Safety Service

RIO GRANDE — ROYAL GORGE — MOFFAT TUNNEL — SCENIC LINE OF THE WORLD

R. L. Brown
Assistant Superintendent
Pueblo

R. J. Henry
Terminal Trainmaster
Pueblo

W. A. Gieskieng
Road Foreman of Equipment
Pueblo

A. Overlin
Chief Dispatcher
Sub-Divisions 8, 8A, 8B, 8C, 9A, 9B, 10, 10A
Pueblo

W. M. Henderson
Chief Dispatcher
Sub-Divisions 2, 2A
Salida

S. F. O'Brien
Second Chief Dispatcher
Pueblo

D. & R. G. W.—Pueblo

The Denver and Rio Grande Western Railroad Company

Wilson McCarthy and Henry Swan, Trustees

PUEBLO DIVISION

TIME-TABLE

No. 148

Takes Effect Sunday, June 12, 1938

at 12.01 A. M.

Standard Time, 105th Meridian

Superseding Time-Table No. 147

NOTE IMPORTANT CHANGES IN TIME-TABLE RULES

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

The Management reserves the right to vary from it at pleasure

E. A. WEST
General Manager

L. F. WILSON
Assistant General Manager

R. K. BRADFORD
Superintendent Transportation

E. W. DEUEL
Superintendent

Timetable 149 eff 11 June 1939

WESTWARD — MAIN LINE

SECOND CLASS			FIRST CLASS			Sub-Division 2 STATIONS TIME-TABLE No. 148 JUNE 12, 1938	Miles from Denver	Capacity of Siding
35 Rocket	61 California Fast Freight	33 Freight	15 Passenger	1 Scenic Limited				
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
			11 15 PM	11 55 AM	sb	**PUEBLO U. D.** KBDN	119.3	
						0.3		
			s	s		A. T. & S. F. CROSSING	119.6	
						0.5		
10 05 PM	8 00 AM	3 00 AM			YD	**PUEBLO YD.** KOSJBWFTYDN	120.1	Yard
			11 24	12 03 PM		4.0		
						GOODNIGHT	124.1	00
						4.8		
10 25	8 15	3 20	11 31	12 10		LIVESEY	128.9	00
						5.7		
10 35	8 26	3 30	f11 41	12 18	wa	SWALLOWS WN	134.6	66
						5.0		
10 42	8 35	3 37	f11 49	12 25		HOBSON	139.6	98
						4.8		
10 49	8 42	3 44	11 57	12 32		CONCRETE	144.4	94
						1.4		
10 52	8 45	3 47	f11 59	x12 34	Bd	PORTLAND D	145.8	137
						2.0		
10 55	8 48	3 50	12 02 AM	12 37		ADOBE	147.8	139
						4.1		
11 10	8 55	4 02	s12 09	s12 45	Fe	FLORENCE YDN	151.9	88 42
						1.6		
11 13	9 01	4 05	12 15	12 47		CHANDLER JCT. J	153.5	
						0.9		
						A. T. & S. F. Crossing	154.4	
						5.6		
11 28	9 19	4 20	s12 40	s 1 10	on	CANON CITY BSFWOKDN	160.0	43
						1.4		
11 30	9 21	4 22	12 43	1 11		BURNITO	161.4	34
						3.4		
11 37	9 30	4 29	12 49	1 17		GORGE	164.8	97
						1.5		
				1 21 s 1 28		HANGING BRIDGE	166.3	
						1.5		
11 47	9 40	4 39	12 57	1 32		SAMPLE	167.8	70
						3.4		
11 56 48	9 50	4 49	f 1 05	x **1 40** 2	Pd	PARKDALE WD	171.2	99
						4.5		
12 08 AM	9 58	4 57	1 13	1 46		SPIKEBUCK	175.7	99
						4.2		
12 16	10 10	5 05	**1 20** 16	1 52		ECHO W	179.9	96
						4.2		
12 24	10 20	5 15	f 1 27	s 1 58	Kg	TEXAS CREEK WYDN	184.1	125
						4.5		
12 33	10 30	5 25	1 35	2 06		FERNLEAF	188.6	101
						3.1		
12 40	10 38	5 32	f 1 42	2 11	co	COTOPAXI WD	191.7	130
						4.0		
12 47 16	10 48	5 42	f 1 49	2 17		PLEASANTON	195.7	98
						2.4		
12 57	10 53	5 47	f 1 53	2 22		VALLIE	198.1	135
						5.3		
1 05	11 05	5 57	f 2 05	2 31	Ha	HOWARD DN	203.4	109
						4.6		
1 14	11 15	6 06	f 2 13	2 38		SWISSVALE	208.0	98
						4.4		
1 25	11 25	6 15	2 24	2 45		CLEORA	212.4	161
						1.4		
1 30	11 30	6 20	2 27	2 48		BARREL	213.8	
						1.3		
1 45 AM	11 40 AM	6 30 AM	2 30 AM	2 58 PM	s	**SALIDA** JKBSOWFYTDN	215.1	Yard
Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(95.8)		
3.40 25.9	3.40 25.9	3.30 26.4	3.15 29.5	3.03 32.7		Schedule Time Average Speed per Hour		

