

Safety



Service

W. C. Horner

Acting Trainmaster

Sub-Divisions 2, 2A, 8, 8A, 8B, 8C, 9, 9A, 9B, 10
Pueblo

R. J. Henry

Terminal Trainmaster

Pueblo

W. A. Gieskieng

Road Foreman of Equipment

Pueblo

A. Overlin

Chief Dispatcher

Sub-Divisions 8, 8A, 8B, 8C, 9, 9A, 9B, 10
Pueblo

W. M. Henderson

Chief Dispatcher

Sub-Divisions 2, 2A
Salida

S. F. O'Brien

Second Chief Dispatcher

Pueblo

Mahlon EBERHARD

The
**Denver and Rio Grande Western Railroad
Company**

Wilson McCarthy and Henry Swan, Trustees

PUEBLO DIVISION

TIME-TABLE

No. 149

Takes Effect Sunday, June 11, 1939

at 12.01 A. M.

Standard Time, 105th Meridian

Superseding Time-Table No. 148

**NOTE IMPORTANT CHANGES IN
TIME-TABLE RULES**

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

**The Management reserves the right to vary
from it at pleasure**

E. A. WEST
General Manager

L. F. WILSON
Assistant General Manager

W. R. McPHERSON
Acting Superintendent Transportation

E. W. DEUEL
Superintendent

WESTWARD

MAIN LINE

SECOND CLASS

FIRST CLASS

	35 Rocket	61 California Fast Freight	33 Freight		15 Passenger	1 Scenic Limited
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		Leave Daily	Leave Daily
					11 15 PM	11 59 AM
	10 05 PM	8 00 AM	3 00 AM			
					11 24	12 06 PM
	10 25	8 15	3 20		11 31	12 12
	10 35	8 26	3 30		f11 41	12 19
	10 42	8 35	3 37		f11 49	12 26
	10 49	8 42	3 44		11 57	12 32
	10 52	8 45	3 47		f11 59	x12 34
	10 55	8 48	3 50		12 02 AM	12 37
					s12 09	s12 44
					12 15	12 46
					s12 40	s 1 05
					12 43	1 06
					12 49	1 12
						s 1 16
						s 1 26
	11 47	9 40	4 39		12 57	1 30
	11 56 ⁴⁸	9 50	4 49		f 1 05	1 37
	12 08 AM	9 58	4 57		1 13	1 43
	12 16	10 10	5 05		1 20 ¹⁶	1 49
	12 24	10 20	5 15		f 1 27	s 1 56 ²
	12 33	10 30	5 25		1 35	2 04
	12 40	10 38	5 32		f 1 42	2 10
	12 47 ¹⁶	10 48	5 42		f 1 49	2 16
	12 57	10 53	5 47		f 1 53	2 21
	1 05	11 05	5 57		f 2 05	2 31
	1 14	11 15	6 06		f 2 13	2 39
	1 25	11 25	6 15		2 20	2 47
	1 30	11 30	6 20		2 22	2 50
	1 45 AM	11 40 AM	6 30 AM		2 30 AM	2 58 PM
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily
	3.40 25.9	3.40 25.9	3.30 27.1		3.15 29.5	2.59 34.0

