

# THE DENVER & RIO GRANDE WESTERN RAILROAD SYSTEM

T. H. BEACOM, RECEIVER

THE RIO GRANDE SOUTHERN RAILROAD COMPANY

GRAVITAS

SMIL MIAMI

GRAVITAS

## SECOND DISTRICT

STATION	22413 DISTRICT	22413 DISTRICT	22413 DISTRICT	22413 DISTRICT	22413 DISTRICT	22413 DISTRICT	22413 DISTRICT	22413 DISTRICT	22413 DISTRICT
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# GUNNISON DIVISION

## No. 103—TIME TABLE—No. 103

Taking Effect Sunday, August 17, 1924, at 12:01 A. M.

Standard Time, 105th Meridian.  
Superseding Time Table No. 102 and supplements thereto.

NOTE IMPORTANT CHANGES IN TIME TABLE RULES

For the exclusive guidance of Employees, not for the information of the Public.  
The Management reserves the right to vary from it at pleasure.

I. H. LUKE,  
General Manager.

L. F. WILSON,  
General Superintendent of Transportation.

L. W. BOWEN,  
General Superintendent.

C. B. CARPENTER,  
Superintendent.

# WESTWARD MAIN LINE EASTWARD

REVISED, MARCH, 1924

## WESTWARD MAIN LINE EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS		FIRST CLASS		FIRST CLASS		SECOND CLASS		THIRD CLASS	
Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive	Leave	Arrive
Monday and Friday	Daily Except Sunday	Mixed	Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
8:20 AM	7:45 AM			12:55 PM	6:45 AM	215.11	73.53	9:00 PM	12:05 PM			5:00 PM	4:00 PM
8:50	8:05			1:10	7:00	220.10	88.54	8:45	11:51			4:25	3:35
9:15	8:25			1:20	7:16	225.85	94.79	8:31	11:35			4:00	3:11
9:40 AM	8:47			1:35 PM	7:26	229.02	92.62	8:23	11:26 AM			3:36 PM	2:58
	9:00				7:39	228.32	90.32	8:14				2:43	2.43
	9:22				8:00	231.94	95.70	8:00				2.20	2.20
	9:40				8:13	234.00	94.64	7:52				2.00	2.00
	10:05				8:33	237.07	91.07	7:38				1.35	1.35
	10:55				8:55	240.21	87.33	7:25				1.05	1.05
	11:15				9:15	244.85	83.79	7:11				12.25 PM	11.45
	11:45 <sup>24</sup>				9:27	248.51	80.13	6:58				11.20	10.45
	12:05 PM				9:44	252.75	76.59	6:08				10.45	10.45
	12:30				10:00	257.28	73.60	5:55				10.15	10.15
	1:00				10:12 <sup>24</sup>	262.05	70.29	5:33				9.50	8.50
	1:20				10:14	265.94	67.05	5:31				8.50	8.25
	1:39				10:20	268.48	63.16	5:23				8.00 AM	8.00 AM
	1:45				10:29	269.66	59.18	5:13					
	2:25				10:32	270.89	55.45	5:10					
	3:03				10:49	276.82	51.82	4:53					
	3:45 PM				11:03	282.16	48.48	4:38					
					11:20 AM	288.64	45.11	4:20 PM					
					Arrive Daily	295.41	41.80						
					Arrive Daily	302.54	38.59						
					Arrive Daily	310.21	35.57						
					Arrive Daily	318.44	32.74						
					Arrive Daily	327.25	30.10						
					Arrive Daily	336.66	27.64						
					Arrive Daily	346.69	25.36						
					Arrive Daily	357.36	23.25						
					Arrive Daily	368.69	21.31						
					Arrive Daily	380.70	19.54						
					Arrive Daily	393.41	17.94						
					Arrive Daily	406.84	16.51						
					Arrive Daily	421.01	15.24						
					Arrive Daily	435.94	14.13						
					Arrive Daily	451.65	13.17						
					Arrive Daily	468.16	12.36						
					Arrive Daily	485.49	11.69						
					Arrive Daily	503.66	11.16						
					Arrive Daily	522.69	10.76						