AUTOMATIC BLOCK SIGNALS

Two Main Tracks

Two Main Tracks

Two Main Tracks

MAIN LINE — EASTWARD

Sub-Division 2
STATIONS
TIME-TABLE No. 148
JUNE 12, 1938

AUTOMATIC BLOCK SIGNALS

Miles from Salida				FIRST CLASS		SECOND CLASS		
				16 Passenger	2 Scenic Limited	44 Fast Freight	46 Fast Freight	48 Fast Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
95.8	sb	**PUEBLO U. D.**	KBDN	3 35 AM	3 30 PM			
		0.3						
95.5		A. T. & S. F. CROSSING		s	s			
		0.5						
95.0		**PUEBLO YD.**	KOSJBWFTYDN			10 00 AM	7 25 PM	1 50 AM
		4.0						
91.0		GOODNIGHT		3 21	3 19			
		4.8						
86.2		LIVESEY		3 12	3 12	9 35	6 59	1 23
		5.7						
80.5	wa	SWALLOWS	WN	f 3 02	3 04	9 26	6 49	1 13
		5.0						
75.5		HOBSON		f 2 50	2 56	9 18	6 40	1 04
		4.8						
70.7		CONCRETE		2 40	2 49	9 11	6 32	12 56
		1.4						
69.3	Bd	PORTLAND	D	f 2 36	f 2 46	9 08	6 29	12 53
		2.0						
67.3		ADOBE		2 30	2 41	9 05	6 25	12 49
		4.1						
63.2	Fe	FLORENCE	YDN	s 2 22	s 2 35	8 59	6 18	12 42
		1.6						
61.6		CHANDLER JCT.	J	2 15	2 30	8 55	6 14	12 39
		0.9						
60.7		A. T. & S. F. Crossing						
		5.6						
55.1	on	CANON CITY	BSFWOKDN	s 2 01	s 2 15	8 42	6 01	12 25
		1.4						
53.7		BURNITO		2 00	2 14	8 40	5 59	12 24
		3.4						
50.3		GORGE		1 51	2 08	8 30	5 50	12 15
		1.5						
48.8		HANGING BRIDGE			s 2 03 / s 1 56			
		1.5						
47.3		SAMPLE		1 42	1 49	8 18	5 40	12 05 AM
		3.4						
43.9	Pd	PARKDALE	WD	f 1 32	x **1 40** 1	8 08	5 31	**11 56** 35
		4.5						
39.4		SPIKEBUCK		1 26	1 33	7 58	5 23	11 48
		4.2						
35.2		ECHO	W	**1 20** 15	1 27	7 49	5 14	11 39
		4.2						
31.0	Kg	TEXAS CREEK	WYDN	f 1 15	s 1 21	7 40	5 05	11 30
		4.5						
26.5		FERNLEAF		1 03	1 14	7 32	4 57	11 22
		3.1						
23.4	CO	COTOPAXI	WD	f12 55	1 09	7 26	4 51	11 16
		4.0						
19.4		PLEASANTON		f**12 47** 35	1 02	7 19	4 44	11 09
		2.4						
17.0		VALLIE		f12 42	12 58	7 14	4 39	11 04
		5.3						
11.7	Ha	HOWARD	DN	f12 34	12 50	7 04	4 29	10 54
		4.6						
7.1		SWISSVALE		12 26	12 42	6 55	4 20	10 45
		4.4						
2.7		CLEORA		12 20	12 36	6 46	4 11	10 36
		1.4						
1.3		BARREL		12 18	12 34	6 43	4 08	10 33
		1.3						
0.	s	**SALIDA**	KBSJOWFYTDN	12 15 AM	12 30 PM	6 40 AM	4 05 PM	10 30 PM
		(95.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Schedule Time		3.20	3.00	3.20	3.20	3.20
		Average Speed per Hour		28.5	33.2	28.5	28.5	28.5

WESTWARD — MAIN LINE — EASTWARD

SECOND CLASS	FIRST CLASS	Mile Posts	Sub-Division 8 STATIONS TIME-TABLE No. 148 JUNE 12, 1938			Miles from La Veta	Capacity of Siding	FIRST CLASS	SECOND CLASS
	115 Passenger							116 Passenger	
	Leave Daily							Arrive Daily	
	11 25 PM	119.3	Two Main Tracks	sb	**PUEBLO U. D.** OKSJBWFTYDN	66.5	Yard	3 00 AM	
					2.5				
	f11 37	121.4		Bm	MINNEQUA W	64.0	Yard	f 2 30	
					1.5				
	11 40 PM	122.9			SOUTHERN JCT. J	62.5		2 25 AM	
					6.3				
					Furman				
					4.4				
					Marnel				
					4.1				
					Brooks				
					4.3				
					Cedarwood				
					6.9				
					Mustang				
					4.5				
					Lascar				
					5.7				
					Roof				
					5.0				
					Sandy				
					5.6				
	s 1 05	175.0		Bg	**Walsenburg U. D.** KDN	15.3	00	s 1 05	
					0.1				
	1 06 AM	175.1			WEST JCT. J	15.2	00	1 00 AM	
					0.1				
	1 07	175.2		wn	WALSENBURG SJWOFBY	15.1	Yard	12 59	
					7.5				
	1 25	182.7			ADEL P	7.6	53	f12 47	
					2.9				
	1 31	185.6			KINCAID	4.7	12	f12 42	
					4.7				
	2 00 AM	190.3		x	**LA VETA** KBFSYWTDN	0.0	Yard	12 35 AM	
	Arrive Daily				(66.5)			Leave Daily	
	2.35				Schedule Time			2.25	
	25.8				Average Speed per Hour			27.7	

VIA JOINT LINE

Trains and engines between Southern Jct. and West Jct. are operated under the Time-Table, Rules and Regulations of Southern Division of Colorado & Southern Railway. Time shown for information only. See Time-Table Rule 3-D.