Sub-Division 2

STATIONS

TIME-TABLE No. 149

JUNE 11, 1939

		Miles from Denver	Capacity of Siding
	PUEBLO U. D. KBDN	119.3	
	0.3 A. T. & S. F. CROSSING	119.6	
	0.5 PUEBLO YD. KOSJBWFTYDN	120.1	Yard
	4.0 GOODNIGHT	124.1	00
	4.8 LIVESEY	128.9	00
	5.7 wa SWALLOWS WN	134.6	66
	5.0 HOBSON	139.6	98
	4.8 CONCRETE	144.4	94
	1.4 bd PORTLAND D	145.8	137
	2.0 ADOBE	147.8	139
	4.1		
	fc FLORENCE YDN	151.9	88 42
	1.6 CHANDLER JCT. J	153.5	
	0.9 A. T. & S. F. Crossing	154.4	
	5.6 on CANON CITY BSWOKDN	160.0	43
	1.4 BURNITO	161.4	34
	3.4 GORGE	164.8	97
	1.5		
	HANGING BRIDGE	166.3	
	1.5 SAMPLE	167.8	70
	3.4 pd PARKDALE WD	171.2	99
	4.5 SPIKEBUCK	175.7	99
	4.2 ECHO W	179.9	98
	4.2 kg TEXAS CREEK WYDN	184.1	125
	4.5 FERNLEAF	188.6	101
	3.1 co COTOPAXI WD	191.7	130
	4.0 PLEASANTON	195.7	98
	2.4 VALLIE	198.1	135
	5.3 ha HOWARD DN	203.4	109
	4.6 SWISSVALE	208.0	98
	4.4 CLEORA	212.4	161
	1.4 BARREL	213.8	
	1.3 s SALIDA JKBSOWPYTDN	215.1	Yard
	(95.8)		
	Schedule Time Average Speed per Hour		

MAIN LINE

EASTWARD

Miles from Salida	Sub-Division 2 STATIONS TIME-TABLE No. 149 JUNE 11, 1939		FIRST CLASS		SECOND CLASS					
			16	2	44	46	48			
			Passenger	Scenic Limited	Fast Freight	Fast Freight	Fast Freight			
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
95.8	ob	PUEBLO U. D. KBDN	3 35 AM	3 55 PM						
95.5		0.3 A. T. & S. F. CROSSING								
95.0		0.5 PUEBLO YD. KOSJWFYTDN			10 00 AM	7 25 PM	1 50 AM			
91.0		4.0 GOODNIGHT	3 21	3 45						
86.2		4.8 LIVSEY	3 12	3 39	9 35	6 59	1 23			
80.5	wa	5.7 SWALLOWS WDN	f 3 02	3 31	9 26	6 49	1 13			
75.5		5.0 HOBSON	f 2 50	3 24	9 18	6 40	1 04			
70.7		4.8 CONCRETE	2 40	3 18	9 11	6 32	12 56			
69.3	nd	1.4 PORTLAND D	f 2 36	f 3 16	9 08	6 29	12 53			
67.3		2.0 ADOBE	2 30	3 13	9 05	6 25	12 49			
63.2		4.1 FLORENCE YDN	s 2 22	s 3 07	8 59	6 18	12 42			
61.6		1.6 CHANDLER JCT. J	2 15	3 02	8 55	6 14	12 39			
60.7		0.9 A. T. & S. F. Crossing								
55.1	on	5.6 CANON CITY BSWOKDN	s 2 01	s 2 48	8 42	6 01	12 25			
53.7		1.4 BURNITO	2 00	2 47	8 40	5 59	12 24			
50.3		3.4 GORGE	1 51	2 41	8 30	5 50	12 15			
48.8		1.5 HANGING BRIDGE		s 2 37 2 27						
47.3		1.5 SAMPLE	1 42	2 23	8 18	5 40	12 05 AM			
43.9	pd	3.4 PARKDALE WDN	f 1 32	2 16	8 08	5 31	11 56 35			
39.4		4.5 SPIKEBUCK	1 26	2 09	7 58	5 23	11 48			
35.2		4.2 ECHO W	1 20 15	2 02	7 49	5 14	11 39			
31.0	kg	4.2 TEXAS CREEK WYDN	f 1 10	s 1 56 1	7 40	5 05	11 30			
26.5		4.5 FERNLEAF	1 02	1 46	7 32	4 57	11 22			
23.4	co	3.1 COTOPAXI WDN	f 12 55	1 41	7 26	4 51	11 16			
19.4		4.0 PLEASANTON	f 12 47 35	1 34	7 19	4 44	11 09			
17.0		2.4 VALLIE	f 12 42	1 30	7 14	4 39	11 04			
11.7	ha	5.3 HOWARD DN	f 12 34	1 22	7 04	4 29	10 54			
7.1		4.6 SWISSVALE	12 26	1 14	6 55	4 20	10 45			
2.7		4.4 CLEORA	12 20	1 07	6 46	4 11	10 36			
1.3		1.4 BARREL	12 18	1 05	6 43	4 08	10 33			
0.		1.3 SALIDA KBSJOWFYTDN	12 15 AM	1 00 PM	6 40 AM	4 05 PM	10 30 PM			
		(95.8)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
		Schedule Time	3.20	2.55	3.20	3.20	3.20			
		Average Speed per Hour	28.7	34.8	28.5	28.5	28.			

