

THE DENVER & RIO GRANDE WESTERN RAILROAD SYSTEM

T. H. BEACOM, RECEIVER

DE LA VEGA ST. THE RIO GRANDE SOUTHERN RAILROAD COMPANY

SECOND DISTRICT

GUNNISON DIVISION

No. 102—TIME TABLE—No. 102

Taking Effect Sunday, October 7, 1923, at 12:01 A. M.

Standard Time, 105th Meridian.

Superseding Third Division Time Table No. 101 and Rio Grande Southern Time Table No. 66.

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.

J. W. MARTZ,
Superintendent.

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS		FIRST CLASS		Sub-Division 15 STATIONS		THIRD CLASS	
328	317	Time Table No. 102		324			
Freight	Denver, Alamosa and Durango	October 7, 1923		Freight			
Leave Tuesday and Friday	Arrive Daily Except Sunday	Distance from Denver		Arrive Wed. and Saturday			
9:40M	1:35PM	216.11	86.38	3.30PM	11:20AM	11.20M	11.20M
10:20	1:55	229.57	74.42	3:12	11:12	3:12	11:12
10:57 AM	2:08	232.53	70.87	2:50	10:57 AM	2:50	10:57 AM
11:18	2:24	238.50	67.61	2:40	10:41	2:40	10:41
11:43	2:38	246.34	61.46	2:24 AM	10:25	2:24 AM	10:25
12:10M	2:53	250.93	55.10	1:52	10:09	1:52	10:09
12:50	3:08	257.01	48.51	1:23	9:54	1:23	9:54
1:30	3:23	262.09	43.48	1:00M	9:40	1:00M	9:40
2:10	3:40	268.90	37.75	12:50M	9:19	12:50M	9:19
2:35	3:52	274.30	31.54	11:48	9:02	11:48	9:02
3:00	4:07	280.27	26.14	11:18	8:44	11:18	8:44
3:26	4:22	286.24	20.17	10:48	8:25	10:48	8:25
3:55	4:38	294.11	13.60	10:12	8:09	10:12	8:09
4:20M	5:00M	300.44	6.38	9:32	7:50M	9:32	7:50M
Arrive Tuesday and Friday	Arrive Daily Except Sunday	300.44	As	9:00M	Leave Wed. and Saturday	9:00M	Leave Wed. and Saturday
(14.10) 11.18	(14.20) 21.78	Schedule Time.....		(14.20) 14.20	(14.20) 20.87	Average Speed per Hour.....	

WESTWARD

OURAY BRANCH

EASTWARD

THIRD CLASS		FIRST CLASS		Sub-Division 14-B STATIONS		THIRD CLASS	
329	319	Time Table No. 102		320		330	
Freight	Ouray	October 7, 1923		Freight		Freight	
Leave Daily Except Sunday	Arrive Daily	Distance from Denver		Arrive Daily		Arrive Daily Except Sunday	
8:00M	2:50PM	361.61	35.60	12:06M	11:57	12:06M	3:50M
8:15	2:52	382.16	36.26	11:32	11:32	3:40	
8:45	3:12	389.54	27.87	11:20	11:20	3:40	
9:05	3:23	388.94	23.57	11:10	11:10	3:35	
9:15	3:29	389.50	20.91	11:00	11:00	3:35	
9:45	3:50	374.36	17	10:46	10:46	3:35	
10:30	4:10	377.08	13.05	10:35	10:35	3:35	
11:10	4:28	380.08	10.83	10:06	10:06	3:35	
1:15PM	5:10M	387.41	7.32	9:45M	9:45M	1:00M	
Arrive Daily Except Sunday	Arrive Daily	387.41	As	1:00M	Leave Daily	1:00M	Leave Daily Except Sunday
(14.10) 11.18	(14.20) 14.85	Schedule Time.....		(14.20) 14.20	(14.20) 12.07	Average Speed per Hour.....	