WESTWARD — CHANDLER CREEK BRANCH — EASTWARD

Miles from Denver	Sub-Division 2-A STATIONS TIME-TABLE No. 148 JUNE 12, 1938	Miles from Chandler	Capacity of Siding
153.5	CHANDLER JCT. J	4.3	
	2.0		
155.5	FREMONT JCT. J	2.3	
	2.3		
157.8	CHANDLER		Yard
	(4.3)		

WESTWARD — MAIN LINE — EASTWARD

WESTWARD SECOND CLASS	WESTWARD FIRST CLASS		Miles from Denver	Sub-Division 10 STATIONS TIME-TABLE No. 148 JUNE 12, 1938	Miles from Alamosa	Capacity of Siding	EASTWARD FIRST CLASS	EASTWARD SECOND CLASS
		115 Passenger					116 Passenger	68 Freight
		Leave Daily					Arrive Daily	Arrive Daily
		2 05 AM	190.3	x **LA VETA** KSBWFTYDN	61.4	26	12 30 AM	2 00 AM
				1.4				
			191.7	RELIANCE JCT. J	60.0	100	12 22	1 30
				2.8				
		f 2 21	194.9	FRANCISCO P	56.8	19	f12 12	1 15
				1.3				
		f 2 30	196.2	OCCIDENTAL P	55.5	65	f12 07 AM	1 00
				5.7				
		f 2 54	201.9	CODO PW	49.8	39	f11 48	12 20 AM
				5.3				
		s 3 22	207.2	va **FIR** YN	44.5	89	s11 30	11 55 PM
				7.4				
		f 3 44	214.6	SIERRA PWY	37.1	54	f**10 58** 68	**10 58**116
				2.3				
		f 3 49	216.9	RUSSELL P	34.8	25	f10 53	10 15
				4.4				
		f 3 59	221.3	MORTIMER P	30.4	64	f10 40	9 45
				6.4				
		s 4 15	227.7	Ft FORT GARLAND WD	24.0	81	s10 30	9 05
				4.7				
		s 4 29	232.4	Nk BLANCA D	19.3	73	s10 18	8 35
				7.4				
		f 4 46	239.8	BALDY	11.9	21	f10 05	8 10
				8.7				
		f 5 05	248.5	HAYS	3.2	43	f 9 52	7 40
				1.1				
		5 08	249.6	EAST YARD P	2.1	127	9 50	7 25
				1.4				
		5 12	251.0	ALAMOSA JCT. J	0.7		9 47	7 10
				0.7				
		5 15 AM	251.7	as **ALAMOSA** KBOWFTYDN		Yard	9 45 PM	7 00 PM
		Arrive Daily		(61.4)			Leave Daily	Leave Daily
		3.10		Schedule Time			2.45	7.00
		19.4		Average Speed per Hour			22.3	8.8

WESTWARD — D. & R. G. W.-C. & S. JOINT LINE — EASTWARD

WESTWARD	51 Freight	Mile Posts	D. & R. G. W.-C. & S. JOINT LINE	52 Freight	EASTWARD
	Leave Daily Exc. Sunday			Arrive Daily Exc. Sunday	
	5.45 AM	175.0	**WALSENBURG, U. D.**	7.30 PM	
			0.1		
		175.1	D. & R. G. W. CONNECTION		
			4.1		
		179.2	WINCHELL		
			3.8		
		183.0	MAYNE		
			2.6		
		185.6	MONSON		
			2.6		
		188.2	BUNKER HILL		
			2.5		
		190.7	RUGBY		
			3.4		
		194.1	LYNN		
			0.6		
		194.7	ACME		
			6.6		
		201.3	LUDLOW		
			4.7		
		206.0	FORBES JUNCTION		
			1.7		
		207.7	SUFFIELD		
			1.9		
		209.6	BOWEN		
			5.1		
		214.7	A. T. & S. F. CROSSING		
			0.4		
		215.1	TRINIDAD YARD		
			0.4		
		215.5	D. & R. G. W. CROSSING		
			0.3		
		215.8	TRINIDAD		
			0.2		
	8.15 AM	216.0	RN D. & R. G. W. YARD KWFYOSBD	5.00 PM	
	Arrive Daily Exc. Sunday		(41.0)	Leave Daily Exc. Sunday	

VIA JOINT LINE

Trains and engines between Walsenburg U. D. and Trinidad are operated under the timetable, Rules and Regulations of Southern Division of Colorado & Southern Railway. Time shown for information only.

Nos. 51 and 52 have no timetable authority.

WESTWARD — SONORA BRANCH — EASTWARD

Sub-Division 8-A
STATIONS
TIME-TABLE No. 148
JUNE 12, 1938

Miles from Denver		Miles from Sonora	Capacity of Siding
126.7	LIME J	0.5	
	0.5		
127.2	SONORA		
	(0.5)		

WESTWARD — CAPERS BRANCH — EASTWARD

Sub-Division 8-B
STATIONS
TIME-TABLE No. 148
JUNE 12, 1938

Miles from Denver		Miles from Capers	Capacity of Siding
148.9	MUSTANG J	2.6	
	2.6		
151.5	CAPERS		
	(2.6)		

WESTWARD — LOMA BRANCH — EASTWARD

Sub-Division 8-C
STATIONS
TIME-TABLE No. 148
JUNE 12, 1938

Mile Posts		Miles from Alamo	Capacity of Siding
176.0	WALSENBURG J	17.9	
	0.8		
176.8	COLO. & SO. CROSSING NO. 9	17.1	
	1.6		
178.4	CADDELL	15.5	
	0.8		
179.2	ORMAN	14.7	
	0.4		
179.6	PICTOU	14.3	
	0.2		
179.8	PACIFIC JCT.	14.1	35
	0.5		
180.3	JOBAL	13.6	
	0.4		
180.7	CHAMPION	13.2	
	0.1		
180.8	MAITLAND	13.1	
	1.6		
182.4	CARBONADO	11.5	
	1.3		
183.7	GORDON	10.2	
	1.0		
184.7	CALUMET NO. 2	9.2	
	2.6		
187.3	CALUMET NO. 1	6.6	34
	0.7		
188.0	BEACON	5.9	
	0.2		
188.2	SPANISH PEAKS	5.7	
	1.1		
189.3	TIOGA	4.6	30
	0.7		
190.0	BIG FOUR	3.9	
	3.0		
193.0	ALAMO NO. 2	0.9	
	0.9		
193.9	ALAMO NO. 1		
	(17.9)		

Sub-Division 8-C, Wye at Mile Post 192.0.