AUTOMATIC BLOCK SIGNALS

Two Main Tracks

Two Main Tracks

Two Main Tracks

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS			FIRST CLASS	Mile Posts	Sub-Division 8 STATIONS TIME-TABLE No. 149 JUNE 11, 1939	Miles from La Veta	Capacity of Siding	FIRST CLASS	SECOND CLASS						
			115 Passenger					116 Passenger							
			Leave Daily					Arrive Daily							
			11 25 PM	119.3	Two Main Tracks	sb	PUEBLO U. D.	OKSJDWFTYDN	66.5	Yard	3 00 AM				
			f 11 37	121.4		rm	MINNEQUA		W	64.0	Yard	f 2 30			
			11 40 PM	122.8			SOUTHERN JCT.		J	62.5		2 25 AM			
							6.3								
							Furman								
							4.4								
							Marnel								
							4.1								
							Brooks								
							4.3								
							Cedarwood								
							6.9								
							Mustang								
							4.5								
							Lascar								
							5.7								
							Roof								
							5.0								
							Sandy								
							5.6								
			s 1 05	175.0		bg	Walsenburg U. D.		KDN	15.3	00	s 1 05			
			1 06 AM	175.1			WEST JCT.		J	15.2	00	1 00 AM			
			1 07	175.2		wn	WALSENBURG		SJWOFBY	15.1	Yard	12 59			
			1 25	182.7			ADEL		P	7.6	53	f 12 47			
			1 31	185.6			KINCAID			4.7	12	f 12 42			
			2 00 AM	190.3		x	LA VETA		KBFSYWTDN	0.0	Yard	12 35 AM			
			Arrive Daily				(66.5)					Leave Daily			
			2.35				Schedule Time					2.25			
			25.3				Average Speed per Hour					27.7			

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

WESTWARD		CHANDLER CREEK BRANCH	EASTWARD	
	Miles from Denver	Sub-Division 2-A STATIONS TIME-TABLE No. 149 JUNE 11, 1939	Miles from Chandler	Capacity of Siding
	153.5	CHANDLER JCT.	J 4.3	
	155.5	2.0 FREMONT JCT.	J 2.3	
	157.8	2.3 CHANDLER		Yard
		(4.3)		

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS		FIRST CLASS		Miles from Denver	Sub-Division 10 STATIONS TIME-TABLE No. 149 JUNE 11, 1939	Miles from Alamosa	Capacity of Siding	FIRST CLASS		SECOND CLASS	
		115 Passenger						116 Passenger		68 Freight	
		Leave Daily						Arrive Daily		Arrive Daily	
		2 05 AM	190.3	x	LA VETA KSBWFTYDN	61.4	26	12 30 AM		2 00 AM	
			191.7		1.4 RELIANCE JCT. J	60.0	100	12 22		1 30	
		f 2 21	194.9		2.8 FRANCISCO P	56.8	19	f 12 12		1 15	
		f 2 30	196.2		1.3 OCCIDENTAL P	55.5	65	f 12 07 AM		1 00	
		f 2 54	201.9		5.7 CODO PW	49.8	39	f 11 48		12 20 AM	
		s 3 22	207.2	va	5.3 FIR YN	44.5	89	s 11 30		11 55 PM	
		f 3 44	214.6		7.4 SIERRA PWY	37.1	54	f 10 58 68		10 58 116	
		f 3 49	216.9		2.3 RUSSELL P	34.8	25	f 10 53		10 15	
		f 3 59	221.3		4.4 MORTIMER P	30.4	64	f 10 40		9 45	
		s 4 15	227.7	ft	6.4 FORT GARLAND WD	24.0	81	s 10 30		9 05	
		s 4 29	232.4	nk	4.7 BLANCA D	19.3	73	s 10 18		8 35	
		f 4 46	239.8		7.4 BALDY	11.9	21	f 10 05		8 10	
		f 5 05	248.5		8.7 HAYS	3.2	43	f 9 52		7 40	
		5 08	249.6		1.1 EAST YARD P	2.1	127	9 50		7 25	
		5 12	251.0		1.4 ALAMOSA JCT. J	0.7		9 47		7 10	
		5 15 AM	251.7	as	0.7 ALAMOSA KBOWFTYDN		Yard	9 45 PM		7 00 PM	
		Arrive Daily			(61.4)			Leave Daily		Leave Daily	
		3.10 19.4			Schedule Time Average Speed per Hour			2.45 22.3		7.00 8.8	

