

# THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY

## FIRST DISTRICT

### ALAMOSA DIVISION

# THE RIO GRANDE SOUTHERN RAILROAD COMPANY

## NO. 112—TIME—TABLE—NO. 112

Takes Effect Sunday, June 6, 1926, at 12:01 A. M.  
 Standard Time, 105th Meridian.  
 Superseding Time-Table No. 111.

**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,  
 D. & R. G. W.

**L. F. WILSON,**  
 General Superintendent Transportation,  
 D. & R. G. W.

**J. T. NEDWIDECK,**  
 General Superintendent,  
 D. & R. G. W.

**L. W. BOWEN,**  
 Superintendent,  
 D. & R. G.



WESTWARD MAIN LINE EASTWARD WESTWARD EASTWARD WESTWARD EASTWARD

**HIRO CLASS** **FIRST CLASS** **THIRD CLASS** **FIRST CLASS** **THIRD CLASS** **FIRST CLASS** **THIRD CLASS** **FIRST CLASS** **THIRD CLASS**

Sub-Division 10 STATIONS TIME-TABLE No. 112 June 6, 1926  
Miles from Denver  
Miles from Alamosa  
Miles from North Creede

323	463	317	115		116	318	470	324	411	119		120	412
Leave and Fri. and Sun	Freight	Passenger	Passenger	Freight	Passenger	Passenger	Freight	Freight	Freight	Passenger	Passenger	Passenger	Freight
6:00 M	6:20	6:25	6:40	7:10	8:00	8:40	8:55	9:00 M	9:40	10:00	12:01 M	12:30	12:38
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
100.34	104.24	104.86	107.14	201.89	207.19	214.56	216.87	217.27	222.43	229.79	248.47	249.38	250.99
LA VETA	RELIANCE JCT.	OAKDALE JCT.	FRANCISCO	OCCHIDENTAL	CODO	LA VETA PASS	SERRA	RUSSSELL	NORTIMER	FOOT GARLAND	HAVICA	BALDY	EAST YARD
141	048	048	472	620	620	281	281	281	048	471	748	848	141
SWCTYN	JCT.	JCT.	TO	TO	TO	SWCTYN	TO	TO	TO	WD	CA	TO	YARD
11.40 M	11.28	11.16	10.57	10.37	10.02	9.50	9.46	9.28	9.12	8.55	8.39	8.36	8.33
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
11.40 M	11.28	11.16	10.57	10.37	10.02	9.50	9.46	9.28	9.12	8.55	8.39	8.36	8.33
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
3:50 M	3:20	3:08112	2:34	2:00	1:20 M	11:58	11:46	11:28	11:00	10:34	10:08	9:42	9:37
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
250.99	251.71	251.71	251.71	251.71	251.71	251.71	251.71	251.71	251.71	251.71	251.71	251.71	251.71
GARLAND JUNCTION	ALAMOSA	ALAMOSA	ALAMOSA	ALAMOSA	ALAMOSA	ALAMOSA	ALAMOSA	ALAMOSA	ALAMOSA	ALAMOSA	ALAMOSA	ALAMOSA	ALAMOSA
10.40	10.40	10.40	10.40	10.40	10.40	10.40	10.40	10.40	10.40	10.40	10.40	10.40	10.40
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger

No. 119 is superior to No. 120.

WESTWARD RELIANCE BRANCH EASTWARD WESTWARD EASTWARD

Sub-Division 10-A STATIONS TIME-TABLE No. 112 June 6, 1926

191.78	196.97	197.16
RELIANCE JCT.	END OF TRACK	END OF TRACK
5:22	5:41	5:41
Yard	Yard	Yard

Sub-Division 10-B STATIONS TIME-TABLE No. 112 June 6, 1926

194.64	194.34	194.49
OAKDALE	TROPIC	END OF TRACK
1:50	1:50	1:50
Yard	Yard	Yard

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

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



THIRD CLASS	FIRST CLASS	Sub-Division 11 STATIONS TIME-TABLE No. 112 June 6, 1928	Miles from Chama	Car Capacity	FIRST CLASS	THIRD CLASS
441	115				116	442
Leave Denver	Leave Daily			Passenger	Arrive Daily	Arrive
7:10 M	7:10 M			Yard	7:45 M	4:00 M
257.71	257.71	ANTONIO ALMOSA TWGCYN	92.41	Yard	7:29	3:34
		HENRY 2.00	87.08	Yard	7:29	3:34
11:28	7:22			Yard	7:29	3:34
11:43	7:28	ESTRELLA TO	84.48	Yard	7:24	3:20
12:12 M	7:43	LA SERRA 6.25	77.96	Yard	7:14	2:52
		BOUNTYFLD 2.55	74.41	Yard	7:03	2:32
12:36	7:50			Yard	7:03	2:32
		ANTONIO TOGCYD	70.88	Yard	6:55	2:16
1:45	8:15			Yard	6:33	1:45
		LAVA YTOGW	63.38	Yard	6:27	1:38
2:31	8:55			Yard	6:15	1:25
		BIG HORN TOY	44.71	Yard	5:35	12:38
3:14	9:18			Yard	5:15	12:14 M
		SUBLETTE TOY	38.06	Yard	5:03	11:58
3:50	9:36			Yard	4:37	11:28
		OSIER TOGCT	33.66	Yard	4:18	11:02
4:10	9:50			Yard	4:00	10:35
		LOS PINOS BR	19.47	Yard	3:50	10:00
4:50	10:13			Yard	3:33	9:32
		CUMBER TOWCYD	11.92	Yard	3:13	8:30
5:15	10:33			Yard	3:00 M	8:00 M
		COXO TOGW	4.18	Yard		
5:50	10:50			Yard		
		LOBATO TOGW		Yard		
6:12	11:10			Yard		
		CHAMA TWGCYN		Yard		
6:36	11:29			Yard		
				Yard		
7:00 M	11:46 M			Yard		

