SAFETY MAIN LINE Rio Grande THRU THE ROCKIES SERVICE

**ASSISTANT SUPERINTENDENT**
**A. H. Nance**
Denver

**TRAINMASTERS**
**V. I. Griffith**
Denver Terminal

**C. W. Hearn**
Pueblo Terminal

**G. S. D. McCall**
Denver

**L. H. Pennington**
Pueblo

**H. W. Dearing**
Glenwood

**H. V. Meek**
Alamosa

**ROAD FOREMEN OF EQUIPMENT**
**P. H. Foley**
**S. A. Dougherty**
Denver

**L. P. Urquhart**
Grand Jct

**ROAD FOREMEN OF EQUIPMENT-TRAINMASTERS**
**F. H. Green**
Pueblo

**R. C. Williams**
Salida

**ROAD FOREMAN OF EQUIPMENT-ASSISTANT TRAINMASTER**
**J. R. Pearce**
Alamosa

**ASSISTANT TRAINMASTER-ASSISTANT ROADMASTER**
**J. M. Rentfrow**
Durango

**CHIEF DISPATCHERS**
**H. W. Egley**
Denver

Subdivisions 1-A, 1-B, 2, 8, 10-A, 11, 12, 12-A, 12-B and Joint Line Denver-Pueblo

**M. E. Wood**
Grand Jct

Subdivisions 3, 3-A, 4, 4-A and 4-B

# Denver and Rio Grande Western Railroad Company

# TIME-TABLE

## OF THE

## COLORADO DIVISION

## No

# 5

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

## Friday, October 1, 1965

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

**JOHN AYER, JR.**
Vice President—Operations

**C. V. COLSTADT**
Chief Transportation Officer

**J. B. NORWOOD, JR.**
Superintendent

In case of emergency, at night when Denver switchboard is closed, or on Saturdays, Sundays and Holidays, the following offices may be reached by commercial telephones when there are no other means of communication available.

| Location and Office | Number |
|---|---|
| Denver, Chief Dispatcher | 222-2170 |
| North Yard, Yard Office | 222-5053 |
| Burnham, Master Mechanic | 222-9168 |
| Pueblo, Yard Office | 544-7814 |
| Salida, Telegraph Office | 539-2855 |
| Grand Jct, Chief Dispatcher | 242-5153 |
| Grand Jct, East Yard | 242-3893 |
| Alamosa, Yard Office | 589-6431 |
| Durango, Roundhouse | 247-1491 |

## RADIO SHOPS: NORTH YARD, PUEBLO, GRAND JCT.

## SIGNAL MAINTAINERS

| Subdivision 1-A and 4-A | From | To |
|---|---|---|
| Denver | ABS 11 | ABS 175 |
| Denver | Utah Jct MP 4 | Belt Line |
| Cliff | ABS 175 | ABS 566 |
| Granby | ABS 566 | ABS 973 |
| Kremmling | ABS 973 | ABS 1161 |
| Bond | ABS 1161 | ABS 1305 |
| Bond | ABS 1287 | ABS 1544 |

| Subdivision 2, 3, and 4 | From | To |
|---|---|---|
| Pueblo | ABS 1196 | ABS 1348 |
| Canon City | ABS 1348 | ABS 1764 |
| Salida | ABS 1764 | ABS 2224 |
| Buena Vista | ABS 2224 | ABS 2796 |
| Minturn | ABS 2796 | ABS 3090 |
| Dotsero | ABS 3090 | ABS 3434 |
| Dotsero | ABS 1544 | ABS 1667 |
| Glenwood | ABS 3434 | ABS 3686 |
| Rifle | ABS 3686 | ABS 4158 |
| Grand Jct | ABS 4158 | ABS 4487 |

**Pueblo** Maintainer maintains signals on Missouri Pacific RR and **Southern Jct**



Condensed Freight Train Schedules (For information only)

| Station | WESTWARD FMS | RMS | CX | PGM | RIX | TOFC | UTE | 77 | 75 | EASTWARD ADV SPF SPD | SPF SPD | MFX MFXD | LS LSD | MFT MFD | MWM MWMD |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ogden | 650P | 1050P | 1235A | 1130A | 500A | 1130A | 835P | 815P | 815P | 1230A | 200A | 340A | 700A | 330P | |
| Roper | 555P<br>540P | 930P<br>800P | 1140P<br>1125P | 1000A<br>700A | 400A<br>330A | 1000A<br>930A | 700P<br>400P | 700P<br>1201P | 700P<br>500P | 135A<br>145A | 300A<br>310A | 500A | 100A | 435P<br>430P | 600P |
| Helper | 250P | 455P | 835P | 300A | 1225A | 620A | 1150A | 820A | 120P | 510A | 630A | 800A | 345P | 905P | 905P |
| Grand Jct | 1135A<br>1130A | 130P<br>125P | 520P<br>515P | 950P<br>920P | 900P<br>855P | 245A<br>225A | 530A<br>555A | 330A<br>150A | 830A<br>800A | 855A<br>SPD 1010A<br>SPF 1015A | 1010A<br>SPF 1055A<br>SPD 1110A | 1115A<br>MFX 1120A<br>MFXD 1120A | 1015P<br>LS 1245A<br>LSD 100A | 1210A<br>MFD 150A<br>MFT 140A | 1210A<br>MWMD 150A<br>MWM 200A |
| Minturn | | | | | | | | 1010P | 420A | 155P | 235P | 250P | 715A | 525A | 535A |
| Salida | | | | | | | | 610P | 1210A | 430P | 525P | 530P | 1225P | 820A | 820A |
| Pueblo | | | | | | | | 300P | 900P | 700P | 800P | 750P | 400P | 1100A | 1100A |
| Bond | 810A | 1000A | 155P | 520P | 530P | 1100P | 125A | | | 140P | 315P | 235P | 745A | 500A | 510A |
| North Yard | 430A | 600A | 1015A | 1201P | 130P | 645P | 800P | | | 500P | 800P | 630P | 400P | 900A | 900A |
| Delivered to Connection | WP 640P<br>SP 650P | WP 900P<br>SP 1120P | WP 1225A<br>SP 1235A | WP 300A<br>SP 1150A | WP 430A<br>SP 515A | WP 1030A<br>SP 1150A | WP 300P<br>SP 840P | WP 100P<br>SP 840P | WP 600P<br>SP 840P | Q 700P<br>RI 700P<br>MP 900P | Q 900P<br>RI 900P<br>MP 900P | Q 700P<br>RI 730P<br>MP 830P | Q 530P<br>RI 530P<br>MP 500P | Q 1000A<br>RI 1000A<br>MP 1201P | Q 930A<br>RI 1000A<br>MP 1201P |

| SECOND CLASS | FIRST CLASS | | | Subdivision 1-A (in part, also see page 9) and 4-A Stations TIME-TABLE No 5 October 1, 1965 | |
|---|---|---|---|---|---|
| 9 Passenger Mail & Exp. | 7 Prospector | 17 California Zephyr | Station Numbers | | |
| Leave Daily | Leave Daily | Leave Daily | | | |
| 9 05 AM | 6 25 PM | 8 40 AM | ..... | DENVER ..... BKR | |
| | | | | 1.0 | |
| 9 10 AM | 6 30 PM | 8 45 AM | ..... | PROSPECT DNJ | Two Main Tracks |
| | | | | 0.5 | |
| ..... | ..... | ..... | ..... | FOX JCT. ..... | |
| | | | | 1.0 | |
| ..... | ..... | ..... | 3 | NORTH YARD ..... BKR | |
| | | | | 0.7 | |
| ..... | ..... | ..... | ..... | UTAH JCT. ..... | |
| | | | | 1.6 | |
| ..... | ..... | ..... | 4 | C&S JCT. ..... | |
| | | | | 2.3 | |
| f 9 17 | ..... | ..... | 7 | ARVADA ..... | |
| | | | | 5.3 | |
| ..... | ..... | ..... | 12 | LEYDEN ..... | |
| | | | | 5.6 | |
| f 9 28 | ..... | ..... | 18 | ROCKY ..... | |
| | | | | 3.2 | |
| ..... | ..... | ..... | 21 | CLAY ..... | |
| | | | | 3.3 | |
| f 9 44 | 7 08 | 9 24 | 25 | PLAIN ..... | |
| | | | | 6.8 | |
| ..... | ..... | ..... | 31 | CRESCENT ..... | |
| | | | | 5.7 | |
| s 10 16 | 7 37 | 9 53 | 37 | CLIFF ..... W | Subdivision 1-A |
| | | | | 4.7 | |
| s 10 25 | ..... | ..... | 42 | ROLLINS ..... | |
| | | | | 5.2 | |
| f 10 33 | ..... | ..... | 47 | TOLLAND ..... | |
| | | | | 3.2 | |
| f 10 41 | ..... | ..... | 50 | EAST PORTAL ..... WY | |
| | | | | 6.8 | |
| s 10 52 | f 8 07 | 10 27 | 57 | WINTER PARK ..... | |
| | | | | 5.3 | |
| f 11 04 | ..... | ..... | 62 | FRASER ..... | |
| | | | | 3.8 | |
| f 11 08 | ..... | ..... | 66 | TABERNASH ..... WY | |
| | | | | 9.8 | |
| s 11 30 | s 8 43 | x 10 50 | 76 | GRANBY ..... | |
| | | | | 10.4 | |
| s 11 45 | ..... | ..... | 86 | SULPHUR ..... | |
| | | | | 6.8 | |
| ..... | ..... | ..... | ..... | FLAT ..... | |
| | | | | 5.0 | |
| ..... | ..... | ..... | 98 | TROUBLESOME ..... | |
| | | | | 5.5 | |
| s 12 14 | s 9 22 | 11 31 | 103 | KREMMLING ..... | |
| | | | | 2.5 | |
| ..... | ..... | ..... | 106 | GORE ..... | |
| | | | | 5.3 | |
| f | ..... | ..... | 111 | AZURE ..... | |
| | | | | 5.1 | |
| s 12 40 | ..... | ..... | 116 | RADIUM ..... | |
| | | | | 6.6 | |
| ..... | ..... | ..... | 123 | YARMONY ..... | |
| | | | | 5.8 | |
| s 1 05 PM | ..... | ..... | 129 | ORESTOD ..... J | |
| | | | | 0.7 | |
| Arrive Daily | s 10 20 | s 12 25 | 2302 | BOND ..... DNBKWY | Subdivision 4-A |
| | | | | 12.8 | |
| | ..... | ..... | 2306 | DELL ..... | |
| | | | | 2.5 | |
| | f 10 40 | ..... | 2310 | BURNS ..... | |
| | | | | 10.6 | |
| | ..... | ..... | 2314 | RANGE ..... W | |
| | | | | 11.6 | |
| | 11 12 PM | 1 17 PM | 2276 | DOTSERO ..... JY | |
| | Arrive Daily | Arrive Daily | | (166.8) | |

CENTRALIZED TRAFFIC CONTROL

No's 9 & 10 will make **Orestod** stop at Train Order Signal opposite Station **Bond.**



| Subdivision 1-A (in part, also see page 9) and 4-A Stations TIME-TABLE No 5 October 1, 1965 | Mile Posts | Capacity of Sidings | FIRST CLASS 8 Prospector | FIRST CLASS 18 California Zephyr | SECOND CLASS 10 Passenger Mail & Exp. |
|---|---|---|---|---|---|
| | | | Ar. Daily | Ar. Daily | Ar. Daily |
| DENVER ..... BKR | 0.0 | ..... | 8 00 AM | 7 10 PM | 3 20 PM |
| 1.0 | | | | | |
| PROSPECT DNJ (Two Main Tracks) | 1.0 | ..... | 7 54 AM | 7 04 PM | 3 14 PM |
| 0.5 | | | | | |
| FOX JCT. ..... | 1.5 | ..... | ..... | ..... | ..... |
| 1.0 | | | | | |
| NORTH YARD ..... BKR | 2.5 | Yard | ..... | ..... | ..... |
| 0.7 | | | | | |
| UTAH JCT. ..... | 3.2 | ..... | ..... | ..... | ..... |
| 1.6 | | | | | |
| C&S JCT. ..... | 4.8 | 160 | ..... | ..... | ..... |
| 2.3 | | | | | |
| ARVADA ..... | 7.1 | ..... | ..... | ..... | f 3 03 |
| 5.3 | | | | | |
| LEYDEN ..... | 12.4 | 106 | ..... | ..... | ..... |
| 5.6 | | | | | |
| ROCKY ..... | 18.0 | 95 | ..... | ..... | f 2 45 |
| 3.2 | | | | | |
| CLAY ..... | 21.2 | 112 | ..... | ..... | ..... |
| 3.3 | | | | | |
| PLAIN ..... | 24.5 | 128 | 7 07 | 6 16 | f 2 29 |
| 6.8 | | | | | |
| CRESCENT ..... | 31.3 | 109 | ..... | ..... | ..... |
| 5.7 | | | | | |
| CLIFF ..... W | 37.0 | W 56 E 114 | 6 33 | 5 45 | s 1 57 |
| 4.7 | | | | | |
| ROLLINS ..... | 41.7 | 84 | ..... | ..... | s 1 49 |
| 5.2 | | | | | |
| TOLLAND ..... | 46.9 | 110 | ..... | ..... | f 1 40 |
| 3.2 | | | | | |
| EAST PORTAL ..... WY | 50.1 | 120 | ..... | ..... | s 1 35 |
| 6.8 | | | | | |
| WINTER PARK ..... | 56.9 | 138 | f 6 00 | 5 12 | s 1 22 |
| 5.3 | | | | | |
| FRASER ..... | 62.2 | 93 | ..... | ..... | f 1 11 |
| 3.8 | | | | | |
| TABERNASH ..... WY | 66.0 | 195 | ..... | ..... | f 1 05 |
| 9.8 | | | | | |
| GRANBY ..... | 75.8 | W 94 E 89 | s 5 29 | x 4 40 | s 12 49 |
| 10.4 | | | | | |
| SULPHUR ..... | 86.2 | 150 | ..... | ..... | s 12 32 |
| 6.8 | | | | | |
| FLAT ..... | 93.0 | 136 | ..... | ..... | ..... |
| 5.0 | | | | | |
| TROUBLESOME ..... | 98.0 | 111 | ..... | ..... | ..... |
| 5.5 | | | | | |
| KREMMLING ..... | 103.5 | 116 | s 4 53 | ..... | s 12 05 |
| 2.5 | | | | | |
| GORE ..... | 106.0 | 131 | ..... | ..... | ..... |
| 5.3 | | | | | |
| AZURE ..... | 111.3 | 95 | ..... | ..... | f |
| 5.1 | | | | | |
| RADIUM ..... | 116.4 | 167 | ..... | ..... | s 11 33 |
| 6.6 | | | | | |
| YARMONY ..... | 123.0 | 88 | ..... | ..... | ..... |
| 5.8 | | | | | |
| OREST0D ..... J | 128.6 | ..... | ..... | ..... | s 11 10 AM |
| 0.7 | | | | | |
| BOND ..... DNBKWY | 129.3 | Yard | s 3 55 | s 3 10 | Lv. Daily |
| 12.8 | | | | | |
| DELL ..... | 142.1 | 144 | ..... | ..... | |
| 2.5 | | | | | |
| BURNS ..... | 144.6 | ..... | s 319 | ..... | |
| 10.6 | | | | | |
| RANGE ..... W | 155.2 | 156 | ..... | ..... | |
| 11.6 | | | | | |
| DOTSERO ..... JY | 166.8 | 136 | 2 47 AM | 2 10 PM | |
| (166.8) | | | Lv. Daily | Lv. Daily | |

