

CONDENSED TRANSCONTINENTAL SCHEDULES

MISSOURI PACIFIC.
DENVER & RIO GRANDE WESTERN.
WESTERN PACIFIC.

11-4	11-17-1	STATIONS	8-2-12	3-12
4 00PM 9 10PM	4 00PM 9 10PM	Lv St Louis (C.T.) Lv Kansas City	12 15PM 6 55AM	12 15PM 6 55AM
10 00PM	10 00PM	Lv Wichita	7 00AM	7 00AM
7 10AM	7 10AM	Ar Pueblo (M.T.)	6 55PM	6 55PM
7 20AM 8 11AM 9 50AM	↓	Lv Pueblo Ar Colorado Springs Ar Denver	↑	6 45PM 5 53PM 4 15PM
		(Via Royal Gorge Route)		
	12 15PM 1 36PM 8 00PM 10 30PM 8 00AM	Lv Pueblo Ar Royal Gorge Ar Glenwood Springs Ar Grand Junction Ar Salt Lake City (M.T.)	11 45AM 10 10AM 4 05AM 2 00AM 5 00PM	
		Ogden ↓		
		(Western Pacific)		
	9 40AM 2 50AM 6 05AM	Lv Salt Lake City (M.T.) Ar Sacramento (P.T.) Ar Oakland (3rd & Washington)	3 45PM 8 00PM 4 45PM	

↓ D & RGW passenger trains originate and terminate at Salt Lake City. Tickets reading via D & RGW between Salt Lake City and Ogden will be honored on Union Pacific trains.

■ Leave Salt Lake City and San Francisco, Sunday, Wednesday and Friday.

BURLINGTON ROUTE.
DENVER & RIO GRANDE WESTERN.
WESTERN PACIFIC.

1-1-7	17	STATIONS	18	8-2-10
5 00PM 12 45AM 8 30AM	3 30PM 11 55PM 8 20AM	Lv Chicago (C.T.) Lv Omaha (C.T.) Ar Denver (M.T.)	1 00PM 4 45AM 7 15PM	9 00AM 1 08AM 4 00PM
9 00AM 10 40AM	↓	Lv Denver Ar Colorado Springs	↑	2 50PM 1 10PM
5 00PM	8 40AM	Lv Denver	7 00PM	8 00AM
		Moffat Tunnel Route, via Dotsero Cut-off		
10 33PM 12 30AM 8 00AM	2 00PM 3 40PM 10 00PM	Ar Glenwood Springs Ar Grand Junction Ar Salt Lake City (M.T.)	1 40PM 11 58AM 6 00AM	2 05AM 12 12AM 5 00PM
		Ogden ↓		
		(Western Pacific)		
	10 15PM 12 15PM 4 00PM	Lv Salt Lake City (M.T.) Lv Sacramento (P.T.) Ar San Francisco	5 40AM 1 10PM 9 25AM	

EVERY TRIP'S A PLEASURE TRIP ON
THE PROSPECTOR

Overnight—Every Night—Denver-Salt Lake City

PASSENGER TRAIN EQUIPMENT

(All Equipment Is Air Conditioned Except on the Silverton)

Nos. 1 and 2—THE ROYAL GORGE—Via Royal Gorge Route
(Diesel Power)

Diner-Lounge between Denver and Grand Junction.
Standard Sleeping Car. (Summer season only) (8 Sections, 5 Double Bedrooms) (D-22 westbound); (D-10 eastbound). (Last car westbound Sept. 14; eastbound Sept. 15, 1958).
Between Denver and Salt Lake City (In Nos. 7 and 8 west of Grand Junction).
Vista Dome Chair Car.
Between Denver and Salt Lake City.
(In Nos. 7 and 8 west of Grand Junction).

Denver Zephyr Connection

Standard Sleeper (10 Roomettes, 6 Double Bedrooms) (DZ-4).
Slumber Coach (24 Single Rooms, 8 Double Rooms) (CS-7).
Chair Car (DZ-10) (All seats reserved).
Vista Dome Buffet Lounge Car.
Between Chicago and Colorado Springs.
(In C.B. & Q. Denver Zephyr, Nos. 1 and 10 east of Denver).

Nos. 3 and 4—THE COLORADO EAGLE
(Streamlined-Diesel Power)

Diner-Lounge Car.
Standard Sleeper (10 Roomettes, 6 Double Bedrooms) (31 eastbound); (111 westbound).
Standard Sleeper (10 Roomettes, 6 Double Bedrooms) (32 eastbound); (112 westbound).
Thrift-T-Sleeper (8 Sections, 4 Double Rooms) (T-3 eastbound); (T-1 westbound).
Planetarium Chair Car.
Grill Chair Car and Chair Cars.
Between Denver and St. Louis, via D & RGW-Mo. Pac.
Standard Sleeper (6 Sections, 6 Roomettes, 4 Double Bedrooms) (34 eastbound); (114 westbound).
Between Denver and Wichita, via D & RGW-Mo. Pac.

Nos. 7 and 8—THE PROSPECTOR—Via Moffat Tunnel Route
(Streamlined-Diesel Power)

Diner-Lounge.
Standard Sleepers (5 Sections, 5 Roomettes, 6 Double Bedrooms) (D-5 and D-6 westbound); (D-6 and D-8 eastbound) (2 Cars).
Chair Car.
Between Denver and Salt Lake City.