THIRD CLASS	SECOND CLASS	FIRST CLASS	Sub-Division 12 STATIONS TIME-TABLE No. 112 June 6, 1928	Miles from Durango	Car Capacity	FIRST CLASS	SECOND CLASS	THIRD CLASS
451	433	115				116	434	452
Leave Durango	Leave Daily	Passenger			Passenger	Arrive Daily	Arrive Daily	Arrive
10:00 M	1:30 M	5:35 M			2:30 M	6:10 M	6:00 M	10:10 M
10:16	1:15 M	5:27 M			2:16	6:00 M	6:00 M	10:00 M
10:32	1:04	5:17			2:04	5:54	5:54	9:54
11:06	1:14	5:07			1:49	5:20	5:20	9:20
11:16	1:26	4:57			1:40	5:02	5:02	9:02
11:25	1:33	4:47			1:31	4:48	4:48	8:48
11:36	1:42	4:37			1:21	4:28	4:28	8:28
11:52	1:53	4:27			1:11	4:12	4:12	8:12
12:21 M	2:16	4:17			1:03	3:54	3:54	7:54
12:40	2:30	4:07			1:00 M	3:18	3:18	7:18
1:08	2:44	3:57			12:10 M	3:04	3:04	6:04
2:02 M	3:10	3:47			11:55	2:44	2:44	5:44
2:40	3:32	3:37			11:30	2:30	2:30	5:30
2:54	3:42	3:27			11:07	2:16	2:16	5:16
3:20	3:58	3:17			10:43	2:04	2:04	5:04
3:56	4:20	3:07			10:22	1:52	1:52	4:52
4:12	4:29	2:57			10:13	1:40	1:40	4:40
4:32	4:42	2:47			10:00 M	1:30	1:30	4:30
5:18	5:04	2:37			9:43	1:20	1:20	4:20
5:56	5:17	2:27			9:30	1:10	1:10	4:10
6:22	5:27	2:17			9:17	1:03	1:03	4:03
6:35 M	1:30 M	5:35 M			9:07	1:00 M	1:00 M	4:00 M

WESTWARD	PAGOSA SPRINGS BRANCH	EASTWARD
431	430	
Mixed	Mixed	
Leave Pagosa Springs	Leave Daily	
2:40 M	11:50 M	
3:05	11:20	
3:35	10:50	
3:48	10:00	
4:03	9:45	
4:16	9:35	
4:38	9:00	
5:00 M	8:30 M	

WESTWARD	PAGOSA SPRINGS BRANCH	EASTWARD
Sub-Division 12-A STATIONS TIME-TABLE No. 112 June 6, 1928	Sub-Division 12-A STATIONS TIME-TABLE No. 112 June 6, 1928	Sub-Division 12-A STATIONS TIME-TABLE No. 112 June 6, 1928
PA PAGOSA JUNG. TOWCYD	PA PAGOSA JUNG. TOWCYD	PA PAGOSA JUNG. TOWCYD
KEARNS 14	KEARNS 14	KEARNS 14
ALTIIRA 27	ALTIIRA 27	ALTIIRA 27
HALLS 10	HALLS 10	HALLS 10
NOLAND 7	NOLAND 7	NOLAND 7
NOTKRA 11	NOTKRA 11	NOTKRA 11
SUNETHA 29	SUNETHA 29	SUNETHA 29
PAGOSA SPRINGS WYD	PAGOSA SPRINGS WYD	PAGOSA SPRINGS WYD



WESTWARD SILVERTON BRANCH EASTWARD

SECOND CLASS	461	Miles from Denver	Sub-Division 12-C STATIONS	TIME-TABLE No. 112	June 6, 1926	Miles from Silverton	SECOND CLASS	462	Miles from Silverton
Mixed							Mixed		
Leave Daily	8-55 M	451.25	DURANGO	W	45.18	Yard	Leave Daily	5-10 M	45.18
	9-05	454.35	IRELANDS	W	42.38	7		4-58	42.38
	9-17	457.86	HOME RANCH	W	38.84	2		4-45	38.84
	9-27	460.80	TRIMBLE	W	36.01	6		4-33	36.01
	9-32	462.60	HERKOSA	W	34.18	14		4-25	34.18
	10-00	468.00	ROCKWOOD	W	27.61	24		4-00	27.61
	10-20	472.25	TACOMA	W	24.42	19		3-39	24.42
	10-45	475.02	NEEDLETON	W	18.68	15		3-15	18.68
	11-05	482.1	ELK PARK	W	14.39	11		3-00	14.39
	11-45	488.47	SILVERTON	W	6.23	13		2-28	6.23
Arrive Daily	12-35 M	495.70	SILVERTON	W				2-05 M	

No. 461 is superior to No. 462.