WESTWARD — ROUSE BRANCH — EASTWARD

Sub-Division 9-A
STATIONS
TIME-TABLE No. 148
JUNE 12, 1938

Mile Posts		Miles from Rouse	Capacity of Siding
181.6	MAYNE J	4.4	
	3.3		
184.9	PRYOR	1.1	
	0.4		
185.3	LESTER	0.7	
	0.7		
186.0	ROUSE		
	(4.4)		

WESTWARD — REILLY CANON BRANCH — EASTWARD

Sub-Division 9-B
STATIONS
TIME-TABLE No. 148
JUNE 12, 1938

Mile Posts		Miles from Anchor Mine Tipple	Capacity of Siding
210.3	TRINIDAD J Y	15.0	
	0.1		
210.4	C. & S. CROSSING		
	0.2		
210.6	A.T. & S.F. CONNECTION	14.7	
	1.8		
212.4	JANSEN	12.9	
	4.3		
216.7	LONGSDALE J	8.6	
	1.4		
218.1	COKEDALE	7.2	
	6.5		
224.6	DIX	0.7	
	0.7		
225.3	BON CARBO TIPPLE Y	0.01	
	0.01		
225.31	ANCHOR MINE TIPPLE		
	(15.0)		

WESTWARD — RELIANCE BRANCH — EASTWARD

Sub-Division 10-A
STATIONS
TIME-TABLE No. 148
JUNE 12, 1938

Miles from Denver		Miles from Reliance Jct.	Capacity of Siding
191.7	RELIANCE JCT. J		
	5.3		
197.0	OJO	5.3	27
	0.2		
197.2	END OF TRACK	5.5	
	(5.5)		

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-B. Schedule time and train orders will apply at the end of two main tracks at Swallows, Florence and Canon City, and at Walsenburg to east switch chute run around track.

2. All trains must secure Clearance Card at Walsenburg U. D.

3. Train register books are located at: Pueblo Union Depot, for passenger trains; Pueblo yard, for freight trains; Salida; Trinidad; Longsdale; Walsenburg U. D.; La Veta; Fir; Alamosa.

Register stations are shown in body of the Time Table in **full-faced type.**

3-A. Train registers are not maintained at Swallows, Florence, Canon City or Barrel.

If a positive observation check be made between Pueblo and Swallows, Florence and Canon City and between Barrel and Salida, it will apply to end of two main tracks. Trains approaching each other between these stations will reduce speed sufficiently to permit identification.

3-B. Eastward trains, except first class trains, may register arrival on D. & R. G. W. register Walsenburg U. D. with registering ticket.

3-C. First-class trains arriving and departing Pueblo U. D. will be registered at Pueblo Yard Office by the Train Dispatcher through the Operator.

Trains other than first-class arriving Pueblo from North and South may register Pueblo Yard Office by register ticket.

3-D. D. & R. G. W. and C. & S. joint track extends between Southern Jct. and West Jct. Following governs train operation between these points:

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.

C. & S. first class trains, Southward, will secure at "SB" telegraph office, Pueblo, C. & S. clearance card form "A" and necessary train orders over signature of D. & R. G. W. Superintendent for movement Southern Jct. to West Jct.

C. & S. trains except first class, Southward, will secure C. & S. clearance card form "A" and necessary train orders, over signature of D. & R. G. W. Superintendent at Minnequa Jct. for movement Southern Jct. to West Jct.

D. & R. G. W. first class trains, Southward, will secure at "SB" telegraph office, Pueblo, C. & S. clearance card form "A" over signature of D. & R. G. W. Superintendent for movement Southern Jct. to West Jct.

D. & R. G. W. trains except first class, Southward, will secure at D. & R. G. W. Yard Office, Pueblo, C. & S. clearance card form "A" and necessary train orders over signature of D. & R. G. W. Superintendent, for movement Southern Jct. to West Jct.

4. YARD LIMIT STATIONS: Pueblo and Minnequa, one yard; Sonora Branch; Portland; Florence; Chandler Creek Branch, one yard; Canon City; Cleora and Salida, one yard; Capers Branch; West Jct. and Walsenburg, one yard; Rouse Branch, one yard; Trinidad; Reilly Canon Branch (Longsdale to Anchor Mine), one yard; La Veta and Reliance Branch, one yard; Occidental; Fir; Sierra; Fort Garland; Blanca; Alamosa and Hays, one yard.

4-A. Portland Yard Limit boards located as follows: D. & R. G. W., east, M. P. 145.6, west M. P. 147.5 A. T. & S. F., west M. P. 27 plus 40 feet.

All trains or engines of D. & R. G. W. and A. T. & S. F. Railroads have joint use of tracks, including D. & R. G. W. and A. T. & S. F. main tracks, from west switch of crossover leading from A. T. & S. F. to D. & R. G. W. main track at A. T. & S. F. M. P. 26 plus 3207 feet; thence eastward to A. T. & S. F. and D. & R. G. W. main track connection, D. & R. G. W. M. P. 145.7.

That portion of A. T. & S. F. main track between A. T. & S. F. M. P. 26 plus 3207 feet to D. & R. G. W. M. P. 145.7 will be used as siding in both directions, capacity 148 cars.

