Safety Service

J. E. Kemp
Assistant Superintendent
Grand Junction

V. H. McGinnis
Trainmaster and Road Foreman of Equipment
Sub-Divisions 3, 3-A, 3-B
Salida

E. H. Blackwell
Trainmaster
Sub-Divisions 4, 4-A, 4-B
Glenwood

L. T. Wright
Trainmaster
Sub-Divisions 5, 5-A, 16, 16-A
Grand Junction

B. J. Love
Assistant Trainmaster
Grand Junction Terminal
Grand Junction

A. L. Heald
Road Foreman of Equipment
Sub-Divisions 4, 4-A, 4-B
Grand Junction

M. J. McGurl
Road Foreman of Equipment
Sub-Divisions 5, 5-A, 16, 16-A
Grand Junction

L. H. Hale
Chief Dispatcher
Sub-Divisions 4, 4-A, 4-B, 5, 5-A, 16 and 16-A
Grand Junction

W. M. Henderson
Chief Dispatcher
Sub-Divisions 3, 3-A and 3-B
Salida

J. F. Jones
Second Chief Dispatcher
Grand Junction

D. & R. G. W.—Grand Junction

The Denver and Rio Grande Western Railroad Company

Wilson McCarthy and Henry Swan, Trustees

GRAND JUNCTION DIVISION

TIME-TABLE No. 115

Takes Effect Sunday, June 12, 1938

at 12:01 A. M.

Standard Time, 105th Meridian

Superseding Time-Table No. 114 and Supplement No. 1 thereto

NOTE IMPORTANT CHANGES IN TIME-TABLE RULES

For the exclusive guidance of Employes; not for the information of the Public

The Management reserves the right to vary from it at pleasure

E. A. WEST
General Manager

L. F. WILSON
Assistant General Manager

R. K. BRADFORD
Superintendent Transportation

W. R. McPHERSON
Superintendent

WESTWARD — MAIN LINE

SECOND CLASS			FIRST CLASS		Sub-Division 3 STATIONS TIME-TABLE No. 115 JUNE 12, 1938	Miles from Denver
61 California Fast Freight	33 Freight	35 The Rocket	1 Scenic Limited	15 Passenger		
Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily		
12 20 PM 2	7 01 AM	2 50 AM	3 08 PM	2 45 AM	s **SALIDA** JBSKWFYTODN	215.1
					3.3	
12 30	7 07	3 00	3 15	2 52	BELLEVIEW	218.4
					3.8	
12 40	7 14	3 08	3 20	2 56	BROWN CANON	222.2
					5.5	
12 55	7 28	3 23	3 29	3 05	ARENA	227.7
					5.1	
1 06	7 38	3 34	3 37	s 3 13	NATHROP W	232.8
					3.4	
1 14	7 44	3 42	3 42	3 17	MIDWAY	236.2
					4.1	
1 25	7 52	3 51	s 3 52	s 3 27	BV BUENA VISTA WDN	240.3
					4.4	
1 35	8 01	4 01	3 59	3 33	AMERICUS	244.7
					3.0	
1 48	8 07	4 07	4 05	f 3 38	RIVERSIDE	247.7
					4.3	
2 01	8 15	4 18	4 14	f 3 45	PRINCETON	252.0
					5.3	
2 17	8 25	4 33	4 24	s 3 54	YALE W	257.3
					2.5	
2 24	8 30	4 40	4 28	3 58	HARVARD	259.8
					3.5	
2 33	8 37	4 48	4 34	f 4 03	KOBE	263.3
					3.2	
2 43	8 43	4 58	4 39	f 4 08	SNOWDEN	266.5
					4.5	
2 56	8 52	5 20	s 4 54	s 4 18	MY MALTA JWFYDN	271.0
					2.5	
3 04	8 57	5 28	5 00	5 01	LEADVILLE JCT. J	273.5
					3.6	
3 12	**9 08** 36	5 36	5 07	5 09	KEELDAR	277.1
					3.9	
3 35 PM	9 25 AM	6 05 AM	s 5 24 PM	s 5 21 AM	PS **TENNESSEE PASS** WYDN	281.0
					1.0 (Two Main Tracks)	
					EAST MITCHELL	282.0
					2.6 (Two Main Tracks)	
					WEST MITCHELL	284.6
					2.2	
4 00 PM	9 49 AM	6 30 AM	5 41 PM	5 38 AM	DEEN	286.8
					1.7 (Two Main Tracks)	
4 15	10 04	6 45	5 46	s 5 43	PANDO WY	288.5
					5.5 (Two Main Tracks)	
4 37	10 26	7 07	6 01	s 5 58	RC RED CLIFF D	294.0
					2.1 (Two Main Tracks)	
4 45	10 34	7 15	6 07	s 6 05	BELDEN	296.1
					1.9 (Two Main Tracks)	
4 53	10 42	7 23	6 12	f 6 12	REX	298.0
					4.0 (Two Main Tracks)	
5 35 PM	11 01 AM	7 50 AM	6 25 PM	¶ 6 25 AM	Hd **MINTURN** BSKWFTYDN	302.0
Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	(86.9)	
5.15 16.9	4.00 21.7	5.00 17.4	3.17 26.5	2.57 29.5	Schedule Time Average Speed per Hour	

AUTOMATIC BLOCK SIGNALS

Trains operate by Centralized Traffic Control between Tennessee Pass and Deen.

Nos. 15 and 16 between Malta and Leadville Jct. operate via Sub-Division 3-A.

MAIN LINE — EASTWARD

Sub-Division 3
STATIONS
TIME-TABLE No. 115
JUNE 12, 1938

AUTOMATIC BLOCK SIGNALS

Capacity of Siding	Miles from Minturn			FIRST CLASS 2 Scenic Limited Arrive Daily	FIRST CLASS 16 Passenger Arrive Daily	SECOND CLASS 36 Fast Freight Arrive Daily	SECOND CLASS 38 Fast Freight Arrive Daily
Yard	86.9	S	**SALIDA** JBSKWFYTODN	**12 20** PM 61	11 54 PM	11 30 AM	9 30 PM
			3.3				
98	83.6		BELLEVIEW	12 10	11 41	11 15	9 15
			3.8				
98	79.8		BROWN CANON	12 05 PM	11 35	11 08	9 08
			5.5				
101	74.3		ARENA	11 56	11 26	10 54	8 54
			5.1				
100	69.2		NATHROP W	11 49	s11 17	10 44	8 44
			3.4				
99	65.8		MIDWAY	11 45	11 09	10 38	8 38
			4.1				
89	61.7	BV	BUENA VISTA WDN	s11 40	s11 02	10 30	8 30
			4.4				
101	57.3		AMERICUS	11 33	10 53	10 22	8 22
			3.0				
100	54.3		RIVERSIDE	11 29	f10 47	10 16	8 16
			4.3				
127	50.0		PRINCETON	11 23	f10 40	10 08	8 08
			5.3				
125	44.7		YALE W	11 16	s10 30	9 58	7 58
			2.5				
109	42.2		HARVARD	11 12	10 24	9 53	7 53
			3.5				
100	38.7		KOBE	11 07	f10 18	9 46	7 46
			3.2				
101	35.5		SNOWDEN	11 03	f10 12	9 30	7 30
			4.5				
Yard	31.0	My	MALTA JWFYDN	s10 56	s10 04	9 22	7 22
			2.5				
	28.5		LEADVILLE JCT. J	10 49	9 18	9 16	7 16
			3.6				
100	24.9		KEELDAR	10 44	9 12	**9 08** 33	7 08
			3.9				
1-110 2-104	21.0	PS	**TENNESSEE PASS** WYDN	s10 38 AM	s 9 06 PM	9 00 AM	7 00 PM
			1.0 (Two Main Tracks)				
	20.0		EAST MITCHELL (Two Main Tracks)				
			2.6 (Two Main Tracks)				
	17.4		WEST MITCHELL (Two Main Tracks)				
			2.2 (Two Main Tracks)				
	15.2		DEEN (Two Main Tracks)	10 17 AM	8 40 PM	8 24 AM	6 24 PM
			1.7 (Two Main Tracks)				
106	13.5		PANDO WY (Two Main Tracks)	10 13	s 8 34	8 18	6 18
			5.5 (Two Main Tracks)				
	8.0	RC	RED CLIFF D (Two Main Tracks)	9 58	s 8 13	7 58	5 58
			2.1 (Two Main Tracks)				
	5.9		BELDEN (Two Main Tracks)	9 53	f 8 03	7 50	5 50
			1.9 (Two Main Tracks)				
	4.0		REX (Two Main Tracks)	9 49	f 7 57	7 44	5 44
			4.0 (Two Main Tracks)				
Yard		Hd	**MINTURN** BSKWFTYDN (Two Main Tracks)	9 40 AM	7 45 PM	7 30 AM	5 30 PM
			(86.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Schedule Time	2.40	3.23	4.00	4.00
			Average Speed per Hour	32.6	24.9	21.7	21.7

Trains operate by Centralized Traffic Control between Deen and Tennessee Pass.

Nos. 15 and 16 between Malta and Leadville Jct. operate via Sub-Division 3-A.