WESTWARD FARMINGTON BRANCH EASTWARD

SECOND CLASS	435	Miles from Denver	Sub-Division 12-B STATIONS	TIME-TABLE No. 112	June 6, 1926	Miles from Farmington	SECOND CLASS	436	Miles from Farmington
Mixed							Mixed		
Leave Daily	6-10 M	440.13	CARBON JUNCTION	W	47.07	25		1-15 M	47.07
	6-14	440.14	GRUBBS	W	46.01	13		1-07	46.01
	6-20	443.00	LODO	W	43.20			12-55	43.20
	6-32	447.28	POSTA	W	38.82	14		12-43	38.82
	6-50	452.55	BONDAD	W	33.62	16		12-28	33.62
	7-15	471.66	CEDAR HILL	W	24.54	17		12-01 M	24.54
	7-30	475.90	INCA	W	20.34	10		11-38	20.34
	7-58	481.90	AZUL	W	14.40	34		11-20	14.40
	8-12	487.48	FLORA VISTA	W	8.22	17		10-57	8.22
Arrive Daily	9-00 M	496.20	FARMINGTON	W				10-30 M	

WESTWARD SANTA FE BRANCH EASTWARD

THIRD CLASS	427	First	425	THIRD CLASS	426	THIRD CLASS	428
Freight		Leave	Passenger	Freight	Leave	Freight	
Miles from Denver	7-45 M	8-20 M	Miles from Santa Fe	6-10 M	5-30 M	Arrive	Arrive
	8-12	8-40		5-28	4-10	Thru	Thru
	9-08:45	9-08:45		5-28	4-10	Thru	Thru
	10-00	9-26		5-06	3-25		
	10-40	9-40		4-50	2-55		
	11-20	10-04		4-20	2-10		
	12-06 M	10-35		4-00	1-20		
	1-30	11-04		3-15	12-40 M		
	2-00	11-46		2-35	11-30:45		
	2-14:45	12-16 M		2-22	11-12		
	2-47	1-11:30		2-14:45	11-00		
	3-05	1-12:42		2-14:45	10-30		
	3-36	1-1:00		2-14:45	10-06		
	3-45	1-1:40		2-14:45	9-34		
	4-00	1-2:20		2-14:45	9-24		
	4-50	1-3:00		2-14:45	9-10		
	5-45 M	1-4:00		2-14:45	8-26		
Arrive Mon. Wed. 12:00		1-5:00		2-14:45	7-30 M		

WESTWARD LA MADERA BRANCH EASTWARD

THIRD CLASS	427	First	425	THIRD CLASS	426	THIRD CLASS	428
Freight		Leave	Passenger	Freight	Leave	Freight	
Miles from Denver	7-45 M	8-20 M	Miles from Santa Fe	6-10 M	5-30 M	Arrive	Arrive
	8-12	8-40		5-28	4-10	Thru	Thru
	9-08:45	9-08:45		5-28	4-10	Thru	Thru
	10-00	9-26		5-06	3-25		
	10-40	9-40		4-50	2-55		
	11-20	10-04		4-20	2-10		
	12-06 M	10-35		4-00	1-20		
	1-30	11-04		3-15	12-40 M		
	2-00	11-46		2-35	11-30:45		
	2-14:45	12-16 M		2-22	11-12		
	2-47	1-11:30		2-14:45	11-00		
	3-05	1-12:42		2-14:45	10-30		
	3-36	1-1:00		2-14:45	10-06		
	3-45	1-1:40		2-14:45	9-34		
	4-00	1-2:20		2-14:45	9-24		
	4-50	1-3:00		2-14:45	9-10		
	5-45 M	1-4:00		2-14:45	8-26		
Arrive Mon. Wed. 12:00		1-5:00		2-14:45	7-30 M		

No. 435 is superior to No. 436.

