crossing	
10-A	306.4	East Wagon Wheel Gap Bridge 306.39	
11	280.2	Red Devil Coal loader Antonito	Main
11	311.3	West Toltec Mud Tunnel	
11	315.2	West Toltec Rock Tunnel	
11	343.6	East Chama Bridge 343.61	
12	377.5	East Navajo Bridge 377.52	
12	386.1	East Juanita Bridge 386.07	
12	387.7	West Juanita Bridge 387.67	
12	390.4	Gato Bridge 390.45	
12	404.1	West Arboles Bridge 404.07	
12	418.6	East La Boca Bridge 418.62	
12	437.0	East Florida Bridge 437.01	
12-A	496.2	Farmington Oil Loading Trestle	
12-B	452.4	West Durango Bridge 452.42	
12-B	477.81	West Tacoma Bridge 477.81	
12-B	489.88	East Elk Park Bridge 489.88	

#### TRAIN SPEEDS

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

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

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

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

10-C.	ZONE SPEEDS	Passenger Trains MPH SG	Freight Trains MPH SG
Sub-Division 8			
	Pueblo-La Veta (Except joint line).....	40	30
	Joint Line .....	58	45
Sub-Division 8-A			
	Within Yard Limits Jansen.....	10	10
Sub-Division 10			
	La Veta-MP 195 .....	35	20
	MP 195-Fir .....	20	15
	Fir-Sierra .....	20	18
	Sierra-MP 241 .....	45	40
	MP 241-Alamosa .....	35	30
Sub-Division 10-A			
	Alamosa-Hanna .....	30	30
	Hanna-Creede .....	20	20
	Curves 8° and over.....	20	18

10-C. (Cont'd) ZONE SPEEDS	Passenger Trains MPH		Freight Trains MPH	
	SG	NG	SG	NG
Sub-Division 11	SG	NG	SG	NG
Alamosa-Antonito .....	45	40	35	30
Antonito-Lava (MP 291) .....		40		25
Lava (MP 291)-MP 305 .....		30		18
MP 305-Cumbres .....		15		12
Cumbres-Chama .....		15		12
Curves 8 degrees and over .....		15		12
Cumbres-Antonito Snow Plow Trains.....		15		15
Snow Plow Trains Curves				
8 degrees and over .....		15		15
Over Bridge 319.95 .....		8		8
Over Bridge 339.78 .....		10		10
Sub-Division 12				
Chama-Durango .....		25		18
Curves 8 degrees and over .....		18		12
Sub-Division 12-A				
Carbon Jct.-Farmington .....		20		20
Curves 8 degrees and over .....		15		15
Sub-Division 12-B				
Durango-Silverton .....		20		15
Curves 8 degrees and over .....		15		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
Durango Yard between Continental Spur and station, westward.....		12		10
Trains handling one or more cars of pipe in open top equipment, including flat cars, will be governed by the following maxi- mum permissible speeds:				
Between Osier and Los Pinos.....				12
Between Chama and Durango.....				18
Between Durango and Farmington.....				18
All Sub-Divisions except where Zone Speed restrictions in certain territory require lower speed:				
In or out of turnouts.....	15	15	15	15
Over railroad crossings not Interlocked .....	25		20	
Maximum speed permissible in any service by various classes power and equipment as follows:				Miles Per Hour
Locomotives 540-547, 549-551.....				40
Locomotives 66-74, 100-119.....				50
Locomotives 5100-5113, 5200-5204, 5300- 5314, 5901-5954, 555-577 .....				65
Locomotives 120-123, 150-152 .....				60
Locomotives 600-601 .....				75
Locomotives 548, 552-554 .....				70
Locomotives 38-42 .....				25
Locomotives Class K-36, K-37, K-27, K-28				35
Locomotives running backward Sub-Divi- sions 11, 12, 12-A and 12-B (Applies only to K-36, K-37, K-27 and K-28 class power)				15
Locomotives 540-547, 549-551 when handled dead in train.....				40
Trains handling dead locomotives, side rods up .....				25
Dead locomotives with side rods all down				15
Dead locomotives with one pair wheels swinging .....				10
Clam Shells, Scale Test Cars, Pile Drivers moving on own wheels.....				25
Steam Derrick .....				35