Subdivision 1-A

Subdivision 4-A

CENTRALIZED TRAFFIC CONTROL

| SECOND CLASS 75 Fast Freight Lv. Daily | SECOND CLASS 77 Fast Freight Lv. Daily | FIRST CLASS 1 Royal Gorge Lv. Daily | Station Numbers | Mile Posts | Subdivision 2 and 3 Stations TIME-TABLE No 5 October 1, 1965 | |
|---|---|---|---|---|---|---|
| ..... | ..... | 12 15 PM | 7134 | 119.4 | **PUEBLO U D** ..... DK | |
| ..... | ..... | ..... | ..... | 119.6 | 0.2 AT & SF CROSSING 0.5 | Two Main Tracks |
| 7 00 PM | 11 10 AM | ..... | 4000 | 120.1 | **PUEBLO YD** .. BKR 2.2 | Two Main Tracks |
| 7 08 | 11 18 | 12 22 | ..... | 122.3 | GOODNIGHT ..... 5.0 | Two Main Tracks |
| 7 17 | **11 28** 2 | 12 29 | 1706 | 127.3 | LIVESEY ..... 7.3 | Subdivision 2 |
| 7 27 | 11 40 | 12 37 | 1712 | 134.6 | SWALLOWS ..... 5.0 | Subdivision 2 |
| 7 34 | 11 46 | 12 44 | 1714 | 139.6 | HOBSON ..... 6.2 | Subdivision 2 |
| 7 42 | 11 54 | f12 52 | 1720 | 145.8 | PORTLAND ..... D 1.3 | Subdivision 2 |
| 7 45 | 11 57 | 12 54 | 1722 | 147.1 | ADOBE ..... 4.8 | Subdivision 2 |
| 7 51 | 12 03 | s 1 02 | 1724 | 151.9 | FLORENCE ..... D 8.1 | Subdivision 2 |
| 8 03 | 12 15 | s 1 23 | 1740 | 160.0 | CANON CITY ... DOWY 4.8 | Subdivision 2 |
| 8 13 | 12 25 | 1 32 | 1748 | 164.8 | GORGE ..... 1.5 | Subdivision 2 |
| ..... | ..... | s 1 36 1 46 | 1749 | 166.3 | HANGING BRIDGE .. 4.9 | Subdivision 2 |
| 8 32 | 12 45 | f **1 57** 46 | 1754 | 171.2 | PARKDALE ..... 4.5 | Subdivision 2 |
| 8 40 | 12 55 | 2 05 | 1756 | 175.7 | SPIKEBUCK ..... 4.5 | Subdivision 2 |
| 8 49 | 1 04 | 2 12 | 1760 | 180.2 | ECHO ..... 3.9 | Subdivision 2 |
| 8 55 | 1 11 | s 2 20 | 1762 | 184.1 | TEXAS CREEK .... DY 7.6 | Subdivision 2 |
| 9 06 | **1 24** 46 | s 2 34 | 1782 | 191.7 | COTOPAXI ..... W 6.4 | Subdivision 2 |
| 9 16 | 1 33 | 2 45 | 1784 | 198.1 | VALLIE ..... 5.3 | Subdivision 2 |
| 9 24 | 1 41 | 2 53 | 1786 | 203.4 | HOWARD ..... 4.6 | Subdivision 2 |
| 9 31 | 1 48 | 3 00 | 1792 | 208.0 | SWISSVALE ..... 7.1 | Subdivision 2 |
| 9 45 PM | 2 00 PM | 3 15 PM | 2002 | 215.1 | **SALIDA** ..... DNBFKOSRWY 7.1 | Subdivision 2 |
| Ar. Daily | Ar. Daily | Ar. Daily | 2010 | 222.2 | BROWN CANON ..... 10.7 | Subdivision 3 |
| | | | 2016 | 232.9 | NATHROP ..... 7.4 | Subdivision 3 |
| | | | 2020 | 240.3 | BUENA VISTA ..... 4.4 | Subdivision 3 |
| | | | 2026 | 244.7 | AMERICUS ..... 7.4 | Subdivision 3 |
| | | | 2032 | 252.1 | PRINCETON ..... 5.3 | Subdivision 3 |
| | | | 2034 | 257.4 | YALE ..... 6.2 | Subdivision 3 |
| | | | 2040 | 263.6 | KOBE ..... 7.4 | Subdivision 3 |
| | | | 2100 | 271.0 | MALTA ..... JY 9.3 | Subdivision 3 |
| | | | 2208 | 280.3 | TENNESSEE PASS ... 3.5 | Subdivision 3 |
| | | | 2210 | 283.8 | MITCHELL ..... 4.7 | Subdivision 3 |
| | | | 2216 | 288.5 | PANDO ..... 5.5 | Subdivision 3 |
| | | | 2220 | 294.0 | RED CLIFF ..... 2.2 | Subdivision 3 |
| | | | 2232 | 296.2 | BELDEN ..... 5.8 | Subdivision 3 |
| | | | 2250 | 302.0 | **MINTURN** ..... BFKSWY | Subdivision 3 |
| | | | | | (182.6) | |

AUTOMATIC BLOCK SIGNALS

CENTRALIZED TRAFFIC CONTROL

Schedule and train order times for Westward trains at **Goodnight** apply at the end of two main tracks.



| Subdivision 2 and 3 Stations TIME-TABLE No 5 October 1, 1965 | Capacity of Siding | FIRST CLASS 2 Royal Gorge Ar. Daily | SECOND CLASS 44 Fast Freight Ar. Daily | SECOND CLASS 46 Fast Freight Ar. Daily |
|---|---|---|---|---|
| **PUEBLO U D** ..... DK | ..... | 11 45 AM | ..... | ..... |
| 0.2 AT & SF CROSSING ... 0.5 | ..... | ..... | ..... | ..... |
| **PUEBLO YD** ..... BKR 2.2 | Yard | ..... | 7 10 AM | 3 30 PM |
| GOODNIGHT ..... 5.0 | ..... | 11 35 | 6 58 | 3 22 |
| LIVESEY ..... 7.3 | 105 | **11 28** 77 | 6 49 | 3 13 |
| SWALLOWS ..... 5.0 | 143 | 11 18 | 6 40 | 3 04 |
| HOBSON ..... 6.2 | 88 | 11 10 | 6 34 | 2 56 |
| PORTLAND ..... D 1.3 | ..... | f11 01 | 6 27 | 2 44 |
| ADOBE ..... 4.8 | 121 | 10 59 | 6 25 | 2 42 |
| FLORENCE ..... D 8.1 | 145 | s10 53 | 6 19 | 2 36 |
| CANON CITY ..... DOWY 4.8 | 191 | s10 40 | 6 10 | 2 26 |
| GORGE ..... 1.5 | 85 | 10 31 | 6 01 | 2 16 |
| HANGING BRIDGE ..... 4.9 | ..... | 10 27 s10 17 | ..... | ..... |
| PARKDALE ..... 4.5 | 89 | f10 05 | 5 42 | **1 57** 1 |
| SPIKEBUCK ..... 4.5 | 89 | 9 58 | 5 35 | 1 50 |
| ECHO ..... 3.9 | 89 | 9 51 | 5 28 | 1 43 |
| TEXAS CREEK ..... DY 7.6 | 115 | s 9 45 | 5 21 | 1 36 |
| COTOPAXI ..... 6.4 | 116 | s 9 34 | 5 09 | **1 24** 77 |
| VALLIE ..... 5.3 | 119 | 9 25 | 4 59 | 1 14 |
| HOWARD ..... 4.6 | 95 | 9 19 | 4 51 | 1 06 |
| SWISSVALE ..... 7.1 | 92 | 9 13 | 4 44 | 12 59 |
| **SALIDA** ..... DNBFKOSRWY 7.1 | Yard | 9 00 AM | 4 30 AM | 12 45 PM |
| BROWN CANON ..... 10.7 | 130 | Lv. Daily | Lv. Daily | Lv. Daily |
| NATHROP ..... 7.4 | 130 | | | |
| BUENA VISTA ..... 4.4 | ..... | | | |
| AMERICUS ..... 7.4 | 129 | | | |
| PRINCETON ..... 5.3 | 145 | | | |
| YALE ..... 6.2 | ..... | | | |
| KOBE ..... 7.4 | 158 | | | |
| MALTA ..... JY 9.3 | Yard | | | |
| TENNESSEE PASS ..... 3.5 | 151 | | | |
| MITCHELL ..... 4.7 | 158 | | | |
| PANDO ..... 5.5 | 158 | | | |
| RED CLIFF ..... 2.2 | ..... | | | |
| BELDEN ..... 5.8 | 201 | | | |
| **MINTURN** ..... BFKSWY | Yard | | | |
| (182.6) | | | | |

Two Main Tracks

Subdivision 2

Subdivision 3

AUTOMATIC BLOCK SIGNALS

CENTRALIZED TRAFFIC CONTROL

Schedule and train order times for Eastward trains at **Salida** apply at east switch, Track No 1, MP 214.7.

| FIRST CLASS 7 Prospector Leave Daily | FIRST CLASS 17 California Zephyr Leave Daily | Station Number | Mile Posts | Subdivision 4 Stations TIME-TABLE No 5 October 1, 1965 | Capacity of Sidings | FIRST CLASS 8 Prospector Arrive Daily | FIRST CLASS 18 California Zephyr Arrive Daily |
|---|---|---|---|---|---|---|---|
| | | 2250 | 302.0 | **MINTURN** ....BFKSWT | Yard | | |
| | | | | 6.2 | | | |
| | | 2256 | 308.2 | AVON | 166 | | |
| | | | | 10.8 | | | |
| | | 2260 | 319.0 | WOLCOTT | 150 | | |
| | | | | 10.0 | | | |
| | | 2268 | 329.0 | EAGLE.....W | | | |
| | | | | 3.0 | | | |
| | | 2270 | 332.0 | WEST | 150 | | |
| | | | | 3.8 | | | |
| | | 2272 | 335.8 | GYPSUM | | | |
| | | | | 6.1 | | | |
| 11 12 PM | 1 17 PM | 2276 | 341.9 | DOTSERO....JT | 136 | 2 47 AM | 2 10 PM |
| | | | | 5.6 | | | |
| | | 2282 | 347.5 | ALLEN | 107 | | |
| | | | | 3.0 | | | |
| | | 2284 | 350.5 | SHOSHONE...W | 75 | | |
| | | | | 4.5 | | | |
| | | 2288 | 355.0 | GRIZZLY | 95 | | |
| | | | | 5.1 | | | |
| s 11 53 | s 2 05 | 2290 | 360.1 | GLENWOOD ....BJKR | 29 | s 2 15 | s 1 38 |
| | | | | 1.2 | | | |
| | | 2502 | 361.3 | FUNSTON...WT | Yard | | |
| | | | | 6.6 | | | |
| | | 2508 | 367.9 | CHACRA | 108 | | |
| | | | | 4.8 | | | |
| | | 2512 | 372.7 | NEWCASTLE | 119 | | |
| | | | | 6.8 | | | |
| | | 2520 | 379.5 | SILT | 110 | | |
| | | | | 7.1 | | | |
| s 12 25 AM | x 2 35 | 2528 | 386.6 | RIFLE.....Y | 116 | s 1 40 | x 1 05 |
| | | | | 4.8 | | | |
| | | 2532 | 391.4 | LACY | 123 | | |
| | | | | 7.7 | | | |
| | | 2538 | 399.1 | DOS | 111 | | |
| | | | | 4.9 | | | |
| | | 2540 | 404.0 | GRAND VALLEY....W | 99 | | |
| | | | | 4.7 | | | |
| | | 2542 | 408.7 | UNA | 116 | | |
| | | | | 7.9 | | | |
| | | 2546 | 416.6 | DE BEQUE | 89 | | |
| | | | | 6.7 | | | |
| | | 2552 | 423.3 | AKIN | 120 | | |
| | | | | 4.4 | | | |
| | | 2554 | 427.7 | TUNNEL | 89 | | |
| | | | | 4.9 | | | |
| | | 2560 | 432.6 | CAMEO | 82 | | |
| | | | | 4.4 | | | |
| | | 2572 | 437.0 | PALISADE | E 94 W121 | | |
| | | | | 5.5 | | | |
| | | 2578 | 442.5 | CLIFTON | 99 | | |
| | | | | 2.8 | | | |
| | | 2580 | 445.3 | FRUITVALE | | | |
| | | | | 2.0 | | | |
| | | | 447.3 | Two Main Tracks: EAST YARD DRK | Yard | | |
| | | | | 2.3 | | | |
| 1 40 AM | 3 50 PM | 5000 | 449.6 | GRAND JCT..BJKR | Yard | 12 20 AM | 11 53 AM |
| Arrive Daily | Arrive Daily | | | (147.6) | | Leave Daily | Leave Daily |