Schedule Time  
Average Speed per Hour

Schedule Time  
Average Speed per Hour

Schedule Time  
Average Speed per Hour

Schedule Time  
Average Speed per Hour



WESTWARD

MAIN LINE

THE RIO GRANDE SOUTHERN RAILROAD COMPANY

WESTWARD

EASTWARD

THIRD CLASS	SECOND CLASS	FIRST CLASS	Miles from Ridgway	Sub-Division 1 STATIONS TIME-TABLE No. 112 June 6, 1926	Miles from Rico	Or Capacity	FIRST CLASS		SECOND CLASS	THIRD CLASS		
							Passenger	Freight			THIRD CLASS	SECOND CLASS
391	381	371					372	382	392			
6-15 M	Leave Daily	Leave Daily				Passenger	Arrive Daily	Mixed	Freight			
6-45	4-20 M	4-38	DIRTOY	66.2	11-05 M		11-05 M		11-05 M			
7-05	4-38	4-50	HAGEN	61.0	10-49		10-45		10-45			
7-25	4-50	5-01	DETI	58.8	10-41		10-30		10-30			
8-05	5-01	5-23	VALLEY VIEW	56.6	10-31		10-15		10-15			
8-20	5-23	5-30	DALLAS DIVIDE TGY	52.8	10-17		9-50		9-25			
8-50	5-30	5-52	LEOPARD CREEK	44.0	10-02		9-25		8-50			
9-10	5-52	6-15	BROWN	41.0	9-40		8-50		8-10			
9-25	6-15	6-22	PV PLACERVILLE	38.6	9-25		7-45		7-55			
9-35	6-22	6-25	FALLS CREEK	37.1	9-12		7-45		7-45			
9-50	6-25	6-34	SAW PIT	35.9	9-09		7-45		7-45			
10-35	6-34	6-50	WILSON	34.6	9-03		7-14		7-14			
11-05	6-50	7-35 M	VANCE JUNCTION XC	28.4	8-45 M		6-25		6-50			
11-35	7-35 M	8-05	ANES	24.9	6-25		6-10		6-10			
11-50	8-05	8-13	OPHIR	21.8	6-10		5-55		5-55			
12-15 M	8-13	8-25	MATTERHORN	19.5	5-55		5-25		5-25			
12-45	8-25	8-42	TROUT AKE	17.2	5-40		5-20		5-20			
12-55	8-42	8-55	LIZARD HEAD TGY	15.6	5-25		5-15		5-15			
1-15	8-55	9-09	GALLAGHER	10.5	5-10		4-45		4-45			
1-30	9-09	9-17	COKE OVENS W	6.7	4-45		4-05		4-05			
Arrive Daily	9-17	9-25 M	BURNS	6.2	4-05		3-51		3-51			
Arrive Daily	9-25 M	Arrive Daily	DIB TQ DURANGO WCTD	61.2	3-51		3-41 M		3-41 M			
(7:30) 8:7	(1:00) 10:3	(2:30) 10:1										

WESTWARD

TELLURIDE BRANCH

EASTWARD

WESTWARD

CALUMET BRANCH

EASTWARD

SECOND CLASS	FIRST CLASS	Miles from Ridgway	Sub-Division 1-A STATIONS TIME-TABLE No. 112 June 6, 1926	Miles from Telluride	Or Capacity	FIRST CLASS		SECOND CLASS
						Passenger	Freight	
383	371					372	384	
Mixed	Passenger				Passenger		Mixed	
Leave Daily	Leave Daily				Arrive Daily		Arrive Daily	
5-25 M	6-50 M	37.8	D MI VANCE JUNCTION YC	7.3	31	8-45 M	7-35 M	
		38.6	ANDERSON	6.5	26	8-25	7-15	
		41.8	KEYSTONE	3.8	16	8-19	7-04	
		43.8	SAN MIGUEL	1.8	8	8-15 M	7-00 M	
		45.1	D DO TELLURIDE * YW	45.1	8	8-15 M	7-00 M	
Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	
(0:30) 12:5	(0:30) 12:3					(0:30) 1:0	(0:30) 12:3	

  

THIRD CLASS	SECOND CLASS	FIRST CLASS	Miles from Ridgway	Sub-Division 2-A STATIONS TIME-TABLE No. 112 June 6, 1926	Miles from Perrin's Peak	Or Capacity	SECOND CLASS		THIRD CLASS
							Mixed	Freight	
393	381					382	394		
Freight	Mixed				Mixed		Freight		
Leave Daily	Leave Daily				Arrive Daily		Arrive Daily		
7-15 M	9-35 M	66.2	D RO RICO * ICWYB	96.4	11	3-26 M	1-30 M		
7-30	9-48	70.2	MONTELORES	92.4	11	3-13	1-05		
7-45	10-02	74.8	KING	88.1	21	2-58	12-35		
8-10	10-19	80.2	BEAR CREEK	82.4	18	2-40	12-01 M		
8-35	10-42	83.9	MUDDOON	76.7	31	2-24	11-23		
8-50	10-57	86.2	RAYMOND	72.4	30	2-09	10-57		
9-15	11-17	89.3	STAPLETON	68.3	30	1-52	10-30		
9-50	11-58	102.3	DOLTERS	60.3	20	1-30	10-00		
9-55	12-03 M	103.4	LOST CANYON	62.2	27	1-05	9-55		
10-30	12-35	111.8	MILLWOOD	47.0	36	12-16 M	9-05		
10-45	12-49	114.6	D MC MANCOS	40.1	38	11-46	8-35		
11-20	1-13	122.5	MENEFEE	37.4	37	11-06	8-20		
12-30 M	2-10	132.9	GRADY	26.1	38	10-52	7-20		
12-55	2-24	138.5	KANE	21.8	37	10-38	7-10		
1-20	2-44	141.3	CIMA	17.1	37	10-18	6-50		
1-40	3-01	146.5	D HP HESPERUS	13.8	36	10-11	6-40		
1-47	3-06	146.8	UTE JUNCTION YC	8.4	31	9-41	6-10		
2-30	3-29	164.2	PINE RIDGE	6.5	26	9-27	5-55		
2-48	3-40	157.1	POSTER	5.2	26	9-17	5-45		
3-00	3-47	159.3	FRANKLIN JUNCTION W	3.3	20	9-05 M	5-30 M		
3-15 M	3-55 M	162.6	DIB TQ DURANGO WCTD	162.6	20	9-05 M	5-30 M		
Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		
(8:00) 12:0	(6:30) 10:2					(6:30) 10:2	(8:00) 12:0		