10-C. ZONE SPEEDS—(Cont'd)	Miles Per Hour
Snow Plow X-67 (when handled in trains)	30
City ordinance speed limits are as follows:	
Walsenburg .....	15
Trinidad .....	15
Between M.P. 279.7 and 280.6 Antonito.....	12

### MEDICAL ATTENTION AND REPORTS

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

Dr. E. A. Hinds, Chief Surgeon  
3535 Cherry Creek No. Drive  
Denver 9, Colorado

C. N. Caldwell, M.D. .... Pueblo  
F. W. Barrows, M.D. .... Pueblo

**11-A. Suggested hospitals for the care of injured passengers are located as follows, but when expedient, any hospital may be used:**  
St. Mary's-Corwin..... Pueblo

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

F. W. Barrows..... Pueblo  
C. N. Caldwell..... Pueblo  
J. F. Gentry..... Pueblo  
W. L. Ingram..... Pueblo  
A. Demshki (ear, nose, throat)..... Pueblo  
E. B. Ley..... Pueblo  
T. A. Gunter (Dentist)..... Pueblo  
W. M. Lewallen, Jr..... Pueblo  
T. C. Philippus..... Pueblo  
A. D. Potestio (Dentist)..... Pueblo  
H. S. Rusk (eye, ear, nose, throat)..... Pueblo  
L. L. Ward..... Pueblo  
R. L. McKittrick..... Pueblo  
H. T. Law..... Pueblo  
J. S. Norman..... Pueblo  
F. C. Tice..... Pueblo  
J. R. Williams..... Pueblo  
J. M. Lamme, Jr..... Walsenburg  
E. K. Carmichael..... Trinidad  
Sidney Anderson..... Alamosa  
R. B. Bradshaw..... Alamosa  
S. D. Nichols..... Alamosa  
J. W. Ruddell..... Alamosa  
J. D. Davies (eye, ear, nose, throat)..... Alamosa  
J. R. Hurley..... Alamosa  
F. A. Rechnitz..... Alamosa  
D. R. Strong (Dentist)..... Alamosa  
V. V. Anderson..... Del Norte  
E. J. Zayac..... Del Norte  
H. M. Rupp..... Del Norte  
G. R. Davis..... Antonito  
J. I. Dunham..... Chama  
C. S. Dudley (Dentist)..... Durango  
P. W. Luter..... Durango  
F. M. Murray..... Durango  
L. B. McCarty..... Aztec



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

St. Mary's—Corwin.....	Pueblo
Parkview Episcopal.....	Pueblo
Lamme Hospital.....	Walsenburg
Mt. San Rafael.....	Trinidad
Community.....	Alamosa
St. Joseph's.....	Del Norte
Mercy.....	Durango

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

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

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

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

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

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

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

## CONDITIONAL STOPS

12. OMITTED

13. SPRING SWITCHES—OMITTED

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

### SUB-DIVISION 8

Miles from Denver	Points
119.4	Trailing
120.7	Trailing
121.3	Facing
121.9	Trailing
122.7	Trailing

## WATER TANKS OR CRANES BETWEEN STATIONS

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

## AUXILIARY LINES

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

## HEADLIGHTS OF DIESEL LOCOMOTIVES

16. Headlight of diesel locomotives must be kept burning when in road service except when necessary to comply with Operating Rules.

## HANDLING OF UNRULY PASSENGERS

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

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

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

## DESIGNATION OF TRACKS — POSITION OF SWITCHES — RESTRICTION OF TRACK

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

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

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

In case of poor visibility during daylight hours, red 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.

