COMPANY MEDICAL EXAMINERS

W.	817 Majestic Bldg., 16th and Broadway Denver, Colo. Resider	Telephone		7623 0637
	J. G. WOLF, Local Surgeon	Pueblo	Colo.	
	C. E. EARNEST, Oculist and Aurist	Pueblo,	Colo.	
	W. S. CHAPMAN, Local Surgeon	.Walsenburg,	Colo.	
	P. G. MATHEWS, Local Surgeon	.Walsenburg,	Colo.	
	W. A. MERRITT, Local Surgeon	Aguilar,	Colo.	
	M. F. SMITH, Telephone 820, Local Surgeon	Trinidad,	Colo.	
	C. O. McCLURE, Telephone 733-J, Local Surgeon	Trinidad,	Colo.	
	L. T. RICHIE, Telephone 163, Oculist	Trinidad,	Colo.	
	J. M. WELLMAN, Local Surgeon	. Des Moines, I	N. M.	
	D. C. DANIEL, Local Surgeon	Clayton, I	N. M.	

WATCH INSPECTORS

HANSEN & HANSEN, General Time Inspectors 1628 17th St., Denver, Colo.

E. W. KRIER, Walsenburg, Colo. CHEEK JEWELRY CO., Pueblo, Colo.

RHOADES-HARBRIDGE CO. Trinidad, Colo.

R. A. CALDWELL, Clayton, N. M.

- J. D. WALKER
 General Manager
 Denver, Colo.
- H. W. TOTTEN
 Trainmaster
 Trinidad, Colo.
- G. B. HOOVER
 Superintendent Transportation
 Denver, Colo.
- E. P. STINE Superintendent Denver, Colo.

The Colorado and Southern Railway Company

TABLE OF THE SOUTHERN DIVISION NO. 37

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

SUNDAY, MARCH 11, 1945

DESTROY ALL TIME TABLES OF PREVIOUS DATE

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

Minnegua and Trinidad Subdivision

SOUTHERN DIVISION

TIME TABLE No. 37

EFFECTIVE MARCH 11, 1945

	UTHWA			l	l		T			NO	RTHW	ARD
	RST CLA			E	Ę		Ca	pacity of	·		RST CLA	
Daily Passenger	Dally Passenger	Daily Passenger	Signs	9.0 2	5 5	STATIONS	<u> </u>		Office Open	Dally Passenger	Dally Passenger	Daily Passenger
115 D.&R.G.W.	7	1	_	Distance from Pueblo	Distance from Denver	•	Sidinas	Other		116 D.&R.G.W.	2	8
	P.M. 10.30	P.M. 3.30	B.C.K.O.R. T.W.Y.Yd.	0.0	118.5	PUEBLO			Continuous		A.M. 5-36	P.M. 8·15
	10.30		Tra			seble and Minnequa are governed by rules and time tal	ble of	A. T.		<u> </u>	3.30	0.10
	P.M. L10.41	P.M. 3.40	R.W.Yd.	4.1	122.6	MINNEQUA			Continuous		A.M. A 5.26	P.M. A 8.03
P.M. L11.40	10.45	3.43	R.Yd.	5.8	124.3	SOUTHERN JCT.			3:30 p.m. to 7:30 p.m. 8:30 p.m. to 12:30 a.m.	A.M. A 2.10	5.23	7.59
f11.58	. 11.05	3.58	F.	16.5	135.0	MARNEL	8 6	0	No Office	f 1.52	5.09	7.44
A.M. f12.13	f11.25	4.08	F.W.	24.9	143.4	CEDARWOOD	N 6	3 2 6	No Office	f 1.39	4.59	f 7.32
f12.25	f11.35	4.15	F.	31.8	150.3	MUSTANG	N 6	8	No Office	f 1.25	4.51	f 7.21
f12.32	11.43	4.20	F.	36.3	154.8	LASCAR	N 6	8	No Office	f 1.17	4.45	f 7.15
f12.50	1,1,59	4.32	F.	47.4	165.9	SANDY	S 6	2	No Office	f12.57	4.32	7.02
A 1.00 A.M.	s12.24	s 4.40	B.C.K.R. W.Y.Yd.	53.1	171.6	WALSENBURG	Yar	i 410	Continuous	L12.45 A.M.	8 4.24	s 6.49
			Yd.	53.2	171.7	D. & R. G. W. JUNCTION						
	12.32	4.48	F.	57.3	175.8	WINCHELL	. 8	32	No Office		4.13	6.37
	f12.38	4.53		61.1	179.6		. 7	84	8:30 a.m. to 12:01 p.m. 1:01 p.m. to 5:30 p.m.		4.08	f 6.32
	f12.42		F.	63.7	182.2	MONSON	<u>. </u>	45	No Office			f 6.28
	12.46	4.59	F.	66.3	184.8	BUNKER HILL	. 7	3 41	No Office		4.01	6.25
	f12.52	5.03	F.Y.Yd.	68.8	187.3	RUĞBY	. 7	9 49	No Office		3.57	f 6.21
	112.57	5.07	F.W.Yd.	72.2	190.7		. 7	71	See Footnote		3.53	s 6·17
			F.Yd.	72.8	191.3	AČME	<u>. </u>	_	No Office			
	f 1.06	5.14	в. Ү.	79.4	197.9	LUDLOW	. 5	266	9:00 a.m. to 12:01 p.m. 1:01 p.m. to 6:00 p.m.		3.45	s 6.05
	1.14	5.20	F.	84.1	202.6		. 7	53	No Office		3.39	5.56
				85.8	204.3		<u>. </u>	46	No Office			
	1.20	5.25	F	87.7	206.2	5, 1————————————————————————————————————	<u> </u>	27	No Office		3.34	5.50
				92.8	211.3		1)	_				
	1.31	5.32	B.C.K.O.R. T.W.Y.Yd.	93.2	211.7		_1 -	7 742	Continuous		3.26	5.40
			Yd,	93.6	212.1	D. & R. G. W. CROSSINGS(Grade-Gate	2)	_				
	A 1.35 A.M.		B.K.R.Yd.	93.9	212.4	TRINIDAD	. 1	3	12:01 p.m. to 8:00 p.m. 9:30 p.m. to 5:30 a.m.		L 3.23	
Daily	Daily	Dally				· 93.9	_			Dally	Dally	Daily
1:20 35.5	2:54 3 1.0	1:55 46.8				SCHEDULE TIME AVERAGE MILES AN HOUR	:			1:25 33.4	2:03 43.8	2:28 36.4