*Handwritten notes:*  
 5  
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ADJUSTED TONNAGE RATINGS

From	To	Class of Engine C-48-S No. of Engines 1131-1139 Super-heated	Class of Engine C-48 No. of Engines 1139 Saturated	Class of Engine C-40 No. of Engines 930-934	Class of Engine C-41-S No. of Engines 1029 Super-heated	Class of Engine C-41 No. of Engines 910-924 Saturated	Class of Engine T-26 No. of Engines 535-546	Class of Engine C-26 No. of Engines 600-691	Class of Engine K-36 No. of Engines 480-489	Class of Engine K-28 No. of Engines 470-479	Class of Engine K-27 No. of Engines 450-464	Class of Engine C-25 No. of Engines 375	Class of Engine C-21 No. of Engines 360-361	Class of Engine C-17 No. of Engines 300-320	Class of Engine C-19 No. of Engines 340-349	Class of Engine G-16 No. of Engines 200-266	Adjustment Factor
La Vela	La Vela Pass	460 800	460 800	420 840	420 840	420 840	280 500	280 500	1815-3230	1240-2480	1170-2340	1070-2140	780 1560	680 1360	630 1260	580 1160	2
Almona	Russell	1800 3720	1730 3460	1550 3100	1680 3360	1520 3040	980 1960	1000 2000	626 1252	630 1260	600 1200	660 1320	380 760	350 700	320 640	280 560	4
Russell	Sierra	1120 2240	1120 2240	1030 2060	1020 2040	1020 2040	640 1280	650 1300	532 1064	540 1080	500 1000	570 1140	320 640	310 620	290 580	260 520	2
Sierra	La Vela Pass	580 1160	580 1160	520 1040	520 1040	520 1040	320 640	345 690	1315-2630	1000-2000	910-1820	810-1620	740 1480	640 1280	610 1220	510 1020	12
Almona	Monte Vista			4330 8660	4200 8400	4200 8400	2800 5600	2670 5340	800 1600	800 1600	800 1600	800 1600	400 800	400 800	360 720	340 680	3
Monte Vista	South Fork			2320 4640	2180 4360	2180 4360	1410 2820	1380 2760	900 1800	900 1800	900 1800	900 1800	400 800	400 800	360 720	340 680	4
South Fork	Wasnon			1450 2900	1420 2840	1420 2840	1020 2040	1010 2020	600 1200	600 1200	600 1200	600 1200	300 600	300 600	280 560	260 520	6
Wasnon	Creda			570 1140	560 1120	560 1120	340 680	380 760	700 1400	700 1400	700 1400	700 1400	350 700	350 700	320 640	280 560	10
Almona	Antonio					2080 4160	2080 4160	2080 4160	1815-3230	1240-2480	1170-2340	1070-2140	780 1560	680 1360	630 1260	580 1160	4
Antonio	Cumbers								626 1252	630 1260	600 1200	660 1320	380 760	350 700	320 640	280 560	14
Chama	Cumbers								532 1064	540 1080	500 1000	570 1140	320 640	310 620	290 580	260 520	8
Chama	Antea								1315-2630	1000-2000	910-1820	810-1620	740 1480	640 1280	610 1220	510 1020	2
Antea	Durango								800 1600	800 1600	800 1600	800 1600	400 800	400 800	360 720	340 680	12
Abshala	Durango								900 1800	900 1800	900 1800	900 1800	400 800	400 800	360 720	340 680	8
Durango	Pala								600 1200	600 1200	600 1200	600 1200	300 600	300 600	280 560	260 520	4
Pala	Lumberport								800 1600	800 1600	800 1600	800 1600	400 800	400 800	360 720	340 680	6
Lumberport	Monero								900 1800	900 1800	900 1800	900 1800	400 800	400 800	360 720	340 680	8
Monero	Chama								600 1200	600 1200	600 1200	600 1200	300 600	300 600	280 560	260 520	6
Antonio	Volcano								670 1340	670 1340	670 1340	670 1340	335 670	335 670	310 620	290 580	6
Volcano	Santa Fe								850 1700	850 1700	850 1700	850 1700	425 850	425 850	395 790	365 730	10
Santa Fe	Bimbado								460 920	440 880	440 880	440 880	220 440	220 440	200 400	180 360	6
Bimbado	Berransa								840 1680	760 1520	760 1520	760 1520	380 760	380 760	350 700	320 640	10
Berransa	Volcano								187 374	183 366	183 366	183 366	91 183	91 183	84 168	79 158	2
Volcano	La Madera								840 1680	760 1520	760 1520	760 1520	380 760	380 760	350 700	320 640	10
La Madera	Two Jct.								460 920	440 880	440 880	440 880	220 440	220 440	200 400	180 360	6
Two Jct.	Almona								108 216	92 184	92 184	92 184	46 92	46 92	43 86	39 78	5
Almona	Almona								180 360	160 320	160 320	160 320	80 160	80 160	74 148	68 136	4
Almona	Almona								145 290	120 240	110 220	110 220	55 110	55 110	51 102	46 92	4
Almona	Almona								90 180	76 152	76 152	76 152	38 76	38 76	35 70	32 64	4
Almona	Almona								675 1350	380 760	340 680	340 680	170 340	170 340	150 300	140 280	10
Almona	Almona								200 400	160 320	140 280	140 280	70 140	70 140	65 130	60 120	4
Almona	Almona								630 1260	500 1000	380 760	380 760	190 380	190 380	170 340	150 300	10
Almona	Almona								765 1530	430 860	380 760	380 760	190 380	190 380	170 340	150 300	10
Almona	Almona								1050 2100	810 1620	780 1560	780 1560	390 780	390 780	360 720	330 660	10
Almona	Almona								850 1700	738 1476	720 1440	720 1440	360 720	360 720	330 660	300 600	10