Operation of this yard will be in accordance with D. & R. G. W. Railroad yard limit rules.

In using the crossovers within yard limits Portland from A. T. & S. F. to D. & R. G. W. main track, it is necessary that A. T. & S. F. switch be thrown first and not line the D. & R. G. W. switch for an interval of three (3) minutes thereafter.

An interval of three (3) minutes must elapse after lining either main track switch to siding or storage track before fouling main track.

Siding at Adobe, a portion of which is within above yard limits is not included in the joint arrangement above mentioned.

4-B. Siding at Adobe may be used by trains in either direction. Old main track Adobe for storage purposes only.

4-C. Second and inferior class and extra trains moving with current of traffic between Pueblo and Southern Jct. Sub-Division 8, will operate in compliance with Rule 93, and will not be required to secure D. & R. G. W. Clearance Card, Form 3249.

4-D. Trains have no time table superiority between Alamosa Jct., and passenger depot, Alamosa. They must run at restricted speed expecting to find tracks occupied by other trains. Responsibility for accident rests with the approaching train.

5. The use of retainers on trains descending grades will be left to the judgment of Conductor and Engineman, except on trains in either direction at Fir. Members of the train crew must assist in looking over the air brakes, as well as the general condition of the train. After brakes have been released, retainers must be turned up before trains leave this station in either direction. 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.

Following will govern the use and handling of retainers between Fir and La Veta; Fir and Sierra:

On trains consisting of empty cars, beginning at the head of train, every other retainer must be turned up in 10 lb. position and alternated at inspection points.

On trains consisting of loaded cars, all retainers must be used in 10 lb. position and in case retaining power is noticed to be insufficient to hold trains while auxiliary reservoirs are being charged, a number of retainers on head end of train may be turned to 20 lb. position on heavily loaded cars.

On trains consisting of mixed loads and empties, retainers will be used in 10 lb. position on loaded cars, and every other retainer in 10 lb. position on empty cars. Retainers on empty cars must be alternated at inspection points. Retainers must not be used in 20 lb. position on empty cars or light loads.

Train and enginemen must keep close watch for wheels overheating, and at all stops trainmen must station themselves in position to observe condition of wheels while train is pulling by.

Retainers must be turned to release position on individual cars found to have wheels overheating.

On grades where the use of all retainers is not required, commence at the head end of train and turn up each alternate retainer in light holding position, and when changing position of retainers, commence at rear car on which last retainer was turned up and work forward, alternating.

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

6. Interlocking Plants:

Sub-Div.	Location	Tracks Governed	Remarks
2	Brewster M.P. 154.4	D&RGW and AT&SF main tracks.	Automatic signals. Color light signals. Each road governed by its own rules and special instructions.

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

Sub-Div.	Location	Crossing	Remarks	Operated By
2	M.P. 119.6	A. T. & S. F.		
8-C	M.P. 176.8	C. & S.	Gate against C. & S.	Trainmen
9-B	M.P. 210.4	C. & S.	Gate against D. & R. G. W.	Trainmen

Trains must approach crossings protected by gates, at restricted speed, proceeding without stop, unless gate is against D. & R. G. W. track.

6-A. A. B. S. No. 001 is located to the right of A. T. & S. F. track at Dry Creek and governs the movement of westward trains from A. T. & S. F. track to D. & R. G. W. westward main track when A. T. & S. F.-D. & R. G. W. crossover is reversed.

When using crossover switches or switch leading to Waterworks Spur at M. P. 122, West end Pueblo yard, Eastward main track must not be occupied or fouled until an interval of three minutes from time switch is lined has elapsed.

When using crossover switches, or switch leading to Chandler Creek Branch, Sub-Division 2-A at Mile Post 153.5, Eastward main track must not be occupied nor fouled until an interval of three minutes from time switch or derail is lined has elapsed. The derail on Chandler Creek Branch, Sub-Division 2-A, near telephone booth at Chandler Jct. is connected with Automatic Block Signal circuit, and when in non-derail or running position, will set Eastward A. B. S. 1538 at stop.

6-B. Switch west end of crossover between the eastward main track and the switching lead west of Dry Creek bridge, A.B.S. 1208, Pueblo and switch east end of new crossover between eastward main track and Rogers lead just east of water tank in vicinity of Dry Creek, A.B.S. 1205, west end Pueblo Yard, are remotely controlled and are operated by Operator Pueblo Yard Office.

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 discharge passengers or baggage. Employes holding passes will be carried on any freight train to and from points at which trains stop when passes are stamped: "Good on Freight Trains."

To comply with rule 91, in non A.B.S. territory, Conductors on freight trains will wire dispatcher from first telegraph station where they pick up passengers for movement on their trains, including: caretakers of live stock, banana messengers, etc., also sectionmen, bridgemen and other employes riding as passengers.

7-A. Passengers may be carried on Extra freight trains between Fort Garland and Alamosa.