WESTWARD — LEADVILLE BRANCH — EASTWARD

Sub-Division 3-A
STATIONS
TIME-TABLE No. 115
JUNE 12, 1938

WESTWARD FIRST CLASS 15 Passenger Leave Daily	Miles from Denver		Miles from Leadville Jct.	Capacity of Siding	EASTWARD FIRST CLASS 16 Passenger Arrive Daily
4 18 AM	271.0	MY **MALTA** JWFYDN	8.1	Yard	10 04 PM
		2.3			
f 4 25	273.3	EILERS	5.8	Yard	f 9 53
		2.5			
s 4 50	275.8	Q **LEADVILLE** JSKWFTYD	3.3	Yard	s 9 46
		3.3			
5 01 AM	279.1	**LEADVILLE JCT.** J			9 18 PM
Arrive Daily		(8.1)			Leave Daily
0.43		Schedule Time			0.46
11.3		Average Speed per Hour			10.6

WESTWARD — MAIN LINE

SECOND CLASS				FIRST CLASS							Miles from Denver	Capacity of Siding
		61 California Fast Freight	41 Fast Freight	75 California Fast Freight		5 The Panoramic	1 Scenic Limited	19 Mountaineer	Sub-Division 4 STATIONS TIME-TABLE No. 115 JUNE 12, 1938			
		Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily				
		5 50 PM					6 30 PM		Rd **MINTURN** BSKWFTYDN		302.0	Yard
		5 59					6 40		5.9			
		6 09					6 50		An AVON D		307.9	101
		6 16					6 58		6.4			
		6 20					7 01		WILMOR W		314.3	104
		6 24					7 05		4.8			
		6 32					s 7 13		Ru WOLCOTT D		319.1	101
		6 42					7 22		2.2			
		6 51					7 28		KENT		321.3	23
		6 57	1 40 PM	5 40 AM		x 9 33 PM	7 31	s 2 01 AM	2.3			
		7 10	1 53	5 53		9 41	7 40	f 2 12	ORTEGA		323.6	100
		7 18	2 01	6 01		9 46	7 45	f 2 19	5.4			
		7 31	2 14	6 13		9 55	7 54	f 2 29	Gx EAGLE WDN		329.0	87
		7 45	2 28	6 27		s10 05	s 8 08	s 2 50	6.8			
		7 50	2 30	6 37		10 08	8 10	**2 53** 40	Gp GYPSUM D		335.8	98
		8 04	2 44	6 51		10 18	8 21	f **3 04** 34	4.1			
		8 11	2 50	6 59		10 24	8 27	s 3 13	LUKE		339.9	89
		8 20	2 59	**7 19** 2		10 32	8 36	s 3 25	2.0			
		8 26	3 04	7 26		10 37	8 41	**3 34** 6	Dy **DOTSERO** JYDN		341.9	148
		8 31	3 09	7 31		x10 42	s 8 50	s 3 45	5.8			
		8 38	3 16	7 39		**10 48** 20	8 56	f 3 52	ALLEN		347.7	89
		8 45	3 23	7 46		10 53	9 02	f 3 59	2.8			
		8 51	3 29	7 53		10 58	9 07	4 06	SHOSHONE W		350.5	85
		8 58	3 36	8 00		11 04	9 13	s 4 15	4.7			
		9 05	3 43	8 08		11 10	9 19	4 21	GRIZZLY		355.2	109
		9 11	3 49	8 15		11 15	9 25	f 4 27	4.9			
		9 18	3 56	8 22		11 21	9 31	s 4 37	Gn GLENWOOD JW		360.1	39
		9 25	4 03	8 29		11 26	9 36	4 44	0.7			
		9 40 20 1	4 08	8 35		11 30	**9 40** 20 61	f 4 49	Fu FUNSTON WFSTYKBDN		360.8	Yard
		9 51	4 15	8 42		11 36	9 46	f 4 55	7.4			
		10 00	4 24	8 51		11 43	9 53	f 5 03	CHACRA		368.2	99
		10 10 PM	4 31 PM	8 58 AM		11 48 PM	9 58 PM	5 09 AM	4.5			
						11 49	x 9 59	s 5 15	Nc NEWCASTLE WD		372.7	124
								s 5 23	6.8			
									Si SILT D		379.5	71
									3.9			
						11 59	10 11	5 28	IVES		383.4	61
		11 40 PM	5 10 PM	10 15 AM		12 07 AM	10 30 PM	5 40 AM 2	3.2			
		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Rf RIFLE WYDN		386.6	88
		5.50 25.3	3.30 30.8	4.35 23.5		2.34 42.0	4.00 36.9	3.39 29.5	4.8			
									LACY		391.4	88
									3.9			
									MORRIS		395.3	75
									4.2			
									DOS		399.5	125
									4.5			
									Gv GRAND VALLEY WD		404.0	108
									4.8			
									UNA		408.8	88
									4.2			
									NIGER		413.0	39
									3.6			
									De DE BEQUE DN		416.6	94
									4.1			
									GRAVEL		420.7	31
									2.9			
									AKIN		423.6	70
									4.1			
									TUNNEL		427.7	101
									4.9			
									CAMEO		432.6	94
									3.2			
									MIDWEST		435.8	
									1.2			
									Pd PALISADE WDN		437.0	258
									5.5			
									Fn CLIFTON D		442.5	116
									2.8			
									FRUITVALE		445.3	
									1.1			
									EAST YARD		446.4	Yard
									3.2			
									Jn **GRAND JCT.** WFSTYOKBJDN		449.6	Yard
									(147.6)			
									Schedule Time Average Speed per Hour			

AUTOMATIC BLOCK SIGNALS

Trains operate by Centralized Traffic Control between Midwest and Grand Jct. (M. P. 449.0, Seventh St.) but at stations where time is shown must not depart ahead of time.

See Special Time-Table Rule 6-F, page 10, covering signals, spring switches and operations at Dotsero.

MAIN LINE — EASTWARD

Sub-Division 4
STATIONS
TIME-TABLE No. 115
JUNE 12, 1938

AUTOMATIC BLOCK SIGNALS

Miles from Grand Junction				FIRST CLASS			SECOND CLASS			
				6 The Panoramic	2 Scenic Limited	20 Mountaineer	40 Fast Freight	34 Fast Freight	42 Fast Freight	36 Fast Freight
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
147.6	Hd	**MINTURN**	BSKWFTYDN		9 35 AM			5 35 AM		2 45 PM
		5.9								
141.7	An	AVON	D		9 18			5 20		2 31
		6.4								
135.3		WILMOR	W		9 06			5 06		2 18
		4.8								
130.5	Bu	WOLCOTT	D		8 58			4 56		2 07
		2.2								
128.3		KENT			8 54			4 51		2 01
		2.3								
126.0		ORTEGA			8 50			4 47		1 57
		5.4								
120.6	Gx	EAGLE	WDN		f 8 42			4 35		1 46
		6.8								
113.8	Gp	GYPSUM	D		8 32			4 19		1 30
		4.1								
109.7		LUKE			8 26			4 11		1 22
		2.0								
107.7	Dy	**DOTSERO**	JYDN	4 42 AM	8 23	s12 25 AM	3 43 AM	4 06	1 08 PM	1 18
		5.8								
101.9		ALLEN		4 33	8 14	12 15	3 30	3 53	12 55	1 05
		2.8								
99.1		SHOSHONE	W	4 28	8 09	f12 08 AM	3 22	3 45	12 47	12 57
		4.7								
94.4		GRIZZLY		4 19	8 00	f11 58	3 09	3 32	12 35	12 45
		4.9								
89.5	Gn	GLENWOOD	JW	s 4 10	s 7 51	s11 48	2 55	3 18	12 21	12 31
		0.7								
88.8	Fu	FUNSTON	WFSTYKBDN	4 05	7 46	11 36	**2 53** 19	3 16	12 19 PM	12 29
		7.4								
81.4		CHACRA		3 54	7 34	f11 24	2 34	**3 04** 19	11 59	12 09
		4.5								
76.9	Nc	NEWCASTLE	WD	3 48	7 28	s11 18	2 27	2 47	11 52	12 02 PM
		6.8								
70.1	si	SILT	D	3 39	**7 19** 75	s11 08	2 18	2 38	11 41	11 51
		3.9								
66.2		IVES		**3 34** 19	7 14	11 03	2 12	2 32	11 35	11 45
		3.2								
63.0	Rf	RIFLE	WYDN	3 29	s 7 09	s10 58	2 07	2 27	11 30	11 40
		4.8								
58.2		LACY		3 23	7 00	**10 48** 5	1 56	2 16	11 22	11 32
		3.9								
54.3		MORRIS		3 18	6 55	f10 36	1 49	2 09	11 15	11 25
		4.2								
50.1		DOS		3 13	6 50	10 28	1 42	2 02	11 08	11 18
		4.5								
45.6	Gv	GRAND VALLEY	WD	3 07	6 44	s10 20	1 35	1 55	11 01	11 11
		4.8								
40.8		UNA		3 02	6 38	10 08	1 27	1 47	10 52	11 02
		4.2								
36.6		NIGER		2 56	6 32	f10 01	1 20	1 40	10 45	10 55
		3.6								
33.0	De	DE BEQUE	DN	2 50	6 26	s 9 55	1 13	1 33	10 38	10 48
		4.1								
28.9		GRAVEL		2 45	6 21	9 46	1 06	1 26	10 31	10 41
		2.9								
26.0		AKIN		2 41	6 17	f **9 40** 1 61	1 00	1 20	10 25	10 35
		4.1								
21.9		TUNNEL		2 36	6 11	f 9 30	12 53	1 13	10 18	10 28
		4.9								
17.0		CAMEO		2 29	6 04	f 9 23	12 44	1 04	10 09	10 19
		3.2								
13.8		MIDWEST		2 24 AM	5 59 AM	9 18 PM	12 37 AM	12 57 AM	10 02 AM	10 12 AM
		1.2								
12.6	Pd	PALISADE	WDN	2 23	x 5 58	s 9 17				
		5.5								
7.1	Fn	CLIFTON	D			s 9 02				
		2.8								
4.3		FRUITVALE								
		1.1								
3.2		EAST YARD								
		3.2								
	Jn	**GRAND JCT.**	WFSTYOKBJDN	2 05 AM	**5 40** AM 19	8 50 PM	12 10 AM	12 30 AM	9 35 AM	9 45 AM
		(147.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Schedule Time		2.37	3.55	3.35	3.33	5.05	3.33	5.00
		Average Speed per Hour		41.2	37.7	30.1	30.3	29.0	30.3	29.5

Trains operate by Centralized Traffic Control between Grand Jct. (M. P. 449.0, Seventh St.) and Midwest but at stations where time is shown must not depart ahead of time.