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 standard instructions to adjust for stock 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 M lbs. which shall be added to the total weight of each car, loaded or empty. The caboose shall count as a car. Tonnage handled may exceed the rating by a fraction of a car.

La Vela Pass	La Vela	Sierra	Chama	Cumbers	Almona	Antonio	Volcano	Santa Fe	Bimbado	Berransa	Volcano	La Madera	Two Jct.	Almona	Almona	Almona	Almona	Almona
8 1/2%	8 1/2%	8 1/2%	8 1/2%	8 1/2%	8 1/2%	8 1/2%	8 1/2%	8 1/2%	8 1/2%	8 1/2%	8 1/2%	8 1/2%	8 1/2%	8 1/2%	8 1/2%	8 1/2%	8 1/2%	8 1/2%
OC	OC	OC	OC	OC	OC	OC	OC	OC	OC	OC	OC	OC	OC	OC	OC	OC	OC	OC
Compressor 80 Cars 2500 Tons	70	60	50	45	40	35	30	25	20	15	10	5	5	5	5	5	5	5
211"	180	150	120	100	80	60	40	30	20	15	10	5	5	5	5	5	5	5
1311"	2800	2300	1800	1400	1000	700	500	350	250	180	130	80	60	45	35	25	18	13
111"	3500	2800	2200	1700	1200	800	550	400	300	220	160	100	75	55	40	30	22	16
OC	3000	2400	1900	1400	1000	700	500	350	250	180	130	80	60	45	35	25	18	13
OC	500	400	300	250	200	150	100	75	55	40	30	22	16	12	9	7	5	4
OC	600	450	350	280	220	160	110	80	60	45	35	25	18	13	10	7	5	4
OC	800	600	450	350	280	220	160	110	80	60	45	35	25	18	13	10	7	5
OC	800	600	450	350	280	220	160	110	80	60	45	35	25	18	13	10	7	5
OC	1150	800	600	450	350	280	220	160	110	80	60	45	35	25	18	13	10	7

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



**OPEN HOURS OF TELEGRAPH OFFICES**

STATIONS	WEEK DAYS		SUNDAYS AND HOLIDAYS
	Continuons	Office closed	
La Ver	8:30 PM to 12 Midnight	10:00 PM to 12 Midnight	
Fr. Garland	7:00 AM to 11:59 AM	6:00 AM to 7:00 AM	
Bahama	12:59 PM to 4:00 PM	8:00 PM to 10:00 PM	
Alton	Continuous	Continuous	
Alton	Continuous	Office closed	
Alton	Continuous	Office closed	
Alton	Continuous	Office closed	
Alton	Continuous	Office closed	
Alton	Continuous	Office closed	
Alton	Continuous	Office closed	
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Alton	Continuous	Office closed	
Alton	Continuous	Office closed	
Alton	Continuous	Office closed	
Alton	Continuous	Office closed	
Alton	Continuous	Office closed	

New telegraph line between Antonio and Chama does not follow our main line at the following points:  
 From Antonio to MP 281  
 From MP 281 to MP 284  
 From MP 284 to MP 289  
 From MP 289 to MP 294