WESTWARD		51 Freight		Mile Posts	D. & R. G. W. Sub-Division 9 D. & R. G. W.-C. & S. JOINT LINE		Capacity of Siding	52 Freight		EASTWARD	
		Leave Daily Exc. Sunday			WALSBERG, U. D.			Arrive Daily Exc. Sunday			
		5.45 AM	175.0		0.1 D. & R. G. W. CONNECTION	7.30 PM					
			175.1		4.1 WINCHELL						
			179.2		3.8 MAYNE						
			183.0		2.6 MONSON						
			185.6		2.6 BUNKER HILL						
			188.2		2.5 RUGBY						
			190.7		3.4 LYNN						
			194.1		0.6 ACME						
			194.7		6.6 LUDLOW						
			201.3		4.7 FORBES JUNCTION						
			206.0		1.7 SUFFIELD						
			207.7		1.9 BOWEN						
			209.6		5.1 A. T. & S. F. CROSSING						
			214.7		0.4 TRINIDAD YARD						
			215.1		0.4 D. & R. G. W. CROSSING						
			215.5		0.3 TRINIDAD						
			215.8		0.2 D. & R. G. W. YARD KWFYOSBD						
		8.15 AM	216.0	rn	(41.0)	5.00 PM					
		Arrive Daily Exc. Sunday				Leave Daily Exc. Sunday					

Trains and engines between Walsenburg U. D. and Trinidad are operated under the timetable, Rules and Regulations of Southern Division of Colorado & Southern Railway. Time shown for information only.
Nos. 51 and 52 have no timetable authority.

WESTWARD SONORA BRANCH EASTWARD

Miles from Denver	Sub-Division 8-A STATIONS TIME-TABLE No. 149 JUNE 11, 1939	Miles from Sonora	Capacity of Siding
126.7	LIME 0.5	0.5	
127.2	SONORA (0.5)		

WESTWARD CAPERS BRANCH EASTWARD

Miles from Denver	Sub-Division 8-B STATIONS TIME-TABLE No. 149 JUNE 11, 1939	Miles from Capers	Capacity of Siding
148.9	MUSTANG 2.6	2.6	
151.5	CAPERS (2.6)		

WESTWARD LOMA BRANCH EASTWARD

Mile Posts	Sub-Division 8-C STATIONS TIME-TABLE No. 149 JUNE 11, 1939	Miles from Alamo	Capacity of Siding
176.0	WALSENBURG 0.8	17.9	
176.8	COLO. & SO. CROSSING NO. 9 1.6	17.1	
178.4	CADDELL 0.8	15.5	
179.2	ORMAN 0.4	14.7	
179.6	PICTOU 0.2	14.3	
179.8	PACIFIC JCT. 0.5	14.1	28
180.3	JOBAL 0.4	13.6	
180.7	CHAMPION 0.1	13.2	
180.8	MAITLAND 1.6	13.1	
182.4	CARBONADO 1.3	11.5	
183.7	GORDON 1.0	10.2	
184.7	CALUMET NO. 2 2.6	9.2	
187.3	CALUMET NO. 1 0.7	6.6	34
188.0	BEACON 0.2	5.9	
188.2	SPANISH PEAKS 1.1	5.7	
189.3	TIOGA 0.7	4.6	30
190.0	KEBLER 3.0	3.9	
193.0	ALAMO NO. 2 0.9	0.9	
193.9	ALAMO NO. 1 (17.9)		