CENTRALIZED TRAFFIC CONTROL

## ASPEN BRANCH

| Station Numbers | Mile Posts | Subdivision 4-B Stations TIME-TABLE No 5 October 1, 1965 | Capacity of Sidings |
|---|---|---|---|
| 2290 | 360.1 | GLENWOOD.....BJKR | Yard |
| | | 7.8 | |
| 2408 | 367.9 | CATTLE CREEK | 14 |
| | | 5.1 | |
| 2416 | 373.0 | CARBONDALE.....W | Yard |
| | | 9.0 | |
| 2428 | 382.0 | EMMA | 24 |
| | | 10.9 | |
| 2437 | 392.9 | WOODY CREEK | 25 |
| | | 8.4 | |
| 2440 | 401.3 | ASPEN.....Y | Yard |
| | | (41.2) | |



| SECOND CLASS 9 Passenger Mail&Exp. Lv. Daily | Station Numbers | Mile Posts | Subdivision 1-A (In part, also see Page 4) and 1-B Stations TIME-TABLE No 5 October 1, 1965 | | Capacity of Sidings | SECOND CLASS 10 Passenger Mail&Exp. Ar. Daily |
|---|---|---|---|---|---|---|
| s1 05 | 129 | 128.8 | OREOSTOD.....J | Subdivision 1-A | | s11 10 AM |
| | | | 5.6 | | | |
| f1 19 | 134 | 134.4 | McCOY | | 54 | f10 47 |
| | | | 4.3 | | | |
| f1 30 | 139 | 138.7 | CRATER.....Y | | 68 | f10 35 |
| | | | 4.0 | | | |
| f1 41 | 143 | 142.7 | VOLCANO | | 134 | f10 24 |
| | | | 7.4 | | | |
| f2 00 | 150 | 150.1 | EGERIA | | 67 | f10 06 |
| | | | 3.2 | | | |
| s2 05 | 153 | 153.3 | TOPONAS.....Y | | 45 | s10 02 |
| | | | 4.6 | | | |
| 2 11 | 158 | 157.9 | TRAPPER | | 65 | 9 56 |
| | | | 3.9 | | | |
| s2 18 | 162 | 161.8 | YAMPA | | 68 | s9 51 |
| | | | 6.2 | | | |
| s2 28 PM | 168 | 168.0 | **PHIPPSBURG** ....DBYKRSWY | | Yard | s9 42 AM |
| | | | 3.4 | | | |
| s2 35 | | 171.4 | OAK CREEK | | | s9 35 |
| | | | 2.2 | | | |
| f2 39 | | 173.6 | ROUTT | | | f9 29 |
| | | | 1.6 | | | |
| f2 42 | 175 | 175.2 | HAYBRO | | 47 | f9 26 |
| | | | 3.0 | | | |
| 2 47 | 178 | 178.2 | PARK | Subdivision 1-B | 38 | 9 21 |
| | | | 5.7 | | | |
| f2 56 | 184 | 183.9 | SIDNEY | | 90 | f9 12 |
| | | | 7.2 | | | |
| s3 13 | 191 | 191.1 | STEAMBOAT.....WD | | 69 | s8 59 |
| | | | 9.0 | | | |
| 3 25 | 198 | 200.1 | HITCHENS | | | 8 48 |
| | | | 1.1 | | | |
| s3 27 | 201 | 201.2 | MILNER | | 73 | s8 46 |
| | | | 5.4 | | | |
| 3 35 | 206 | 206.6 | BEAR | | 65 | 8 39 |
| | | | 1.4 | | | |
| f3 38 | 208 | 208.0 | HARRIS | | 58 | f8 37 |
| | | | 7.1 | | | |
| s3 50 | 215 | 215.1 | HAYDEN.....D | | 49 | s8 27 |
| | | | 10.6 | | | |
| 4 20 PM | 232 | 231.7 | **CRAIG** .....DBKWY | | Yard | 8 05 AM |
| Ar. Daily | | | (102.9) | | | Lv. Daily |

No's 9 & 10 will make **Orestod** stop at Train Order Signal opposite Station **Bond.**

Extra trains must make way promptly when overtaken by No 9 or No 10.

## LEADVILLE BRANCH

| Station Numbers | Mile Posts | Subdivision 3-A Stations TIME-TABLE No 5 October 1, 1965 | Capacity of Sidings |
|---|---|---|---|
| 2100 | 271.0 | MALTA.....YJ | Yard |
| | | 2.3 | |
| 2104 | 273.3 | EILERS | Yard |
| | | 2.6 | |
| 2120 | 275.9 | LEADVILLE.....BFOS | Yard |

| SECOND CLASS 67 Freight Leave Daily | Station Numbers | Mile Posts | Subdivision 8 Stations TIME-TABLE No 5 October 1, 1965 | Capacity of Siding | SECOND CLASS 68 Freight Arrive Daily |
|---|---|---|---|---|---|
| ..... | 7134 | 118.9 | **PUEBLO UD**.....BJK | Yard | ..... |
| ..... | 1136 | 121.4 | 2.5 MINNEQUA..... | Yard | ..... |
| ..... | 1140 | 122.9 | 1.5 **SOUTHERN JCT**.....J | ..... | ..... |
| ..... | 1153 | ..... | 19.1 CEDARWOOD..... | ..... | ..... |
| ..... | 1158 | ..... | 11.5 LASCAR..... | ..... | ..... |
| ..... | ..... | 175.0 | 16.4 **WALSENBURG UD**...DN | ..... | ..... |
| ..... | ..... | 175.1 | 0.1 D&RGW JCT.....J | ..... | ..... |
| 3 30 PM | 1180 | 175.2 | 0.1 WALSENBURG..... | Yard | 7 21 AM |
| 4 10 | 1550 | 190.3 | 15.1 **LA VETA**.....WY | Yard | 6 50 |
| 4 31 | 1560 | 196.6 | 6.3 OCCIDENTAL..... | 60 | 6 24 |
| 5 14 | 1564 | 207.2 | 10.6 FIR.....Y | 35 | 5 41 |
| 5 39 | 1570 | 214.6 | 7.4 SIERRA..... | 68 | 5 16 |
| 6 11 | 1576 | 227.7 | 13.1 FORT GARLAND.....D | 77 | 4 44 |
| 6 18 | 1578 | 232.4 | 4.7 BLANCA..... | 68 | 4 37 |
| 6 30 | 1584 | 239.8 | 7.4 BALDY..... | 20 | 4 25 |
| 6 54 PM | 1590 | 251.7 | 11.9 **ALAMOSA**.....BJK | Yard | 4 01 AM |
| Arrive Daily | | | (132.8) | | Leave Daily |

2 MAIN TRACKS — JOINT LINE

**No 67 is superior to No 68.**

Trains between **Southern Jct** and a point 200 feet west of **D&RGW Jct** at Signal No 1 **Walsenburg**, are operated under the Time-table Rules and Regulations of Wichita Falls Division of C&S Railway. See Time-table Rule **2-A.**

Schedule and train order times Westward trains Subdivision 8 at **Walsenburg** apply at the end of two main tracks at East Switch Chute Run Around Track.

## CREEDE BRANCH

| Station Numbers | Mile Posts | Subdivision 10-A Stations TIME-TABLE No 5 October 1, 1965 | Capacity of Siding |
|---|---|---|---|
| 1590 | 251.7 | **ALAMOSA**.....BJK | Yard |
| 1604 | 263.1 | 11.4 PARMA..... | 14 |
| 1606 | 266.1 | 3.0 ZINZER..... | 76 |
| 1612 | 269.0 | 2.9 MONTE VISTA.....W | Yard |
| 1624 | 282.8 | 13.8 DEL NORTE.....Y | 60 |
| 1628 | 288.9 | 6.1 HANNA..... | 14 |
| 1638 | 298.2 | 9.3 SOUTH FORK.....W | 21 |
| 1640 | 299.1 | 0.9 DERRICK.....Y | Wye |
| 1644 | 302.8 | 3.7 MASONIC PARK..... | ..... |
| 1650 | 312.1 | 9.3 WAGON WHEEL GAP..... | 11 |
| 1654 | 318.1 | 6.0 WASSON.....Y | 20 |
| 1661 | 320.7 | 2.6 CREEDE..... | Yard |



| Station Numbers | Mile Posts | Subdivision 11 Stations TIME-TABLE No 5 October 1, 1965 | Capacity of Siding |
|---|---|---|---|
| 1590 | 251.7 | **ALAMOSA**.....BJK | Yard |
| 3542 | 257.0 | 5.3 HENRY..... | 25SG |
| 3544 | 259.6 | 2.6 ESTRELLA..... | 35SG |
| 3546 | 266.2 | 6.6 LA JARA.....DW | Yard |
| 3555 | 273.3 | 7.1 ROMEO..... | 39SG |
| 3557 | 280.3 | 7.0 ANTONITO.....DFWY | Yard |
| ..... | 291.8 | 11.5 LAVA.....WY | ..... |
| 3804 | 299.4 | 7.6 BIG HORN.....Y | 28 |
| 3806 | 306.1 | 6.7 SURLETTE.....W | 25 |
| 3808 | 310.5 | 4.4 TOLTEC..... | 75 |
| 3608 | 318.4 | 7.9 OSIER.....W | 43 |
| 3610 | 324.8 | 6.4 LOS PINOS.....W | 46 |
| 3614 | 330.6 | 5.8 CUMBRES.....WY | 105 |
| 3812 | 335.5 | 4.9 CRESCO.....W | 43 |
| 3816 | 340.0 | 4.5 LOBATO..... | 28 |
| 3820 | 344.1 | 4.1 **CHAMA**.....BK | Yard |

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



| Station Numbers | Mile Posts | Subdivision 12 Stations TIME-TABLE No 5 October 1, 1965 | Capacity of Siding |
|---|---|---|---|
| 3820 | 344.1 | **CHAMA**.....BK | Yard |
| 3824 | 349.2 | 5.1 WILLOW CREEK..... | 17 |
| 3828 | 354.0 | 4.8 AZOTEA..... | 32 |
| 3836 | 363.5 | 9.5 MONERO.....FW | 21 |
| 3842 | 369.5 | 6.0 LUMBERTON.....Y | 63 |
| 3846 | 373.3 | 3.8 DULCE..... | 67 |
| 3848 | 377.7 | 4.4 NAVAJO.....W | 23 |
| 3620 | 390.4 | 12.7 GATO.....WY | 75 |
| 3626 | 408.8 | 18.8 ARBOLES.....W | 45 |
| 3630 | 411.0 | 5.7 ALLISON..... | 16 |
| 3634 | 418.9 | 7.9 LA BOCA.....W | 28 |
| 3636 | 425.7 | 6.8 IGNACIO..... | 62 |
| 3642 | 432.9 | 7.2 OXFORD..... | 30 |
| 3644 | 437.3 | 4.4 FLORIDA.....W | 30 |
| 3646 | 441.6 | 4.3 FALFA..... | 11 |
| 3654 | 449.1 | 7.5 CARBON JCT.....J | 27 |
| 3660 | 451.5 | 2.4 **DURANGO**.....BJK | Yard |

## WESTWARD FARMINGTON BRANCH EASTWARD

| Station Numbers | Mile Posts | Subdivision 12-A Stations TIME-TABLE No 5 October 1, 1965 | Capacity of Siding |
|---|---|---|---|
| 3954 | 449.1 | CARBON JCT. | 27 |
| | | 8.3 | |
| 3906 | 457.4 | POSTA | 13 |
| | | 14.3 | |
| 3958 | 471.7 | CEDAR HILL | 19 |
| | | 4.2 | |
| 3962 | 475.9 | INCA | 10 |
| | | 5.9 | |
| 3964 | 481.8 | AZTEC | 23 |
| | | 5.7 | |
| 3966 | 487.5 | FLORA VISTA | 16 |
| | | 5.9 | |
| 3968 | 493.4 | SAN JUAN | 71 |
| | | 2.8 | |
| 3972 | 496.2 | FARMINGTON WY | Yard |