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

EXTRA TRAINS AND YARD ENGINES MUST CLEAR THE TIME OF NO. 1 AND NO. 2 NOT LESS THAN 10 MINUTES.

Double track between Southern Jct. and D. & R. G. W. Junction, $600\ \text{feet}$ south of Walsenburg passenger station.

Automatic Block System in effect between end of double track Walsenburg and A. T. & S. F. Crossing, Trinidad Yard.

SOUTHERN JUNCTION—Schedule time and train orders apply at crossover switch. Trains must come to full stop to clear crossovers 200 feet. Except trains may pass stop boards, also pass through the crossover, if properly lined, without stopping, during the hours an operator is on duty, provided the operator gives approaching train a proceed signal with yellow flag by day or yellow light by night. Operator is responsible for switches handled.

Southward first-class trains only, will register.

No. 1 will register when instructed to do so by train dispatcher.

No. 7 and No. 115 will register by ticket when operator is on duty.

Position of switches: Northward track set against D. & R. G. W. trains; Southward track set against C. & S. trains.

WALSENBURG—Spring switches at end of double track and D. & R. G. W. Junction.

Freight trains may register at Walsenburg by ticket.

Nos. 1, 2, 115 and 116 will register at Walsenburg by ticket.

Time of southward trains at Walsenburg applies at end of double track.

LIME JCT.-Crossover at M. P. 127.98.

FURMAN—Crossover at M. P. 130.3.

BROOKS—Crossover at M. P. 138.8.

D. & R. G. W. JUNCTION, ROUSE BRANCH-M. P. 182.12.

No. 7 and No. 8 will stop at stations other than flag and station stops shown, to discharge revenue passengers.

Agent Aguilar meets No. 8 at Lynn daily except Sunday.

No. 8 stop at Lynn Sunday on flag.

No. 8 will stop to exchange mail at Lascar when train is two or more hours late.