					Arrive Daily	542.60	10.48						
					Arrive Daily	563.41	10.31						
					Arrive Daily	585.14	10.25						
					Arrive Daily	607.81	10.29						
					Arrive Daily	631.44	10.43						
					Arrive Daily	656.05	10.67						
					Arrive Daily	681.66	11.01						
					Arrive Daily	708.29	11.45						
					Arrive Daily	735.96	12.00						
					Arrive Daily	764.69	12.66						
					Arrive Daily	794.50	13.43						
					Arrive Daily	825.41	14.32						
					Arrive Daily	857.44	15.33						
					Arrive Daily	890.61	16.46						
					Arrive Daily	924.94	17.81						
					Arrive Daily	960.45	19.38						
					Arrive Daily	997.16	21.18						
					Arrive Daily	1035.09	23.21						
					Arrive Daily	1074.26	25.48						
					Arrive Daily	1114.69	28.00						
					Arrive Daily	1156.40	30.77						
					Arrive Daily	1200.41	33.80						
					Arrive Daily	1246.74	37.10						
					Arrive Daily	1295.41	40.67						
					Arrive Daily	1346.44	44.52						
					Arrive Daily	1399.85	48.65						
					Arrive Daily	1455.66	53.07						
					Arrive Daily	1513.89	57.78						
					Arrive Daily	1574.56	62.79						
					Arrive Daily	1637.69	68.10						
					Arrive Daily	1703.30	73.71						
					Arrive Daily	1771.41	79.63						
					Arrive Daily	1842.04	85.86						
					Arrive Daily	1915.31	92.41						
					Arrive Daily	1992.24	99.28						
					Arrive Daily	2072.85	106.48						
					Arrive Daily	2157.16	114.01						
					Arrive Daily	2245.19	121.87						
					Arrive Daily	2336.96	130.07						
					Arrive Daily	2432.49	138.61						
					Arrive Daily	2531.80	147.50						
					Arrive Daily	2634.91	156.74						
					Arrive Daily	2741.84	166.34						
					Arrive Daily	2852.61	176.29						
					Arrive Daily	2967.24	186.60						
					Arrive Daily	3085.75	197.27						
					Arrive Daily	3208.16	208.31						
					Arrive Daily	3334.49	219.72						
					Arrive Daily	3464.76	231.51						
					Arrive Daily	3598.99	243.68						
					Arrive Daily	3737.20	256.24						
					Arrive Daily	3879.51	269.18						
					Arrive Daily	4025.94	282.50						
					Arrive Daily	4176.51	296.21						
					Arrive Daily	4331.24	310.32						
					Arrive Daily	4490.15	324.83						
					Arrive Daily	4653.26	339.75						
					Arrive Daily	4820.59	355.08						
					Arrive Daily	4992.16	370.83						
					Arrive Daily	5167.99	387.00						
					Arrive Daily	5348.10	403.59						
					Arrive Daily	5532.51	420.60						
					Arrive Daily	5721.24	438.03						
					Arrive Daily	5914.31	455.88						
					Arrive Daily	6111.76	474.15						
					Arrive Daily	6313.61	492.84						
					Arrive Daily	6519.88	511.95						
					Arrive Daily	6730.59	531.48						
					Arrive Daily	6945.76	551.43						
					Arrive Daily	7165.41	571.80						
					Arrive Daily	7389.56	592.59						
					Arrive Daily	7618.23	613.80						
					Arrive Daily	7851.44	635.43						
					Arrive Daily	8089.21	657.48						
					Arrive Daily	8331.56	680.05						
					Arrive Daily	8578.51	703.14						
					Arrive Daily	8830.06	726.75						
					Arrive Daily	9086.23	750.88						
					Arrive Daily	9347.04	775.53						
					Arrive Daily	9612.51	800.70						