Nos. 9 and 10—THE YAMPA VALLEY MAIL
(Diesel Power)

Chair Car.
Between Denver and Craig.

Nos. 17 and 18—THE CALIFORNIA ZEPHYR—Via Moffat Tunnel Route
(Stainless Steel—Streamlined—Diesel Power)

Vista Dome, Observation Lounge-Standard Sleeper (1 DR., 3 Dbl. BR.) (CZ-10).
Standard Sleeper (6 Dbl. BR., 10 Roomettes) (CZ-11).
Standard Sleeper (16 Sections) (CZ-12).
Standard Sleepers (6 Dbl. BR., 10 Roomettes) (CZ-14 and CZ-15) (2 Cars).
Standard Sleeper (6 Dbl. BR., 5 Compts.) (CZ-16).
Between Chicago and San Francisco, via CB & Q-D & RGW-WP.

Nos. 17 and 18—THE CALIFORNIA ZEPHYR—(Continued)

Vista Dome Cars (CZ-20, CZ-21, CZ-22) (3 Cars).
Vista Dome Buffet-Lounge (Lounge for all passengers; Vista Dome for sleeping car passengers) (Buffet and sandwich service from 6:00 a.m. to 10:00 p.m.).
Diner (Service a la carte and table d'hote).
Between Chicago and San Francisco, via CB & Q-D & RGW-WP.

All space on the California Zephyr—both coach and Pullman—is reserved and specifically assigned in advance. Dome seats are not reserved. Checked baggage will be handled on the California Zephyr to or from Glenwood Springs and Grand Junction, Colorado, but not to or from other intermediate points between Denver and Salt Lake City. No extra fare.

Nos. 19 and 20—THE MOUNTAINEER—Via Moffat Tunnel Route
(Diesel Power)

Chair Car.
Between Denver and Grand Junction.

Nos. 461 and 462—THE SILVERTON

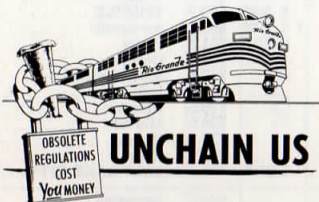
(Daily to September 7, incl.; Sunday, Wednesday and Friday, September 10 to 28, incl., 1958)
Coaches
Between Durango and Silverton.

TO HELP YOU TRAVEL . . .

• The Rail-Auto Travel Plan

• The Family Fare Plan

Ask any Rio Grande agent about the *money-saving, time-saving, convenience* features of these travel aids. The RAIL-AUTO PLAN combines the best of two methods of travel—arrive at your destination refreshed, then step into a new automobile for your business calls or side trips. THE FAMILY FARE PLAN invites you to take the whole family by train and SAVE. Try either or both!



Denver
and
Rio Grande
Western Railroad



TIME TABLES

SPECIAL NOTICE—The time shown in this folder is subject to change without notice; is that at which trains may be expected to arrive at and depart from the several stations, but their arrival or departure at the time stated is not guaranteed. This company reserves the right to discontinue trains, change schedules, and substitute equipment, and will not be responsible for any delay or other deviation from conditions outlined in this time table.

RIO GRANDE'S FAMOUS FLEET

CALIFORNIA ZEPHYR—Chicago-San Francisco streamliner—only train with 5 Vista-Domes—day-light scheduled for sightseeing through the Colorado Rockies and California's Feather River Canyon—3 reclining seat coaches, Pullman rooms and sections—diner and lounge—observation car.

PROSPECTOR—Overnight every night streamliner between Denver and Salt Lake City via the Moffat Tunnel Scenic Shortcut—luxury on wheels—bed-rooms, roomettes and Pullman sections—reclining seat coaches—diner-lounge car.

ROYAL GORGE—Denver-Salt Lake City Vista-Dome streamliner via the Royal Gorge of the Arkansas River . . . America's Best Loved Travel Wonder . . . coaches and diner-lounge car—Standard Pullman during summer season.

COLORADO EAGLE—Denver-Pueblo-Wichita-Kansas City-St. Louis Vista-Dome streamliner—the carefree, car-free method of midwestern travel—Pullman rooms and sections—coaches—diner-lounge car.

Call, phone or write our nearest representative for information regarding fares, sleeping car reservations and connections. They will gladly assist you in every possible way with your travel and shipping problems.

R. K. BRADFORD,
Vice President—Traffic
Denver, Colo.

H. F. ENO,
Passenger Traffic Manager
Denver, Colo.

LOST ARTICLES. Agents will assist in the recovery of lost articles. Passengers should not only give full description of the property, but should state date of loss, number of train and whether left in coach or Pullman car. All lost articles found in coaches on Denver & Rio Grande Western are forwarded to J. H. Tanner, Assistant Passenger Traffic Manager, Denver, Colo., and those found in sleeping cars are retained by the Pullman Co. Address the District Superintendent of that Company at Denver, Colo., or Salt Lake City, Utah. No responsibility is assumed for unchecked articles left in stations or cars.