See Special Time-Table Rule 6-F, page 10, covering signals, spring switches and operations at Dotsero.

WESTWARD — MAIN LINE

SECOND CLASS					FIRST CLASS				Sub-Division 5 STATIONS TIME-TABLE No. 115 JUNE 12, 1938			Miles from Denver	Capacity of Siding
39 Fast Freight	**75** California Fast Freight	**61** California Fast Freight				**1** Scenic Limited	**5** The Panoramic						
Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily						
6 00 PM 36	10 45 AM	12 20 AM				10 40 PM	12 15 AM	Jn	**GRAND JCT.**	WFSTYOKBJDN	2.4	449.6	Yard
6 04	10 49	12 24				f10 44	12 18		DURHAM		2.5	452.0	113
6 08	10 53	12 28				f10 47	12 21		RACEY		2.4	454.5	67
6 12	10 57	12 32				f10 50	12 24		RHONE		3.6	456.9	88
6 17	11 02	12 37				s10 58	12 28	R	FRUITA	D	5.1	460.5	80
6 24	11 09	12 44				s11 06	12 33		LOMA		3.3	465.6	69
6 29	11 14	12 49				s11 14	12 36	MC	MACK	DN	4.2	468.9	99
6 36	11 21	**12 56** 38				f11 20	12 41		RUBY		4.9	473.1	168
6 43	11 28	**1 18** 6				f11 27	**12 47** 38		SHALE		5.4	478.0	101
6 51	11 36	1 26				11 33	12 53		UTALINE		5.0	483.4	107
6 58	11 43	1 33				s11 41	**1 04** 6		WESTWATER		4.8	488.4	114
7 07	11 52	1 44				f11 50	1 10		COTTONWOOD		5.7	493.2	49
7 16	12 01 PM	1 53				f**11 58** 38	1 17		AGATE		5.5	498.9	76
7 24	12 09	2 01				f12 06 AM	1 23	Cs	CISCO	WYDN	7.6	504.4	89
7 37	12 21	2 15				f12 16	1 32		WHITE HOUSE		3.9	512.0	89
7 42	12 28	2 23				f12 21	1 36		ELBA		4.2	515.9	53
7 48	12 37	2 32				f**12 26** 6	1 41		SAGERS		5.2	520.1	80
8 00	12 49	2 46				f12 34	1 47		VISTA		2.8	525.3	76
8 05	12 55	2 54				s12 46	1 51	Hn	THOMPSON	WYJDN	6.1	528.1	88
8 14	1 04	**3 11** 2				12 53	1 58		BRENDEL		6.7	534.2	99
8 23	1 13	3 20				f 1 01	2 06		FLOY		6.0	540.9	77
8 31	1 21	3 28				f 1 08	2 13		SOLITUDE		4.5	546.9	98
8 37	1 27	3 34				1 13	2 18		DALY		3.8	551.4	98
8 54	1 46	3 41				s 1 30	**2 29** 2	Gr	GREEN RIVER	WFSYKDN	6.1	555.2	Yard
9 07	1 58	3 51				f 1 40	2 36		SPHINX		6.7	561.3	99
9 18 38	**2 10** 36	4 00				f 1 49	2 44		DESERT		6.7	568.0	89
9 29	2 24	4 09				**2 05** 2	2 53		CLIFF		5.9	574.7	100
9 37	2 32	4 18				f 2 14	3 00	wd	WOODSIDE	YN	6.3	580.6	90
9 48	2 45	**4 29** 34				2 23	3 09		GRASSY		6.6	586.9	99
10 02	3 03	4 46				f 2 36	3 19		CEDAR		5.9	593.5	86
10 11	3 12	4 56				2 45	3 27		VERDE		3.8	599.4	100
10 16	3 18	5 03				f 2 51	3 32	Mu	MOUNDS	YJDN	5.5	603.2	90
10 29 6	3 26	5 11				f 3 00	3 39		FARNHAM		4.8	608.7	86
10 37	3 35	5 19				f 3 08	**3 46** 34		WELLINGTON		5.6	613.5	110
10 46	3 44	5 28				s **3 24** 34	x 3 54	CV	PRICE	WYDN	2.7	619.1	97
10 51	3 50	5 36				3 30	3 59		MAXWELL		4.7	621.8	83
11 59 PM	5 15 PM	7 00 AM				3 50 AM	4 20 AM	Ra	**HELPER**	WFSYKBDN		626.5	Yard
Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily		(176.9)				
5.59 29.6	6.30 27.2	6.40 26.5				5.10 34.2	4.05 43.3		Schedule Time Average Speed per Hour				

AUTOMATIC BLOCK SIGNALS (Grand Jct. to Helper)

MAIN LINE

EASTWARD

Sub-Division 5
STATIONS
TIME-TABLE No. 115
JUNE 12, 1938

AUTOMATIC BLOCK SIGNALS

Miles from Helper				FIRST CLASS				SECOND CLASS				
				2 Scenic Limited	6 The Panoramic			34 Fast Freight	36 Fast Freight	38 Fast Freight		
				Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily		
176.9	Jn	**GRAND JCT.** WFSTYOKBJDN		5 25 AM	1 55 AM			8 40 AM	**6 00** PM 39	1 40 AM		
		2.4										
174.5		DURHAM		f 5 11	1 49			8 33	5 53	1 31		
		2.5										
172.0		RACEY		f 5 08	1 46			8 29	5 49	1 27		
		2.4										
169.6		RHONE		f 5 05	1 43			8 25	5 45	1 23		
		3.6										
166.0	R	FRUITA D		s 5 01	1 39			8 20	5 40	1 18		
		5.1										
160.9		LOMA		s 4 52	1 34			8 13	5 33	1 10		
		3.3										
157.6	Mc	MACK DN		s 4 45	1 30			8 07	5 28	1 04		
		4.2										
153.4		RUBY		f 4 39	1 25			8 00	5 21	**12 56** 61		
		4.9										
148.5		SHALE		f 4 33	**1 18** 61			7 53	5 14	**12 47** 5		
		5.4										
143.1		UTALINE		4 27	1 11			7 45	5 06	12 30		
		5.0										
138.1		WESTWATER		s 4 21	**1 04** 5			7 38	4 59	12 22		
		4.8										
133.3		COTTONWOOD		f 4 13	12 58			7 30	4 51	12 14 AM		
		5.7										
127.6		AGATE		f 4 04	12 51			7 19	4 39	**11 58** 1		
		5.5										
122.1	Cs	CISCO WYDN		f 3 57	12 45			7 11	4 31	11 43		
		7.6										
114.5		WHITE HOUSE		f 3 47	12 36			7 00	4 20	11 30		
		3.9										
110.6		ELBA		f 3 42	12 31			6 54	4 14	11 24		
		4.2										
106.4		SAGERS		f 3 37	**12 26** 1			6 48	4 08	11 18		
		5.2										
101.2		VISTA		f 3 30	12 20			6 40	4 00	11 09		
		2.8										
98.4	Hn	THOMPSON WYJDN		s 3 25	12 16			6 35	3 54	11 04		
		6.1										
92.3		BRENDEL		**3 11** 61	12 09			6 19	3 35	10 46		
		6.7										
85.6		FLOY		f 3 02	12 01 AM			6 02	3 17	10 29		
		6.0										
79.6		SOLITUDE		f 2 53	11 54			5 46	2 59	10 12		
		4.5										
75.1		DALY		2 44	11 49			5 36	2 50	9 58		
		3.8										
71.3	Gr	GREEN RIVER WFSYKDN		s **2 29** 5	11 44			5 27	2 40	9 48		
		6.1										
65.2		SPHINX		f 2 21	11 27			5 08	2 19	9 27		
		6.7										
58.5		DESERT		f 2 13	11 19			4 59	**2 10** 75	**9 18** 39		
		6.7										
51.8		CLIFF		**2 05** 1	11 11			4 49	1 58	9 06		
		5.9										
45.9	Wd	WOODSIDE YN		f 1 56	11 03			4 38	1 42	8 54		
		6.3										
39.6		GRASSY		1 48	10 56			**4 29** 61	1 33	8 45		
		6.6										
33.0		CEDAR		f 1 40	10 48			4 18	1 22	8 34		
		5.9										
27.1		VERDE		1 33	10 41			4 08	1 11	8 25		
		3.8										
23.3	Mu	MOUNDS YJDN		f 1 28	10 36			4 02	1 05	8 18		
		5.5										
17.8		FARNHAM		f 1 20	**10 29** 39			3 53	12 54	8 11		
		4.8										
13.0		WELLINGTON		f 1 14	10 23			**3 46** 5	12 45	8 03		
		5.6										
7.4	Cv	PRICE WYDN		s 1 07	10 16			**3 24** 1	12 36	7 54		
		2.7										
4.7		MAXWELL		12 52	10 12			3 10	12 29	7 49		
		4.7										
	Ra	**HELPER** WFSYKBDN		12 45 AM	10 05 PM			3 00 AM	12 20 PM	7 40 PM		
		(176.9)		Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily		
		Schedule Time		4.40	3.50			5.40	5.40	6.00		
		Average Speed per Hour		37.9	46.2			31.2	31.2	29.5		