WESTWARD		MAIN LINE				EASTWARD	
THIRD CLASS	FIRST CLASS	Sub-Division 15 STATIONS		Dist. from Alamosa	FIRST CLASS	THIRD CLASS	
323	317	TIME TABLE No. 103			318	324	
Passenger		August 17, 1924			Freight		
9.40 AM	1.35 PM	315.11	SI	83.33	Yard	3.36 PM	
10.20	1.55	228.02	MEANS JUNC. WCV	74.42	31	11.26 AM	
10.57 AM	2.08	229.57	POINTEA PASS Y	70.87	33	11.12	
11.18	2.24 PM	232.88	ROUND HILL WY	67.61	48	10.57 AM	
11.43	2.38	238.99	LINTON 0.10	61.45	44	10.41	
12.10 PM	2.53	243.34	VILLA GROVE DWY 6.50	58.10	47	10.25	
1.30	3.08	250.08	MINERAL HOT SPRINGS 0.08	48.51	47	10.09	
2.10	3.23	257.01	MIDCAGE 1.10	43.43	47	9.54	
2.35	3.40	262.60	MOFFAT DWY 6.21	37.25	63	9.40	
3.00	4.07	268.00	LA GARTIA 5.07	26.14	47	9.19	
3.26	4.22	274.30	GIBSON 5.07	31.54	47	9.02	
3.55	4.38	280.84	HOOPER D 7.27	20.17	47	8.44	
4.15 PM	4.57 PM	286.54	MCCOY 8.52	13.60	47	8.25	
4.20 PM	5.00 PM	291.11	GARLAND JUNCTION 8.52	6.33	37	8.09	
Arrive Tuesday and Friday	Arrive Daily Except Sunday	296.73	ALAMOSA 85.53	.71	Yard	7.53 AM	
(6.40)	(3.20)	300.44				9.00 AM	
11.16	11.16					Leave Wednesday and Saturday	

**NOTE**  
Trains between Garland Jct. and Alamosa are operated under Alamosa Division time table.  
Time shown herein as a matter of information and convenience only.

WESTWARD		OURAY BRANCH				EASTWARD	
THIRD CLASS	FIRST CLASS	Sub-Division 14-B STATIONS		Distance from Ouray	FIRST CLASS	THIRD CLASS	
329	319	TIME TABLE No. 103			320	330	
Passenger		August 17, 1924			Freight		
8.30 AM	3.40 PM	331.51	Mt.	35.90	Yard	4.30 PM	
8.45	3.42	332.16	MONTROSE 0.65	33.25	11.30	4.27	
9.00	4.02 PM	339.54	OURAY JUNC. 7.88	28.25	17	4.02 PM	
9.20	4.13	343.84	UNCOMPHGRE 2.27	29.97	20	4.27 PM	
9.45	4.19	346.50	COLONA 2.66	20.91	17	4.08	
10.13 AM	4.40	347.36	ELDERIDGE 2.72	18.00	17	4.48	
11.00	4.50	351.20	DAYTON 2.72	13.00	56	4.25	
11.40	5.13	377.08	RIDGWAY DWY 2.72	27.87	10	4.05	
12.25 PM	5.55 PM	380.09	PIE 2.25	10.33	10	2.45	
Arrive Daily Except Sunday	Arrive Daily	387.41	OURAY DWY 2.25	7.32	10	2.05	
(6.16)	(2.15)					1.30 PM	
11.16	11.16					Leave Daily	
						Arrive Daily	

No. 329 is superior to No. 330.

WESTWARD		CRESTED BUTTE BRANCH				EASTWARD	
SECOND CLASS	FIRST CLASS	Sub-Division 13-C STATIONS		Distance from Anthonite	SECOND CLASS	FIRST CLASS	
347	348	TIME TABLE No. 103			347	348	
Mixed		August 17, 1924			Mixed		
Leave Daily	11.30 AM	288.64	GUINNISSON 10.85	31.95	Yard	4.10 PM	
	12.05 PM	299.40	ALMONT 10.85	21.10	45	3.15	
	12.35	304.72	JACKS CABIN 11.57	15.57	23	2.50	
	1.40 PM	316.20	CRESTED BUTTE DWY 11.57	4.50	Yard	2.10 PM	
	316.89	316.89	FLOREST 3.60	3.60			
	320.59	320.59	ANTHRACITE 3.60		38		
Arrive Daily						Leave Daily	
(2.10)	(2.10)					12.76	
12.76	12.76						

No. 347 is superior to No. 348.