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

WESTWARD ROUSE BRANCH EASTWARD

Mile Posts	Sub-Division 9-A STATIONS TIME-TABLE No. 149 JUNE 11, 1939	Miles from Rouse	Capacity of Siding
181.6	MAYNE 3.3	4.4	
184.9	PRYOR 0.4	1.1	
185.3	LESTER 0.7	0.7	
186.0	ROUSE (4.4)		

WESTWARD REILLY CANON BRANCH EASTWARD

Mile Posts	Sub-Division 9-B STATIONS TIME-TABLE No. 149 JUNE 11, 1939	Miles from Anchor Mine Tipple	Capacity of Siding
210.3	TRINIDAD 0.1	15.0	
210.4	C. & S. CROSSING 0.2		
210.6	A.T. & S.F. CONNECTION 1.8	14.7	
212.4	JANSEN 4.3	12.9	
216.7	LONGSDALE 1.4	8.6	
218.1	COKE DALE 6.5	7.2	
224.6	DIX 0.7	0.7	
225.3	BON CARBO TIPPLE 0.1	0.01	
225.31	ANCHOR MINE TIPPLE (15.0)		

Special Time-Table Rules

Superseding General Rules and Regulations which are Inconsistent Therewith

1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4-B. Old main track Adobe for storage purposes only.

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

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

5. When retainers are in use trainmen and enginemen must keep close watch while train is in motion for indications of excessively heated wheels, and when observed, the retainer on such car or cars must be placed in normal release position (turned down) until wheels have had sufficient time to cool.

5-A. The use of retainers on trains descending grades will be left to the judgment of Conductor and Engineman, except on trains in either direction at Fir. Members of the train crew must assist in looking over the air brakes, as well as the general condition of the train. After brakes have been released, retainers must be turned up before trains leave this station in either direction. Particular attention must be devoted to all rods and brake connections, brake shoes and levers, key bolts and split keys, and to all draft gear.

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

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

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

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

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

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

6. Railroad crossings at grade protected by signals or signals and derails:

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

Railroad crossings at grade protected by gates:

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

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

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

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

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

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

6-C. Westward trains departing from Rogers lead will automatically set signal 1207-W at stop, provided no westward trains are occupying main track approaching signal 1207-W. When dwarf signal 1207-E will not clear due to train approaching 1207-W, hold the hand operated snap switch, which is located on outside of telephone booth, in reverse position until dwarf signal 1207-E clears and train passes signal, after which handle should be released. This operation will place signal 1207-W in stop position and requires approximately 20 seconds elapsed time before signal 1207-E will clear.

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

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

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

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

Sub-Division	Mile	Description	Side or Overhead
2	119.0	Water column, yard lead	Side
2	119.1	Water column, East inbound lead to round house	Side
2	119.2	Water column, West outbound tracks Nos. 1 and 2 from round house	Side
2	119.5	A.B.S. 1195, westward main track and freight house lead	Side
2	120.5	Water column, freight yard leads Nos. 1 and 2	Side
2	120.7	A.B.S. 1207, Westward main track	Side
2	120.8	A.B.S. 1208, Eastward main track and yard track	Side
2	121.2	Bridge 121.24 E. & W.	Side
2	126.2	Bridge 126.17 E. & W.	Side
2	126.6	Bridge 126.59 E. & W.	Side
2	128.0	Bridge 128.01 E. & W.	Side
2	128.7	Bridge 128.70 E. & W.	Side
2	129.1	Bridge 129.13 E. & W.	Side
2	134.7	A.B.S. 1347, Westward main track	Side
2	134.8	A.B.S. 1348, Eastward main track	Side
2	134.8	Bridge 134.75	Side and overhead
2	142.6	Bridge 142.57	Side and overhead
2	145.7	Bridge 145.66	Side and overhead
2	146.0	Cement Co. Railroad	Overhead

8.—Continued.