C. & S. E. R. R. will use C. & S. Ry tracks between Ludlow and Trinidad Yard.

Trinidad and Sixela Subdivision

SOUTHERN DIVISION

TIME TABLE No. 37

EFFECTIVE MARCH 11, 1945

SOUTHWA						Сарас	ity of			RTHWA	
FIRST CLA	SS Dally	Signs	E_	mo.	STATIONS			Office Open	Daily	RST CLA	155
	Passenger		Distance from Trinidad	listance from Denver		85	Other Tracks	Ошос Орон	Passenger	Passenger	
7	1		Dist	Dist D		Sidings	-to		2	8	
L 2.00	P.M. L 5.45	B.K.R.Yd.	0.0	212.4	TRINIDAD	18		12:01 p.m. to 8:00 p.m. 9:30 p.m. to 5:30 a.m.	A,M, A 3.13	P.M. 5.10	
		Yd,	0.2	212.6	D. & R. G. W. JUNCTION						
2.12	5.56	F.	7.1	219.5	BESHOAR.	78	20	No Office	3.03	4.58	
2.21	6.02	F.	12.0	224.5	OAKTON	58		No Office	2.56	4.50	
f 2.28	6.07	F.	15.8	228.2	GARCIA	29		No Office	2.50	f 4.44	
2.43	6.14	F.	20.7	233.1	BARELA	80	19	No Office	2.43	4.37	
f 2.56	6.24	F.	28.0	240.4	ABEYTA	21		No Office	2.31	f 4.25	
3.08	6.30	F.W.	32.9	245.3		78	5	No Office	2.24	4.17	
s 3.21	6.36		37.9	250.3	TRINCHERE	31	29	9:00 a.m. to 5:00 p.m. 9:00 p.m. to 5:00 a.m.	2.17	s 4.10	
f 3.34	6.45	F.W.	44.8	257.2	6.9 WATERVALE	75	3	No Office	2.07	f 4.00	
s 3.45	6.52		49.8	262.2	BRANSON.	60	18	2:45 p.m. to 5:45 p.m. 6:45 p.m. to 11:45 p.m.	2.00	s 3.51	
4.01	7.05	F.	58.8	271.2	AĽPS	84	8	No Office	1.47	3.33	
4.11	7.13	F.	64.2	276.6		36		No Office	1.38	3.24	
8 4.28	7.21	C.W.	69.7	282.1	FOLSOM	84	61	Continuous	1.30	s 3.14	
s 4.48	7.35	Υ.	79.9	292.3	DES MOINES	45	86	9:00 a.m. to 5:00 p.m. 10:00 p.m. to 6:00 a.m.	1.17	s 2.47	
f 4.58	7.44	F.W.	87.1	299.5		75	7	No Office	1.07	f 2.34	
5.08	7.52	F.	94.6	307.0	STAUNTON	61	9	No Office	12.58	2.21	
s 5.16	7.56	F	98.6	311.0	GRENVILLE	37	32	No Office	12.53	s 2.14	
s 5.29	8.06	₩.	107.3	319.7		7 8	31	8:45 a.m. to 11:30 a.m. 12:30 p.m. to 5:45 p.m.	12.43	s 2.00	
5.41	8.16	F.	117.0	329.4	ROYCE.	50	6	No Office	12.31	1.44	
s 6.00	8 8.28	w.	125.1	337.5	CLAYTON	59	61	5:45 a.m. to 1:45 p.m. 5:00 p.m. to 1:00 a.m.	812.21	s 1.26	
A 6.17	A 8:40	Yd.	134.5	346.9				No Office	L12.10	L 1.13	
i A.M.	F.IVI.	Trair	ns betw	een Si	xela and Texline are governed by rules and time table	of F.	W. &	D. C. Ry.			
6.20 A.M.	8.42 P.M.	B.C.K.R. T.W.Yd.	135.8	348.2	TEXLINE	Yard		Continuous	12.08 A.M.	1.10 P.M.	
Daily	Dally				135.8				Daily	Daily	
4:17 31.4	2:55 46.1				SCHEDULE TIMEAVERAGE MILES AN HOUR				3:03 43.0	3:57 34.0	

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

EXTRA TRAINS AND YARD ENGINES MUST CLEAR THE TIME OF NO. 1 AND NO. 2 NOT LESS THAN 10 MINUTES.

MINNEQUA AND TRINIDAD SUBDIVISION TIME TABLE GOVERNS ALL TRAIN MOVEMENTS BETWEEN TRINIDAD AND TRINIDAD YARD. (See Special Instruction D.)

No. 7 and No. 8 will stop at stations other than flag and station stops shown, to discharge revenue passengers.