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

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

#### 18-F. Tracks Not Shown As Stations in Time Table

LOCATION		NAMES	Station Numbers	Car Capacity	Switch Connections
Sub-Division	Miles				
8	126.5	Sonora Spur Chamblin	1142	100	East End West End
	146.9		1155	3	
8-A	180.7	Champion	1202	15	East End
10	208.1	Simm's Spur	1565	7	East End
10-A	267.0	S. L. C. Jct. Continental Oil Evansville Gerrard	1612	7	West End Both Ends Both Ends
10-A	268.3		1610	2	
10-A	280.8		1623	17	
10-A	296.3		1632	20	
11	256.0	La Fruto Hartner	3541	7	Both Ends Both Ends
11	257.4		3543	5	
12	385.9	Mill Track	3617	20	Both Ends

#### DOUBLEHEADING AND PLACING OF HELPER AND DEAD LOCOMOTIVES IN TRAIN

19. When one unit FT, F-3, F-7 or F-9 is used to doublehead another locomotive in freight service, the single unit locomotive must be placed behind the other locomotive.

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

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

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

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

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

19-E. K-27 or K-28 class locomotives must not be double-headed over **Bridges 452.42, 471.23, 477.81 and 489.88** on Subdivision 12-B. Locomotives of the classes listed must not be operated over these bridges unless separated by at least one hundred feet and this separation should consist of lightly loaded equipment. It is not permissible to operate two of these locomotives over these bridges with only a flanger between them.

19-F. When second locomotive is used on trains of over 1400 adjusted tons on Subdivision 11 between **Antonito** and **Cumbres**, second locomotive must be cut into train.

Trains must not be doubleheaded on descending grade movements **Cumbres to Alamosa, Cumbres to Chama, Chama to Gato** and **MP 443** (just west of Falfa) to **Carbon Jct.**, except that in snow service trains may be doubleheaded when authorized by Chief Dispatcher.

19-G. Cars placarded "Rear End", or "Handle on Rear of Train Only", and other cars designated as rear enders must be trained behind helper, or helpers, when such helpers are on rear of train.

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

19-I. Coupler must be blocked on SD-7 and SD-9 units when used behind other type units in helping service.

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

X-cars in X-3800-3867 series assigned to Store Department, Company Material Service, must not be handled more than 20 cars ahead of rear end of train.

19-K. Riding, getting on or off scale test car while same is in motion is prohibited.

#### JOINT OPERATIONS

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

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

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

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

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

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

#### MISCELLANEOUS

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

21-A. When RS-3, GP-7, GP-9, SD-7 or SD-9 locomotives are being operated together, or coupled with other units, or when "A" units of "FT" locomotives are being operated coupled between other units, and an alarm sounds, trains will be stopped and units given inspection, when necessary.

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

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

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

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

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

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

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

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

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

### SIGNAL MAINTAINERS

Pueblo Maintainer also has signals on Missouri Pacific R.R. and Southern Jct.

### Open Hours Of Train Order Offices

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

### FOLLOWING ARE LEGAL HOLIDAYS:

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

### WATCH INSPECTORS

W. H. Pettyjohn.....Pueblo  
 W. Bert Farabee.....Pueblo  
 Harding Bullock Jewelry.....Pueblo  
 R. W. Gritz.....Walsenburg  
 Jones Jewelers.....Alamosa  
 Miller Jewelry Co.....Durango

### SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.	Hour	Mins.	Sec.	Hour	Mins.	Sec.	Hour
—	36	100	—	58	62.6	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.2	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	30	24.0
—	51	70.6	1	26	41.9	2	45	21.8
—	52	69.2	1	28	40.9	3	—	20.0
—	53	67.9	1	30	40.0	3	30	17.1
—	54	66.6	1	32	39.1	4	—	15.0
—	55	65.5	1	34	38.3	5	—	12.0
—	56	64.2	1	36	37.5	6	—	10.0
—	57	63.2	1	38	36.8			