## WESTWARD SILVERTON BRANCH EASTWARD

| SECOND CLASS 463 Mixed Leave Daily | SECOND CLASS 461 Mixed Leave Daily | Mile Posts | Subdivision 12-B Stations TIME-TABLE No 5 October 1, 1965 | Capacity of Siding | SECOND CLASS 462 Mixed Arrive Daily | SECOND CLASS 464 Mixed Arrive Daily |
|---|---|---|---|---|---|---|
| 8 30 AM | 7 30 AM | 451.5 | **DURANGO** BJS | Yard | 4 15 PM | 5 15 PM |
| | | | 11.0 | | | |
| 9 15 | 8 15 | 462.5 | HERMOSA W | 13 | 3 27 | 4 27 |
| | | | 6.6 | | | |
| 9 44 | 8 44 | 469.1 | ROCKWOOD Y | 24 | 3 00 | 4 00 |
| | | | 3.2 | | | |
| f10 05 | f 9 05 | 472.3 | TACOMA | 18 | f 2 39 | f 3 39 |
| | | | 1.7 | | | |
| f10 14 | f 9 14 | 474.0 | AH WILDERNESS | | f 2 30 | f 3 30 |
| | | | 4.0 | | | |
| f10 35 | f 9 35 | 478.0 | TEFT | | f 2 14 | f 3 14 |
| | | | 6.0 | | | |
| f11 01 | f10 01 | 484.0 | NEEDLETON W | 13 | f 1 50 | f 2 50 |
| | | | 6.5 | | | |
| f11 32 | f10 32 | 490.5 | ELK PARK Y | 14 | f 1 20 | f 2 20 |
| | | | 6.2 | | | |
| 12 01 PM | 11 01 AM | 496.7 | SILVERTON Y | Yard | 12 50 PM | 1 50 PM |
| Arrive Daily | Arrive Daily | | (45.2) | | Leave Daily | Leave Daily |

**No 461 & No 463 are superior to No 462 & No 464**



## Tracks or Stations Not Shown as Stations in Time-Table

| Sub-division | Name | Mile Post | Station Numbers | Car Capacity | Switching Connection |
|---|---|---|---|---|---|
| 1-A | Stock Yard Spur | B.L.2.2 | | Yard | West |
| 1-A | Rocky Spur | 18.0 | | Yard | West |
| 1-A | Parshall | 91.1 | 92 | 40 | E. & W. |
| 1-A | State Bridge | 126.4 | | | |
| 1-A | Coppertown | 132.2 | 132 | | |
| 1-B | Edna | 174.2 | 174 | Mine Track | E. & W. |
| 1-B | Energy Spur | 200.1 | | Yard | East |
| 1-B | Colute | 209.9 | | 10 | E. & W. |
| 2 | Water Works | 121.9 | 1701 | 91 | West |
| 2 | Concrete | 144.6 | 1718 | 70 | E. & W. |
| 2 | Penitentiary | 161.1 | 1744 | 30 | West |
| 2 | Burnito | 161.4 | 1746 | 40 | East |
| 2 | Fink | 170.3 | 1752 | 38 | E. & W. |
| 2 | Pleasanton | 195.4 | 1783 | 60 | E. & W. |
| 2 | Wellsville | 208.8 | 1796 | 22 | E. & W. |
| 2 | Cleora | 213.2 | 1800 | 161 | E. & W. |
| 3 | Monarch Spur | 214.9 | | Yard | East |
| 3 | Tie Plant | 216.8 | 2002 | 381 | East |
| 3 | Buena Vista | 240.3 | 2020 | 32 | E. & W. |
| 3 | Yale | 257.4 | 2034 | 34 | E. & W. |
| 3 | Red Cliff | 294.0 | 2220 | 22 | E. & W. |
| 4 | Eagle | 329.0 | 2268 | 31 | E. & W. |
| 4 | Gypsum | 335.8 | 2272 | 21 | E. & W. |
| 4-A | Burns | 144.6 | 2310 | 10 | E. & W. |
| 4-A | Sweetwater | 158.0 | 2316 | 33 | E. & W. |
| 4-B | Flour Mill | 362.8 | 2404 | 4 | East |
| 4-B | Mid-Continent | 375.0 | 2416 | Mine Track | E. & W. |
| 4-B | Wingo | 385.1 | 2432 | 9 | E. & W. |
| 4-B | Bates | 387.4 | 2436 | 21 | E. & W. |
| 8 | Sonora Spur | 126.5 | 1142 | 100 | East |
| 8 | Chamblin | 146.9 | 1155 | 3 | West |
| 8 | Loma Spur | 176.0 | | Yard | East |
| 8 | Mortimer | 221.3 | 1574 | 55 | West |
| 8 | Russell | 216.9 | 1572 | 14 | West |
| 10-A | S.L.C. Jct. | 267.0 | 1612 | Yard | E. & W. |
| 10-A | Continental Oil | 268.3 | 1610 | 2 | West |
| 10-A | Evansville | 280.8 | 1623 | 17 | E. & W. |
| 10-A | Gerrard | 296.3 | 1632 | 20 | E. & W. |
| 11 | LaFruto | 256.0 | 3541 | 7-SG | E. & W. |
| 11 | Hartner | 257.4 | 3543 | 13-SG | E. & W. |
| 11 | Bountiful | 269.7 | 3548 | 21-SG | E. & W. |
| 12 | Mill Track | 385.9 | 3617 | 20 | E. & W. |

# Special Time-Table Rules

### SUPERSEDING RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

### SUPERIORITY AND MOVEMENT OF TRAINS

**1. EXCEPT AS OTHERWISE PROVIDED EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**

**1-A.** Train orders may be issued at **Walsenburg UD** or **Alamosa** effecting the through movement of a train on Subdivision 8 between these stations and such train orders will govern each Conductor and Engineman of this train until fulfilled, superseded or annulled.

### CLEARANCES

2. Trains will secure Clearance at **Bond** instead of **Orestod.**

**2-A.** All Southward trains will secure at **Pueblo UD** or **Pueblo Yd** C&S Clearance Form "A", and necessary train orders for movement **Southern Jct** to **D&RGW Jct.**

C&S train order and Clearance forms will be used, issued over signature D&RGW Superintendent on Southward Track; C&S Superintendent on Northward Track.

**2-B.** Unless otherwise provided trains must secure Clearance at **Walsenburg UD.**

**2-C.** Trains will leave the following stations without Clearance:

| Subdivision | Station | Remarks |
|---|---|---|
| 4-A | **Dotsero** | Eastward and Westward trains Subdivision 4-A. |
| 4 | **Grand Jct** West Yard or Passenger station | When verbally authorized by Disp. |
| 8 | **Walsenburg UD** | Westward trains when no Opr on duty. |
| 8 | **Alamosa** | No 68 when no Opr on duty. |
| 12-B | **Silverton** | |

### TRAIN REGISTERS

3. No's 7, 8, 17, 18, and trains destined to or enroute from **Phippsburg** will register with register ticket at **Bond.**

**3-A.** No's 9 and 10 will register with register ticket at **Phippsburg.**

**3-B.** No's 9 and 10 will register at **Hitchens** when so instructed.

**3-C.** First class trains arriving and departing **Pueblo UD** will be registered at **Pueblo Yd** by Train Disp through the Opr. Other trains arriving or departing **Pueblo** may register either at **Pueblo UD** or **Pueblo Yd.**

**3-D.** Subdivision 2 trains originating or terminating **Pueblo UD** will not require check of train register **Pueblo Yd.**

**3-E.** Eastward trains may register arrival on D&RGW train register **Walsenburg UD** with register ticket.



### YARD LIMITS

4. Orestod (Subdivision 1-A, from MP 130.6 to sign "Beginning of CTC")
Crater
Phippsburg
Haybro-Routt
Steamboat
Hitchens
Colute
Hayden
Craig
Portland-Concrete
Canon City
Cleora-Salida
Malta-Leadville (Subdivision 3-A only)
Glenwood-Aspen (Subdivision 4-B only)
Pueblo-Southern Jct
Walsenburg
La Veta
Occidental
Fir
Sierra
Fort Garland
Blanca
Alamosa-Creede
Henry
Estrella
La Jara
Romeo
Antonito
Big Horn
Sublette
Cumbres
Chama
Monero
Lumberton
Dulce
Gato
Arboles
Ignacio
Carbon Jct-Durango-Farmington
Ah Wilderness
Silverton

**4-A.** Trains have no time-table superiority within limits described below and Rule 93 governs all trains. Trains, yard and other locomotives occupying these tracks must make way for passenger trains without unnecessary delay:

| Subdivision | Location | Limits |
|---|---|---|
| 2 & 3 | **Salida** | East end Track No 1, MP 214.7-ABS 2162. |
| 1-A | **Orestod** | ABS 1287-Train Order Signal, **Bond.** |
| 1-B | **Phippsburg** | Yard |
| 1-B | **Hitchens** | MP 199-MP 201 |
| 1-B | **Colute** | MP 209-MP 210.2 |
| 1-B | **Craig** | Yard |
| | **Pueblo** | "CTC" sign MP 118.8-Entrance **Pueblo UD.** |

**4-B.** Protection as prescribed by Rule 99, Rules of the Operating Department is not required as follows:

| Location | Limits | Trains |
|---|---|---|
| **East Portal-Winter Park** | ABS 489—ABS 566 | All trains |
| **Bond-Orestod** | ABS 1279—ABS 1308 | Freight trains |
| **Tennessee Pass** | ABS 2818—Crossover MP 280.3 | Eastward freight trains |
| **Minturn** | ABS 3009—ABS 3034 | Freight trains |
| **Grand Jct,** West Yard | ABS 4487—ABS 4512 | Freight trains |

**4-C.** Unless otherwise provided all train, yard and other locomotive movements between **Pueblo** and MP 121.4, **Minnequa** must be made with the current of traffic. Movements against the current of traffic must be authorized by Yardmaster **Pueblo Yd.**

**4-D.** There are no tracks designated as main track at:

**Alamosa:** MP 250-junction Creede Branch Subdivision 10-A.

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

**Durango:** MP 451-Animas River Bridge Subdivision 12-B.

## AIR BRAKE AND RETAINER OPERATION, CAR LIMITS AND INSPECTION STOPS

**5.** Sign at MP 2 on Inbound-Outbound Lead, **North Yard** bears word "APEX". This sign located at point where maximum grade leaving **North Yard** begins. In switching movements at south end of **North Yard** switch engine handling cuts consisting of sufficient cars to make it necessary to pass this sign must have sufficient air brakes coupled and operative on head end of cut to assure necessary braking power to stop locomotive and cars being handled.

**5-A.** Trains consisting of more than one-half ore, rock, slag, coal or similar heavy loads will be considered coal trains. These trains must not be operated in excess of 50 MPH.

At all times the number of operative air brakes in a train must not be less than 85% of total number of cars in the train.

**5-B.** When doubleheading, engineman on second locomotive will not use in excess of 300 amperes on dynamic brake. Engineman on leading locomotive will use train air brakes with the maintaining system of braking, together with whatever dynamic brake necessary.

**5-C.** When more than five GP-30-35-40 units are in a locomotive consist the dynamic brake on all units of this type in excess of five must be cut out.

### Crater to Orestod and East Portal to North Yard

**5-D.** Passenger trains, handled by locomotive having dynamic brake inoperative, locomotive brakes must be allowed to apply when brakes are applied on train.

**5-E.** On freight trains if actual tonnage per unit with operative dynamic brake exceeds:

| | Coal Trains | Other Trains |
|---|---|---|
| F-7, GP-7, GP-9, F-9 | 1400 tons | 1600 tons |
| SD-7, SD-9 | 2100 tons | 2500 tons |
| GP-30, GP-35, GP-40 | 1500 tons | 1700 tons |

beginning at head end of train place ten retainers in 10 pound position, plus one retainer in 10 pound position for each additional 50 tons.

**5-F.** On freight trains if dynamic brake is inoperative, retainers will be used in 10 pound position on all loaded cars, and in 10 pound position on every other empty car, alternated at inspection points. Inspection stops will be made at **East Portal** and at intervals of not more than 15 miles thereafter between **East Portal** and **Arvada.** If train is stopped at any station between **East Portal** and **Arvada,** inspection will be made each 15 miles thereafter.

### Tennessee Pass to Salida

**5-G.** Car limits, excluding caboose:

| | |
|---|---|
| Less than 3 unit dynamic brake | 100 cars |
| Three unit dynamic brake | 110 cars |
| More than 3 unit dynamic brake | 120 cars |

### Tennessee Pass to Minturn

**5-H.** On freight trains if actual tonnage per unit with operative dynamic brake exceeds:

| | Coal Trains | Other Trains |
|---|---|---|
| F-7, GP-7, GP-9, F-9 | 900 tons | 1000 tons |
| SD-7, SD-9 | 1300 tons | 1500 tons |
| GP-30, GP-35, GP-40 | 1000 tons | 1400 tons |

beginning at head end of train place ten retainers in 10 pound position plus one retainer in 10 pound position for each additional 50 tons.



**5-I.** On freight trains if 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.

**5-J.** Passenger trains handled by locomotive having dynamic brake inoperative, retaining valves will be used and locomotive brakes must be allowed to apply when brakes are applied on train.

**5-K.** Car limits, excluding caboose:

| | |
|---|---|
| Less than 3 unit dynamic brake | 90 cars |
| Three unit dynamic brake | 100 cars |
| More than 3 unit dynamic brake | 110 cars |

### Leadville Branch

**5-L.** Before descending grades, air brake test must be made in accordance with Air Brake Rule 8-H and retainers must be used as prescribed by Time-table Rules **5-H** and **5-I.**

### Monarch Spur

**5-M.** Before departing **Monarch,** MP 236.5 or **Garfield,** MP 233.4 (descending grade movements), application and release test of air brakes must be made. Train crew will observe that brakes apply and release properly.

On descending grade movements retainers must be used in 20 pound position on all loaded cars and in 10 pound position on all empty cars.

Before departing **Monarch,** MP 236.5, or **Garfield,** MP 233.4, (descending grade movements), air brake system must be charged to at least 105 pounds. This is to be determined as provided by Air Brake Rule 8-G.

Caboose air gauge must be observed and proceed signal must not be given until caboose gauge indicates at least 105 pounds.

Not more than one car having inoperative brakes will be handled in rock trains descending **Monarch Spur, Monarch,** MP 236.5 to **Maysville,** MP 224.6.

Standard brake pipe pressure on **Monarch Spur** is 110 pounds.

### Salida to Pueblo

**5-N.** Car limits, excluding caboose:

| | |
|---|---|
| Three or more units | 120 cars |
| Two units F-7, F-9 | 80 cars |
| One unit F-7, F-9 | 40 cars |
| Two units GP or SD | 120 cars |
| One unit GP or SD | 60 cars |

Not more than 90 cars of rock or similar heavy loads will be handled in any train.