WESTWARD

CRESTED BUTTE BRANCH

EASTWARD

SECOND CLASS		Sub-Division 13-C STATIONS		SECOND CLASS	
347	348	Time Table No. 102		348	
Created	Created	October 7, 1923		Created	
Leave Daily	Arrive Daily	Distance from Anthracite		Arrive Daily	
10:45M	2:58 PM	31.86	4.00M	4:00M	4:00M
11:20	2:58 PM	21.10	2:55	2:55	2:55
11:50	3:04 PM	16.87	2:30	2:30	2:30
12:20	3:10 PM	10.00	2:07	2:07	2:07
12:55M	3:16 PM	4.30	1:00M	1:00M	1:00M
Arrive Daily	Arrive Daily	4.30	38	38	38
(14.10) 12.70	(14.10) 31.86	Schedule Time.....		(14.10) 12.70	(14.10) 12.70

No. 347 is superior to No. 348.

Westward	CRESTONE BRANCH	Eastward
SECOND CLASS	Sub-Division 15-B Stations Time Table No. 102 October 7, 1928	SECOND CLASS
Dist. from Denver	Dist. from End of Track	
292.00 206.74 273.70 278.30 270.12 270.22	Mt M T W T T	Sliding Capacity in Cars Passing Trains Yard Yard Yard Yard
	MOFFAT 3.05 TRAVIS CRESTONE 4.60 MILL 3.82 COTTON 0.10 END OF TRACK (16.83)	16.63 13.48 6.52 0.92 0.10
Schedule Time Average Speed per Hour		

Westward	ORIENT BRANCH	Eastward
SECOND CLASS	Sub-Division 15-A Stations Time Table No. 102 October 7, 1928	SECOND CLASS
Dist. from Denver	Dist. from Orient	
246.34 269.06	D T	Sliding Capacity in Cars Passing Trains Yard Yard
	VILLAGROVE 8.22 ORIENT T (8.22)	8.22 4.7 4.1
Schedule Time Average Speed per Hour		

Westward	MONARCH BRANCH	Eastward
SECOND CLASS	Sub-Division 13-A Stations Time Table No. 102 October 7, 1928	SECOND CLASS
Dist. from Denver	Dist. from Monarch	
220.10 227.01 293.99 256.40	M M M M	Sliding Capacity in Cars Passing Trains Yard Yard
	PONCHA JUNG. 6.00 MAYVILLE 6.88 GARDENFIELD 6.00 MONARCH (16.30)	16.30 8.39 2.41
Schedule Time Average Speed per Hour		

Westward	PITKIN BRANCH	Eastward
SECOND CLASS	Sub-Division 13-B Stations Time Table No. 102 October 7, 1928	SECOND CLASS
Dist. from Denver	Dist. from Parlin	
294.06 292.10 298.36 270.82	M M M M	Sliding Capacity in Cars Passing Trains Yard Yard
	QUILVER 2.60 PITKIN 0.80 OHIO CITY PARKIN WY (16.14)	18.14 10.0 4.3 8.6
Schedule Time Average Speed per Hour		

Westward	BALDWIN BRANCH	Eastward
SECOND CLASS	Sub-Division 13-E Stations Time Table No. 102 October 7, 1928	SECOND CLASS
Dist. from Denver	Dist. from Baldwin	
288.64 7.50M	G M	Sliding Capacity in Cars Passing Trains Yard Yard
	C. & B. CROSSING WYLLIE TRACHOULT HINKLES CASTLETON BALDWIN (17.63)	17.63 11.44 9.11 0.63 2.63 0.0
Schedule Time Average Speed per Hour		

Westward	KUBLER BRANCH	Eastward
SECOND CLASS	Sub-Division 13-E Stations Time Table No. 102 October 7, 1928	SECOND CLASS
Dist. from Denver	Dist. from Kubler	
304.04 300.22 307.23	M M M	Sliding Capacity in Cars Passing Trains Yard Yard
	CASTLETON 1.18 COOPER STADING KUBLER MINE (8.19)	8.19 2.01 0.0
Schedule Time Average Speed per Hour		

No. 345 is superior to No. 346.