WESTWARD — MAIN LINE — EASTWARD

SECOND CLASS		FIRST CLASS		Miles from Denver	Sub-Division 4-A STATIONS TIME-TABLE No. 115 JUNE 12, 1938	Miles from Dotsero	Capacity of Siding	FIRST CLASS		SECOND CLASS	
41 Fast Freight	75 California Fast Freight	5 The Panoramic	19 Mountaineer					20 Mountaineer	6 The Panoramic	40 Fast Freight	42 Fast Freight
Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
12 10 PM	3 55 AM	8 32 PM	12 45 AM	128.7	od **ORESTOD** JDN	38.1		1 54 AM	5 45 AM	5 20 AM	2 38 PM
					0.6						
12 15 / 12 30	4 00 / 4 15	8 33 / 8 38	s12 47 / s12 52	129.3	**BOND** WFSYKB	37.5	Yard	s1 52 / s1 47	5 43 / 5 38	5 17 / 5 02	2 33 / 2 18
					5.6						
12 40	4 25	8 46	f 1 03	134.9	GLEN	31.9	107	f 1 26	5 27	4 52	2 08
					7.2						
12 53	**4 38** 40	8 56	f **1 15** 20	142.1	DELL	24.7	112	f **1 15** 19	5 17	**4 38** 75	1 55
					2.5						
12 59	4 44	x 9 00	s 1 21	144.6	BURNS	22.2	Spur 19	s 1 05	x 5 13	4 28	1 49
					4.2						
1 07	**5 07** 6	9 06	f 1 29	148.8	SYLVAN	18.0	104	f12 56	**5 07** 75	4 20	1 41
					6.5						
1 20	5 20	9 16	f 1 40	155.3	RANGE W	11.5	104	f12 46	4 58	4 05	1 28
					2.4						
1 24 42	5 24	9 19	f 1 45	157.7	SWEETWATER	9.1	109	f12 41	4 55	4 01	**1 24** 41
					5.5						
1 34	5 34	9 27	f 1 54	163.2	NICHE	3.6	95	f12 32	4 47	3 51	1 14
					3.6						
1 40 PM	5 40 AM	x 9 33 PM	s 2 01 AM	166.8	dy **DOTSERO** JYDN		148	s12 25 AM	4 42 AM	3 43 AM	1 08 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(38.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
1.30 / 30.5	1.45 / 25.4	1.01 / 40.8	1.16 / 32.2		Schedule Time / Average Speed per Hour			1.29 / 27.2	1.03 / 39.4	1.37 / 27.9	1.30 / 30.5

Schedule time and train orders, westward trains from sub-division 4-A will apply at Dotsero depot.
See Special Time-Table Rule 6F, Page 10, covering signals, spring switches and operations at Dotsero.
All trains except first class will operate between Orestod and Bond under Rule 93.
Pueblo Division westward trains will leave Orestod and Pueblo Division eastward trains will leave Bond without clearance card.
At Orestod, schedule time and train orders apply at the west siding switch of the Denver and Salt Lake Railway. All trains and engines will move between the west siding switch and the junction switch of the D. & S. L.—D. & R. G. W., Orestod, at restricted speed.

WESTWARD — ASPEN BRANCH — EASTWARD

SECOND CLASS 229 Mixed Leave Daily Ex. Sunday	Miles from Denver	Sub-Division 4-B STATIONS TIME-TABLE No. 115 JUNE 12, 1938	Miles from Aspen	Capacity of Siding	SECOND CLASS 230 Mixed Arrive Daily Ex. Sunday
9 05 AM	360.1	gn **GLENWOOD** WJP	41.2	Yard	2 40 PM
		7.8			
f 9 29	367.9	CATTLE CREEK P	33.4	20	f 2 16
		5.1			
s 9 55	373.0	ce CARBONDALE D	28.3	38	s 2 00
		6.4			
f10 16	379.4	LEON P	21.9	23	f 1 24
		2.6			
s10 30	382.0	EMMA WP	19.3	17	s 1 15
		10.9			
f11 05	392.9	WOODY CREEK WP	8.4	13	f12 40
		8.4			
11 35 AM	401.3	ns **ASPEN** WYD		Yard	12 10 PM
Arrive Daily Ex. Sunday		(41.2)			Leave Daily Ex. Sunday
2.30 / 16.5		Schedule Time / Average Speed per Hour			2.30 / 16.5

NO. 229 IS SUPERIOR TO NO. 230

WESTWARD — IBEX BRANCH — EASTWARD

Miles from Denver	Sub-Division 3-B STATIONS TIME-TABLE No. 115 JUNE 12, 1938	Miles from Ibex	Capacity of Siding
275.8	q **LEADVILLE** WFSYOTJD	7.0	Yard
	0.5		
276.3	C. & S. CROSSING NO. 12	6.5	
	0.0		
276.3	CHRYSOLITE JCT. J	6.5	
	1.9		
278.2	GRAHAM PARK JCT. J	4.6	
	1.2		
279.4	ROY	3.4	24
	0.8		
280.2	WATER TANK	2.6	
	0.2		
280.4	EVANS	2.4	5
	0.4		
280.8	PENN JCT. J	2.0	
	1.0		
281.8	ALPS JCT. J	1.0	
	1.0		
282.8	IBEX		Yard
	(7.0)		

WESTWARD — MAIN LINE — EASTWARD

FIRST CLASS 319 Mountaineer Leave Daily	Miles from Denver		Sub-Division 16 STATIONS TIME-TABLE No. 115 JUNE 12, 1938	Miles from Grand Junction	Capacity of Siding	FIRST CLASS 320 Mountaineer Arrive Daily
6 00 PM	351.5	Ms	**MONTROSE** WFSOYKBD	72.7	Yard	9 00 AM
			5.9			
f 6 10	357.4		MENOKEN	66.8	26	f 8 43
			4.8			
s 6 20	362.2	Ho	OLATHE D	62.0	20	s 8 32
			5.3			
f 6 29	367.5		CHIPETA	56.7	27	f 8 18
			5.3			
s 6 45	372.8	Dt	**DELTA** WFSYKJBD	51.4	Yard	s 8 08
			4.7			
f 6 54	377.5		ROUBIDEAU P	46.7	66	f 7 43
			2.6			
f 6 59	380.1		STRATTER P	44.1	35	f 7 37
			4.8			
f 7 09	384.9		ESCALANTE P	39.3	26	f 7 29
			6.0			
f 7 20	390.9		DOMINGUEZ WP	33.3	43	f 7 18
			6.8			
f 7 32	397.7		BRIDGEPORT P	26.5	100	f 7 06
			5.1			
f 7 41	402.8		DEER RUN P	21.4	61	f 6 57
			5.2			
f 7 50	408.0		KAHNAH	16.2	11	f 6 48
			3.8			
f 7 58	411.8		WHITEWATER WP	12.4	43	f 6 40
			5.5			
f 8 08	417.3		UNAWEEP	6.9	26	f 6 30
			6.9			
8 35 PM	424.2	Jn	**GRAND JCT.** WFSTYOKBJDN		Yard	6 10 AM
Arrive Daily			(72.7)			Leave Daily
2.35 28.1			Schedule Time Average Speed per Hour			2.50 25.7

WESTWARD — NORTH FORK BRANCH — EASTWARD

Miles from Denver		Sub-Division 16-A STATIONS TIME-TABLE No. 115 JUNE 12, 1938	Miles from Delta	Capacity of Siding
415.3		SOMERSET WFT	42.5	Yard
		4.4		
410.9		BOWIE	38.1	3
		5.0		
405.9	sw	**PAONIA** WD	33.1	30
		2.3		
403.6		COBURN	30.8	13
		5.9		
397.7	Hk	HOTCHKISS WYD	24.9	27
		4.5		
393.2		LAZEAR	20.4	10
		0.6		
392.6		ROGERS MESA	19.8	34
		7.1		
385.5		PAYNE	12.7	33
		4.7		
380.8		AUSTIN	8.0	17
		1.0		
379.8		SAXTON	7.0	39
		7.0		
372.8	Dt	**DELTA** WFSYKJBD		Yard
		(42.5)		

WESTWARD — SUNNYSIDE BRANCH — EASTWARD

Miles from Sunnyside		Sub-Division 5-A STATIONS TIME-TABLE No. 115 JUNE 12, 1938	Miles from Mounds	Capacity of Siding
		SUNNYSIDE WFY	17.2	Yard
		4.1		
4.1		COLUMBIA JCT.	13.1	
		3.4		
7.5		WHITE'S	9.7	40
		9.7		
17.2	Mu	**MOUNDS** YJDN		Yard
		(17.2)		

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, EXCEPT:

1-A. No. 229 is superior to No. 230.

1-B. Schedule time and train orders, eastward trains, will apply at end two main tracks Helper.