### Fir to Sierra

**5-O.** On freight trains if actual tonnage per unit with operative dynamic brake exceeds:

| | |
|---|---|
| F-7, GP-7, GP-9, F-9 | 1200 tons |
| SD-7, SD-9 | 1800 tons |
| GP-30, GP-35, GP-40 | 1500 tons |

beginning at head end of train place ten retainers in 10 pound position plus one retainer in 10 pound position for each additional 50 tons.

**5-P.** On freight trains if 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.

### Fir to LaVeta

**5-Q.** On freight trains if actual tonnage per unit with operative dynamic brake exceeds:

F-7, GP-7, GP-9, F-9 ..... 900 tons
SD-7, SD-9 ..... 1400 tons
GP-30, GP-35, GP-40 ..... 1100 tons

beginning at head end of train place ten retainers in 10 pound position, plus one retainer in 10 pound position for each additional 50 tons.

**5-R.** On freight, trains if 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.

**5-S.** Passenger trains handled by locomotive having dynamic brake inoperative, retaining valves will be used and locomotive brakes must be allowed to apply when brakes are applied on train.

**5-T.** Car limits, excluding caboose:

Less than 3 unit dynamic brake ..... 90 cars
3 unit dynamic brake ..... 100 cars
More than 3 unit dynamic brake ..... 110 cars

### Subdivisions 11 and 12

**5-U.** 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. After rear brake releases trainmen will then place retainers in operating position as follows:

On trains consisting of heavily loaded cars, all retainers will be used in 20 pound 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 pound 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. Four position (release control) retainers will be used in the slow direct exhaust position instead of 10 pound position on empty cars.

Not more than two cars having inoperative brakes will be handled in trains from **Cumbres** to **Chama.**

**5-V.** Westward trains on descending grade between **MP 443** and **Carbon Jct** use one retainer in 10 pound position for each 100 actual tons in train.

**5-W.** Car and/or tonnage limits:

**Cumbres** to **Antonito** ..... 70 cars
**Cumbres** to **Chama** ..... 45 loaded cars
60 loaded and empty cars mixed
60 empty cars
**Chama** to **Durango** ..... 70 cars

Gross weight of train must not exceed an average of 38 tons per operative car brake.

### Subdivision 12-B

**5-X.** On descending grade movements retainers will be used in 10 pound position. If it is found that retaining power is excessive a few retainers may be turned to release position to avoid slack action or stalling on the grade.



## RAILROAD CROSSING AT GRADE, ABS, CTC, AND OTHER SIGNALS

**6.** Railroad crossings at grade protected by signals:

| Subdivision | MP | Tracks Governed | Remarks |
|---|---|---|---|
| 1-A | 0.5 | C&S | All trains stop |
| 1-A | 3.2 | C&S, CB&Q Belt line, Main Track-Belt line | CTC-Interlocking. Each road governed by its own rules and special instructions. |
| 2 | 119.6 | D&RGW Main Track and Frt House Lead and AT&SF crossings | Color light signals for normal movements. Controlled by ATSF Disp. D&RGW and AT&SF governed by their own rules and special instructions. Switch at West end **Pueblo UD** is dual controlled. Yard engines to and from Frt House Lead must open gate protecting MoPac crossing to receive signal indication. |

### Operation Belt Line

**6-A.** Trains, yard and other locomotives operate by CTC between **Utah Jct** (West end of **North Yard**) and **Belt** (CRIP connection switch) and between **Belt** and **UP Transfer MP 4** as indicated by CTC signs. Movements over these tracks are controlled by D&RGW Disp.

Yard switch movements doubling from CB&Q overhead to UP interchange **Pullman,** when returning for rear portion of cut may pass ABS B-38 displaying stop indication without PC.

UP derail is located 100 feet west of head block of switch leading to Eaton Metal Products Co. on D&RGW lead. Derail is equipped with UP and D&RGW switch locks.

**6-B.** Crossing signal protection is provided on Continental Baking Co. Spur at North Broadway. All movements over this crossing on spur must stop before entering crossing, and crossing signal actuated by placing switch key in key switch and turning key to right as far as possible then remove key. Key switch located on side of signal case on west side of North Broadway. Crossing signal will return to normal after movement over crossing.

### Operation Rocky Spur

**6-C.** Gates across both tracks at **Rocky Plant** 500 feet east of switch are handled by AEC Security Guards. At crossing of Highway No 93, 3,200 feet from main track connection and crossing of Highway No 72, 4,400 feet from main track connection, trains or locomotives will, in case of restricted visibility during daylight hours, and at night, flag highway traffic with red fusee before proceeding over these crossings. Movement over highway should be continuous and crossings will not be blocked by standing equipment if it can be avoided.

Access gates have been placed on north side of cattle guards at these crossings to permit compliance with above. These gates must be kept closed and latched at all times.

### Operation Through Moffat Tunnel

**6-D.** Rule 285, Rules of the Operating Department is amended to extent that a speed of 40 MPH instead of medium speed will apply as follows:

Eastward—ABS 566 and 566-A, **Winter Park** to ABS 502, **East Portal.**

Westward—ABS 501 and 501-A, **East Portal** to ABS 565, **Winter Park.**

Not more than one train will be permitted to occupy track in **Moffat Tunnel** between East switch **Winter Park** and West switch **East Portal,** except a helper locomotive may be uncoupled from the rear of an Eastward train inside tunnel or east of East switch **Winter Park** and proceed in opposite direction at restricted speed. Helper locomotive shoving a Westward train into **Moffat Tunnel** must not shove beyond ABS 501 or 501-A.

**6-E.** ABS governing movements over West switch **East Portal,** in addition to their ABS function, will not indicate Proceed unless ventilation curtain is raised.

In case train finds curtain down or inoperative, Disp must be contacted immediately.

A "3 Position" switch is located on south side **Moffat Tunnel** approximately twenty feet west of curtain by which curtain may be operated in case of emergency. A second "3 Position" switch inside office may be used to operate curtain in case of emergency or by motor car operators. Be governed by instructions posted at each location.

**6-F.** A bell at ABS 506 provides audible warning to Eastward trains should ABS 506 be obscured by smoke or fog.

**6-G.** A door on south side of **Moffat Tunnel** approximately fifteen feet west of curtain leads from **Moffat Tunnel** through the motor supply room into office. This may be used as emergency exit from **Moffat Tunnel.**

**6-H.** Eastward freight trains must not exceed a speed of 20 MPH and Eastward passenger trains must not exceed a speed of 25 MPH from a point 1750 feet west of curtain until the locomotive has cleared the east portal of **Moffat Tunnel.**

**6-I.** If a train or locomotive is delayed in **Moffat Tunnel** for any reason Disp should be promptly notified from nearest refuge telephone. Disp telephones located in **Moffat Tunnel** as follows:

| Refuge No | MP | Refuge No | MP |
|---|---|---|---|
| 1 | 50.6 | 11 | 53.3 |
| 3 | 51.2 | 13 | 53.7 |
| 4 | 51.5 | 16 | 54.4 |
| 8 | 52.7 | 18 | 54.8 |
| 9 | 53.0 | 19 | 55.3 |

### Operation at Orestod

**6-J.** All Positive ABS and dual controlled switches between West River track switch **Bond,** Subdivision 4-A, and East River track switch **Orestod,** Subdivision 1-A, inclusive, are controlled by Opr **Bond.**

When lower signal ABS 1287 **Orestod** displays approach indication it is authority to proceed on Subdivision 1-A to train order signal **Bond.**

### Operation at Pueblo

**6-K.** Trains operate by CTC between beginning and end of CTC signs west end **Pueblo Yd.**

**6-L.** ABS 001 located to the right of AT&SF track at **Dry Creek** governs the movement of Westward trains from AT&SF track to D&RGW Westward Main track when AT&SF-D&RGW crossover is reversed.



**6-M.** Westward trains departing from **Roger Lead** will automatically set ABS 1207-W at stop, provided no Westward trains are occupying main track approaching ABS 1207-W. When ABS 1207-E will not clear due to train approaching ABS 1207-W, hold the hand operated snap switch, which is located on outside of telephone booth in reverse position until ABS 1207-E clears and locomotive passes signal, after which handle should be released. This operation will place ABS 1207-W in stop position and requires approximately 60 seconds elapsed time before ABS 1207-E will clear.

### Operation at Tennessee Pass

**6-N.** ABS governing movements through **Tennessee Pass Tunnel,** in addition to ABS functions will not indicate proceed unless curtains are raised.

In case train finds curtain down or inoperative, Disp must be contacted immediately.

Instructions for manual operation are posted at each tunnel portal.

**6-O.** Crossover between main track and siding, located MP 280.3, **Tennessee Pass,** car capacity between crossover and East end of siding 80 cars.

### Operation at Minturn

**6-P.** Dual controlled derailing switch West end **Minturn** siding MP 303.3 normally lined for derailing spur. Positive ABS 3033-A governs movements over derailing switch and through West switch **Minturn** siding. Trains must occupy release section beginning 490 feet east of ABS 3033-A for 45 seconds before dual controlled switches can be positioned for departure.

**6-Q.** Repeater signals located on north side of Main track and on south side of siding, in vicinity of YMCA crossing **Minturn** repeat indication of Positive ABS 3010 or 3010-A. If governing repeater signal does not display proceed when Eastward train is ready to depart, Disp must be contacted immediately.

### Operation at Glenwood

**6-R.** When Eastward ABS 3598-A **Glenwood** displays illuminated letter "S" in conjunction with a proceed ABS indication it is authority to hand operate switch and enter Main track.

### Operation at Grand Jct

**6-S.** Trains and locomotives must not pass Signals D-2, D-3, D-5, D-6, D-10, D-12, D-14, or D-16 (all located in the vicinity of the hump at **East Yard** and to which ABS and CTC Rules do not apply), when displaying stop indication, without authority from Yardmaster.

These signals are operated from retarder tower. Signals D-2 and D-5 do not control the movement of yard engines when such yard engines are governed by Trimmer Signal located on west side of humpmaster building.

Unless otherwise instructed Signal D-5 will govern Eastward trains departing from Tracks 1 to 3 inclusive, and Signal D-2 will govern Eastward trains departing from Tracks 4 to 8 inclusive.

**6-T.** Dual controlled switch point derail on middle track, 10th Street **Grand Jct** located between opposing Positive ABS 4487-FE and 4488-F, normal position for derail. Westward trains or locomotives must occupy release section approaching Positive ABS 4487-FE one minute before Disp can position signal and dual controlled switch.

**6-U.** Depot Running Track between dual controlled switches at MP 449.0 and MP 450.1 **Grand Jct** connects with Westward Main track. Trains, yard or other locomotives occupying this track must make way for passenger trains without unnecessary delay.

Trains originating Depot Running Track, or Depot Yard, Passenger Station, may depart when Repeater Signal MP 449.8 Westward, or MP 449.3 Eastward displays proceed indication. If Repeater Signal does not indicate proceed when train is ready to depart, Disp must be contacted immediately. (See Time-table Rule **2-A**).

### Repeater Signals

**6-V.** In addition to aspects provided for by Rule 510-A, Rules of the Operating Department, Repeater Signal at **MP 142.9** has two additional aspects as follows:

**Red over lunar:** Will be displayed if slide fence between Repeater Signal and ABS 1428 is operated and track between Repeater and ABS 1428 is unoccupied. Trains receiving this indication will be governed by Rule 290, Rules of the Operating Department, looking out for rocks or other obstruction on track.

**Red over dark:** Will be displayed if fence is operated and track between Repeater Signal and ABS 1428 is occupied. Trains receiving this indication will proceed to ABS 1428, being governed by Rule 509, Rules of the Operating Department.

## INSTRUCTIONS GOVERNING THE OPERATION OF CALIFORNIA ZEPHYR TRAINS

**7.** Zone speed for California Zephyr Trains No's 17 and 18 is five (5) MPH faster than authorized zone speed for conventional passenger trains except **Denver-Bond.**

**7-A.** Rear Trainman out of **Denver** will change marker lens to display red and yellow instead of red and green.

**7-B.** These trains will carry 200 pounds steam train line pressure.

**7-C.** Rear red and white lights will not be used. Trainmen will see that they are turned off before departing **Denver.**

### Conditional Stops

**8.** No 17 will stop on flag at **Granby** to receive revenue passengers for **Salt Lake City** or beyond and discharge passengers from **Lincoln, Nebr.** or beyond.

**8-A.** No 18 will stop on flag at **Granby** to receive revenue passengers for **Lincoln, Nebr.** or beyond and discharge revenue passengers from **Salt Lake City** or beyond.

**8-B.** No 17 will stop at **Rifle** on Sundays and Holidays and will stop on flag other days to receive revenue passengers for **Salt Lake City** or beyond and discharge revenue passengers from **Denver** or beyond.

**8-C.** No 18 will stop at **Rifle** on Sundays and Holidays and will stop on flag other days to receive revenue passengers for **Denver** or beyond and discharge revenue passengers from **Salt Lake City** or beyond.

**8-D.** No's 7 and 8 will stop at **Winter Park** to pick up and discharge revenue passengers to and from points where these trains are scheduled to stop.