Wilson water tank located at M. P. 260.4.

SPECIAL INSTRUCTIONS

General Foreman	. G .	M. Mitchell, Trinidad
Road Foreman		R. E. Hansen, Denver
Road Foreman		C. E. Speas, Trinidad
Chief Dispatcher	E. (Soodpasture, Trinidad

TRAIN DISPATCHERS-TRINIDAD

H. J. Schiff, Sr.	J. Ferri
W. E. Oliver	R. M. Slane
K. E. Mathias	H. J. Schiff, Jr.

- Conductors must report from first available point of communication, storms or conditions that may make track unsafe, and will tie up their trains when in their judgement it is unsafe to proceed.
- 2. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgment of the signal, sound two long blasts of the whistle as provided in Rule 14 (B).
- 3. When, under Rule 951, operators are instructed to handle switches for a train, they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.
- 4. Under Rule 103, when cars are pushed by an engine over public crossing at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the lead car is equipped with extension hose with air signal whistle in charge of a member of the crew to control the backward movement and sound crossing warning signal (14-L).

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the superintendent and chief dispatcher.

- 5. Under Rule 93, trains handling occupied Company Service Cars or carrying caretakers must be protected as prescribed by Rule 99.
- 6. Rule 91 is modified to read: "Unless some form of block signals is used, trains in the same direction must keep at least 10 minutes apart, except in closing up at stations".
- 7. When occupied Company Service Cars are set out at a station, or on a track between stations, or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher from the first available point of communication, giving information as to the track on which the occupied Company Service Cars were left.

Under Rule 908, trains will be notified of occupied Company Service Cars when such cars occupy sidings or station tracks used as sidings.

- 8. When blue flag is used on passenger train, it will be placed on the engineer's side of train in the marker bracket on the head end of the head car.
- 9. Modifying the first paragraph of Rule 959, the standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fusees, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fusees and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of Diesel-electric motors.

On Gas-Electric motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applies to flagging equipment on engines or motors, and that part of the tenth paragraph of Rule 920 reading "Normal supply for engines, 3 fusees and 6 torpedoes".

In freight and mixed train service the front brakeman is responsible with the engineman for knowing that in the cab of engine or motor, there is the prescribed flagging equipment.

10. Rule 1078, is modified as follows:

"Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required, and the movements and the rights of trains using them. Be constantly on the watch for approaching trains, and be sure that the proper signal is shown to each, switch tenders using yellow flag by day and yellow light by night."

11. Rule 914 is modified to read one mile instead of 3,000 feet.

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

12. Derricks, steam shovels, ditchers, draglines, rail loaders, and other similar equipment loaded on flat or other open-top cars with booms connected and handled in freight or mixed trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate

stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

When this equipment is moving in freight or mixed trains upon its own wheels, the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam wrecking derricks and bridge derricks, having specially designed idler cars, are excepted from requirements of this rule.

- 13. 2-8-2 or heavier class engines must not be used as helpers behind caboose. Such engines must be used on head end or coupled in ahead of caboose. When 600 or lighter class engines are used to double-head they must be coupled ahead of 2-8-2 or heavier class engines.
- 14. Conductors in all classes of service will, when practicable, compare time with enginemen before leaving initial station.
- 15. Rule 919 is modified to permit the use of a white electric lantern. The red lantern must be oil burning.
 - 16. Trains must be identified at meeting or waiting points.
- 17. Spring Switches are designated by a round target bearing the letter S. Facing point movements over spring switches are protected by automatic home block signal. When signal indicates "Stop" trains may proceed on hand signal after switch has been examined and points found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing, the switch points must be cleared before trailing move is made through switch. When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand, it must be closed by hand. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized.
- 18. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.
- 19. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication, except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.
- 20. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance, must be handled next to engine when practicable.
- 21. The night signals to be used under Rule 906 are modified as follows: Hot journals—Stop signal followed by lamp swung in small vertical circle. Brakes sticking—Stop signal followed by lamp in sliding movement out from body.
- 22. RAILROAD CROSSINGS. Trains or engines must stop not less than 200 feet nor more than 800 feet from grade railway crossings, except when an interlocking system or gates are in use, and not proceed until track is known to be clear and whistle signal 14-b is sounded.