Westward	LAKE CITY BRANCH	Eastward
SECOND CLASS	Sub-Division 14-A Stations Time Table No. 102 October 7, 1928	SECOND CLASS
Dist. from Denver	Dist. from Lake City	
340M 351 349	M M M	Sliding Capacity in Cars Passing Trains Yard Yard
	SAPINERO 0.81 MADISON LAKE CITY LAKE CITY TWOCYS (30.66)	30.66 30.76 22.63 20.71 10.66 1.7
Schedule Time Average Speed per Hour		

Westward	FLORESTA BRANCH	Eastward
SECOND CLASS	Sub-Division 13-D Stations Time Table No. 102 October 7, 1928	SECOND CLASS
Dist. from Denver	Dist. from End of Track	
310.29 316.09 323.13 324.97 327.63 327.70	M M M M M M	Sliding Capacity in Cars Passing Trains Yard Yard
	CRESTED BUTTE 0.70 FLORESTA JUNCTION ROGERS KUBLER FLORESTA END OF TRACK (11.41)	11.41 10.71 6.67 2.73 0.17 0.17
Schedule Time Average Speed per Hour		

Westward	LAKE CITY BRANCH	Eastward
SECOND CLASS	Sub-Division 14-A Stations Time Table No. 102 October 7, 1928	SECOND CLASS
Dist. from Denver	Dist. from Lake City	
340M 351 349	M M M	Sliding Capacity in Cars Passing Trains Yard Yard
	SAPINERO 0.81 MADISON LAKE CITY LAKE CITY TWOCYS (30.66)	30.66 30.76 22.63 20.71 10.66 1.7
Schedule Time Average Speed per Hour		

SPECIAL TIME TABLE RULES—Continued

Sub-division	Mile	Name
13	226.44	Bridge 226B, at Meats Junction
13		Snow Shed on Marshall Pass
13	238A	Over Leonard Bridge
13	240A	Snow Shed on Marshall Pass
13	241A	Snow Shed on Marshall Pass
13C	320.55	Lower Tramway, Crested Butte
13C	320.60	Upper Tramway, Crested Butte
13D	327.01	Lower Tramway, Crested Butte
13D	327.55	Upper Tramway, Crested Butte
14	343.18	Interlocking Frame
14	343.18	Snow Shed, Liked Head
17	52.8	

22. Rule 6 of the Rules and Regulations of Operating Department is revised as follows:
 On the employees' time table the words 'daily', 'daily except Sunday', etc., printed in the following places in connection with a train, indicate how it shall be run. The following signs indicate:

- 5—Regular stop.
- 6—Flag stop to receive or discharge passengers or freight.
- 7—Meals or lunch.
- N—Day and night telegraph office.
- NO—Night (only) telegraph office.
- D—Day (only) telegraph office.
- DN—Part day and part night telegraph office.
- TO—Telegraph station.
- C—Coal station.
- W—Water station.
- Y—Way.
- T—Turntable.
- S—Scale.
- B—Bulletin.
- 8—Bulletin clock.
- Standard clock.
- Signal.

23. Maximum speed limit shown below must not be exceeded. Other speed restrictions must be fully complied with. ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE TRAINS AT A SPEED THAT WILL INSURE ABSOLUTE SAFETY.

Sub-division	Passenger	Freight
	Target: Cms	Target: Cms
Sub-division 13	30	20
Except:		
Material Pass to Tank T	15	10
Material Pass to Poncha Junction	15	10
Material Pass (first switch)	5	5
Material Pass to Parlin	15	12
Material Pass to Gunnison	30	20
Sub-division 13-B	30	20
Except:		
Cerro Summit to Cimarron	15	10
Cerro Summit to Cedar Creek	15	10
Lake City to Saguero	18	12
Sub-division 14-A	15	10
Quincy to Edgewater	40	25
Quincy to Round Hill	15	15
Forcha Pass to Meats Junction	15	10
Forcha Pass to Meats Junction	15	10
Sub-division 15	40	25
Quincy to Edgewater	15	15
Forcha Pass to Meats Junction	15	10
Forcha Pass to Meats Junction	15	10