1-C. At Orestod, schedule time and train orders apply at the west siding switch of the Denver and Salt Lake Railway. All trains and engines will move between the west siding switch and the junction switch of the D. & S. L.—D. & R. G. W., Orestod, at restricted speed.

1-D. Crossover between main track and No. 1 track in west end of Bond yard will be used by trains entering into or departing from the yard tracks.

The extension of No. 1 track between the west crossover and switch at extreme west end of yard will be used as a storage track.

Schedule time and train orders westward trains Sub-Division 4-A will apply at the crossover switch in west end of Bond Yard.

Passenger trains will stop clear of crossover switches east of coal chute at Bond, expecting to find outgoing engine standing on main track just beyond these crossover switches.

1-E. Schedule time and train orders westward trains from Sub-Division 4-A will apply at Dotsero Depot.

1-F. Unless otherwise instructed, eastward freight trains departing from Grand Junction will use the long lead.

Westward freight trains arriving Grand Junction will use main track to 5th Street unless instructed to head in on east end of long lead.

1-G. Schedule time and train orders of first class trains applies at Passenger Depot Grand Junction.

2. No. 15 will leave Malta without clearance when no operator is on duty.

No. 16 will leave Leadville Jct. without clearance.

2-A. There is no train order signal at Leadville, Tennessee Pass or Delta. No train will leave these stations without clearance except all trains will leave Leadville and Delta without clearance when no operator is on duty.

2-B. Trains will leave Aspen without clearance.

2-C. On two main tracks extra trains may be authorized by numbered clearance card.

3. Train register books are located at:

Salida
Tennessee Pass
Leadville
Malta and Leadville Jct. for trains running via Leadville
Minturn
Dotsero
Orestod
Bond
Glenwood-Funston (Branch trains only)
Aspen
Grand Junction
Delta
Paonia
Montrose
Helper
Mounds (Branch trains only)

Register stations are shown in body of the time-table in FULL FACED TYPE.

3-A. Eastward passenger trains will register at Tennessee Pass with registering ticket.

If register check at Tennessee Pass shows No. 15 as having arrived at Tennessee Pass, this is sufficient authority that No. 15, of the same date, has arrived at Malta.

3-B. If No. 16 is registered at Salida or is met between Salida and Malta this is sufficient authority that No. 16 of the same date has arrived at Leadville Junction.

Nos. 15 and 16 must not be authorized to display signals on Subdivisions 3 or 3-A.

3-C. Trains will register at Dotsero with registering ticket when Operator is on duty.

4. YARD LIMIT STATIONS

Salida	Bond	Grand Junction—	Olathe
Buena Vista	Glenwood	East Yard	Montrose
Kobe	Funston	Mack	Austin
Malta—Leadville	Aspen	Thompson	Between Rogers
Tennessee Pass	Carbondale	Green River	Mesa and Lazear
Pando	Emma	Sunnyside Branch	Hotchkiss
Minturn	Woody Creek	Price	Between Paonia
Dotsero		Helper	and Somerset
		Delta	

4-A. Yard Limits, Sub-Division 3-A, will extend from Malta to Leadville inclusive, and on Sub-Division 3-B will extend from Leadville to Ibex inclusive.

Second and inferior class and extra trains and yard engines will move within these yard limits in compliance with rule 93 of the rules and regulations of the Operating Department.

4-B. Trains have no time-table superiority on Sub-Division 16 between passenger station and east end of Colorado River Bridge, Grand Junction Yard, and within yard limits, Delta. They must run at restricted speed, expecting to find tracks occupied by other trains. Responsibility for an accident rests with the approaching train.

5. In applying retainers, commence at the head end of train; alternating retainers every ten miles, and in changing position of retainers, speed of train will be reduced to twelve (12) miles per hour while change is being made. In operating retainers, if any individual car is found to have wheels overheating, retainers must be turned to release position until wheels have had sufficient time to cool.

5-A. TENNESSEE PASS TO SALIDA. The use of retainers will be left to the judgment of Conductors and Enginemen.

5-B. TENNESSEE PASS TO MINTURN. Trains consisting of empty cars; retainers will be alternated. Trains consisting of loaded cars; all retainers must be used in light holding position, and in case retaining power is noticed to be insufficient to hold train while auxiliary reservoirs are being charged, a number of retainers on head end of train may be turned to heavy holding position on heavily loaded cars.

5-C. MINTURN TO WILMOR. The use of retainers will be left to the judgment of Conductors and Enginemen.

5-D. BALLARD AND THOMPSON BRANCH. All retainers must be used on descending grades.

5-E. SUNNYSIDE BRANCH. All retainers must be used on descending grades.

5-F. In handling of freight trains Tennessee Pass westward not more than one (1) car having non-air or inoperative air brakes will be permitted to descend in solid coal, ore or steel trains, not more than two (2) cars having non-air or inoperative air brakes in freight or mixed trains.

5-G. Trainmen must try hand brakes on all cars, and know condition of the same before trains descend heavy grades in the Leadville District. During a test of air and while the air is applied trainmen must turn up all retaining valves to ascertain their condition. After brakes have been released, and before starting down heavy grades retainers must be turned up and trainmen must assist in holding the train with hand brakes, using sufficient hand brakes to insure safety.

5-H. All trains except eastward passenger trains will stop at Tennessee Pass for inspection of train and brakes.

Eastward passenger trains at Tennessee Pass will make running test in accordance with Rule No. 15 of the Air Brake Instruction Book.

Westward freight trains will stop at Pando to cool wheels and inspect train. Eastward freight trains will stop at Kobe to cool wheels and inspect train unless stop is made at Snowden or Harvard for other reasons, in which case inspection can be made at either of these points and it will not be necessary to stop at Kobe for this purpose.

5-I. 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 Tennessee Pass, and put same in safe operating condition before descending the grade. After brakes have been released on passenger cars, and before trains start from this station, retainers must be turned up.

5-J. 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 made for sliding wheels.

5-K. Where locomotives are equipped with Water Brakes, be sure that these are in good working order.

6. Trains approaching the following crossings at grade, which are not protected by signals or derails, must stop at a point designated by stop board and not proceed until sure that track is clear. (See Rule 98.)

Sub-Division	M. P. Location	Crossings
3-B	276.3	C. & S. R. R.

6-A. Westward signal No. 6255, located at end of two main tracks Helper, has two signals on mast, top signal governing westward movements to the eastward track when the crossover located at end of two main tracks is reversed, lower signal governing restricted route through crossover to the westward track.

6-B. Between Vista and Thompson there is no intermediate A.B.S. Train occupying main track at Vista between A.B.S. 5258 and the signal overlap sign will hold A.B.S. 5258 and positive A.B.S. 5272 at east end Thompson in stop position.

6-C. Between Luke and Dotsero there is no intermedite A.B.S. Train occupying main track at Luke between A.B.S. 3404 and the signal overlap sign will hold A.B.S. 3404 and positive A.B.S. 3414 at east end Dotsero in stop position.

6-D. A.B.S. 3420 does not govern the movement of an eastward train moving through siding at Dotsero onto Sub-Division 4-A.

6-E. Rule 510 is modified as follows:

"Between Minturn and Tennessee Pass passenger trains may pass 'stop and proceed' signal when the 'G' is illuminated, in the same manner as freight trains."

6-F. Sub-Division 4-A (Dotsero Cutoff) begins at the switch at Mile Post 342.0, connecting with Sub-Division 4 at Dotsero. Sixty-five feet of the main track of Sub-Division 4-A (in front of Dotsero depot) will also be used as part of Dotsero siding. Trains using this track as siding must clear first class trains on Sub-Division 4-A.

During open hours of telegraph office at Dotsero, when trains have time-table authority or train orders which will permit them to proceed, operator will handle spring switches in front of the depot, when necessary, to avoid stopping train, carefully inspecting switch points to see that they fit closely when facing movements are to be made.

Eastward positive A.B.S. No. 3420 located at junction switch Dotsero has two signals on mast; top signal governs eastward movements on main track Sub-Division 4; lower signal governs eastward movements on main track to "End of Block" sign, Sub-Division 4-A when spring switch at Mile Post 342.0 is lined for Sub-Division 4-A.

Westward positive A.B.S. No. 1667, Sub-Division 4-A, has two signals on mast; top signal governs westward movements from Sub-Division 4-A to Sub-Division 4 when spring switch at Mile Post 166.8 is lined for main track movement to Sub-Division 4; lower signal governs westward movements on main track to connection with siding; thence on siding to "End of Block" sign.

Westward trains Sub-Division 4-A entering Sub-Division 4 main track must remain in the rear of A.B.S. 1667 unless upper signal 1667 is in clear or approach position.

In making movements at Dotsero from either Sub-Division to siding, or from siding to either Sub-Division, facing point spring switches must be inspected on the ground.

6-G. Audible annunciator is located 500 feet west of west switch, Niche, and westward trains will when directly opposite "Audible Annunciator" sign, give the following whistle signals:

Passenger trains.....1 long blast
Freight trains.....2 short blasts

6-H. OPERATION BY CENTRALIZED TRAFFIC CONTROL IS EFFECTIVE BETWEEN TENNESSEE PASS AND DEEN

Towerman at Tennessee Pass controls all Positive Automatic Block Signals.

A green flag by day and a green light by night displayed in the West Window of Tennessee Pass Tower will be authority for Eastward trains to cut out helper engines, using crossover between main track and No. 1 track for that purpose.