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

Sub-Division	Mile	Description	Side or Overhead
2	119.0	Water column, yard lead	Side
2	119.1	Water column, East inbound lead to round house	Side
2	119.2	Water column, West outbound tracks Nos. 1 and 2 from round house	Side
2	119.5	A.B.S. 1195, westward main track and freight house lead	Side
2	120.5	Water column, freight yard leads Nos. 1 and 2	Side
2	120.7	A.B.S. 1207, Westward main track	Side
2	120.8	A.B.S. 1208, Eastward main track and yard track	Side
2	121.2	Bridge 121.24 E. & W.	Side
2	126.2	Bridge 126.17 E. & W.	Side
2	126.6	Bridge 126.59 E. & W.	Side
2	128.0	Bridge 128.01 E. & W.	Side
2	128.7	Bridge 128.70 E. & W.	Side
2	129.1	Bridge 129.13 E. & W.	Side
2	134.7	A.B.S. 1347, Westward main track	Side
2	134.8	A.B.S. 1348, Eastward main track	Side
2	134.8	Bridge 134.75	Side and overhead
2	142.6	Bridge 142.57	Side and overhead
2	145.7	Bridge 145.66	Side and overhead
2	146.0	Cement Co. Railroad	Overhead
2	146.5	Bridge 146.54	Side
2	153.3	A.T.&S.F. overhead crossing	Overhead
2	153.4	Bridge 153.38 E. & W.	Side
2	155.3	Bridge 155.27-E	Side and overhead
2	155.3	Bridge 155.27-W	Side and overhead
2	157.3	Bridge 157.32-E	Side and overhead
2	157.3	Bridge 157.32-W	Side
2	160.0	Water column, eastward and westward main tracks	Side
2	161.2	Bridge 161.20	Side
2	165.0	Rock Cliff	Side
2	166.3	Hanging Bridge 166.25	Side and overhead
2	170.5	Bridge 170.49	Side

8.—Continued.

Sub-Division	Mile	Description	Side or Overhead
2	171.2	Water column, main track and siding	Side and overhead
2	175.2	Bridge 175.23	Side
2	180.2	Water column, main track	Side
2	184.2	Water column, main track and siding	Side
2	191.7	Water column, siding and yard track	Side
2	191.7	Cotopaxi, industry track	Side and overhead
2	201.5	Bridge 201.52	Side
2	205.4	Bridge 205.44	Side and overhead
8	119.3	C. St. Viaduct Pueblo	Overhead
8	119.5	Bridge 119.51-DT	Overhead
8	120.4	Mesa Ave. viaduct	Overhead
8	120.5	Northern Ave. viaduct	Overhead
8	175.2	Walsenburg, No. 3 track	Side
9-A	185.3	Water column, main track	Side
9-B	210.5	Bridge 210.54	Side and overhead
9-B	216.7	Bridge 216.66	Side and overhead
10	190.5	Water column, main track	Side
10	198.6	West Occidental tunnel	Side and overhead
10	202.2	West Codo, tunnel	Side and overhead
10	216.9	Russell, siding stock chute	Side
10	232.4	Blanca, siding, freight platform	Side

Mail cranes are located adjacent to depot at the following stations, and employes are hereby warned of close clearance of these cranes, particularly when mail has been hung:

Portland,	Texas Creek,	Howard,
Florence,	Cotopaxi,	Cedarwood,
Parkdale,	Pleasanton,	Lascar.

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. Except in territory specified below, enginemen and conductors may moderately increase the speed above that required by the schedules when the necessity arises, if in their judgment it is safe and prudent, bearing in mind that safety in operation is to be given first consideration, and always giving due consideration to track and surrounding conditions.

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

Speed restrictions governing freight trains govern the speed of light engines.

TERRITORY	Passenger Trains	Freight Trains and Mixed
	MPH	MPH
Salida-Canon City	60	35
Canon City-Pueblo	60	45
Pueblo-La Veta (except joint line)	40	25
Joint Line	60	45
La Veta to Fir	45	30
Fir to La Veta	18	15
Fir to Sierra	20	18
Sierra to Alamosa	45	30
Alamosa to Fir	45	30
Sub-Division 10, on 12 degree curves or heavier: M-67, M-78 or L-107 class engines	12	12
Sub-Division 8-C	20	20
Sub-Division 10-A	6	6
All other Sub-Divisions	15	15
All Sub-Divisions, except where specific restrictions in certain territory require lower speed:		
L-107, L-131-132	40	40
K-59	55	45
M-67-78	50	45

9-A.—Continued.

All Sub-Divisions except where Sub-Division restrictions in certain territory require lower speed:	Passenger Trains	Freight Trains
	MPH	MPH
Through turnouts equipped with spring switches except when lower speed is specified by time-table or slow board	25	25
Thru turnout, spring switch, Barrel	8	8
Thru turnout, spring switch, Florence	18	18
On straight track when trailing through spring switches	30	30
In or out of other turnouts	15	15
Approaching and through interlockers	35	25
Over railroad crossings not interlocked	25	20
Over railroad crossing at Brewster	40	40
Engines backing up	20	20
Trains handling dead engines, side rods up		25
Dead engines with side rods all down		15
Dead engines, one pair wheels swinging		10
Derricks, Shovels, Clam Shells, Short Scale Test Cars, except Scale Car 010897, Ditchers and Pile Drivers, moving on own wheels, K. & J. and Western Air Dumps, and loaded System Coke Racks		25
Steam Derrick 024		35

9-B. City ordinance speed limits as follows:

Florence	18	18
Walsenburg	15	15
Trinidad	15	15

10. Company Surgeons are located as follows:

GEO. H. CURFMAN, Chief Surgeon, Denver.

C. N. CALDWELL.....Pueblo
L. L. WARD.....Pueblo
J. J. PATTEE, Ear, Nose and Throat.....Pueblo
J. W. THOMPSON, Eye.....Pueblo
V. A. HUTTON.....Florence
E. B. LYNCH.....Canon City
G. W. LARIMER.....Salida
C. R. FULLER.....Salida
G. L. ROBINSON.....Salida
L. E. THOMPSON, Eye, Ear, Nose and Throat.....Salida
CHAPMAN & NOONAN.....Walsenburg
EUGENE JACKSON.....La Veta
ALFRED FREUDENTHAL.....Trinidad
SIDNEY ANDERSON.....Alamosa
T. F. HOWELL.....Alamosa
L. L. HERRIMAN—Oculist.....Alamosa

10-A. Hospitals are located as follows:

Pueblo, St. Mary's.
Salida, D. & R. G. W.