**WESTWARD CRESTONE BRANCH EASTWARD**

<b>SECOND CLASS</b>	Sub-Division 15-B STATIONS August 17, 1924	Distance from End of Track	Siding Capacity in Cars	<b>SECOND CLASS</b>
			Packing Trucks	
202.09	<b>MOFFAT</b> D W Y	10.33	Yard	
205.74	TRAVIS E	13.48	5	
273.20	CRESTONE	5.32	25	
278.30	MILL W	0.92		
279.12	COTTAGEWOOD T	0.10		
279.22	<b>END OF TRACK</b>			
(10.33)				

Schedule Time.....  
Average Speed per Hour.....

**WESTWARD ORIENT BRANCH EASTWARD**

<b>SECOND CLASS</b>	Sub-Division 15-A STATIONS August 17, 1924	Distance from Orient	Siding Capacity in Cars	<b>SECOND CLASS</b>
			Packing Trucks	
241.34	VILLA GROVE W C Y	8.22	47	
243.56	ORIENT T		41	
(8.22)				

Schedule Time.....  
Average Speed per Hour.....

**WESTWARD MONARCH BRANCH EASTWARD**

<b>SECOND CLASS</b>	Sub-Division 13-A STATIONS August 17, 1924	Distance from Monarch	Siding Capacity in Cars	<b>SECOND CLASS</b>
			Packing Trucks	
220.10	<b>PONCHA JUNC.</b> Y	13.30	27	
227.01	MAYSVILLE	8.30	20	
232.99	GARY FIELD	2.41	Yard	
233.40	MONARCH T		Yard	
(13.30)				

Schedule Time.....  
Average Speed per Hour.....

**WESTWARD PITKIN BRANCH EASTWARD**

<b>SECOND CLASS</b>	Sub-Division 13-B STATIONS August 17, 1924	Distance from Parlin	Siding Capacity in Cars	<b>SECOND CLASS</b>
			Packing Trucks	
291.96	QUARTZ W Y	18.14	38	
292.16	<b>PITKIN</b> W Y	15.31	105	
293.38	OHIO CITY W	8.54	43	
278.82	PARLIN W Y		36	
(18.14)				

Schedule Time.....  
Average Speed per Hour.....

**WESTWARD BALDWIN BRANCH EASTWARD**

<b>SECOND CLASS</b>	Sub-Division 13-E STATIONS August 17, 1924	Distance from Baldwin	Siding Capacity in Cars	<b>SECOND CLASS</b>
			Packing Trucks	
288.64	G <sup>U</sup> *	17.63	Yard	
293.13	WYLLIE'S SPUR	11.44	3	
297.46	TEACHOUT	9.11	8	
300.84	HINKLES	6.03	11	
301.04	CASTLETON W Y	2.33	99	
306.57	BALDWIN		90	
(17.63)				

Schedule Time.....  
Average Speed per Hour.....

No. 345 is superior to No. 346.

**WESTWARD LAKE CITY BRANCH EASTWARD**

<b>SECOND CLASS</b>	Sub-Division 14-A STATIONS August 17, 1924	Distance from Lake City	Siding Capacity in Cars	<b>SECOND CLASS</b>
			Packing Trucks	
313.97	SAPINERO IDENTITY	36.56	60	
314.78	LAKE JUNCTION	35.75	5	
328.00	MADISON W	22.25	11	
329.82	GATE VIEW	20.71	30	
339.24	YULMAN	10.99	17	
352.53	LAKE CITY TOWNSHIP		9	
(36.56)				

Schedule Time.....  
Average Speed per Hour.....