# Adjusted Tonnage Ratings and Car Limits

FROM	TO	Class F-9 GP-9 5771-5774 incl. 5901-5954 incl.	Class FT F-7 RS-3 GP-7 5401-5474 incl. 5491-5514 incl. 5551-5764 incl. 5200-5204 incl. 5100-5113 incl.	Class F-3 5521-5544 incl.	Class SD-7 SD-9 5300-5304 incl. 5305-5314 incl.	Adjust- ment Factor
		Tons	Tons	Tons	Tons	Tons
Pueblo.....	Minnequa.....	1500	1390	975	2030	4
Minnequa.....	Walsenburg.....	1825	1700	1250	2600	6
Walsenburg.....	La Veta.....	1200	1110	875	1800	4
La Veta.....	Fir.....	550	515	390	900	2
Alamosa.....	Russell.....	1925	1800	1500	2600	5
Russell.....	Sierra.....	1300	1200	900	2000	4
Sierra.....	Fir.....	755	700	550	1100	3
Walsenburg.....	Trinidad.....	2025	1700		2025	5
Trinidad.....	Walsenburg.....	2025	1700		2025	5

All Tonnage ratings shown are based on single units.

Tonnage will be figured according to number of units used.

Where different classes of units are used on a train, either as train locomotive or as helper, the rating of the lowest rated unit will govern the rating of all units on that train.

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

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

Cumbres to Antonito—70 cars.

Narrow gauge territory—On 4% descending grade:

Coal or other heavy loads—40 cars.

Stock or other light loads—45 cars.

Empties or mixed loads and empties—60 cars.

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

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

90 loaded cars.

100 loads and empties mixed.

100 empties.

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

**AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY**  
OVERSPEED Couplings are **DAMAGING** — Here's what happens:

4 miles per hour

5 miles per hour  —

6 miles per hour  —

7 miles per hour  —

8 miles per hour  —

9 miles per hour  —

10 miles per hour  —

**SAFE COUPLING SPEED**

Damage begins

2½ times as damaging as 4 MPH

3 times as damaging as 4 MPH

4 times as damaging as 4 MPH

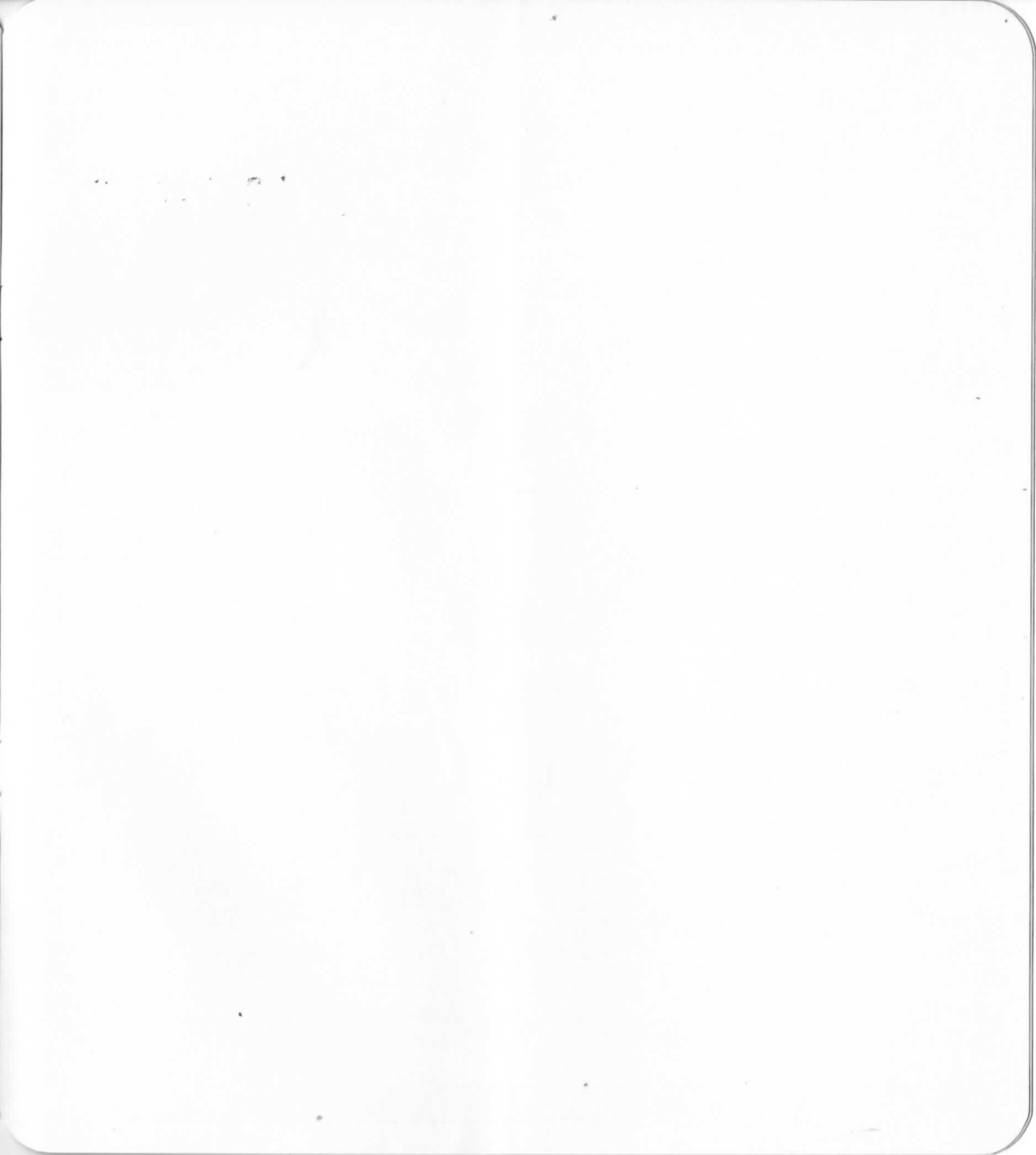
5 times as damaging as 4 MPH

6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR — A BRISK WALK.**

**HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.**

**IT'S EVERYBODY'S JOB**



Adjusted Passage Rates and Car Loads

Line	Adjusted Passage Rate	Car Loads
1	1.00	1.00
2	1.00	1.00
3	1.00	1.00
4	1.00	1.00
5	1.00	1.00
6	1.00	1.00
7	1.00	1.00
8	1.00	1.00
9	1.00	1.00
10	1.00	1.00
11	1.00	1.00
12	1.00	1.00
13	1.00	1.00
14	1.00	1.00
15	1.00	1.00
16	1.00	1.00
17	1.00	1.00
18	1.00	1.00
19	1.00	1.00
20	1.00	1.00
21	1.00	1.00
22	1.00	1.00
23	1.00	1.00
24	1.00	1.00
25	1.00	1.00
26	1.00	1.00
27	1.00	1.00
28	1.00	1.00
29	1.00	1.00
30	1.00	1.00
31	1.00	1.00
32	1.00	1.00
33	1.00	1.00
34	1.00	1.00
35	1.00	1.00
36	1.00	1.00
37	1.00	1.00
38	1.00	1.00
39	1.00	1.00
40	1.00	1.00
41	1.00	1.00
42	1.00	1.00
43	1.00	1.00
44	1.00	1.00
45	1.00	1.00
46	1.00	1.00
47	1.00	1.00
48	1.00	1.00
49	1.00	1.00
50	1.00	1.00

Line	Adjusted Passage Rate	Car Loads
51	1.00	1.00
52	1.00	1.00
53	1.00	1.00
54	1.00	1.00
55	1.00	1.00
56	1.00	1.00
57	1.00	1.00
58	1.00	1.00
59	1.00	1.00
60	1.00	1.00
61	1.00	1.00
62	1.00	1.00
63	1.00	1.00
64	1.00	1.00
65	1.00	1.00
66	1.00	1.00
67	1.00	1.00
68	1.00	1.00
69	1.00	1.00
70	1.00	1.00
71	1.00	1.00
72	1.00	1.00
73	1.00	1.00
74	1.00	1.00
75	1.00	1.00
76	1.00	1.00
77	1.00	1.00
78	1.00	1.00
79	1.00	1.00
80	1.00	1.00
81	1.00	1.00
82	1.00	1.00
83	1.00	1.00
84	1.00	1.00
85	1.00	1.00
86	1.00	1.00
87	1.00	1.00
88	1.00	1.00
89	1.00	1.00
90	1.00	1.00
91	1.00	1.00
92	1.00	1.00
93	1.00	1.00
94	1.00	1.00
95	1.00	1.00
96	1.00	1.00
97	1.00	1.00
98	1.00	1.00
99	1.00	1.00
100	1.00	1.00