Sub-Division	Mile	Description	Side or Overhead
2	146.5	Bridge 146.54	Side
2	153.3	A.T.&S.F. overhead crossing	Overhead
2	153.4	Bridge 153.38 E. & W.	Side
2	155.3	Bridge 155.27-E	Side and overhead
2	155.3	Bridge 155.27-W	Side and overhead
2	157.3	Bridge 157.32-E	Side and overhead
2	157.3	Bridge 157.32-W	Side
2	160.0	Water column, eastward and westward main tracks	Side
2	161.2	Bridge 161.20	Side
2	165.0	Rock Cliff	Side
2	166.3	Hanging Bridge 166.25	Side and overhead
2	170.5	Bridge 170.49	Side
2	171.2	Water column, main track and siding	Side and overhead
2	175.2	Bridge 175.23	Side
2	180.2	Water column, main track	Side
2	184.2	Water column, main track and siding	Side
2	191.7	Water column, siding and yard track	Side
2	191.7	Cotopaxi, industry track	Side and overhead
2	201.5	Bridge 201.52	Side
2	205.4	Bridge 205.44	Side and overhead
8	119.3	C. St. Viaduct Pueblo	Overhead
8	119.5	Bridge 119.51-DT	Overhead
8	120.4	Mesa Ave. viaduct	Overhead
8	120.5	Northern Ave. viaduct	Overhead
8	175.2	Walsenburg, No. 3 track	Side
9-A	185.3	Water column, main track	Side
9-B	210.5	Bridge 210.54	Side and overhead
9-B	216.7	Bridge 216.66	Side and overhead
10	190.5	Water column, main track	Side
10	198.6	West Occidental tunnel	Side and overhead
10	202.2	West Codo, tunnel	Side and overhead
10	216.9	Russell, siding stock chute	Side
10	232.4	Blanca, siding, freight platform	Side

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

Portland, Parkdale,	Cotopaxi, Pleasanton,	Howard, Cedarwood, Lascar.
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9. The speed of trains should be so restricted that absolute safety will be assured, and the maximum speed will ordinarily be that necessary to make the schedule.

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

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

TERRITORY	Passenger Trains	Freight Trains and Mixed
	MPH	MPH
Salida-Canon City.....	60	35
Canon City-Pueblo	60	45
Pueblo-La Veta (except joint line).....	40	25
Joint Line	60	45
La Veta to Fir.....	45	30
Fir to La Veta.....	18	15
Fir to Sierra.....	20	18
Sierra to Alamosa.....	45	30
Alamosa to Fir.....	45	30
Sub-Division 10, on 12 degree curves or heavier: M-67, M-78 or L-107 class engines...	12	12
Sub-Division 8-C	20	20
All other Sub-Divisions.....	15	15

9-A.—Continued.

All Sub-Divisions except where Sub-Division restrictions in certain territory require lower speed:	Passenger Trains	Freight Trains
	MPH	MPH
Through turnouts equipped with spring switches except when lower speed is specified by time-table or slow board.....	25	25
Thru turnout, spring switch, Barrel.....	8	8
Thru turnout, spring switch, Florence.....	18	18
On straight track when trailing through spring switches	30	30
In or out of other turnouts.....	15	15
Approaching and through interlockers.....	35	25
Over railroad crossings not interlocked.....	25	20
Over A. T. & S. F. crossing at M. P. 154.4.....	40	40
Maximum speed permissible in any service by various classes power and equipment as follows:	Miles per Hour	
L-95, L-107, L-131-132.....	40	
K-59	55	
M-67-75 and 78.....	50	
Engines backing up.....	20	
Trains handling dead engines, side rods up....	25	
Dead engines with side rods all down.....	15	
Dead engines, one pair wheels swinging.....	10	
Derricks, Shovels, Clam Shells, Short Scale Test Cars, except Scale Car 010897, Ditchers and Pile Drivers, moving on own wheels, K. & J. and Western Air Dumps, and loaded System Coke Racks.....	25	
Steam Derricks 024-027.....	35	

9-B. City ordinance speed limits as follows: Miles per Hour

Florence	18
Walsenburg	15
Trinidad	15

10. Company Surgeons are located as follows:

GEO. H. CURFMAN, Chief Surgeon, Denver.