**WESTWARD FLORESTA BRANCH EASTWARD**

<b>SECOND CLASS</b>	Sub-Division 13-D STATIONS August 17, 1924	Dist. from End of Track	Siding Capacity in Cars	<b>SECOND CLASS</b>
			Packing Trucks	
316.20	<b>D<sup>U</sup>-CRESTED BUTTE</b> T R C W C Y	11.41	Yard	
318.99	FLORESTA JUNCTION	10.71		
322.13	ROCKERS W	5.37		
324.97	KEBLER	2.75	21	
327.03	FLORESTA	0.17	55	
327.70	<b>END OF TRACK</b> W T			
(11.41)				

Schedule Time.....  
Average Speed per Hour.....

Schedule Time.....  
Average Speed per Hour.....









## ADJUSTED TONNAGE RATINGS

From	To	Class of Engine 148 No. of Engines 470-479		Class of Engine 125 No. of Engines 450-464		Class of Engine 112 No. of Engines 432		Class of Engine 93 No. of Engines 430, 431		Class of Engine 85 No. of Engines RGS 20, 22, 25		Class of Engine 72-71-70 No. of Engines 417-429 554, 555		Class of Engine 70 No. of Engines 400-411 RGS 40, 41, 42		Class of Engine 60 No. of Engines 200-286 RGS 3-17		Class of Engine 47 No. of Engines 166-177		Adjustment Factor	
		Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms
Poncha Junction	Marshall Pass	187	374	183	366	173	346	113	226			106	212	92	184	79	158	67	134	1	2
Buxton	Marshall Pass	187	374	183	366	173	346	113	226			106	212	92	184	79	158	67	134	1	2
Poncha Junction	Maysville											120	240	105	210	89	178	81	162	2	4
Maysville	Monarch											88	176	75	150	65	130	58	112	1	2
Mears Junction	Poncha Pass			183	366	173	346	113	226			106	212	92	184	79	158	67	134	1	2
Alamosa	Moffat-both ways			2030	4060	2000	4000	1560	3120			1190	2380	1190	2380	1120	2240	950	1900	12	24
Moffat	Villa Grove			830	1660	830	1660	600	1200			480	960	480	960	420	840	390	780	5	10
Villa Grove	Round Hill			520	1040	520	1040	380	760			300	600	300	600	270	540	230	460	3	6
Round Hill	Poncha Pass			280	560	250	500	175	350			160	320	140	280	120	240	110	220	2	4
Villa Grove	Orient											106	212	92	184	79	158	67	134	1	2
Orient	Villa Grove											460	920	460	920	440	880	360	720	5	10
Gunnison	Sargent	1000	2000	950	1900	875	1750	625	1250			555	1110	505	1010	450	900	410	820	5	10
Parlins	Pitkin											145	290	120	240	110	220	120	240	2	4
Gunnison	Crested Butte	660	1320	630	1260	570	1140	410	820			360	720	340	680	290	580	270	540	4	8
Crested Butte	Floresta	300	600	290	580	275	550	190	380			170	340	150	300	130	260	120	240	2	4
Gunnison	Castleton											270	540	240	480	210	420	225	450	4	8
Castleton	Baldwin											180	360	155	310	140	280	150	300	3	6
Crystal Creek	Cerro Summit											106	212	92	184	79	158	67	134	1	2
Montrose	Cerro Summit											106	212	92	184	79	158	67	134	1	2
Crystal Creek	Gunnison											570	1140	520	1040	465	930	420	840	5	10
Sapinero	Lake City											295	590	260	520	225	450	250	500	4	8
Montrose	Ridgway											460	920	420	840	370	740	340	680	5	10
Ridgway	Ouray											230	460	205	410	180	360	165	330	3	6
Ridgway	Dallas Divide									115	230	106	212	92	184	79	158	67	134	1	2
Placerville	Dallas Divide									175	350	160	320	140	280	120	240	110	220	2	4
Placerville	Vance Junction									285	570	260	520	230	460	210	420	185	370	3	6
Vance Junction	Telluride									115	230	106	212	92	184	79	158	67	134	1	2
Vance Junction	Lizard Head									160	320	145	290	130	260	105	210	100	200	2	4
Rico	Lizard Head									175	350	160	320	140	280	120	240	110	220	2	4
Dolores	Rico									310	620	280	560	250	500	220	440	205	410	3	6
Dolores	Glencoe									325	650	295	590	265	530	235	470	210	420	3	6
Glencoe	Millwood									230	460	210	420	185	370	160	320	145	290	3	6
Manco	Millwood									230	460	210	420	185	370	160	320	145	290	3	6
Manco	Cima									230	460	210	420	185	370	160	320	145	290	3	6
Durango	Cima									230	460	210	420	185	370	160	320	145	290	3	6