A green flag by day and a green light by night displayed in the East window of Tennessee Pass Tower will be authority for helper engines to move from wye to No. 1 track.

Eastward trains having more cars than will clear between the middle crossover and the signal bridge at West end Tennessee Pass, will be authorized by towerman sounding four blasts of audible signal to make back up movement to cut out rear helper engine.

No Westward freight train with more than twenty cars will leave Tennessee Pass until the Westward signal on bridge at West end Tennessee Pass governing its movement displays a green (clear) indication.

East switches, tracks No. 1 and No. 2 at Tennessee Pass are Remote Control switches and normally operated by towerman, Tennessee Pass.

Switches at West end of Tennessee Pass are operated by carmen or trainmen under direction of the towerman, the following audible signals governing:

1 long blast—line switch No. 4 to siding No. 2.
2 long blasts—line switch No. 5 to siding No. 1.
3 long blasts—line switches for main track.

The switches of the crossovers located at Mile Post 283.0 are manually operated and must be used only when authorized by the towerman, Tennessee Pass, or, in emergency, under flag protection in both directions.

Audible annunciator is located three thousand feet west of the switch at Deen, and eastward trains will, commencing at the "Audible Annunciator" sign give the following whistle signals, using care to so space the whistle sounds as to be distinct, and so the signal will be completed by the time the engine reaches the annunciator:

Passenger trains.....1 long blast

Fruit and stock trains....2 short blasts (counting three between each blast for space)

Other freight trains.....3 short blasts (count two for space).

6-I. OPERATION BY CENTRALIZED TRAFFIC CONTROL IS EFFECTIVE BETWEEN MIDWEST AND M. P. 449.0, GRAND JCT.

Dispatcher at Grand Jct. controls all Positive Automatic Block Signals.

Following Remote Controlled Switches are normally operated by dispatcher, Grand Jct., and the maximum speed through each of these turnouts is fifteen miles per hour, except East end long lead, M. P. 445.0, maximum speed through which is twenty-five miles per hour: Crossover switches East Yard; Switch at East Yard connecting yard lead to long lead; East end long lead, M. P. 445.0; East and West end Clifton siding; West end Palisade siding; Crossover switches East of Depot, Palisade; Midwest (East end Palisade siding).

All other main track switches are manually operated.

Eastward Stop and Proceed Signal 4492, located just east of passenger station, Grand Junction, repeats the indication of Eastward Positive Signal 4490, located at 7th Street.

Eastward passenger trains must not, unless authorized by Permissive Card, depart from passenger depot yard, Grand Junction, via main track East of crossover in East end depot yard unless A. B. S. 4492 displays a clear or approach indication.

Westward passenger trains, if Stop and Proceed Signal 4491 is in a clear or approach indication, are authorized to proceed to passenger depot against first class trains, and Westward freight trains, if this signal is in a clear or approach indication are authorized to proceed through the crossover at 5th street to freight yard against first class trains. Westward trains, stopped by Stop and Proceed Signal 4491, are authorized to proceed under Rule 509 against first class trains.

Rule 93 is modified to the extent that first class trains will move at restricted speed between passenger depot and 7th street, Grand Junction.

Eastward train order signal, Palisade, remains in service and trains will be governed by its indications in the same manner that train order signals are observed in non-C. T. C. territory.

Long lead extends from crossover at 5th street, Grand Junction, to Fruitvale, (M. P. 445.0). When dispatcher desires westward freight trains use long lead from Fruitvale or from East Yard, the instructions referred to in Time-Table Rule 1-F may be given by signal indications.

An audible annunciator is located 600 feet East of westward positive signal, Cameo, and westward trains when directly opposite "Audible Annunciator" sign, give the following whistle signals:

Passenger trains.....1 long blast

Symbol freight trains....2 short blasts

Other freight trains.....3 short blasts.

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

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

7-A. Passengers may be carried on freight trains between Delta and Somerset.

7-B. Extra freight trains are ordinarily operated as follows:

Between Helper and Sunnyside

Eastward, Mondays, Wednesdays and Fridays. Departing about 7:30 A.M.
Westward, Tuesdays, Thursdays and Saturdays. Departing about 6:00 A.M.

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

Sub-Division	Miles	Description	Side or Overhead
13	215.1	Salida Yard—Bridge 215.14	Side and overhead
3		Salida Yard tracks L-131-132 class engines	Side
3	225.1	West Brown Canon—rock cut	Side
3	225.2	West Brown Canon—Bridge 225.27	Side
3	225.8	West Brown Canon—rock cut	Side
3	240.2	Buena Vista—Bridge 240.21	Side
3	246.4	West Americus Bridge 246.43	Side
3	252.0	Princeton Siding—Stock chute	Side
3	254.0	West Princeton—Bridge 254.01	Side
3	271.0	Malta—Train Order Signal	Side
3	271.0	Malta—Coal chute	Side
3	281.5	Tennessee Pass Tunnel	Side and overhead
3	282.1	East Mitchell—A. B. S. 2822-W	Side
3	284.5	West Mitchell—A. B. S. 2845-E	Side
3	286.7	Deen Tunnel	Side and overhead
3	286.9	Deen—A. B. S. 2870-W	Side
3	288.4	Pando—Water Column E. B. Track	Side
3	288.6	Pando—Water Column E. B. & siding	Side
3	291.3	West Pando—Bridge 291.34 E.&W.	Side
3	294.2	Red Cliff—Overpass E. & W.	Side
3	294.3	West Red Cliff—Bridge 294.25 E. & W.	Side
3	294.3	West Red Cliff—Bridge 294.47 E.	Side
3	296.1	Belden Tunnels—Eastward track	Side and overhead
3	296.4	West Belden—Bridge 296.45-E	Side
3	297.6	Rock Creek Tunnel—Eastward track	Side and overhead
3-B	275.8	Ibex Branch—Snow Sheds	Side and overhead
4	303.4	Minturn—Bridge 303.40	Side and overhead
4	321.2	Kent—Bridge 321.23	Side
4	350.0	Shoshone Tunnel No. 1	Overhead
4	351.0	Shoshone Tunnel No. 2	Overhead
4	359.0	Glenwood Tunnel	Overhead
4	360.1	Glenwood—Water Column Main and siding	Side
4	360.2	Glenwood—Viaduct	Overhead
4	360.3	Colorado River Bridge 360.30	Side and overhead
4	360.7	Funston Coal chute, main and E. B. siding	Side
4	372.7	New Castle siding—Stock chute	Side
4	372.8	New Castle—Bridge 372.82	Side
4	372.8	New Castle siding—Bridge 372.82-S	Side
4	444.2	West Clifton—Bridge 444.25	Side
4-B	371.7	Carbondale—Bridge 371.72	Side and overhead
4-B	373.0	Carbondale Siding—Stock chute	Side
4-B	382.0	Emma Siding—Stock chute	Side
4-B	387.3	Bates Siding—Stock chute	Side
4-B	392.9	Woody Creek Siding—Stock chute	Side
5	460.5	Fruita Siding—Stock chute	Side
5	471.9	Ruby Tunnel	Overhead
5	487.7	East Switch Westwater—Bridge 487.71	Side
5	554.7	Green River—A.B.S 5546 and 5547	Side
5	580.6	East Switch Woodside—Bridge 580.58	Side
5	595.8	West Cedar—Bridge 595.78	Side
5	609.5	West Switch Farnham—Bridge 609.51	Side
5	612.0	West Farnham—Bridge 612.02	Side
5	619.7	West Switch Price—Bridge 619.67	Side
16	362.2	Olathe Siding—Stock chute	Side
16	373.2	West Switch Delta—Bridge 373.22	Side
16	378.4	West of Roubideau—Bridge 378.38	Side
16	378.9	West of Roubideau—Bridge 378.91	Side
16	400.1	Bridgeport Tunnel	Side and overhead
16	423.5	East End Grand Jct. Yard—Bridge 423.52	Side and overhead
16-A	380.2	West of Austin—Bridge 380.19	Side and overhead
16-A	380.8	Austin Siding—Stock chute	Side
16-A	398.6	East of Hotchkiss—Bridge 398.66	Side and overhead

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

Nathrop	Gypsum	Fruita
Yale	New Castle	Loma
Red Cliff	Silt	Cisco
Avon	Grand Valley	Woodside
Edwards	DeBeque	Mounds
Wolcott	Palisade	
Eagle	Clifton	

9. The speed of trains should be so restricted that absolute safety will be assured, and the maximum speed will ordinarily be that necessary to make the schedule. Except in territory specified below, enginemen and conductors may moderately increase the speed above that required by the schedules when the necessity arises, if in their judgment it be safe and prudent, bearing in mind that safety in operation is to be given first consideration, and always giving due consideration to track and surrounding conditions. At no time, however, should a speed exceeding sixty-five miles per hour be made with passenger trains, or a speed exceeding forty-five miles per hour be made with freight trains on the main line.