**8-E.** No's 9 and 10 will make regular stop at **Parshall** and will stop on flag at **State Bridge** and **Coppertown.**

**8-F.** No's 1 and 2 will unless otherwise provided stop 10 mins at **Hanging Bridge.**



## TRAIN SPEEDS

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

| ZONE SPEEDS | Passenger Trains MPH | Freight Trains MPH |
|---|---|---|
| **Subdivision 1-A** | | |
| Prospect-Fox Jct | 20 | 20 |
| Fox Jct-Pecos St., MP 3.8 | 45 | 30 |
| Belt Line, Utah Jct-UP Transfer, MP 4 | 20 | 20 |
| Pecos St., MP 3.8-MP 7 | 65 | 60 |
| MP 7-MP 18 (Westward) | 65 | 60 |
| MP 12-MP 7 (Eastward) | 60 | 40 |
| MP 18-MP 12 (Eastward) | 50 | 25 |
| (If necessary to use retainers under provisions of Time-table Rule 5-F, speed of freight trains must be restricted to 25 MPH from MP 12 to MP 7) | | |
| Rocky Spur | 20 | 20 |
| MP 18-MP 37 | 25 | 25 |
| MP 50-MP 37 (Eastward) | 40 | 25 |
| MP 37-MP 50 (Westward) | 40 | 40 |
| MP 50-MP 58.6 | 40 | 40 |
| MP 58.6-MP 62 | 30 | 30 |
| MP 62-MP 67 | 60 | 55 |
| MP 67-MP 74 | 40 | 40 |
| MP 74-MP 108 | 70 | 60 |
| MP 108-East switch Radium | 25 | 25 |
| East switch Radium-River track switch Orestod | 45 | 45 |
| River track switch Orestod-MP 129 | 30 | 30 |
| Junction switch Orestod-MP 150 | 25 | 20 |
| MP 150-MP 168 | 50 | 40 |

If actual tonnage per unit with operative dynamic brake does not exceed:

| | |
|---|---|
| F-7, GP-7, GP-9, F-9 | 800 tons |
| SD-7, SD-9 | 1200 tons |
| GP-30, GP-35, GP-40 | 1100 tons |

and total train tonnage is not more than 4000 actual tons, freight trains may observe 5 MPH faster zone speed, MP 50-MP 37 (Eastward) and MP 18-MP 7 (Eastward).

| | | |
|---|---|---|
| **Subdivision 1-B** | | |
| MP 168-MP 174 | 35 | 25 |
| MP 174-MP 178 | 40 | 40 |
| MP 178-Craig | 50 | 40 |
| Energy Spur | 25 | 25 |
| **Subdivision 2** | | |
| Pueblo-MP 159 | 60 | 60 |
| MP 159-Salida | 60 | 45 |
| **Subdivision 3** | | |
| Salida-MP 230 | 45 | 45 |
| MP 230-MP 240 | 60 | 60 |
| MP 240-MP 262 | 45 | 45 |
| MP 262-MP 271 | 60 | 60 |
| *MP 271-MP 281* | 45 | 45 |
| Except Coal trains (see Rule 5-A) | | |
| *MP 281-Salida (Eastward)* | | 40 |

| ZONE SPEEDS | Passenger Trains MPH | Freight Trains MPH |
|---|---|---|
| Over Crossover switch MP 280.3 Tennessee Pass | 20 | 20 |
| MP 281-MP 298 (Westward) | 25 | 20 |
| MP 298-MP 281 (Eastward) | 30 | 30 |
| MP 298-Minturn | 30 | 30 |
| (If necessary to use retainers under provisions of Time-table Rule **5-I** and on Coal trains (see Rule **5-A**), speed must be restricted to 17 MPH, MP 281 to MP 298, and 25 MPH, MP 298 to **Minturn.**) | | |
| **Subdivision 3-A** | | 15 |
| **Monarch Spur** | | |
| Bridge 215.4-Salida Yard | 10 | 10 |
| Bridge 215.4-Maysville MP 224.6 | 20 | 20 |
| Maysville MP 224.6-MP 228.5 (Westward) | 20 | 20 |
| MP 228.5-Maysville MP 224.6 (Eastward) | 20 | 12 |
| MP 228.5-Monarch MP 236.5 (Westward) | 12 | 12 |
| Monarch, MP 236.5-MP 228.5 (Eastward) | 12 | 8 |
| **Subdivision 4 and 4-A** | | |
| MP 129-Junction switch Dotsero | 55 | 55 |
| Minturn-East switch Funston | 50 | 50 |
| East switch Funston-MP 412 | 65 | 60 |
| MP 412-MP 436 | 55 | 55 |
| MP 436-10th Street, Grand Jct | 70 | 60 |
| **Subdivision 4-B** | | |
| Glenwood-Flour Mill MP 362.8 (Westward) | 20 | |
| Flour Mill MP 362.8-Glenwood (Eastward) | 15 | |
| Flour Mill MP 362.8-East switch Carbondale | 25 | |
| East switch Carbondale-Aspen | 20 | |
| Except: trains handling ore MP 375-MP 389 | 10 | |
| Over Wingo Bridge 384.92 | 10 | |
| **Subdivision 8** | | |
| Pueblo-La Veta (Except joint line) | 40 | 30 |
| La Veta-MP 195 | 35 | 20 |
| MP 195-MP 207 | 20 | 15 |
| MP 207-MP 214 | 20 | 18 |
| MP 214-MP 222 | 25 | 20 |
| MP 222-MP 241 | 45 | 40 |
| MP 241-Alamosa | 35 | 30 |
| Loma Spur | 15 | 15 |
| Within Yard Limits Jansen | 10 | 10 |
| **Sudivision 10-A** | | |
| Alamosa-MP 289 | 30 | 30 |
| MP 289-MP 300 | 20 | 20 |
| MP 300-Creede | | |
| Curves | 10 | 10 |
| Tangent | 15 | 15 |



| ZONE SPEEDS | Passenger Trains MPH | Freight Trains MPH |
|---|---|---|
| **Subdivision 11** | | |
| Alamosa-MP 280 (Standard Gauge) | 30 | 30 |
| Alamosa-MP 286 (Narrow Gauge) | 30 | 25 |
| MP 286-MP 290 | 20 | 15 |
| MP 290-MP 307 | 25 | 18 |
| MP 307-MP 321 | 15 | 12 |
| MP 321-Cumbres | 15 | 15 |
| Cumbres-Chama | 15 | 12 |
| Over Bridge 319.95 | 8 | 8 |
| Over Bridge 339.78 | 10 | 10 |
| **Subdivision 12** | 25 | 18 |
| **Subdivision 12-A** | 20 | 20 |
| **Subdivision 12-B;** except as specified below | 15 | 15 |
| Rockwood-Bridge 471.23 | 8 | 8 |
| Over Bridge 471.23 | 5 | 5 |
| Over Bridges 495.64 and 496.12 | 10 | 10 |
| K-36, K-37 types over Bridge 452.42 | 10 | 10 |
| Durango Yard, MP 451-depot | 12 | 10 |

## OTHER MAXIMUM SPEEDS

**10-A. All Subdivisions,** except where maximum allowable speeds are lower. Through turnouts equipped with Dual Controlled switches:

East end North Yard siding
Fox Jct. (End of two main tracks)
C&S Jct., West end North Yard Siding

| | | |
|---|---|---|
| Leyden | East and West end siding | 30 |
| Rocky | East and West end siding | |
| Clay | East and West end siding | |
| Plain | East and West end siding | |
| Crescent | East end siding | 25 |
| Cliff | East and West end both sidings | |
| Rollins | East and West end siding | |
| Tolland | East and West end siding | |
| East Portal | East end siding | |
| Winter Park | East and West end siding | |
| Fraser | East and West end siding | |
| Tabernash | East and West end siding | |
| Granby | East and West end both sidings | |
| Sulphur | East and West end siding | |
| Flat | East and West end siding | |
| Troublesome | East and West end siding | |
| Kremmling | East and West end siding | |
| Gore | East and West end siding | |
| Azure | East and West end siding | |
| Radium | East and West end siding | |
| Yarmony | East and West end siding | |
| Salida | West end siding | |
| Brown Canon | East end siding | |
| Nathrop | West end siding | 30 |

| OTHER MAXIMUM SPEEDS | | MPH |
|---|---|---|
| Americus | East end siding | |
| Princeton | East and West end siding | |
| Kobe | West end siding | |
| Malta | East and West end siding | |
| Tennessee Pass | East end siding | |
| Mitchell | East end siding | |
| Pando | East and West end siding | |
| Minturn | East and West end siding | |
| Avon | East end siding | |
| Wolcott | West end siding | |
| West | East end siding | |
| Bond | West end river track<br>West end siding | |
| Dell | East and West end siding | |
| Range | East and West end siding | |
| Dotsero | West end siding | |
| Junction switch for movement to and from Subdivisions 4 and 4-A | | |
| East and West switches of West crossover for movement to and from Subdivisions 4 and 4-A. | | |
| Allen | East and West end siding | |
| Shoshone | East end siding | |
| Grizzly | East and West end siding | |
| Funston | West end North siding<br>West end South siding | |
| Chacra | East and West end siding | |
| New Castle | East and West end siding | |
| Silt | East and West end siding | |
| Rifle | East and West end siding | |
| Lacy | East and West end siding | |
| Dos | East and West end siding | |
| Grand Valley | East and West end siding | |
| Una | East and West end siding | |
| De Beque | East and West end siding | |
| Akin | East and West end siding | |
| Tunnel | East and West end siding | |
| Cameo | East and West end siding | |
| Palisade | East and West end siding | |
| Clifton | East and West end siding | |
| MP 445.0 | East end East Long Lead | 30 |
| Funston | East end North siding<br>East end South siding | 25 |
| Other turn-outs equipped with Dual Controlled switches | | 15 |
| Turnouts equipped with spring switches see Time-table Rule 13 | | |
| Other turnouts equipped with spring switches | | 15 |
| Trailing through spring switches on straight track | | 30 |
| In or out of other turn-outs | | 15 |



| OTHER MAXIMUM SPEEDS | MPH |
|---|---|
| MP 302.0-MP 302.6 Minturn | 20 |
| 10th Street—Crossover MP 450.3, Grand Jct | 20 |
| **10-B.** Maximum speeds permissible in any service by various types of power and equipment as follows: | |
| Series 6001-6013, 555-577, 3001-3063, 5100-5113, 5300-5314, 5901-5954 | 70 |
| Series 66-74, 100, 120-123, 151, 152, 130-139, 5200-5204 | 50 |
| Steam Derricks | 35 |
| Russell Snow Plow X-67 (handled in trains) | 30 |
| Clamshells, Scale Test Cars, (except Scale Test Car X-450) and Pile Drivers moving on own wheels | 25 |
| Scale Test Car X-450 | 35 |
| Spreaders and Flangers handled in trains (not working) | 35 |
| Steam Derrick 028 must not be used west of Carbondale, Aspen Branch; when used on other branches speed must be restricted to 15 miles per hour over wooden trestles. | |
| **10-C. Steam Locomotives** | |
| Locomotives Class K-36, K-37, K-28 | 35 |
| Locomotives running backwards | 15 |
| Trains handling dead locomotives, side rods up | 25 |
| Dead locomotives with side rods all down | 15 |
| Dead locomotives with one pair wheels swinging | 10 |
| **10-D. Sidings:** | |
| Tabernash | 20 |
| Radium | 15 |
| Adobe | 15 |
| Vallie | 15 |
| Malta | 20 |
| Subdivisions 1-A (Orestod-Phippsburg), 1-B, 8, 10, 10-A, 11, 12, 12-A, 12-B | 15 |
| **10-E** City ordinance speed limits as follows: | |
| Florence | 40 |
| Buena Vista | 25 |
| Grand Valley | 30 |
| Palisade | 25 |
| Grand Jct | 25 |
| Walsenburg | 15 |
| Trinidad | 15 |
| Between MP 279.7 and 280.6 Antonito | 12 |

## MEDICAL TREATMENT OF PASSENGERS

**11.** Suggested doctors for care of sick or injured passengers.

If assistance is needed to secure a doctor at **Denver**, the Denver Medical Society Referral Center, 222-5817, may be contacted.