J. S. POPE
 Trainmaster, Sub-Divisions: 13, 14, 15, 13-A, 13-B, 13-C, 13D, 13-E, 14-A, 14-B, 15-A, 15-B
GUNNISON

C. A. HENKEL
 Road Foreman of Equipment
SALIDA

Sub-division	30	25	20	15
Sub-division 17	30	25	20	15
Except:				
Dallas Divide to Hagens	15	15	10	10
Over Leonard Bridge	8	8	8	8
Over Leonard Bridge	8	8	8	8
Over Leonard Bridge between Matchhorn and Ames	10	10	8	8
Ames Head to Ames	20	20	15	12
Liked Head to Ames	20	20	15	12
Liked Head to M P 58	30	25	20	15
Liked Head to Anderson	15	15	10	10
Except: Keystone to Anderson	30	25	20	15
Sub-division 17-A	30	25	20	15
Except:				
Durango Yard, coke ovens switch	3	3	3	3
Cima to MT 118.5	20	20	15	12
Millwood to MT 118.5	20	20	15	12
Millwood to MT 118.5	20	20	15	12
Except: where sub-division restrictions in certain territory require lower speed	15	12	10	10
Engines backing up	15	12	10	10
In or out of turnout	10	10	10	10
Dead engines with side rods down	15	15	10	10
Steam Derricks, Pile Driver, Ditchers, etc.	15	15	10	10
Steam Derricks, Ditchers, etc., with boom not supported	10	10	5	5

SPEED TABLE

Speed Per Hour	Time of Performance			Speed Per Hour	Time of Performance		
	1/4 Mile	1/2 Mile	1 Mile		1/4 Mile	1/2 Mile	1 Mile
30	1.00	2.00	4.00	30	0.25	0.50	1.00
35	0.86	1.72	3.44	35	0.23	0.46	0.92
40	0.75	1.50	3.00	40	0.21	0.42	0.84
45	0.67	1.33	2.67	45	0.19	0.38	0.76
50	0.60	1.20	2.40	50	0.18	0.36	0.72
55	0.55	1.10	2.20	55	0.16	0.32	0.64
60	0.50	1.00	2.00	60	0.15	0.30	0.60

24. Company Surgeons are located as follows:
J. F. ROE, Chief Surgeon, Denver

GEO. H. CURRYMAN	Salida
G. W. LARIMER	Salida
C. R. PUTLER	Salida
F. SCHIRMERHORN	Montrose
C. G. BRETHERTON	Montrose
B. B. STICK	Hideway
W. W. ROWAN	Quincy
B. E. GUMMINGS	Lake City
E. M. RUSSELL	Gunnison
ANGUS TYLOR	Crested Butte
P. V. K. DWYER	Ames
T. F. HODGKINS	Ames
C. H. LEUTGERT	Belleville
H. H. CLARK	Montrose
A. W. ROBBINS	Manitou
H. A. LINNENFELTER	Durango
	Durango

C. B. CARPENTER
 Trainmaster, Sub-Divisions: 17, 17-A, 18, 18-A, 18-B, 18-C
RIDGWAY

B. H. DECKER
 Chief Dispatcher
GUNNISON

24-A. Hospitals are located as follows: Salida, D. & R. G.; Durango, Mercy.

24-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS. Personal injuries, when train is not wrecked, by message to Superintendent, who will promptly advise Claim Department. 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 4009),
 Names of Passengers (Form 3822 or 2407, as appropriate),
 Names of Witnesses (Form 4000),
 Inspection (Form 3825),
 Fire Report (Form 4019),
 Stock Report (Form 4119),
 Stock Report (Stockmaster—Form 4117).

24-C. SURGICAL ATTENTION. (Passengers and Employees.) Whenever passengers or employees are injured, everything must be done to care for them properly, either calling the nearest competent 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 and 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 employees or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depots 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.

24-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.

24-E. When any wreck, 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, Capital Building, Denver, Colorado, by telegram, the details of such accident, stating the immediate location and the location of the accident and the number of persons killed or injured, and that the cost of the accident will be paid by Western Union Telegraph Company wires, at all Agents will accept, and so transmit same, assessing charges therefor against the Railroad Account.

25. Alder, at MP 236.9 is small station for Nos. 317 and 318.

26. Lake City Branch trains when more than 15 minutes late will protect against main line trains between Saguero and Lake Junction.

27. Rio Grande Southern employees will be governed by General Rules and Regulations in effect on the Denver and Rio Grande Western Railroad System.