**E. W. DEUEL**,  
Assistant Superintendent,  
Alamosa Division,  
ALAMOSA.

**F. E. PEAKE**,  
Trainmaster, Sub-Divisions 1, 1-A, 2, 2-A,  
RIDGWAY.

**G. M. SATTERSTRUM**,  
Road Foreman of Equipment,  
ALAMOSA.

**J. A. MACKINNON**,  
Trainmaster, Sub-Divisions 12, 12-A, 12-B, 12-C,  
DURANGO.

**W. S. GRAHAM**,  
Chief Dispatcher,  
ALAMOSA.

**ADJUSTED TONNAGE RATINGS**

From	To	Class of Engine K.28 No. of Engines 470-479	Class of Engine K.27 No. of Engines 450-464	Class of Engine C.25 No. of Engines 375	Class of Engine C.21 No. of Engines 360, 361	Class of Engine T.19 No. of Engines RG 20, 22, 25	Class of Engine C.17C.18 No. of Engines 309-316, 315, 320	Class of Engine C.19 No. of Engines 340-349, RGS 40, 41, 42	Class of Engine C.16 No. of Engines 200-256, RGS 3-17	Class of Engine T.12 No. of Engines 166-177	Adjustment Factor			
											Tons	Ms	Tons	Ms
											1	2	1	2
Ridgway	Dallas Divide													
Placerville	Dallas Divide	275	550	250	500	175	350	175	350	110	220			
Placerville	Vance Junction	430	860	400	800	290	580	285	570	260	520			
Vance Junction	Telluride	183	366	173	346	113	226	115	230	109	218			
Vance Junction	Lizard Head	250	500	230	460	190	380	160	320	145	290			
Rico	Lizard Head	275	550			175	350	175	350	110	220			
Dolores	Rico							325	650	295	590			
Dolores	Glencoe							230	460	210	420			
Glencoe	Millwood							230	460	210	420			
Mancos	Millwood							230	460	210	420			
Mancos	Cima							230	460	210	420			
Durango	Cima							230	460	210	420			

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  
 1-1/2" Compressor 30 Cars 575 Tons  
 1-1" Compressor 45 Cars 550 Tons  
 2-3/4" Compressor 60 Cars 800 Tons

When equipped with one 3 1/2" C. C. air Compressor,  
 35 cars coal or other heavy loading 1150 tons  
 45 cars stock and other light loading 1150 tons  
 45 cars mixed loads and empties 1150 tons  
 60 cars empties 1150 tons

**SPEED TABLE**

Speed Hour	Time of Performance			Speed Hour	Time of Performance		
	K Mile	1/2 Mile	1 Mile		K Mile	1/2 Mile	1 Mile
20	3:00	1:30	1:00	20	3:00	1:30	1:00
25	2:40	1:20	0:56	25	2:40	1:20	0:56
30	2:30	1:15	0:50	30	2:30	1:15	0:50

**ADDITIONAL SIDINGS AND SPURS NOT SHOWN IN TIME TABLE**

LOCATION	MILE	NAMES	CAPACITY	CAR	SWITCH
Sub-Division	Mile		S G W G	N O	TONS
10-A	208-210	Carr	11	7	East End
10-C	228-235	Herrill	8	8	East End
10-C	238-250	Stills	11	7	East End
10-C	250-255	Stills	11	7	East End
10-C	255-262	Stills	11	7	East End
10-C	262-272	Condit	13	3	East End
10-C	272-282	Perman	13	3	East End
10-C	282-285	Hanna	5	5	East End
10-C	285-291	Gerard	8	8	East End
10-C	291-294	Derricks	1	1	East End
11	398-91	Dallas	14	14	East End
11-A	259-266	Williams	10	10	East End
11-A	301-348	Lawton	6	6	East End
11-A	348-350	Lawton	2	2	East End
11-A	350-367	Lawton	2	2	East End
12	400-404	Wood	4	4	East End
12	404-414	Wood	10	10	East End
12-A	414-427	Wood	13	13	East End
12-A	427-430	Wood	3	3	East End
12-B	430-435	Wood	5	5	East End
12-B	435-439	Wood	4	4	East End
12-C	439-451	Wood	12	12	East End
12-C	451-455	Wood	4	4	East End
1	3:0	W&A	7	7	East End
"	17-2	W&A	6	6	East End
"	18-5	W&A	6	6	East End
"	18-6	W&A	6	6	East End
"	20-7	W&A	6	6	East End
"	22-7	W&A	6	6	East End
"	33-0	W&A	29	29	Discontinued
"	35-4	W&A	0	0	Discontinued
"	44-9	W&A	0	0	Discontinued
"	54-7	W&A	0	0	Discontinued
"	58-2	W&A	0	0	Discontinued
"	102-7	W&A	0	0	Discontinued
"	110-2	W&A	0	0	Discontinued
"	118-5	W&A	0	0	Discontinued
"	148-6	W&A	0	0	Discontinued
"	148-6	W&A	0	0	Discontinued
"	150-5	W&A	0	0	Discontinued
"	158-5	W&A	0	0	Discontinued
"	160-3	W&A	0	0	Discontinued



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-A. No. 119 is superior to No. 120.

1-B. No. 451 is superior to No. 452.
1-C. No. 451 is superior to No. 456.

2. No. 453-454 will have priority without clearance card.

2-A. No. 459 will have priority without clearance card.

3. All trains will have priority without clearance card.

3-A. Train Register Books are located at La Vega, La Yeta, Pass, Alamosa, Antonito, Chubbuck, Chama, Pagosa, etc.

4. Yard limits will have priority number of their Hooper Engines.

5. On Trains in either direction at La Yeta, Pass, or Westward trains at Chubbuck, Barranca, Dallas, etc.

6. After brakes have been released, reinforcers must be turned up before trains leave any station on a descending grade where reinforcers are required to control speed.