E. A. Hinds, M.D., Chief Surgeon.....Denver
C. N. Caldwell, M.D.....Pueblo
F. W. Barrows, M.D.....Pueblo
L. J. Leonardi, M.D.....Salida
Glenwood Medical Associates.....Glenwood
T. D. Burleigh, M.D.....Grand Jct
R. F. Linnemeyer, M.D.....Grand Jct

**11-A.** Suggested hospital for the care of injured passengers is located as follows, but when expedient, any hospital may be used:

St. Joseph's Hospital.....Denver
St. Mary's-Corwin.....Pueblo
Salida Hospital .....Salida
Valley View Hospital.....Glenwood
St. Mary's Hospital.....Grand Jct

### Medical Treatment of Employes

**11-B.** Care of sick and injured employes is rendered by Hospital Association Doctors located as follows:

Denver and vicinity.....623-8443
D. W. Kramer.....Craig
M. P. Ogden.....Granby
L. E. Bare.....Granby
E. G. Ceriani.....Kremmling
B. M. Sutherland.....Kremmling
R. E. Smith.....Kremmling
So. Routt Med. Center..Oak Creek
J. P. Ryan.....Oak Creek
H. S. Richards.....Steamboat
R. E. Smith.....Steamboat
Farley Clinic .....Pueblo
Pueblo Surgical Group.....Pueblo
Parkview Medical Center...Pueblo
A. Demshki .....Pueblo
(Ear, Nose & Throat)
E. B. Ley.....Pueblo
T. A. Gunter (Dentist).....Pueblo
H. S. Rusk.....Pueblo
(Eye, Ear, Nose & Throat)
W. M. Lewallen, Jr.....Pueblo
L. L. Ward.....Pueblo
R. L. McKittrick.....Pueblo
John McKittrick .....Pueblo
J. L. Williams.....Pueblo
John Hruby (DDS).....Pueblo
Bernard Baxter .....Pueblo
William McCormick .....Pueblo
J. Harvey Johnston.....Pueblo
(Dermatologist)
R. W. Dingler.....Pueblo
J. S. Norman.....Pueblo
James Pollard .....Pueblo
P. J. Gamache.....Florence
John V. Buglewicz.....Florence
H. C. Grabow.....Canon City
E. C. Budd.....Salida
Leo J. Leonardi.....Salida
H. D. Smith.....Salida
S. B. Phillips.....Salida
William Mehos .....Salida
L. A. Ralston (Dentist).....Salida
R. A. Hoover.....Salida
V. A. Veltri.....Salida
J. M. Kehoe.....Leadville
V. E. Kelly.....Leadville
Dennis Morgan, DDS.....Leadville
G. B. Stanley.....Gilman
Marshall Gibby .....Eagle
E. G. Ceriani (Kremmling)....Bond
B. M. Sutherland
(Kremmling) .....Bond
F. D. Law, DDS.....Glenwood
B. E. Nutting.....Glenwood
Roy W. Day.....Glenwood
(Ear, Nose, Throat)
R. W. Viehe.....Glenwood
Glenwood Medical
Associates .....Glenwood
H. O. Hendrick.....Carbondale
Aspen Medical Center.....Aspen
Robert Burlingame .....Aspen
H. G. Knapp.....Rifle
R. D. Niehoff.....Rifle
Grand Jct .....243-3545
J. M. Lamme, Jr.....Walsenburg
E. K. Carmichael.....Trinidad
A. E. Duncan.....Alamosa
S. D. Nichols.....Alamosa
J. W. Ruddell.....Alamosa
J. H. Hurley.....Alamosa
F. A. Rechnitz.....Alamosa
W. C. Riley.....Alamosa
D. R. Strong (Dentist).....Alamosa
V. V. Anderson.....Del Norte
E. J. Zayac.....Del Norte
H. D. Thomas.....La Jara
G. R. Davis.....Antonito
J. I. Duncan.....Chama
C. S. Dudley (Dentist)....Durango
P. W. Luter.....Durango
F. M. Murray.....Durango
R. W. Repert.....Durango
L. B. McCarty.....Aztec

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

St. Joseph's .....Denver
St. Anthony's .....Denver
St. Luke's .....Denver
General Rose Memorial .....Denver
Middle Park .....Kremmling
Routt County Memorial.....Steamboat
Memorial Hospital .....Craig
St. Mary's - Corwin .....Pueblo
Parkview Episcopal .....Pueblo
St. Joseph's .....Florence
St. Thomas - Moore .....Canon City
St. Vincent's .....Leadville
Salida Hospital .....Salida
Valley View Hospital.....Glenwood
St. Mary's.....Grand Jct



## 12. LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

**Subdivision 2**

| Miles from Denver | Points |
|---|---|
| 119.9 | Facing |
| 120.6 | Trailing |
| 120.7 | Facing |

**Subdivision 4**

| Miles from Denver | Points |
|---|---|
| 448.6 | Trailing |
| 449.0 | Facing |
| 450.3 | Trailing |
| 451.1 | Trailing |

**Subdivision 8**

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

## 13. SPRING SWITCHES

| Miles from Denver | Location | Normal Position | MPH |
|---|---|---|---|
| 119.7 | Pueblo | Westward Main Track | 15 |
| 120.5 | Pueblo | Roger Lead to Eastward Main Track | 15 |
| 120.6 | Pueblo | Westward Main Track | 15 |
| 120.6 | Pueblo | Eastward Main Track to So. yard lead. | 15 |
| 122.3 | Goodnight | Eastward Main Track | 30 |
| 134.6 | West Switch Swallows | Main Track | 30 |
| 146.5 | East Switch Adobe | Main Track | 15 |
| 151.8 | East Switch Florence | Main Track | 30 |
| 161.2 | West Switch Canon City | Main Track | 30 |
| 164.9 | West Switch Gorge | Main Track | 15 |
| 171.3 | West Switch Parkdale | Main Track | 30 |
| 185.0 | West Switch Texas Creek | Main Track | 30 |
| 198.3 | West Switch Vallie | Main Track | 30 |
| 203.9 | West Switch Howard | Main Track | 30 |
| 222.9 | West Switch Brown Canon | Main Track | 15 |
| 232.9 | East Switch Nathrop | Main Track | 15 |
| 245.2 | West Switch Americus | Main Track | 15 |
| 262.8 | East Switch Kobe | Main Track | 30 |
| 284.6 | West Switch Mitchell | Main Track | 30 |
| 309.0 | West Switch Avon | Main Track | 30 |
| 317.7 | East Switch Wolcott | Main Track | 30 |
| 332.7 | West Switch West | Main Track | 30 |
| 445.6 | East Switch East Yard | East Yard | 15 |
| 446.9 | East Switch Departure Track East Yard | East Long Lead | 15 |
| 447.3 | Entering Track to East Yard | East Yard | 15 |
| 448.5 | Westward Departure Track to Alternate Inbound Grand Jct | Cross-over | 15 |

**14. WATER TANKS OR CRANES BETWEEN STATIONS**

Subdivision 12-A: MP 464.7
Subdivision 12-B: MP 474.6

**15. AUXILIARY LINES**

**Dotsero** .....Subdivision 4-A
**Orestod** .....Subdivision 4-A

**DESIGNATION OF TRACKS—POSITION OF SWITCHES RESTRICTION OF TRACKS**

**16.** Yard track indicator located west end **North Yard** indicates track by number on which Eastward trains will be yarded.

**16-A.** Second class and inferior trains moving between Main Street Switch Shanty and East Roger Switch Shanty, **Pueblo,** over Denver District on Eastward Main Track will be governed by signals from switch tenders.

**16-B.** Eastward end of Two Main Tracks between **Minnequa** and **Pueblo** is located at Main Street Switch Shanty near **Pueblo** roundhouse, Subdivision 8. Normal position of switch is for Westward Main track.

**16-C.** At **Salida,** switches must be lined for Barrel Lead No 2 when not in use, to provide derail protection for the yard.

**16-D.** Westward trains or other movements departing **Salida Yard,** other than from Track No 1 must secure permission from Disp before fouling or lining No 1 track switch. Telephone is located south of Main Track opposite west end No 3 track switch.

**16-E.** Trains being yarded **Salida** will, unless otherwise instructed, use the following tracks:

Eastward Trains—track No 1.

Westward Trains—track No 3, through Barrel Lead No 2.

These tracks will be kept clear for trains entering yard.

Lead switch and No 1 track at west end **Salida** must be lined for No 1 track when not in use.

**16-F.** Switch leading from Leadville Branch, Subdivision 3-A, to west leg of wye at **Malta** and west wye switch at connection to No 5 track, must be kept lined for west leg of wye at all times when not in use.

**16-G.** Track No 1 **Minturn** must be left clear of cars.

**16-H.** Westward freight trains entering **East Yard,** will head in receiving yard as indicated by track indicator MP 445.6.

Track indicator for Eastward trains is located at MP 447.3. Eastward trains entering Alternate Eastbound track at **East Yard,** will be governed by instructions from Yardmaster.

**16-I.** At **Milner** inferior Westward trains will enter siding via crossover.

**16-J.** Trains departing **Monarch** must leave crossover switch at tipple lined for Load track, and switch to Derailing Spur lined for Derailing Spur.

**16-K.** Spur track at **Zinzer** with east end connection, capacity four cars serving Colorado Potato Growers Assn Warehouses and Spur track at **South Fork** with west end connection capacity six cars. Crews using these spurs will be governed as follows:

Before crossing main highway trains or locomotives will stop to clear highway. A member of the crew will proceed to the center of the highway with proper flagging equipment to protect further movement of train against highway traffic. Movement over the highway crossing will be made only on his signal. In case of poor visibility during daylight hours red fusees will be used to flag highway traffic. Movements over highway crossings should be continuous and 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.



**16-L.** Locomotives of K-36 or K-37 type must not go beyond **Rockwood,** Subdivision 12-B. Arrangements must be made to train an empty car behind the locomotive.

**16-M.** Location of permanent derails on main track or sidings:

| Subdivision | Location | Descriptions |
|---|---|---|
| 1-A | McCoy | East end siding |
| | Crater | East end siding |
| | Egeria | East end siding |
| | Toponas | East end siding |
| 1-B | Sidney | West end siding |
| | Park | West end siding |
| | Haybro | West end siding |
| 4-B | Emma | East end siding |
| | Woody Creek | East end main track |
| | Aspen | East end main track |
| 8 | Sierra | West end siding |
| | Fort Garland | West end siding |
| | Blanca | West end siding |
| 10-A | Creede | East end siding |
| | Wasson | East end siding |
| | Wagon Wheel Gap | East end siding |
| | Hanna | East end siding |
| | Del Norte | East end siding |
| 11 | Henry | West end siding |
| | La Jara | West end siding |
| | Romeo | East end siding |
| | Cresco | West end siding |
| 12 | Lobato | West end siding |
| | La Boca | East end siding |
| | Oxford | East end siding |
| | Florida | East end siding |
| 12-A | Rockwood | East end siding |
| | Needleton | East end siding |

**16-N.** Location of main track hand throw switches not equipped with electric locks, in CTC territory where Zone Speed is in excess of 20 MPH:

| Location | Tracks |
|---|---|
| **Tennessee Pass,** MP 231.0 | Yard Track |
| **Avon,** MP 308.2 | Stock Track |
| **Orestod,** MP 128.5 | Transfer and Orestod House Track |

**DOUBLEHEADING AND PLACING OF HELPER LOCOMOTIVES IN TRAIN**

**17.** When one unit F-7, F-9, GP-30, GP-35, or GP-40 is used to doublehead another locomotive in freight service, the single unit must be placed behind the other locomotive.

**17-A.** When helper consisting of more than four units GP-30, GP-35, or GP-40, or five units of other types is used on rear of train ahead of caboose, all units in excess of four or five respectively, will be isolated.

**17-B.** Couplers must be blocked on SD-7 and SD-9 units when used with other units in helper service.

**17-C.** Two unit helper may be placed behind caboose provided coupler is blocked on shoving unit, except that helper will not be placed behind narrow gauge caboose.

**17-D.** D&RGW scale test cars, cars placarded "Rear End" or "Handle on Rear of Train Only" and other cars designated as "Rear Enders" must be trained behind helper when helper is on rear of train.

**Helper Locomotives—Subdivisions 1-A and 1-B**

**17-E.** Helpers turning on wye **East Portal** when there is snow or ice on the track will head in and back out.

**17-F.** Unless otherwise instructed helper will be coupled behind caboose from **Tabernash** to **Winter Park.**

**17-G.** Tonnage handled by units on head end of train must not exceed:

5000 adjusted tons, **North Yard** to **East Portal**
5000 adjusted tons, **Tabernash** to **Winter Park**
5000 adjusted tons, **Orestod** to **Crater**
6000 adjusted tons, **Phippsburg** to **Toponas.**

If train consists of more than this tonnage, helper will be placed on rear or cut into train.

**Helper Locomotives—Subdivision 2, 3, and 4**

**17-H.** When two helpers are used, the larger helper will be placed behind road locomotive's tonnage, and the smaller helper just ahead of caboose.

**17-I.** When one helper of five units or less supplying power is used, train just ahead of caboose; if helper of more than five units supplying power is used, train ahead of 1700 tons.

**17-J.** Tonnage handled by units on head end of train must not exceed:

6500 adjusted tons, **Canon City** to **Tennessee Pass**
3300 adjusted tons, **Minturn** to **Tennessee Pass**
7000 adjusted tons, **Glenwood** to **Dotsero**
6500 adjusted tons, **Dotsero** to **Minturn**

If train consists of more than this tonnage, helper will be placed on rear or cut into train.

**Helper Locomotives—Subdivision 8**

**17-K.** Tonnage handled by units on head end of train must not exceed:

4000 adjusted tons, **Sierra** to **Fir**
3300 adjusted tons, **La Veta** to **Fir**

If train consists of more than this tonnage, helper will be placed on rear or cut into train.

**Helper Locomotives—Subdivision 11, 12, and 12-B**

**17-L.** 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.

**17-M.** Locomotives must not be doubleheaded over Bridges 319.95 and 339.78, Subdivision 11, or Bridges 452.42 and 471.23, Subdivision 12-B, and must not be operated over these bridges unless separated by at least one hundred feet. This separation must consist of lightly loaded equipment. It is not permissible to operate two locomotives over these bridges with only a flanger between them.

**17-N.** 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** to **Carbon Jct,** except that in snow service trains may be doubleheaded when authorized.



**17-O.** 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.

**JOINT OPERATIONS**

**18.** CB&Q-C&S Time-table Denver Division governs movements between **Prospect** and Denver Union Terminal Railway Co. tracks, **Denver.** Within these limits Rules and Regulation of Burlington Lines govern.

D&RGW yard locomotives are authorized to operate over C&S yard track from **Prospect Jct, Denver,** to connect with trackage of D&RGW serving Northwest Terminal area. Turnout switch off C&S Freight Lead located approximately 300 feet north of 20th Street Viaduct. D&RGW yard locomotive movements over C&S trackage will be made as prescribed by CB&Q Rules of the Operating Department. Normal position of switch off C&S Freight Lead is lined and locked for C&S Freight Lead.

Employe in charge of movement will call Opr **Prospect** from telephone located under 20th Street Viaduct to secure permission to re-enter C&S trackage.

Denver Union Terminal Railway Co., General and Interlocking Rules, govern trains and locomotives while on the Denver Union Terminal Railway Co. tracks.