Trains or engines must approach grade railway crossings protected by gates prepared to stop, unless track is known to be clear, gate is in proper position and signals indicate proceed. Crossing gates must be left locked in normal position after being used.

Normal position of gates D. & R. G. W. crossings Trinidad will be against D. & R. G. W.

- 23. In non-automatic block signal territory, a train passed by a troop train at a closed or no office station, must wait ten minutes and then proceed at restricted speed to the next open station.
- 24. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate line-up; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep a sharp lookout for track cars and use the whistle freely.
- 25. The application of the second paragraph of Rule 211 to the middle order at a meeting or waiting point as prescribed by Rule S-208 will be as follows:
- "Under the second paragraph of Rule S-208, 'if practicable' means if the office is open.
- "If the train to receive the middle order is on the main track it will be stopped before delivery of the middle order, if partially or wholly on the siding, the train will not be stopped before delivery of the middle order.

SPECIAL INSTRUCTIONS—Continued

"Where the middle order is placed at a waiting point the train will be stopped if the time restriction is still in effect; if the time is later than the time named in the wait at that station and the order has not yet been annulled by dispatcher, it may be delivered without stopping the train."

26. Rule 1314 is modified as follows:

"On passenger trains, at points where only the engine or train crew is changed, but no angle cock turned, the incoming engineman must apply the train brakes with a fifteen pound brake pipe reduction immediately after stopping and without waiting for a signal; the outgoing engineman will release the brakes upon receiving the proper release signal. Trainman must see that the brakes are applied on the rear car, then signal the engineman to release with the communicating signal from the rear car; after the brakes on the rear car are seen to be released, he will signal the engineman with one blast of the communicating signal."

27. Rule 1047 is modified as follows:

"Assist passengers, especially women, children and infirm persons, in entering and leaving cars, or in passing from one car to another, giving special attention to their safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are opened and closed, as convenience and safety require. Do not leave the gates or car platforms untitarin has cleared the station platform. While the train is waiting at a station, remain at the car steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use step boxes where necessary."

28. The headlight of diesel and gas-electric engines must be burned dim during daylight hours when in road service.

29. Red fusees will be used only in complying with the requirements of Rule 99 or for emergency stop signals.

Yellow fusees will be used in giving signals as prescribed by Rules 12a to 12g, inclusive, when weather conditions, or length of train, make it impracticable to pass hand or lantern signals.

A. No train order signal at Trinidad, Trinidad Yard and Walsenburg. Conductors and Enginemen must have Clearance Form A at Walsenburg; Conductors and Enginemen of trains originating at Trinidad or Trinidad Yard must have Clearance Form A.

B. Beam spans under dead rail, Trinidad track scales, not safe for 5200 class or heavier engines.

C. Before becoming a party to a violation of the hours of service law, it is the employee's duty to notify the officer of the impending violation.

D. Trains have no time table superiority between north switch of siding Trinidad (M. P. 212.4) and No. 10 track switch, south end Trinidad Yard (M. P. 212.02) and must run at restricted speed, expecting to find main track occupied by other trains or engines within these limits.

E. Track No. 10, Trinidad Yard, including southern portion known as No. 10 pocket, is a designated siding. Switches leading from this track will show a clear indication when lined for No. 10 track.

F. When setting out cars on a track where there is a bridge, do not leave cars on the bridge, and space them at least 40 feet either end of bridge.

G. Engines heavier than 500 and 600 class must not use following tracks:

Walsonburg Creamery spur beyond north end of ice house.

Walsenburg ... Creamery spur beyond north end of ice house.
Stem of wye 150 feet at end.
Rugby ... Stem of wye beyond 250 feet from west wye switch.
Ludlow ... Stem of wye beyond 500 feet from west wye switch.
Trinidad ... All freight house and industry tracks.

Engines must not use following tracks:

Rugby..... Set out spur.

Twin Mountain

ballast pit.....Clam shell spur, outfit car spur and empty track 125 feet beyond south load track switch.

H. In connection with starting signal circuits in automatic block signal territory Walsenburg to Trinidad it will be necessary to observe the following instructions for proper operations:

A train occupying the main track or siding and meeting a train in the opposite direction, must stay in the clear of the overlap section, which is the short track circuit in advance of the starting signal and extending to the fouling point of the siding, until the starting signal clears.

After the opposing train has cleared the overlap section, the siding switch must be set for main track movement and wait until starting signal clears.