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.

All ratings are shown in M lbs., or thousands of pounds; two M lbs. equal one ton; so that, if necessary to reduce these ratings to tons, they should be divided by two; conversely, to reduce tons to M lbs., multiply by two.

In computing tonnage, the adjustment factor represents the number of Ms 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.

NOTE: Ratings are temporarily shown in tons and Ms to facilitate understanding of new arrangement.

On 4% grades, engines equipped with  
 1-9½" Compressor 30 Cars 575 Tons  
 1-11 " " 45 " 650 "  
 2-9½" " 60 " 800 "

When equipped with one 8½" C.C. air Compressor,  
 35 cars coal or other heavy loading 1150 tons  
 45 " stock and other light loading " "  
 45 " mixed loads and empties " "  
 60 " empties " "

Poncha Jct. to Salida and Buxton to Sargent  
 75 Cars—2000 tons  
 Monarch-Maysville 500 tons.

# SPECIAL TIME TABLE RULES

## SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

1. Definition appearing on Page 9, Rules and Regulations of the Operating Department, reading:

"DISTRICT"—A part of a division so designated on the time table is hereby appropriated. That part of a division heretofore designated as a DISTRICT will hereafter be designated as a SUB-DIVISION.

2. Eastward trains are superior to Westward trains of the same class.

2A. No. 329 is superior to No. 330.

2B. No. 347 is superior to No. 348.

2C. No. 345 is superior to No. 346.

3. A train must not leave its initial station on any sub-division without clearance unless otherwise prescribed by time table rule.

4. Train Register Books are located at: Meary Junction, Marshall Pass, Sargent, Lake City, Cimarron, Montrose, Gunnison, Sapulpa (for branch only), Okmry, Alamosa, Rico Grove, Crested Butte, Salda, Ridgeway, Placerville, Vance Junction, Telluride, Rico, Dolores, Mancos, Durango.

Register stations are shown in body of the Time Table in FULL FACED type. At such stations, conductors must personally register their trains unless otherwise prescribed by Time Table Rules or train orders.

4A. A train relieved from registering by time table rule, or train order will be cleared of register by train order. Conductor will register by Registering Ticket and operator will record same in train register.

4B. Conductors must register the number of their helper engines with that train.

5. YARD LIMIT STATIONS: Salda, Poncha Junction, Meary Junction, Grand, Marshall Pass, Sargent, Lake City, Cimarron, Montrose, Gunnison, Sapulpa, Cimarron, Montrose, Ridgeway, Vance, Crested Butte, Poncha, Pass, Round Hill, Rico Grove, Moffat, Alamosa, Vance Junction, Rico, Dolores, Glanceo, Mancos and Durango.

Within yard limits the main track may be used proceeding against first class trains. Second and interior class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear. However, trains while standing within yard limits or stations protected by yard limit boards, in stormy or foggy weather or where the view is obscured and where the head or rear end of their train is so situated that it cannot be seen by approaching trains FOR A DISTANCE OF 1000 FEET must be protected according to Rule 99. This will not relieve the approaching train in any manner from responsibility under existing yard limit rules.

6. When a train is derailed it must not leave the station at which it returns to its own rails, without a "31" running order.

7. Unless otherwise indicated, the time of a train at any station on time table applies to the switch where an interior train takes the siding; where there is no siding, it applies to the place from which fixed signals are operated. Where there is neither siding nor fixed signal, it applies to the place where train is received or discharged.