6-A. Backward freight trains will stop 5 minutes at Codo, 5 minutes at Francisco, 5 minutes at Big Horn to cool wheels and inspect train.

6-B. In handling of freight trains down Kaigstone Hill east side of Dallas Divide and Chubbuck Branch, but one (1) car having non-air or inoperative air brakes will be permitted to operate 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.

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 tickets, and when permission to accompany same is covered by contract.

8. Passengers will be carried on any freight train to and from points at which trains stop when passes are stamped: Good on freight trains.

8-A. Passengers may be carried on the following trains: 451-452 between Chama and Durango, 451-452 on Credde Branch, 453-454 between Chama and Fort Garland, 451-452 between Alamosa and Antonito, No. 329 and 332 between Ridge-way and Rico, Nos. 334 and 335 between Rico and Fort Garland.

9. Trains must not uncouple cars on grades without first testing hand brakes and knowing they will hold. Cars placarded "Explosives" or "Inflammables" must not be cut off while in motion.

10. All employees are hereby notified that there are coal chutes, platforms and other structures located on the main line and on sidings, all structures and platforms belonging to private corporations and persons on an industrial siding and upon that WILL, NOT BE HELD AS A HUMAN SAVING DEVICE.

11. All employees must protect themselves from injury from overboard structures at said points while riding on top of cars.

Table with columns: Sub-Division, Mile, Name, Lower Tunnel, Middle Tunnel, Upper Tunnel, Bridge, Totee Tunnel, Snow sheds between Mile Post 317 and 324, Bridge 389A, Bridge 471A.

11. The following signs indicate:
1. Slide Snow Shed.
2. Snow Shed.
3. Lizard Head.
4. Telegraph station.
5. Coal station.
6. Water station.
7. Meals or lunch.
8. T-Variable.
9. N-Variable.
10. D-Day (only) telegraph office.
11. Part day and part night tele-graph office.

12. The speed of trains should be so restricted that absolute safety will be assured, and the maximum speed will ordinarily be that necessary to make the schedule. Except in territory specified below, engineers and conductors may not arbitrarily increase the speed above that required by the schedules when the necessity arises if in their judgment it is safe and prudent, bearing in mind that safety to operation is to be given first consideration, and always giving due consideration to track and surrounding conditions.

Table with columns: Territory, Passenger Trains, Freight Trains, Sub-division 10, 11-A, 11-B, 11-C, 11-D, 11-E, 11-F, 11-G, 11-H, 11-I, 11-J, 11-K, 11-L, 11-M, 11-N, 11-O.

- 13. Company Surgeons are located as follows:
DR. J. F. ROE, Chief Surgeon, Denver.
H. A. LINGERFELTER, Durango.
L. W. LEE, La Yeta.
PAUL K. DWYER, Alamosa.
T. F. HOBBS, Alamosa.
L. L. HERMAN, Alamosa.
CHAS. TRUBELOD, Monte Vista.
A. B. GIBBLIN, Del Norte.
E. K. SHELLTON, Antonito.
J. L. DUYHAM, Chama.
H. M. CORNELL, Dulce.
A. J. NOSSAMAN, Pagosa Springs.
W. ROBBINS, Durango.

13-A. Hospitals are located as follows: Durango, "Mercy," Salida, "D. & R. G. W."
13-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS. Personal injuries, when this 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 3822 or 3407, as appropriate). Names of Witnesses (Form 4000). Equipment (Form 3226). Fire Report (Form 4023). Stock Report (Form 4119). Stock Report (Sectionman—Form 4117). (Passengers and employees).

13-C. SURGICAL ATTENTION.—(Passengers and employees.) Whenever passengers or employees are injured, everything must be done to care for them properly, either calling the Company's nearest Surgeon to treat them and if the Company's Surgeon can get to the place of accident, or if they are unable to do so, calling for the nearest place at which the Company has a Surgeon and turning them over to him for care and treatment. If the Company's Surgeon is called, he is to be advised that that attention is 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 risk deposits or industries, etc.) are injured and they are for them the nearest Company Surgeon should be called, or if he cannot be reached, the nearest other competent Surgeon, which 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 Com-pany except the emergency attention above noted.

13-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.

13-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 employee on the ground at the 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.
14. Carson, N. M., mile post 838.75, mail station for No. 426.
14-A. Noel, N. M., mile post 838.75, mail station for No. 426.
15. —
16. —
17. The following are auxiliary lines (Title 14-T, 14-U):
Rolanro Junction, Sub-division 10-A.
Oakdale Junction, Sub-division 10-B.
Antonito, Sub-division 11-A.
Tosa Junction, Sub-division 11-B.
Pagosa Junction, Sub-division 12-A.
Carlson Junction, Sub-division 12-B.
Durango, Sub-division 12-C.
Vance Junction, Sub-division 1-A.
Franklin Junction, Sub-division 2-A.

Table with columns: 12-A. City ordinance speed limits as follows: Placerville 6 miles per hour. Placerville 9 miles per hour.