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

Personal Injury Report Form 3922.
Names of Passengers (Form 4009).
Names of Witnesses (Form 4000).
Ejectment (Form 3926).
Inspection (Form 4012).
Fire Report (Form 4119).
Stock Report (Engineman—Form 3511).
Stock Report (Sectionmen—Form 4117).

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, 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 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, the superior officer, agent or employe on the ground at time of such accident shall immediately notify the Public Utilities Commission, Capitol Building, Denver, Colorado, by telegram, the details of such accident, stating the immediate location and the nature of the accident and the number of persons killed or injured.

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

CONDITIONAL TRAIN STOPS

11. Nos. 1 and 2 will stop at any station to let off through pay passengers from connections at Denver, Colorado Springs, Pueblo, Provo, Salt Lake or Ogden, and stop at any station to receive or discharge pay passengers to or from stations west of Grand Jct.

Nos. 1 and 2 will stop on flag at Parkdale to receive or discharge passengers into or out of Parkdale on sightseeing trips via Motorway bus.

No. 1 will stop on flag at Portland to receive or discharge officers of the Portland Cement Co.

11-A. Wellsville (M. P. 208.90), flag stop for Nos. 15 and 16.

11-B. Daylight passenger trains, will, unless otherwise scheduled or instructed, stop ten (10) minutes at Hanging Bridge.

12. Normal position East switch Swallows Siding is to head out on Eastward main track.

12-A. **SPRING SWITCHES.**

Miles from Denver	Location Spring Switches Two Main Tracks	
134.7	Swallows	Normal position for trains entering two main tracks.
151.8	Florence	
161.2	Canon City	
213.8	Barrel	

12-B. LOCATION OF CROSS-OVERS ON TWO MAIN TRACKS.

SUB-DIVISION 2		SUB-DIVISION 8	
Miles from Denver	Points	Miles from Denver	Points
119.9	Facing	119.4	Trailing
120.6	Facing	120.7	Trailing
120.7	Trailing	121.3	Facing
122.0	Trailing	121.9	Facing
129.0	Trailing	122.7	Trailing
153.5	Trailing		
159.0	Trailing		
214.6	Facing		
215.0	Trailing		

13.—

14. The following are Auxiliary Lines. (See Rules 14-t and 14-u):

Chandler Jct. .....Sub-Division 2A
Lime Jct. .....Sub-Division 8A
Mustang .....Sub-Division 8B
Walsenburg .....Sub-Division 8C
Longsdale .....Sub-Division 9B
Reliance Jct. .....Sub-Division 10-A

15. When trains display markers with green instead of yellow discs, these green discs will be considered as indicating the same as yellow.

16. Between Trinidad and Jansen, A. T. & S. F. Ry. Time-Table, Rules and Regulations govern operation.

17. Between Jansen and Longsdale, Colorado and Wyoming Time-Table, Rules and Regulations govern operation.

18. On Sub-Division 8 at M. P. 175.1, Walsenburg yard, C. & S. trains use D. & R. G. W. main track for a distance of 25 feet entering and leaving D. & R. G. W. main track at this point. Normal position of switches set for D. & R. G. W.

All trains must approach these locations prepared to stop unless main track is seen or known to be clear.

Tracks Not Shown As Stations In Time Table

LOCATION		NAMES	Car Capacity	Switch Connections
Sub-Division	Miles			
2	121.2	Water Works No. 1	7	East End
2	159.0	Tile	38	East End
2	161.1	Penitentiary	30	West End
2	169.8	Duff	3	East End
2	208.9	Wellsville	15	East End
2	210.3	English	5	West End
2-A	154.7	Griffith Mine	4	East End
8	123.1	Zinc Jct.	Yard	West End
8	148.3	Chamblin	3	West End
8	176.2	Walsens Coal Mine	71	None
8	176.4	Old Robinson Mine	102	None
10	197.1	Nixon	22	East End
	208.3	Carr	8	Disconnected
	208.8	Harrell	11	Disconnected

19. D. & R. G. W. "Rules and Regulations of the Operating Department, 1938," will govern train and engine movements within yard limits, Pueblo.

All trains and engines moving between D. & R. G. W.-M. P. crossing (near Santa Fe Avenue) and Union Avenue Viaduct, will proceed at restricted speed, expecting to find tracks in use by other trains.

Before entering upon D. & R. G. W. main tracks, M. P. trains or engines will come to a stop and receive proper signal from switch tender at C street, before proceeding. Proceed signal from switch tender will be authority for such trains or engines to occupy main track at any time.

Trains or engines while on Union Depot tracks, Pueblo, will be governed by rules and regulations of Union Depot time table.

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., Pueblo Division.

M. P., Colorado Division.

P. U. D. & R. R. Co.

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

Second and inferior class trains moving between Main Street switch shanty and East Roger switch shanty over Denver Division eastward main track will be governed by signals from switch tenders.

20. When handling three engine trains between La Veta and Sierra and between Sierra and La Veta, place two engines on the head end and one on the rear end of the train, except Class L and Class M engines must not be double headed. In such case place a Class L or Class M engine on the head end and one on the rear of train. The rear engine may be placed just ahead of the caboose, when necessary, or just ahead of the drover's car, when such car is handled. In event three engines of the above classes are used, one of them must be cut back in the train approximately behind the train engine's tonnage. When handling not to exceed 1900 tons engines may be double headed La Veta to Fir.

When double heading eastward, Sierra to Fir, for operating convenience, Class L and Class M engines may both be on head end provided tonnage handled in train does not exceed tonnage rating for heaviest engine.