28. Trains arriving at Marshall Pass with up left hand track as main line. Normal position of main line switch east of Marshall Pass is for westbound trains and switch west of Marshall Pass is for eastbound trains.

A. S. EXTER
C. D. BALES
R. I. GARDNER
D. KERSY
 Dispatchers
GUNNISON

WESTWARD

MAIN LINE

EASTWARD

THIRD CLASS		SECOND CLASS		Sub-Division 18 STATIONS Time Table No. 102 October 7, 1923		SECOND CLASS		THIRD CLASS	
393	381	Miles from Ridgway		Miles from Darango		382	394		
Freight	Mixed					Mixed	Freight		
Leave Daily	Leave Daily					Leave Daily	Leave Daily		
8:00PM	10:50PM	66.2	D	95.9	144	3:15PM	6:45PM		
8:16	11:05	70.2	RICO (WYVHBO)	91.9	12	3:00	6:37		
8:27	11:21	74.6	MONTELORES	87.6	24	2:45	6:11		
8:50	11:39	80.2	KING	81.8	26	2:22	4:48		
9:20	12:03PM	85.9	BEAR CREEK	79.2	35	2:05	4:30		
9:37	12:22	90.3	MUDPOON	71.9	39	1:45	4:05		
10:02	12:40	95.3	RAYMOND	65.8	40	1:37	3:43		
10:40	1:09PM	102.3	STABLETON	59.8	57	1:19PM	3:15		
10:50	1:28	108.4	DOLORES	58.7	28	12:40	2:30		
11:35	1:30	111.8	LOST CANYON	50.3	41	12:10PM	2:00PM		
1:00PM	2:00PM	115.6	GLINCOCK	46.6	45	11:55AM	1:40		
1:10	2:15	123.5	MUDWOOD	39.6	9	11:35	1:00PM		
1:40	2:40	126.3	MANCOS	36.8	35	11:14	12:38		
1:55	3:28	132.9	MENEFEE	29.2	19	10:46	12:08PM		
2:20	3:42	139.5	GRADY	25.6	16	10:34	11:55		
2:40	4:02	141.2	KANS	20.9	44	10:20	11:40		
2:50	4:20	146.6	CR 4	16.5	37	10:00	11:15		
3:20	4:34	147.0	HSEBETS	15.1	34	9:55	11:05		
3:35	4:48	154.2	UTR VYCTION	7.9	149	9:34	10:30		
3:45	4:57	157.1	PINE RIDGE	5.0		9:10	10:15		
4:00PM	5:04	159.3	FOREER	2.8	302	8:01	10:00		
	5:15PM	162.1	FRANKLIN			8:00PM	9:45PM		
			DIB-VG						
			DURANGO						
			WCTD						