If starting signal does not clear, train should back off of overlap section and then set switch for main track and starting signal should clear.

I. Track just west of main track extending from Southern Jct. to cross-over south end Minnequa yard, is known as "Southern Jct. siding".

Unless otherwise instructed, northward C. & S. trains except first class trains take siding at Southern Jct.

No Southward train will use Southern Jct. siding without special instructions.

No. 4 track extending from office of communication Minnequa to crossover south end of Minnequa yard, is known as "Minnequa siding".

Trains not authorized by time table must move as provided in Rule 93 between Southern Jct. and Minnegua.

Trains have no time table superiority between crossover switch northward track Southern Jct. and south switch Southern Jct. siding and must run at restricted speed, expecting to find main track occupied by other trains or engines within these limits.

Southward C. & S. first class trains will get a C. & S. Clearance Form A, in addition to A. T. & S. F. Clearance at "SB" office, Pueblo Union Depot, and be governed by train order signal at Minnequa.

Southward D. & R. G. W. first class trains will get C. & S. Clearance Form A at "SB" office, Pueblo Union Depot.

All trains may register at Minnequa by ticket.

Southward C. & S. trains, except first class trains, will get C. & S. Clearance Form A and necessary train orders for movement from Southern Jct. southward, at Minnegua.

Southward D. & R. G. W. trains, except first class trains, will get C. & S. Clearance Form A and necessary train orders for movement Southern Jct. southward, at D. & R. G. W. yard office, Pueblo.

J. Dispatchers phone located adjacent to each starting signal in automatic block territory.

K. Freight trains will not carry revenue passengers.

L. D. & R. G. W. and C. & S. joint track extends between Southern Jct. and D. & R. G. W. Junction, Walsenburg.

Northward track is under C. & S. operating jurisdiction.

Southward track is under D. & R. G. W. operating jurisdiction.

C. & S. time-table and rules of the Operating Department govern train operation on both tracks. C. & S. form of train orders and clearance cards will be used and issued over signature of D. & R. G. W. Superintendent on southward track.

M. D. & R. G. W. will use C. & S. tracks between D. & R. G. W. Junction, M. P. 212.6 Trinidad and Sixela subdivision, and D. & R. G. W. Junction, M. P. 171.7 Minnequa and Trinidad subdivision.

N. D. & R. G. W. markers may display yellow instead of green discs, and such yellow discs will be considered the same indication as green.

O. At Walsenburg spring switches at the end of double track and the D. & R. G. W. Junction are protected by automatic signals.

When a train is stopped by the governing signal showing red indication and it can be clearly seen that the route is not occupied, signal may be cleared by pushing permissive clearing button governing the signal involved. A period of approximately one minute and thirty seconds will elapse from the time the button is pushed until it can be expected that the signal will clear.

If, after operating the permissive clearing button, signal does not clear, spring switch points must be carefully examined and if found to be in proper position and the way is clear, train may proceed on hand signals, protecting in accordance with Rule 99.

Permissive clearing buttons for northward signals (Signal No. 1 for D. & R. G. W. track and Signal No. 2 for C. & S. track), located 203 feet south of the spring switches, will be found in boxes on track side of instrument case just north of Signal No. 2.

Permissive clearing button for southward signals (Signal No. 5 for southward track and Signal No. 6 for northward track), located 328 feet north of the spring switches, will be found in box on instrument case east of the northward track, opposite these signals.

P. All engines in freight service will operate with brake pipe pressure of 90 pounds.

Because F. W. & D. C. freight trains out of Texline carry 70 pound brake pipe pressure, enginemen arriving Texline must make a 25 pound brake pipe reduction as required by Rule 1320 before cutting engine off.

Q. Southward freight trains will not take water at Wilson, except in case of an emergency.

R. When a train is taking siding, the employe who is to close the switch must, if practicable, get off on the opposite side from switch stand.

S. Capacity of sidings and other tracks based on length of cars 46 feet over couplers. Capacity of sidings includes clearance for engine and caboose.

SPEED RESTRICTIONS

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of

Clear indication of block signals does not modify the requirements of Rule 93.

When running against the current of traffic, all trains and engines must move within yard limits at restricted speed.