**18-A.** D&RGW Rules of the Operating Department govern train and locomotive movements within yard limits, **Pueblo.**

**18-B.** Trainmen, Enginemen, Hostlers and Yardmen must have in their possession, current time-tables and supplements thereto or re-issues thereof as follows:

| Pueblo Terminal | Denver Terminal |
|---|---|
| AT&SF-D&RGW, Joint Line | AT&SF-D&RGW, Joint Line |
| D&RGW, Colorado Division | D&RGW, Colorado Division |
| MOPAC, Central District | C&S, Denver Division |
| PUD&RR Co. | DUT Ry Co, General and Interlocking Rules |

**18-C.** Trains or locomotives while on Union Depot Tracks, **Pueblo** will be governed by rules and regulations of PUD&RR Co. Time-table, except D&RGW Rules of the Operating Department govern use of spring switches and protective signals in PUD&RR Co. yard.

**18-D.** D&RGW trains entering **Pueblo UD** from the west will be governed by track indicator at Spring Switch 5. Yard and other locomotives will disregard track indicators.

**18-E.** Track indicator governing MoPac trains entering **Pueblo UD** will normally display track "2". When displays "X" trains will proceed through crossover and be governed by track indicator at Spring Switch 5.

**18-F.** Trains departing **Pueblo UD** Westward will not foul lead until receive signal indication permitting departure.

**18-G.** D&RGW and C&S Joint Tracks extend between **Southern Jct** and **D&RGW Jct.** Northward Track is under C&S operating jurisdiction. Southward Track is under D&RGW operating jurisdiction. C&S Time-table and Burling Lines Rules and Regulations of the Operating Department govern train operation on both tracks.

**18-H.** On Subdivision 8 at MP 175.1, **Walsenburg,** 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.

**18-I.** Trains between **Walsenburg** and **Trinidad** are operated under the Time-table Rules and Regulations of Wichita Falls Division, C&S Railway.

**18-J.** Between **Trinidad** and **Jansen,** AT&SF Ry Rules and Regulations and ATSF Colorado Division Time-table govern operations.

TCS between AT&SF. Connection and **Jansen.**

AT&SF Operating Rule 502, Rules of the Operating Department, governs movements **Trinidad-Jansen.** Trains must secure permission from Control Station by telephone nearest to signal which controls movement.

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

## MISCELLANEOUS

**19.** When RS-3, GP-7, GP-9, SD-7, SD-9, GP-30, GP-35 or GP-40 locomotives are being operated together, or coupled with other units, or when "A" units are being operated coupled between other units, and an alarm sounds, train will be stopped and units given inspection, when necessary.

**19-A.** Trains are prohibited from blocking crossings at **Granby,** longer than 15 minutes, except trains picking up and setting out at **Granby** are permitted under court order to block crossings not in excess of 25 minutes. Violation of court order subjects the company and/or its employes to contempt of court action.

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

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

**19-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 (i) 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.

**19-E.** Telephones located in booth at MP 290.7, MP 311.3, MP 315.2, MP 323.0, MP 326.0 and MP 330.0, Subdivision 11.

## REVISIONS AND/OR MODIFICATION OF AIR BRAKE RULES

8-B. Communicating signal system on passenger equipment trains must be tested and known to be in a suitable condition for service before leaving terminal.

When operating air signal, car discharge valve will be held open for one second and allowed to remain closed four seconds between each blast of signal whistle.

On passenger train, signal for application of train brakes may be given verbally or by hand or lamp signal. The signal for release of train brakes must be given by one long blast of air whistle which must be obtained by opening car discharge valve on last car in train from which the signal can be given.

8-S. On a freight train, at points where engine crew or train crew is changed, but engine is not detached and no change made in consist of train, incoming engineman will apply train brakes with a 20 pound service brake pipe reduction. Outgoing engineman will note brake pipe leakage (which must not exceed 5 pounds per minute), then release train brakes.

8-T. On a passenger train, at points where engine crew or train crew is changed, but engine is not detached and no change made in consist of train, incoming engineman will apply train brakes immediately after stopping, leaving brakes applied. Outgoing engineman will note brake pipe leakage (which must not exceed 5 pounds per minute), then release train brakes. This test to be followed by running test of brakes in accordance with Air Brake Rule 11, as soon as speed permits after starting train.

9-B. At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds, as indicated by a gauge at the rear of freight train, and on a passenger train to not less than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15 pounds brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release. Cars added to a train which have not been inspected in accordance with Rules 8-F through 8-Q must be so inspected and tested at next terminal where facilities are available for such attention.



30-A. Diesel Road and Road-Switcher Units, either operative or inoperative, must be coupled together to make up the desired number of units for the train. All air hoses, including main reservoir pipe, brake pipe, actuating pipe, independent application and release pipe, equalizing pipe and sander pipe, must be properly connected between all units and cocks open.

30-B. Diesel Switching locomotives, moving dead in trains, must be handled not less than 5 cars or more than 15 cars from caboose. If two or more switching locomotives are handled in same train, they must be separated by placing 5 cars between each locomotive.

## STATIONS OPEN FOR COMMUNICATION
### (Also for Train Orders in Train Order Territory)

| | OPEN HOURS | | |
|---|---|---|---|
| STATION | WEEK DAYS | SATURDAYS | SUNDAY & HOLIDAYS |
| Prospect | Continuous | Continuous | Continuous |
| North Yard | Continuous | Continuous | Continuous |
| Granby | 8:00 AM to 5:00 PM | Closed | Closed |
| Kremmling | 8:00 AM to 5:00 PM | Closed | Closed |
| Bond | Continuous | Continuous | Continuous |
| Phippsburg | 7:45 AM to 3:45 PM | 7:45 AM to 3:45 PM | 7:45 AM to 3:45 PM |
| Phippsburg | 6:00 PM to 2:00 AM | (Tuesday Only) | |
| Steamboat | 8:00 AM to 5:00 PM | Closed | Closed |
| Hayden | 8:00 AM to 5:00 PM | Closed | Closed |
| Craig | 7:40 AM to 4:40 PM | 7:40 AM to 4:40 PM | 7:40 AM to 4:40 PM |
| Pueblo U.D. | Continuous | Continuous | Continuous |
| Pueblo Yd. | Continuous | Continuous | Continuous |
| Portland | 8:30 AM to 5:30 PM | Closed | Closed |
| Florence | 8:00 AM to 5:00 PM | 8:00 AM to 5:00 PM | Closed |
| Canon City | 9:00 AM to 6:00 PM | 9:00 AM to 6:00 PM | 9:00 AM to 6:00 PM |
| Texas Creek | 7:45 AM to 4:45 PM | 7:45 AM to 4:45 PM | 7:45 AM to 4:45 PM |
| Salida | Continuous | Continuous | Continuous |
| Buena Vista | 7:30 AM to 4:30 PM | Closed | Closed |
| Leadville | 8:00 AM to 5:00 PM | Closed | Closed |
| Minturn | Continuous | Continuous | Continuous |
| Eagle | 7:15 AM to 4:15 PM | Closed | Closed |
| Carbondale | 9:00 AM to 6:00 PM | Closed | Closed |
| Glenwood | Continuous | Continuous | Continuous |
| Rifle | 8:00 AM to 5:00 PM | 8:00 AM to 5:00 PM | Closed |
| Palisade | 8:00 AM to 5:00 PM | Closed | Closed |
| Grand Junction | Continuous | Continuous | Continuous |
| Minnequa | 8:00 AM to 5:00 PM | Closed | Closed |
| Walsenburg | 9:00 AM to 5:00 PM | 9:00 AM to 5:00 PM | 9:00 AM to 5:00 PM |
| Walsenburg | 6:00 PM to 8:00 AM | 6:00 PM to 8:00 AM | 6:00 PM to 8:00 AM |
| Ft. Garland | 8:30 AM to 5:30 PM | Closed | Closed |
| Alamosa | 8:00 AM to 5:00 PM | Closed | Closed |
| Monte Vista | 8:00 AM to 5:00 PM | Closed | Closed |
| Del Norte | 9:00 AM to 6:00 PM | Closed | Closed |
| LaJara | 12:01 PM to 9:00 PM | Closed | Closed |
| Antonito | 9:00 AM to 6:00 PM | Closed | Closed |
| Chama | 8:00 AM to 5:00 PM | Closed | Closed |
| Durango | 8:00 AM to 5:00 PM | Closed | Closed |
| Aztec | 8:00 AM to 5:00 PM | Closed | Closed |
| Farmington | 8:00 AM to 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).

| FROM | TO | SD-7 5300-5304 SD-9 5305-5314 | F-7, 555-575 5761, 5764 F-9, 577 5762- 5763 GP-7 5100-5113 GP-9 5901-5954 | GP-30 3001-3028 GP-35 3029-3050 | GP-40 3051-3063 | Adjustment Factor |
|---|---|---|---|---|---|---|
| Denver | East Portal | 1350 | 850 | 1000 | 1075 | 3 |
| Tabernash | Winter Park | 1400 | 890 | 1050 | 1125 | 4 |
| Orestod | Tabernash | 2600 | 1650 | 1900 | 2050 | 6 |
| Orestod | Toponas | 1350 | 850 | 1000 | 1075 | 3 |
| Phippsburg | Toponas | 1800 | 1200 | 1275 | 1375 | 4 |
| Phippsburg | Pallas | 2850 | 1900 | 2000 | 2150 | 6 |
| Haybro | Phippsburg | 1800 | 1200 | 1275 | 1375 | 4 |
| Steamboat | Haybro | 2850 | 1900 | 2000 | 2150 | 6 |
| Craig | Steamboat | 5200 | 3550 | 4000 | 4300 | 9 |
| Hitchens | Energy | 2400 | 1450 | 1750 | 1900 | 6 |
| Pueblo | Portland | 5000 | 3350 | 3800 | 4100 | 9 |
| Portland | Canon City | 4800 | 3200 | 3600 | 3900 | 6 |
| Canon City | Salida | 2150 | 1400 | 1600 | 1725 | 4 |
| Salida | Tennessee Pass | 1900 | 1200 | 1425 | 1525 | 4 |
| Minturn | Tennessee Pass | 850 | 550 | 625 | 675 | 2 |
| Grant Jct | Glenwood | 2700 | 1850 | 2150 | 2300 | 6 |
| Glenwood | Minturn | 2050 | 1300 | 1525 | 1650 | 6 |
| Glenwood | Bond | 2150 | 1400 | 1600 | 1725 | 6 |
| Glenwood | Leon | 2500 | 1650 | 1900 | 2050 | 2 |
| Leon | Aspen | 1200 | 800 | 900 | 975 | 2 |
| Malta | Eilers | 1000 | 650 | 725 | 775 | 2 |
| Eilers | Leadville | 850 | 550 | 625 | 675 | 2 |
| Salida | Maysville | 1100 | 750 | 850 | 925 | 2 |
| Maysville | Monarch | 530 | 340 | 400 | 440 | 1 |
| Pueblo | Minnequa | 2150 | 1400 | 1600 | 1725 | 4 |
| Minnequa | Walsenburg | 2600 | 1700 | 1950 | 2100 | 6 |
| Walsenburg | La Veta | 1800 | 1100 | 1250 | 1350 | 4 |
| La Veta | Fir | 850 | 520 | 600 | 650 | 2 |
| Alamosa | Russell | 2700 | 1800 | 2100 | 2250 | 5 |
| Russell | Sierra | 1800 | 1200 | 1425 | 1525 | 4 |
| Sierra | Fir | 1100 | 700 | 775 | 825 | 3 |
| Walsenburg | Trinidad | 2600 | 1700 | 1950 | 2100 | 5 |
| Trinidad | Walsenburg | 2600 | 1700 | 1950 | 2100 | 5 |

SD-7 units rated the same as F-7 units and SD-9 units rated the same as F-9 units when used on a train with any other type units.



| FROM | TO | Class K-37 490-499 | Class K-36 480-489 | Class K-28 473-478 | Adjustment Factor |
|---|---|---|---|---|---|
| Alamosa | Antonito | 1635 | 1615 | 1240 | 5 |
| Antonito | Cumbres | 840 | 825 | 630 | 4 |
| Chama | Cumbres | 250 | 230 | 185 | 1 |
| Chama | Azotea | 1715 | 1700 | 1375 | 6 |
| Arboles | Durango | 940 | 925 | 720 | 4 |
| Carbon Jct | 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 | 5 |
| Hermosa | Silverton | ..... | ..... | 315 | 2 |
| Silverton | Durango | ..... | ..... | 800 | 4 |
| Farmington | Carbon Jct | 1070 | 1050 | 810 | 5 |
| Carbon Jct | Durango | 1100 | 1070 | 835 | 5 |

## SPEED TABLE

| Time Per Mile Mins. | Sec. | Miles Per Hour | Time Per Mile Mins. | Sec. | Miles Per Hour | Time Per Mile Mins. | Sec. | Miles Per 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 | | | |

## AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

| | SAFE COUPLING SPEED |
|---|---|
| 4 miles per hour | Damage begins |
| 5 miles per hour | 2¼ times as damaging as 4 MPH |
| 6 miles per hour | 3 times as damaging as 4 MPH |
| 7 miles per hour | 4 times as damaging as 4 MPH |
| 8 miles per hour | 5 times as damaging as 4 MPH |
| 9 miles per hour | 6 times as damaging as 4 MPH |
| 10 miles per hour | |

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!**

## LOCAL WATCH INSPECTORS

Hansen & Hansen Jewelry Co. ..... Denver
Sundman Jewelers ..... Denver
Cameron Jewelers ..... Denver
Gumm Time Service ..... Denver
W. L. Sather ..... Denver
Kester Jewelry Co. ..... Craig
W. H. Pettyjohn ..... Pueblo
W. Bert Farabee ..... Pueblo
Harding Bullock Jewelry ..... Pueblo
A. L. Pixler ..... Florence
C. C. Patton ..... Canon City
Donnahue's ..... Salida
Parker Jewelry Store ..... Leadville
Parsons' Jewelers ..... Grand Jct.
T. E. Dever ..... Glenwood
R. W. Gritz ..... Walsenburg
Jones Jewelry Co. ..... Alamosa
McKnight Bros. ..... Durango