Open Hours Of Office Of Communication

STATIONS	WEEK-DAY HOURS	SUNDAY & HOLIDAY HOURS
Salida	Continuous	Continuous
Howard	8:00 AM to 4:00 PM	8:00 AM to 4:00 PM
	8:00 PM to 4:00 AM	8:00 PM to 4:00 AM
Cotopaxi	9:00 AM to 12:01 PM	9:00 AM to 12:01 PM
	1:01 PM to 6:00 PM	1:01 PM to 6:00 PM
Texas Creek	8:00 AM to 4:00 PM	8:00 AM to 4:00 PM
	7:00 PM to 3:00 AM	7:00 PM to 3:00 AM
Parkdale	9:00 AM to 12:01 PM	9:00 AM to 12:01 PM
	1:01 PM to 6:00 PM	1:01 PM to 6:00 PM
Canon City	Continuous	Continuous
Florence	11:30 AM to 3:30 AM	11:30 AM to 3:30 AM
Portland	8:30 AM to 11:30 AM	Closed
	12:30 PM to 5:30 PM	
Swallows	9:00 PM to 12:30 AM	9:00 PM to 12:30 AM
	1:30 AM to 6:00 AM	1:30 AM to 6:00 AM
Pueblo Yard	Continuous	Continuous
Pueblo U. D.	Continuous	Continuous
Walsenburg U. D.	Continuous	Continuous
Trinidad	7:00 AM to 11:00 PM	Closed
La Veta	7:00 AM to 3:00 PM	7:00 AM to 3:00 PM
	11:00 PM to 7:00 AM	11:00 PM to 7:00 AM
Fir	10:00 PM to 12:30 AM	10:00 PM to 12:30 AM
	1:30 AM to 7:00 AM	1:30 AM to 7:00 AM
Ft. Garland	8:00 AM to 12:30 PM	Closed
	1:30 PM to 5:00 PM	
Blanca	7:00 AM to 12:01 PM	Closed
	1:01 PM to 4:00 PM	
Alamosa	Continuous	Continuous

Adjusted Tonnage Ratings

FROM	TO	Class of Engine L-131-132 Nos. of Engines 3600-3619	Class of Engine L-107 Nos. of Engines 3500-3509	Class of Engine L-95 Nos. of Engines 3400-3415	Class of Engine M-78 Nos. of Engines 1511-1520	Class of Engine M-64 M-67 Nos. of Engines 1501-1510 1521-1530 1700-1713	Class of Engine K-59 Nos. of Engines 1200-1213	Class of Engine C-48 Nos. of Engines 1131-1199	Class of Engine C-40 Nos. of Engines 930-934 940-944	Class of Engine C-39-41 Nos. of Engines 1000-1029 915-925 950-964	Class of Engine P-44 Nos. of Engines 800-805	Class of Engine T-29 Nos. of Engines 762-793	Class of Engine T-31 Nos. of Engines 750-761	Adjustment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Pueblo	Portland	8445			5200	4400	3350	3050						9
Portland	Canon City	6265			3430	3260	2430	2430	1850	1820		1360	1500	6
Canon City	Salida	3300			1890	1765	1340	1180	1070	1040		740	820	4
Pueblo	Minnequa		2600		1900	1600	1295	1135	980	950		670	740	4
Minnequa	Walsenburg		3400		2835	2625	2140	1775	1520	1510		1120	1220	6
Walsenburg	La Veta		2430		1780	1620	1375	1250	970	960		700	770	4
Walsenburg	Gordon			2310				1250		980				4
Gordon	Spanish Peaks			2190				1180		900				4
Spanish Peaks	Big Four			1590				850		650				3
Big Four	Alamo			1110				590		480				2
Alamo	Gordon			2190				1180		920				4
Gordon	Maitland			2190				1600		1260				5
Maitland	Walsenburg			2960				4400		3600				12
Walsenburg	Bunker Hill				2580	2100	1950	1550						5
Trinidad	Bunker Hill				2750	2235	2090	1650						5
La Veta	Fir		1125	985	750	675	580	470	420	420	400			2
Alamosa	Russell		3530	3135	2900	2625	2060	1860	1550	1520	1550			5
Russell	Sierra		2600	2375	1750	1600	1420	1120	1030	1020	1010			4
Sierra	Fir		1430	1275	975	875	760	655	520	520	510			3

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

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

Fir	La Veta	1-8½" CC	Compressor	80	Cars	2500	Tons
"	"	2-8½" CC	"	85	"	3825	"
"	"	2-11"	"	70	"	2300	"
"	"	1-9½", 1-11"	"	60	"	1800	"
Fir	Sierra	1-9½", 1-11"	"	75	"	2500	"
"	"	2-11"	"	85	"	2800	"
"	"	1-8½" CC	"	100	"	3000	"

WATCH INSPECTORS

MOUNT JEWELERS ..... Pueblo, Colo.
CHEEK JEWELRY CO. ..... Pueblo, Colo.
R. W. CLARK ..... Florence, Colo.
C. C. PATTON ..... Canon City, Colo.
D. J. KRAMER ..... Salida, Colo.
J. A. SANCHEZ ..... Walsenburg, Colo.
RHODES-HARBRIDGE ..... Trinidad, Colo.
VELHAGEN BROS. ..... Alamosa, Colo.

SIGNAL MAINTAINERS

Headquarters	Signal District	
	From	To
Pueblo	End of ABS Pueblo	To but not including ABS 1219 Westward track, to and including ABS 1232 on Eastward track.
Florence	ABS 1219 Westward track and from but not including ABS 1232 Eastward track.	To and including ABS 1570 on Eastward track and to but not including ABS 1569 on Westward track and Brewster crossing signals.
Canon City	From and including ABS 1569 on Westward track and from but not including ABS 1570 on Eastward track.	To and including ABS 1880.
Salida	ABS 1881	ABS 2282.