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

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

TERRITORY	Passenger MPH	Freight MPH
Sub-Division 3:		
Salida-Minturn	60	40
Except Tennessee Pass to Rex	22	15
Except Rex to Minturn	30	20
Except Minturn to Tennessee Pass	30	20
Sub-Division 3-A	25	15
Sub-Division 4 and 4-A:		
Minturn-Funston	55	45
Except on curve east end of Bridge 360.30, Glenwood	25	25
Dotsero-Orestod	55	45
Funston-Grand Junction	65	45
Except M. P. 363-M. P. 369	40	30
Except M. P. 391-M. P. 436	55	45
Passenger trains will use not less than 32 minutes between Dotsero and Glenwood and 1 hour 40 minutes between Glenwood and Palisade.		
Sub-Division 4-B:	20	20
Sub-Division 5:		
Helper-Mack	55	45
Mack-Grand Junction	65	45
Ballard & Thompson Branch	6	6
Sub-Division 5-A:	12	12
Sub-Division 16:		
Montrose-Delta	40	30
Delta-Grand Junction	40	20
Sub-Division 16-A:		
Delta-Bridge 380.19	40	30
Bridge 380.19-Payne	30	20
Payne-Somerset	30	15
All Sub-Divisions, except where specific restrictions in certain territories require lower speed:		
Through turn-outs equipped with spring switches except when lower speed is specified by time-table or slow board	25	25
Through turn-outs all spring switches Salida	8	8
Through turn-outs spring switches Pando and west end siding track Dotsero	15	15
On straight track when trailing through spring switches	30	30
In or out of other turn-outs	15	15
Approaching and thru Interlockers	25	20
Over Railroad Crossings not Interlocked	25	20
Engines backing up	20	20
Trains hauling dead engines with side rods up		25
Trains hauling dead engines with side rods all down		15
Trains hauling dead engines with one pair wheels swinging		10
Derricks, Shovels, Clam Shells, Short Scale Test Cars, except 010897, Ditchers and Pile Drivers moving on own wheels also K. & J. and Western Air dumps and loaded system coke racks		25
Steam Derrick 026		35

Trains handling Belden ore west out of Minturn will reduce speed to 25 miles per hour from Minturn to Eagle.

K-59 Class Engines	55	45
M-67 and M-78 Class Engines	50	45
L-95 and L-107 Class Engines	35	35
L-131 and L-132 Class Engines	40	40

9-B. City ordinances speed limits as follows:

	Miles per Hour
Buena Vista	25
Grand Valley	30
Palisade	25
Grand Junction	25
Montrose	15
Price	20

9-C. Engines must not be moved on spur track at Pando.

In using wye at Woodside examine highway crossing on both legs of wye before using to insure flangeway being clear of gravel.

M-64, M-67, M-68, M-75, F-81, L-105, L-131 and L-132 class engines must not be moved on wye at Price.

M-68 and L-105 class engines must not be used on Sub-Divisions 3-A and 5-A.

L-131 and L-132 class engines must not be moved west of road crossing on high line track at Silt nor placed on Nada Spur, M. P. 385.7.

On Sub-Division 4-B, C-41 class engines must not be doubleheaded with any power larger than T-31 class and C-48 class engines must not be doubleheaded with any class of power.

Engines heavier than C-48 class will not be permitted to cross Bridge 215.14 on narrow gauge main line Salida Yard.

10. Company Surgeons are located as follows:

Geo. H. Curfman, Chief Surgeon, Denver

G. W. Larimer ..... Salida.	A. G. Taylor ..... Grand Junction.
C. R. Fuller ..... Salida.	H. M. Tupper ..... Grand Junction.
G. L. Robinson ..... Salida.	G. C. Cary (Eye) ..... Grand Junction.
L. E. Thompson; Eye,	R. A. Raso ..... Grand Junction.
Ear, Nose & Throat ... Salida.	L. A. Hick ..... Delta.
V. B. Ayers ..... Buena Vista.	Lawrence Hick, Jr. ..... Delta.
J. C. Strong ..... Leadville.	J. A. Spring ..... Montrose.
H. W. Houf ..... Minturn.	N. A. Brethouwer ..... Montrose.
A. C. Sudan ..... Kremmling	A. H. Gould ..... Paonia.
W. W. Crook ..... Glenwood.	J. E. McConnell ..... Somerset.
R. B. Porter ..... Glenwood.	Jas. S. Orr ..... Fruita.
C. W. Shull ..... Glenwood.	E. H. Walker ..... Thompson.
W. R. Tubbs ..... Carbondale.	F. R. King ..... Green River.
W. H. Twining ..... Aspen.	M. T. Johnson ..... Sunnyside.
O. F. Clagett ..... Rifle.	Chas. Ruggeri ..... Price.
F. H. Weidlein ..... Palisade.	A. R. Demman ..... Helper.

10-A. Hospitals are located as follows: D. & R. G. W. Salida; St. Mary's, Grand Junction.

10-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS. When a personal injury occurs on a train, a message must be sent to the Superintendent and Claim Department showing the kind of transportation injured person holds, giving number of ticket or pass, desti-

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

Personal Injury Report Form 3922.
Names of Passengers (Form 4009).
Names of Witnesses (Form 4000).
Ejectment (Form 3926).
Inspection (Form 4012).
Fire Report (Form 4119).
Stock Report (Enginemen—Form 3511).
Stock Report (Sectionmen—Form 4117).

10-C. SURGICAL ATTENTION. (Passengers and employes.) Whenever passengers or employes are injured, everything must be done to care for them properly, either calling the Company's nearest Surgeon to treat them (and if seriously injured, calling the nearest competent Surgeon to be had, until the Company's Surgeon can get to the place of accident), or if they are able to be moved, taking them to the nearest place at which the Company has a Surgeon 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 employes or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depot or industries, etc.) are injured, if they are unable to care for themselves, and if no friends or others are at hand to care for them, the nearest Company Surgeon should be called, or if he cannot be reached, the nearest other competent Surgeon, which Surgeon must be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company except the emergency attention above noted.

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

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

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

CONDITIONAL TRAIN STOPS

11. Nos. 1, 2 and 5 will stop at any station to discharge pay passengers ticketed through from foreign lines, or to pick up pay passengers ticketed through to points on foreign lines.

11-A. No. 5 will stop at Burns, Dotsero, Rifle and Price to discharge pay passengers from Denver.

11-B. No. 6 will stop at any station west of Grand Junction to pick up pay passengers ticketed through to points on foreign lines, and will stop at Burns to pick up pay passengers for Denver.

11-C. No. 1 will stop at any station east of Grand Junction to pick up pay passengers for stations west of Grand Junction and will stop at Palisade to discharge pay passengers originating at Denver, Colorado Springs or Pueblo.

11-D. No. 2 will stop at any station east of Grand Junction to discharge pay passengers from west of Grand Junction and will stop at Palisade to pick up pay passengers destined Salida or points east thereof where train is scheduled to stop.

11-E. No. 1 and No. 2 will stop at stations where flag stop is shown between Grand Junction and Helper only on Sundays, Wednesdays, and Saturdays, to pick up and let off pass passengers.

11-F. Nos. 19 and 20 will stop on flag at Antlers and Rulison and at Highway Crossing East of Eagle River Bridge Dotsero.

12. SPRING SWITCHES:

Miles from Denver	Location Spring Switches	Normal Position
213.8	Barrel	Westward main track
215.6	Salida	Eastward main track
216.3	West Switch Salida Yard	Main track
282.0	East Mitchell	Westward main track
284.6	West Mitchell	Eastward main track
286.8	Deen	Westward main track
288.5	East Switch Pando	Eastward main track
289.6	West Switch Pando	Westward main track
302.2	Minturn	Eastward main track
303.6	Minturn	Main track
166.8	Dotsero—Sub-Division 4-A	Main track Sub-Division 4-A
166.8	Dotsero—Sub-Division 4-A	Siding
342.0 343.4	Dotsero Jct. Sub-Division 4-A Dotsero—West Switch	Main track Sub-Division 4
354.6	East Switch—Grizzly	Main track
450.9	West Switch—Grand Junction	Main track
625.6	Helper	Westward main track
625.7	Helper	Independent Lead

12-A. Eastward freight trains entering Minturn Yard must line derail in derailing position before caboose is uncoupled from train.

12-B. Location of Crossovers on two main tracks:

Miles from Denver	Points	Miles from Denver	Points
214.9	Facing	296.3	Facing
215.0	Trailing	296.4	Trailing
215.1	Facing	297.9	Trailing
282.9	Trailing	298.0	Facing
283.0	Facing	301.5	Trailing
294.0	Facing	301.6	Facing
294.4	Trailing	302.0	Trailing

13. Water Tanks or Cranes between Stations:
Sub-Division 3, located M. P. 249.5.

14. The following are Auxiliary lines (Rules 14 T, 14-U):

Salida	Sub-Division 13
Malta	Sub-Division 3A
Leadville	Sub-Division 3B
Dotsero	Sub-Division 4-A
Orestod	Sub-Division 4-A
Glenwood	Sub-Division 4B
Grand Junction	Sub-Division 16
Mounds	Sub-Division 5A
Delta	Sub-Division 16A

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

16. Track No. 1 at Malta is westward siding.
Track No. 1 at Funston is westward siding.
First track north of coal chute at Funston is eastward siding.
Depot track No. 2 at Grand Junction is siding for passenger trains.
Track No. 1 at Green River is eastward siding for freight trains.
Depot siding at Green River is westward siding for freight trains and siding for passenger trains. Westward freight trains must remain clear of crossover located just west of depot when passenger trains meet at this point. No. 4 track must not be blocked with cars.

17. Switch leading to spur track from west leg of wye at Pando must be left lined for the spur track.

18. Crossover switch on crossover leading from westward main track to house track at Minturn must be left lined for the house track.