A train authorized by train order to move against the current of traffic must approach all interlocking at restricted speed.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop, and when advised by train dispatcher that maintenance men have no advice of the movement, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured and use extreme care to avoid striking

motor cars.
3. Light engines may operate at maximum speed authorized for freight

3. Light engines may operate at maximum speed authorized for freight trains except must not exceed 35 miles an hour.

4. Diesel powered trains approaching train order signal in stop position will sound four (4) blasts of the whistle and must not exceed 60 m. p. h. passing stations at which train orders or clearance cards are to be delivered.

5. Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in sub-division speed restrictions or by train order.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

6. Cars with axle generators should not be run through water that is higher than nine inches over the rails. In cases where cars have been operated through water five inches or more over the rails, all axle generators should be examined and blown out with air at the first terminal where compressed air

Diesel and Gas-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water speed must not exceed 3 miles an hour to prevent damage to traction motors

- 7. Diesel-electric engines running light may operate at maximum speed authorized for freight trains except must not exceed 40 miles an hour.
- 8. To prevent damage to tractor motors, when handling Diesel-electric switch engines dead in train, the maximum speed must not exceed 40 M. P. H.

	Passenge	Freight	
LOCATION	Diesel M. P. H.	Steam M. P. H.	Trains M. P. H
ALL SUBDIVISIONS On sidings, unless otherwise specified	15	15	15
Through crossovers and other turnouts, unless otherwise specified	10	10	10
All Spur tracks		er lances to	10
Main LineBranch Line			25 20
Clamshells, boom must be taken down and dis- connected and boom trailing:			
Main Line			25 20
Main Line			25 20
Engines under steam, disconnected on one side with main rod down:			
Main Line		25 20	25 20 25
900, 6100 and 6300 class engines with drivers blocked up. D. & R. G. W. Class K59 engines.		30	30
D. & R. G. W. Class K59 engines		55 40	45 40
MINNEQUA AND TRINIDAD SUBDIVISION Maximum speed:			
Between Minnequa and Walsenburg. Between Walsenburg and Trinidad. Except between M. P. 188 and M. P. 197.56 Around curves between Minnequa Office and turnout at D. & R. G. W. Jct. switch at Southern	* 65 55 65	60 50 60	45 45 45
Jet	30	30	30
Jet	15 20	15 20	15 - 20
Walsenburg, over spring switches	15	15	15
Through turnout in main track, 75 feet south of A. T. & S. F. crossing, Trinidad Yard Between Bridge 212.08 and South Linden Ave., Trin-	15	15	15
Idad	15	15	15
TRINIDAD AND SIXELA SUBDIVISION Maximum speed:	ee.	EO	45
Between Trinidad and Des Moines Between Des Moines and Sixela 20th Street crossing, Clayton	55 65 15	50 60 15	45 45 15

RESTRICTED SPEED SIGNALS:—Slow boards are erected at points designated between Walsenburg and M. P. 313.03, south of Grenville. They are painted yellow, with the required numerals in black indicating the permissible speed for passenger and freight trains. Locations between Walsenburg and Des Moines are 500 feet in advance of point where speed is to be restricted, except at M. P. 173.95 southward board is 1200 feet from restricted point, at M. P. 197.56 southward board is 3070 feet north of restricted point, and south of Des Moines boards are placed 2000 feet in advance of restricted points. These boards designate curves, or groups of curves, and short tangents, where speed is permanently restricted as indicated. Enginemen must restrict the speed of train until in their judgement the entire train has passed the restricted territory, when normal speed may be resumed. (The reverse side of slow board governing trains in opposite direction over same restricted territory is painted green, and will serve as a guide to enginemen in resuming normal speed.) Except, south of Des Moines, permanent proceed boards have been erected at the leaving end of each curve, indicating the point at which maximum speed may be resumed when entire train has passed the restricted territory.

These boards in no wise supersede or modify rules, train orders, nor in-

These boards in no wise supersede or modify rules, train orders, nor instructions further restricting the speed of any or all trains.