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

10-A. Hospitals are located as follows:

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

10-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS. When a personal injury occurs on a train, a message must be sent to the

Superintendent and Claim Department showing the kind of transportation injured person holds, giving number of ticket or pass, destination of party, and if injured party is stopping over enroute, state where stop-over will be made, and address at point of stop-over. Message should show whether or not injured party is coach or pullman passenger, and if pullman passenger, name of pullman should be given. Telegraph Accident Report (Form 3884) must be made at once as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to the instructions thereon and in the Book of Rules:

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

10-C. SURGICAL ATTENTION. (Passengers and employes). Whenever passengers or employes are injured, everything must be done to care for them properly, either calling the Company's nearest Surgeon to treat them (and if seriously injured, calling the nearest competent Surgeon to be had, until the Company's Surgeon can get to the place of accident), or if they are able to be moved, taking them to the nearest place at which the Company has a Surgeon, turning them over to him for care and treatment. If other than a Company Surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

(Others). When persons not employes or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depot or industries, etc.) are injured, if they are unable to care for themselves, and if no friends or others are at hand to care for them, the nearest Company Surgeon should be called, or if he cannot be reached, the nearest other competent Surgeon, which Surgeon must be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company except the emergency attention above noted.

10-D. Parties calling Surgeons should explain fully as possible the nature of the injuries so that the Surgeon may know what equipment to bring with him.

10-E. When any accident, collision of trains, or any collision of trains with vehicles or pedestrians, resulting in loss of life or injury to persons in Colorado, the superior officer, agent or employe on the ground at time of such accident shall immediately notify the Public Utilities Commission, Capitol Building, Denver, Colorado, by telegram, the details of such accident, stating the immediate location and the nature of the accident and the number of persons killed or injured.

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

CONDITIONAL TRAIN STOPS

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

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

11-A. Wellsville (M. P. 208.9), flag stop for Nos. 15 and 16.

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

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

12-A. SPRING SWITCHES.

Miles from Denver	Location	Normal Position
120.5	Pueblo	Roger lead to E. B. Main Line
120.6	Pueblo	W. B. Main Line
120.6	Pueblo	E. B. Main Line to So. Yd. Lead
134.7	Swallows	For trains entering two main tracks
151.8	Florence	For trains entering two main tracks
161.2	Canon City	For trains entering two main tracks
213.8	Barrel	For trains entering two main tracks

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

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

13.—

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

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

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

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

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

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

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

Tracks Not Shown As Stations In Time Table

LOCATION		NAMES	Car Capacity	Switch Connections
Sub-Division	Miles			
2	121.2	Water Works No. 1	7	East End
2	159.0	Tile	38	East End
2	161.1	Penitentiary	30	West End
2	169.8	Duff	4	East End
2	208.9	Wellsville	15	East End
2	210.3	English	5	West End
2-A	154.7	Griffith Mine	6	East End
8	123.1	Zinc Jct.	Yard	West End
8	148.3	Chamblin	3	West End
8	176.2	Walsens Coal Mine	71	None
8	176.4	Old Robinson Mine	102	None
10	197.1	Nixon	22	East End