Line	Adjusted Passage Rate	Car Loads
101	1.00	1.00
102	1.00	1.00
103	1.00	1.00
104	1.00	1.00
105	1.00	1.00
106	1.00	1.00
107	1.00	1.00
108	1.00	1.00
109	1.00	1.00
110	1.00	1.00
111	1.00	1.00
112	1.00	1.00
113	1.00	1.00
114	1.00	1.00
115	1.00	1.00
116	1.00	1.00
117	1.00	1.00
118	1.00	1.00
119	1.00	1.00
120	1.00	1.00
121	1.00	1.00
122	1.00	1.00
123	1.00	1.00
124	1.00	1.00
125	1.00	1.00
126	1.00	1.00
127	1.00	1.00
128	1.00	1.00
129	1.00	1.00
130	1.00	1.00
131	1.00	1.00
132	1.00	1.00
133	1.00	1.00
134	1.00	1.00
135	1.00	1.00
136	1.00	1.00
137	1.00	1.00
138	1.00	1.00
139	1.00	1.00
140	1.00	1.00
141	1.00	1.00
142	1.00	1.00
143	1.00	1.00
144	1.00	1.00
145	1.00	1.00
146	1.00	1.00
147	1.00	1.00
148	1.00	1.00
149	1.00	1.00
150	1.00	1.00

Line	Adjusted Passage Rate	Car Loads
151	1.00	1.00
152	1.00	1.00
153	1.00	1.00
154	1.00	1.00
155	1.00	1.00
156	1.00	1.00
157	1.00	1.00
158	1.00	1.00
159	1.00	1.00
160	1.00	1.00
161	1.00	1.00
162	1.00	1.00
163	1.00	1.00
164	1.00	1.00
165	1.00	1.00
166	1.00	1.00
167	1.00	1.00
168	1.00	1.00
169	1.00	1.00
170	1.00	1.00
171	1.00	1.00
172	1.00	1.00
173	1.00	1.00
174	1.00	1.00
175	1.00	1.00
176	1.00	1.00
177	1.00	1.00
178	1.00	1.00
179	1.00	1.00
180	1.00	1.00
181	1.00	1.00
182	1.00	1.00
183	1.00	1.00
184	1.00	1.00
185	1.00	1.00
186	1.00	1.00
187	1.00	1.00
188	1.00	1.00
189	1.00	1.00
190	1.00	1.00
191	1.00	1.00
192	1.00	1.00
193	1.00	1.00
194	1.00	1.00
195	1.00	1.00
196	1.00	1.00
197	1.00	1.00
198	1.00	1.00
199	1.00	1.00
200	1.00	1.00

Line	Adjusted Passage Rate	Car Loads
201	1.00	1.00
202	1.00	1.00
203	1.00	1.00
204	1.00	1.00
205	1.00	1.00
206	1.00	1.00
207	1.00	1.00
208	1.00	1.00
209	1.00	1.00
210	1.00	1.00
211	1.00	1.00
212	1.00	1.00
213	1.00	1.00
214	1.00	1.00
215	1.00	1.00
216	1.00	1.00
217	1.00	1.00
218	1.00	1.00
219	1.00	1.00
220	1.00	1.00
221	1.00	1.00
222	1.00	1.00
223	1.00	1.00
224	1.00	1.00
225	1.00	1.00
226	1.00	1.00
227	1.00	1.00
228	1.00	1.00
229	1.00	1.00
230	1.00	1.00
231	1.00	1.00
232	1.00	1.00
233	1.00	1.00
234	1.00	1.00
235	1.00	1.00
236	1.00	1.00
237	1.00	1.00
238	1.00	1.00
239	1.00	1.00
240	1.00	1.00
241	1.00	1.00
242	1.00	1.00
243	1.00	1.00
244	1.00	1.00
245	1.00	1.00
246	1.00	1.00
247	1.00	1.00
248	1.00	1.00
249	1.00	1.00
250	1.00	1.00