(8.99)
11.99

(8.39)
15.39

(6.29)
13.29

(6.09)
11.09

Schedule Time
Average Speed per Foot

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 amended. The part of a division 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. 347 is superior to No. 348.
- 2B. No. 345 is superior to No. 346.
- 2C. No. 329 is superior to No. 330.
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: Meats Junction, Marshall Pass, Saragon, Lake City, Cimarron, Montrose, Gunnison, Sapinero for branch only, Ouray, Alamosa, Villa Grove, Crested Butte, Saluda, Ridgeway, Placeville, Vance Junction, Telluride, Rio Dolores, Manson, Dinosaur.
5. 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 provided by Time Table Rules or time orders.
- 4A. A train followed from retarding by time table rule, or train order, will be cleared and operator 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 their trains.
5. YARD LIMIT STATIONS: Saluda, Poncha Junction, Meats Junction, Gray's, Marshall Pass, Shawano, Haxton, Saragon, Crookston, Parlin, Gunnison, Sapinero, Cimarron, Montrose, Ridgeway, Ouray, Crested Butte, Telluride, Vance Junction, Rio Dolores, Manson, Dinosaur, Vance Junction, Rio, Dolores, Glenwood, Kansas and Dinosaur.
6. Within yard limits, the main track may be used for protecting against first class trains. Second and inferior class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.
7. Trains while standing within yard limits shall not be allowed to start or proceed in starting. If they do, the yard limits shall be observed and where the head or tail of the train is so situated that it cannot be seen by approaching train, the P.O.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.
8. When a train is delayed 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 freight train, unless the freight 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 traffic 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 a siding. Neither switch of a crossover between two main tracks must be closed for a main track while a train, engine or car occupies such a crossover. A train entering a siding or moving through a crossover 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 crossover.
9. 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, sectionmen and bridge-men, station employees, pumpers and all others whose duty will permit, to alert themselves in a position to discover any unusual or unsafe condition about passing trains, and give suitable signal to conductor or yard 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 trainman a stop signal and the trainman must acknowledge the signal by one short blast of the whistle. The signal should be given immediately after the station whistle is sounded, and should the trainman 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 (X) 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.
 - Trainman 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 put in proper condition immediately before descending and they will be required to ride on top after train has started from the summit, until after the engineer has made first application of air, and has made check of speed; to be sure that engineer 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 couple watching their train, with brake clips 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 brakemen and himself are properly placed.
 - The trainman should also watch the air gauge in the caboose and if they find engineer is losing air pressure in making reductions, or losing control of train, will take necessary action to assist with brakes so that the engineer can re-charge to the full train line and reservoir pressure.
- 14-A. 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, and Gardfield quarry, and put same in safe operating condition before descending the grade.
- 14-B. 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 Defect Card to the needs beam of the car, specifying nature of defect. Piston travel must be adjusted to four (4) inches on freight cars and five (5) inches on passenger cars. In adjusting piston travel care must be exercised to see that there is no snow or ice or other foreign substance between, or adhering to, faces of brake shoes and wheel treads. Brakemen must test the hand brakes on all the cars before and after these stations. 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.
- 14-C. In making tests of brakes, engineers will give full pressure, and every effort must be made by inspectors and trainmen to locate and remedy defective or knicked hose, or any leaks in air pipes and connections.
- 14-D. At any of the above points where inspectors are not located, train crews are required to perform this duty.
- 14-E. After brakes have been released on passenger cars, and before trains start from these stations, retainers must be turned up.
- 14-F. Trainman 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 air failure. Usually hand brakes should be set on cars at or near the head of the train.
- 14-G. Trainman must assist in holding passenger trains with hand brakes on cars where the retaining valves are not in proper working order, or other cars in either freight or passenger trains, if found necessary, in order to keep train under perfect control, and be prepared to stop the train should the air fail.
- 14-H. 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 observance of train must be kept.
- 14-I. Engineers must exercise every precaution to prevent parting of trains on heavy grades. In case of trouble with brakes on train in descending grades, 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 make of same.
- 14-J. In the handling of freight trains down Poncha Pass, Orient, Monarch Branch, Marshall Pass and Cerro Summit, 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 non-iron-ore or mixed trains.

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

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

14-M. Eastward freight trains will stop 10 minutes at Meats Junction; westward freight trains will stop 10 minutes 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	M. P. Location	Crossing	Remarks	Operated by
13	21571	Saluda D.M.	Unprotected	
14	28844	C. & S.	Unprotected	

Trains approaching these crossings must stop at a point designated by stop board and not proceed until sure that track is clear. (See General Rule 88.)

15-A. CROSSING RULES AT GUNNISON.—Trains on La Veta tracks have the right to cross ahead of trains on Baldwin branch.

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 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. Employee holding passes will be carried on any freight train or from points at which trains stop when passes are stamped: "Good on Freight Train."

Passengers may be carried on the following trains: 321, 322, 325 and 326 between Saragon and Montrose, 327 and 331 between Saluda and Alamosa, and on 390 and 391 between Ridgeway and Rico, 392 and 393 between Rio and Dinosaur.

18. Trainman must not uncouple cars on grades without first testing hand brakes and "chugging" will hold. Cars placarded "High Explosives" or "Inflammable" must not be cut off while cars are in motion.

19. Rule No. 13 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 halted outside against the current of traffic, green lights must be displayed to the front, a green light to the rear, and on side next to the main track light to the rear on the grade. As a rule, at night an additional red lamp will be displayed to show the rear of freight trains in the caboose couple, which must be turned to show green to the front and rear 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 erect upon cars, and especially cars of extraordinary height while passing over, through or under the below-named 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.