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

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

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

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

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

A. T. & S. F.-D. & R. G. W., Denver Division.

D. & R. G. W., Pueblo Division.

M. P., Colorado Division.

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

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

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

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

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

Open Hours Of Office Of Communication

STATIONS	WEEK-DAY HOURS	SUNDAY & HOLIDAY HOURS
Salida	Continuous	Continuous
Howard	8:00 AM to 4:00 PM	8:00 AM to 4:00 PM
	8:00 PM to 4:00 AM	8:00 PM to 4:00 AM
Cotopaxi	9:00 AM to 12:01 PM	9:00 AM to 12:01 PM
	1:01 PM to 6:00 PM	1:01 PM to 6:00 PM
Texas Creek	8:00 AM to 4:00 PM	8:00 AM to 4:00 PM
	7:00 PM to 3:00 AM	7:00 PM to 3:00 AM
Parkdale	9:00 AM to 12:01 PM	9:00 AM to 12:01 PM
	1:01 PM to 6:00 PM	1:01 PM to 6:00 PM
Canon City	8:00 AM to 4:00 PM	8:00 AM to 4:00 PM
	8:00 PM to 4:00 AM	8:00 PM to 4:00 AM
Florence	9:00 AM to 5:00 PM	8:00 PM to 4:00 AM
	8:00 PM to 4:00 AM	
Portland	8:30 AM to 11:30 AM	Closed
	12:30 PM to 5:30 PM	
Swallows	9:00 PM to 12:30 AM	9:00 PM to 12:30 AM
	1:30 AM to 6:00 AM	1:30 AM to 6:00 AM
Pueblo Yard	Continuous	Continuous
Pueblo U. D.	Continuous	Continuous
Walsenburg U. D.	Continuous	Continuous
Trinidad	6:00 AM to 2:00 PM	Closed
	2:00 PM to 10:00 PM	
La Veta	7:00 AM to 3:00 PM	7:00 AM to 3:00 PM
	11:00 PM to 7:00 AM	11:00 PM to 7:00 AM
Fir	10:00 PM to 12:30 AM	10:00 PM to 12:30 AM
	1:30 AM to 7:00 AM	1:30 AM to 7:00 AM
Ft. Garland	8:00 AM to 12:30 PM	Closed
	1:30 PM to 5:00 PM	
Blanca	7:00 AM to 12:01 PM	Closed
	1:01 PM to 4:00 PM	
Alamosa	Continuous	Continuous

Adjusted Tonnage Ratings

FROM	TO	Class of Engine L-131-132 Nos. of Engines 3600-3619	Class of Engine L-107 Nos. of Engines 3500-3509	Class of Engine L-95 Nos. of Engines 3400-3415	Class of Engine M-78 Nos. of Engines 1511-1520	Class of Engine M-64 M-67 Nos. of Engines 1501-1510 1521-1530 1700-1713	Class of Engine M-68 Nos. of Engines 1800-1804	Class of Engine K-59 Nos. of Engines 1200-1213	Class of Engine C-48 Nos. of Engines 1131-1199	Class of Engine C-40 Nos. of Engines 930-934 940-944	Class of Engine C-39-41 Nos. of Engines 1000-1029 915-925 950-964	Class of Engine P-44 Nos. of Engines 800-805	Adjustment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Pueblo.....	Portland.....	8445			5200	4400	4370	3350	3050				9
Portland.....	Canon City.....	7100			4100	3540	4000	3200	2580	2100	2080		6
Canon City.....	Salida.....	3300			1890	1765	1855	1340	1180	1070	1040		4
Pueblo.....	Minnequa.....		2600		1900	1600		1295	1135	980	950		4
Minnequa.....	Walsenburg.....		4610		2835	2780		2540	2030	1520	1510		6
Walsenburg.....	La Veta.....		2430		1780	1620		1375	1250	970	960		4
Walsenburg.....	Gordon.....			2310					1250		980		4
Gordon.....	Spanish Peaks.....			2190					1180		900		4
Spanish Peaks.....	Big Four.....			1590					850		650		3
Big Four.....	Alamo.....			1110					590		480		2
Alamo.....	Gordon.....			2190					1180		920		4
Gordon.....	Maitland.....			2190					1600		1260		5
Maitland.....	Walsenburg.....			2960					4400		3600		12
Walsenburg.....	Ludlow.....		3640		2830	2300		2140	1700				5
Ludlow.....	Trinidad.....		3860		2900	2350		2160	1710				5
Trinidad.....	Ludlow.....		4500		3000	2650		2200	1750				5
Ludlow.....	Walsenburg.....		5020		3500	2930		2500	2000				5
La Veta.....	Fir.....		1125	985	750	675		580	470	420	420	400	2
Alamosa.....	Russell.....		3530	3135	2900	2625		2060	1860	1550	1520	1550	5
Russell.....	Sierra.....		2600	2375	1750	1600		1420	1120	1030	1020	1010	4
Sierra.....	Fir.....		1430	1275	975	875		760	655	520	520	510	3

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

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

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

WATCH INSPECTORS

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

SIGNAL MAINTAINERS

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