Locations where speed is restricted by permanent slow boards are as follows:

	Passenge	er Trains	Freight	
MINNEQUA AND TRINIDAD SUBDIVISION:	Diesel M. P. H.	Steam M. P. H.	Trains	
M. P. 172.01 to M. P. 173.35	30	25	25	
M. P. 173.95 to M. P. 176.62	45	40	35	
M. P. 181.74 to M. P. 186.61	45	40	35	
M. P. 197.56 to M. P. 200.28	45	40	35	
M. P. 201.87 to M. P. 203.36	45	40	35	
M. P. 205.52 to M. P. 207.50		40	35	
M. P. 208.54 to M. P. 210.21	45	40	35	
TRINIDAD AND SIXELA SUBDIVISION:				
M. P. 213.02 to M. P. 214.73	45	40	35	
M. P. 218.04 to M. P. 219.20	45	40	35	
M. P. 220.34 to M. P. 220.70	45	40	35	
M. P. 222.37 to M. P. 228.04	45	40	35	
M. P. 230.18 to M. P. 231.40	45	40	. 35	
M. P. 232.60 to M. P. 234.30	45	40	35	
M. P. 235.52 to M. P. 243.70	45	40	35	
M. P. 245.75 to M. P. 246.82		40	35	
M. P. 248.00 to M. P. 248.60		40	35	
M. P. 249.47 to M. P. 250.09		40	35	
M. P. 250.70 to M. P. 252.16		40	35	
M. P. 252.90 to M. P. 257.24	45	40	35	
M. P. 259.40 to M. P. 260.57	45	40	35	
M. P. 261.60 to M. P. 263.66	45	40	35	
M. P. 264.99 to M. P. 273.86	45	40	35	
M. P. 273.86 to M. P. 274.44	30	25	25	
M. P. 274.44 to M. P. 276.59	45	40	35	
M. P. 277.86 to M. P. 281.21	45	40	35	
M. P. 281.21 to M. P. 281.93	30	25	25	
M. P. 281.93 to M. P. 283.24	45	40	35	
M. P. 285.16 to M. P. 290.52	45	40	35	
M. P. 291.48 to M. P. 293.71	45	40	35	
M. P. 295.70 to M. P. 296.19	55	50	45	
M. P. 296.31 to M. P. 296.82	45	40	_ 35	
M. P. 299.41 to M. P. 300.03	45	40	* 35	
M. P. 306.47 to M. P. 307.35	55	50	45	
M. P. 312.47 to M. P. 313.03	45	40	35	

LOCATION OF SPURS

Spur	From	Mile
Cameron mine*	M. P. 174.0	
Ravenwood mine†		0.8
Rugby spur		
Rapson mine*	Rugby	1.9
	Rugby	
Aguilar spurt		
Bear Canon spur†		
Franklin	Ludlow	0.6
Taylor mine*	Ludlow	3.3
Bear Canon mine*	Ludlow	5.0
Sherman mine†	M. P. 199.1	
Thor mine*		0.7
Trinidad brick yard†	M. P. 210.5	
Twin Mountain ballast pit*		

Rule 908 in effect on the above spurs. *Spur connected at north end. †Spur connected at south end.

On the Bear Canon spur, engines must not go on bridge 203.26, Just south of Bear Canon No. 6 mine.

OPERATING LIMITS FOR ENGINES

A	8
Trinidad and Minnequa900	900-900
Sixela and Trinidad900	
Spurs	

NOTE—Column A shows largest single engine permissible. Column B shows largest engine permissible as double header.

ENGINE RATING IN TONS OF 2,000 POUNDS

		ENGINE N	UMBERS	
	E-5-B 905-909 6300-6309			B-4-R 600-643
		O-2-A	B-4-S	B-4-R-1 644-649
MINNEQUA AND TRINIDAD SUBDIVISION	E-5-C 900-904 910-914 6100	5200-5293	520-531	F-3-B 370-372 F-3-C 373-375
NORTHWARD Trinidad to Bunker Hill	2900 Down Grade	2350	1550	1500 Down Grade
Pueblo to Minnequa	1600 2600 Down Grade	1350 2000	1000 1400	900 1300 Down Grade
TRINIDAD AND SIXELA SUBDIVISION NORTHWARD Sixela to Clayton Clayton to Trinidad	2500 2400	2200 2100	1270 1150	1170 1050
SOUTHWARD Trinidad to Trinchere Trinchere to Des Moines Des Moines to Sixela	2600 2500 Down Grade	2200 2100	1350 1250	1300 1200 Down Grade

SPEED OF TRAINS

	Time per Mile			
Miles per Hour	Minutes	Seconds		
5	12	0		
10 15	6 4	0		
20	3	0 24		
25 30	2 2	24		
35	1	43		
49 45		30 20		
50	j	12		
55 60	1	5 0		
65	Ó	55		
70 75	0	51 48		
80	ŏ	45		