8. A switch must not be closed for main track while a train, engine, or car is outside of clearance point of the siding. Neither switch of a cross-over between two main tracks must be closed for a main track while a train, engine or car occupies such a cross-over. A train entering a siding or moving through a cross-over between main tracks must not stop to pick up a man at switch while any part of train is between switch and clearance point of siding or between switches of the cross-over.

At point of meeting the superior train, if arriving first, must set the switch to be used by the inferior train in entering the siding.

9. When running over track or bridges under slow order, the conductor must have a man on the steps of the last car of a passenger train and on top of the last car of a freight train who will give proceed signal when the point covered by the slow order has been passed.

10. In order to further promote safe operation of our trains, it is the duty of trainmen, engine men and brakemen, station employees, pumpers and all others whose duty it may be to take care of themselves in a position to observe any danger or unsafe condition which may exist on a train, and give suitable signal to conductor or rear brakeman who must be in position to receive and act upon such signal.

11. On approaching a station at which a train should stop or take the siding to meet or be passed by another train, the conductor must give the proper signal of stop signal and the engineman must acknowledge it after the station whistle is sounded, and should the engineman fail to acknowledge it, the conductor must stop the train. Conductors on passenger trains will use signal 16 (d) for this purpose.

12. Rule 14 (K) of the Rules and Regulations of the Operating Department is supplemented as follows:

"If not answered by a train, the train displaying signals must stop and ascertain the cause."

"Engineman must whistle classification signals to both engine and caboose. Trainman at caboose will answer by hand or lamp signal."

13. Unless some form of block signals is used, trains must keep at least five minutes apart, except in closing up at stations. A train following a train carrying passengers must keep at least ten minutes behind it.

Operators at open telegraph offices will block trains accordingly, holding train order signals at "stop" the required time for this purpose.

14. During zero weather, it will not be necessary for trainmen to ride on top on descending grades. They must, however, see that brakes are thoroughly tested and that in proper condition before descending and they will be responsible for the proper use of air brake and hand brake until after the engineman has made first application of air, and has made control of the air. The sure that engineman by such check and handling has full control of the air. It is also imperative that every trainman be in his proper place ready to take instant action should anything occur at any point on descending grades. The rear brakeman and the conductor must be in the cupola watching their train, with brake chibs at hand so they can give assistance the instant anything goes wrong. The head brakeman is also required to place himself in readiness in a similar manner and no excuse will be taken from the conductor for failure to see that his brakeman and himself are properly placed.

The trainman should also watch the air gauges in the caboose and if they find engineman is losing air pressure in making reductions, or losing control of train, will take necessary action to assist with brakes so that the engineman can re-charge to the full train line and reservoir pressure.

### TO CONDUCTORS, ENGINEERS, BRAKEMEN AND INSPECTORS

14A. The members of train crews must assist inspectors in inspecting the air brake equipment as well as the general condition of the train, before leaving Marshall Pass, Poncha Pass, Orient Mines, Cerro Summit, Monarch Mines, Galt Mine Quarry, Dallas Divide, Telluride, Lizard Head, Millwood, China and Park Hill, and put same in safe operating condition before descending the grade.

14B. During the test of air brakes at these stations, and while the air is applied, brakemen must turn up all retaining valves to ascertain their condition, and if any are found inoperative or any other defect in air brake equipment, is discovered which can not be promptly repaired, inspector must apply the usual air brake protect card to the needle beam of the car, specifying nature of defect. The car must be adjusted to four (4) inches on freight cars and five (5) inches on passenger cars.

14C. In making tests of brakes, conductors will give full pressure, and every effort must be made by inspectors and trainmen to locate and remedy defective or kinked hose, or any leaks in air pipes and connections.

14D. At any of the above points where inspectors are not located, train crews are required to perform this duty.

14E. After brakes have been released on passenger cars, and before trains start from these stations, retainers must be turned up.

14F. Trainmen must assist in holding freight trains with the hand brakes; hand brakes on about one-fourth of the train to be set to act as retainers in case of fire failure. Usually hand brakes should be set on cars at or near the head of the train. Trains standing on grades where it is necessary to keep brakes applied, the maximum pressure, set, hand brakes, in such cases, may not be released without first notifying the Engineman.

14G. Trainmen must assist in holding passenger trains with hand brakes on cars where the retaining valves are not in proper working order; or when either freight or passenger trains if found necessary, in order to keep hand under perfect control, and be prepared to stop the train should the air fail.

14H. At least one member of the train crew must be on the rear end of the train on both ascending and descending grades, and a close observation of train made for sliding wheels.

14I. Engineers must exercise every precaution to prevent parting of trains on heavy grades. In case of trouble with brakes on a train in descending grade the train must be stopped, a careful and complete inspection made, and defects remedied where it is possible for the train crew to do so and report made of same.

14J. In the handling of freight trains down Poncha Pass, Orient, Monarch Branch, Marshall Pass, Cerro Summit, Keystone Hill east side of Dallas Divide, and Calumet Branch, but one (1) car having non-air or inoperative air brakes will be permitted to descend in solid coal or ore trains, and not more than two (2) cars with non-air or inoperative air brakes in merchandise or mixed trains. All trains will stop at Dallas Divide, Lizard Head, Millwood and China for inspection of train and test of air brakes, and they must be in proper working condition before descending grades.

14K. Punting or helping engines must always have air coupled. This includes air signals on passenger trains.

14L. Where locomotives are equipped with Water Brakes, be sure that these are in good working order.

14M. Eastward freight trains will stop 10 minutes at Meary Junction; westward freight trains will stop 10 minutes at Chester to cool wheels and inspect train. All trains must stop at Cerro Summit for inspection of train and brakes. Westward freight trains will stop at Cedar Creek 10 minutes to cool wheels and inspect train.

15. All railroad crossings at grade are protected by Interlocking Signals, except as follows:

Sub-Division	Location	Crossing	Remarks	Operated by
13	21511	Salda Divn.	Unprotected	

Trains approaching this crossing must stop at a point designated by stop board and not proceed until sure that track is clear. (See General Rule 93)

16. Passenger equipment must not be handled in switching, unless the air is in service on all cars, and must not be cut off when moving.

17. Persons accompanying live stock or other freight will be carried on any freight train handling freight if 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 deliver 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."

Passengers may be carried on the following trains: 325, 326, 327 and 328 between Sargent and Montrose, 323 and 324 between Salda and Alamosa, and on 330 and 331 between Ridgeway and Rico, 332 and 333 between Rico and Durango.

18. Trainmen must not unhook cars on grades without first testing hand brakes and knowing they will hold cars in case of high explosives or inflammables must not be cut off while cars are in motion.

19. Rule No. 19 of the Rules and Regulations of the Operating Department is revised as follows:

"The following signals will be displayed one on each side of the rear of every train, as markers, to indicate the rear of the train: By day marker lamps not lighted; by night lighted markers displaying green to the front and side and red to the rear; except when the train is clear of the main track, when green lights must be displayed to the front and rear. On double track when a train is turned out against the current of traffic, green lights must be displayed to the front, a green light to the rear on the side next to the main track on which the current of traffic is in the direction the train is moving, and a red light to the rear on the main track. Trains in the caboose consist, which must be turned out to the rear on freight trains as soon as train is clear of the main track or when train is running against the current of traffic on double track. Trains while standing on main track at night must also display a red light in center of rear platform."

20. Paragraph 4, Rule 5, of the Rules and Regulations of the Operating Department is revised as follows:

"Where there are one or more trains scheduled to meet or pass a train at any station, attention is called to it by small figures denoting train or trains to be met or passed."

21. All employees are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side of a car; and all employees must protect themselves from injury in passing such structures.

Also, that it is dangerous to stand over top cars and especially cars of extraordinary height while passing over, through or under trestles, viaducts, bridges, viaducts, snow sheds or tunnels, and necessary precautions must be used by all employees to protect themselves from injury from overhead structures at said points while riding on top of cars.