18-A. When the green light located just outside west window of dispatchers' office Salida is burning, it will authorize trains and engines arriving Salida from Sub-Division 13 to use eastward main track between the switch in front of Trainmaster's office and the narrow gauge yard east of the Monte Cristo Hotel without checking the register against eastward first class trains on Sub-Division 3. If trains or engines off Sub-Division 13 should meet with delay in excess of 30 minutes in clearing the main track, they must protect.

18-B. Narrow gauge trains departing from Salida yard via eastward main track to switch in front of Trainmaster's office must clear time of eastward first class trains at Belleview or protect in accordance with Rule 99.

Tracks Not Shown as Stations in Time-Table

SUB-DIVISION	NAME	Mile	Car Capacity	Switch Connection
3	Tie Plant	216.8	381	East End
3	Mitchell	283.5	8	East End
3	Bonner	287.1	4	East End
3	Knight	295.1	5	East End
4	Dowd	303.4	5	West End
4	Edwards	312.1	15	East End
4	Sherman	325.5	3	West End
4	Bain	331.8	4	East End
4	Higby	353.4	7	West End
4	Deveraux	363.0	2	West End
4	South Canon	365.2	3	East End
4	Doll	376.3	9	East End
4	Antlers	382.3	16	Both Ends
4	Nada	385.7	13	East End
4	Rulison	396.9	7	West End
4	Midwest	435.8	47	West End
4	Savoy	436.7	40	West End
4	Bridges	440.2	21	Both Ends
4-A	Tie	133.7	7	West End
4-B	Flour Mill	362.8	4	East End
4-B	Red Canon	364.1	3	East End
4-B	Kiggin	370.6	5	East End
4-B	Adnaw	376.1	6	Both Ends
4-B	Hooks	380.4	5	East End
4-B	Saco	384.3	9	East End
4-B	Wingo	385.1	9	West End
4-B	Rose	386.8	5	East End
4-B	Bates	387.3	6	Both Ends
4-B	Mellor	395.7	4	Both Ends
16	Roe	357.0	20	Both Ends
16	Frost	359.4	8	Both Ends
16	Casner	364.7	8	West End
16	Sage	370.5	10	West End
16	Campbell	375.8	6	West End
16-A	Beet Track	374.0	20	Both Ends
16-A	Saunders	377.3	7	Both Ends
16-A	Read	379.1	12	Both Ends
16-A	Bell Creek	400.5	12	West End
16-A	Elberta	401.4	15	West End
16-A	Hadley	404.5	12	Both Ends
16-A	Roberts	407.1	8	Both Ends
16-A	Underwood	408.0	4	West End
16-A	Morgan	409.1	3	Disconnected
16-A	Juanita Jct	412.0	50	East End
16-A	Blackburn	412.1	20	Disconnected
16-A	Coal Mines	416.1	173	East End

OPEN HOURS OF TELEGRAPH OFFICES

Station	Week Day Hours	Sunday and Holiday Hours
Salida	Continuous	Continuous
Buena Vista	8:15 AM to 4:15 PM	8:15 AM to 4:15 PM
	10:45 PM to 6:45 AM	10:45 PM to 6:45 AM
Malta	6:30 AM to 2:30 PM	6:30 AM to 2:30 PM
	3:30 PM to 11:30 PM	3:30 PM to 11:30 PM
Leadville	4:00 AM to 1:00 PM	4:00 AM to 6:00 AM
Tennessee Pass	Continuous	Continuous
Red Cliff	5:45 AM to 2:45 PM	Closed
Minturn	Continuous	Continuous
Avon	6:45 AM to 3:45 PM	Closed
Wolcott	7:00 AM to 4:00 PM	Closed
Eagle	7:30 AM to 11:30 PM	7:30 AM to 11:30 PM
Gypsum	7:30 AM to 4:30 PM	Closed
Dotsero	Continuous	Continuous
Orestod	Continuous	Continuous
Funston	Continuous	Continuous
New Castle	8:00 AM to 5:00 PM	9:00 AM to 11:00 AM
Silt	8:00 AM to 5:00 PM	Closed
Rifle	3:20 AM to 12 midnight	3:20 AM to 12 midnight
Grand Valley	8:00 AM to 5:00 PM	9:00 AM to 11:00 AM
DeBeque	6:30 AM to 2:30 PM	6:30 AM to 2:30 PM
	9:30 PM to 5:30 AM	9:30 PM to 5:30 AM
Palisade	8:30 AM to 4:30 PM	8:30 AM to 4:30 PM
	9:00 PM to 5:00 AM	9:00 PM to 5:00 AM
Grand Junction	Continuous	Continuous
Fruita	9:00 AM to 6:00 PM	Closed
Mack	8:00 AM to 4:00 PM	8:00 AM to 4:00 PM
	10:PM to 6:00 AM	10:PM to 6:00 AM
Cisco	7:00 AM to 3:00 PM	7:00 AM to 3:00 PM
	9:00 PM to 5:00 AM	9:00 PM to 5:00 AM
Thompson	Continuous	Continuous
Green River	Continuous	Continuous
Woodside	9:00 PM to 6:00 AM	9:00 PM to 6:00 AM
Mounds	10:00 AM to 6:00 PM	10:00 AM to 6:00 PM
	11:00 PM to 7:00 AM	11:00 PM to 7:00 AM
Price	Continuous	Continuous
Helper	Continuous	Continuous
Carbondale	9:00 AM to 6:00 PM	Closed
Aspen	8:00 AM to 5:00 PM	Closed
Delta	7:30 AM to 4:30 PM	7:30 AM to 9:30 AM
Olathe	8:00 AM to 5:00 PM	8:00 AM to 10.00 AM
Montrose	8:30 AM to 6:00 PM	8:30 AM to 10:30 AM
		4:00 PM to 6:00 PM
Hotchkiss	8:00 AM to 5:00 PM	Closed
Paonia	8:15 AM to 5:15 PM	Closed

LOCAL WATCH INSPECTORS

D. J. Kramer.....Salida
F. J. Mund.....Leadville
A. C. Parsons.....Grand Junction
T. E. Dever.....Glenwood Springs
C. D. Allen & Son.....Delta
G. J. De Vinny.....Montrose
Elite Jewelry Co.....Helper

Adjusted Tonnage Ratings

FROM	TO	Class L-131 L-132 Engines 3600-3619	Class L-107 Engines 3500-3509	Class L-105 Engines 3700-3709	Class L-95 Engines 3400-3415	Class F-81 Engines 1400-1409	Class M-75 Engines 1600-1609	Class M-64 M-67 Engines 1501-1510 1521-1530 1700-1713	Class K-59 Engines 1200-1213	Class C-48 Engines 1131-1199	Class P-44 Engines 800-805	Class C-38-39-41 Engines 901-925 1000-1029	Class T-29 Engines 762-793	Adjustment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Salida	Tennessee Pass	3000	2650		2000		1800	1600	1210	1070	1010	940		4
Minturn	Tennessee Pass	1350	1100		950		780	685	550	450		420		2
Grand Jct	Glenwood	5100	4850	4500	3700		3350	3000	2400	2000	1750	1750	1270	6
Glenwood	Minturn	3300	2950	2650	2400		2000	1700	1500	1200	1075	1130	650	4
Glenwood	Bond	3500			2550			1825	1600	1280	1150		700	6
Grand Jct	Mounds	4400		3200		2925	2525	2315	1790	1630				5
Mounds	Helper	4600	3850	3700	3400	3150	2750	2500	1970	1630				5
Helper	Woodside	6000	5300	4600	4550	4100	3670	3300	2390	2100				7
Woodside	Green River	4400		3650		3380	3020	2700	2040	1870				6
Green River	Grand Jct	4400		3050		2925	2525	2315	1790	1630				5
Mounds	Whites		2190		1900				1010	850		700		3
Whites	Sunnyside		1325		1030				530	450		350		2
Grand Jct	Delta								4000	3320		2720	2100	10
Delta	Montrose								1950	1570		1280	975	5
Delta	Somerset									1520		1240	1000	5
Somerset	Rogers Mesa									2830		2380	1750	8
Glenwood	Leon													4
Leon	Aspen													3

TONNAGE RATINGS

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, condition of power, necessity for maintaining stock schedules, or for any other reasons which justify.

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

Following are the car limits per train Tennessee Pass to Minturn:

Ice trains—55 cars.
90 loaded cars.
100 loads and empties mixed.
100 empties.
Not to exceed 10 flat cars loaded with steel rails.

SIGNAL MAINTAINERS

Headquarters	Signal District	
	From	To
Salida	ABS 2124	2282 Inc.
Buena Vista	ABS 2283	2638 Inc.
Tennessee Pass	ABS 2639	2898 Inc.
Minturn	ABS 2897	3138 Inc.
Eagle	ABS 3139	3419
Glenwood	ABS 3419	3674 Inc.
Rifle	ABS 3675	4034 Inc.
DeBeque	ABS 4035	4368 Inc.
Grand Jct	ABS 4369	4660 Inc.
Westwater	ABS 4661	5046 Inc.
Thompson	ABS 5047	5464 Inc.
Green River	ABS 5465	5862 Inc.
Price	ABS 5863	6250 Inc.
Helper	ABS 6251	6394 E&W Inc.

UTAH STATE LAW: "Every locomotive shall be provided with a bell weighing not less than twenty pounds, which shall be rung continuously from a point not less than 80 rods from any street, road or highway crossing until such street, road or highway shall be crossed, but, except in towns and at terminal points, the sounding of the locomotive whistle at least one-fourth of a mile before reaching any such crossing shall be deemed equivalent to ringing the bell as aforesaid; during the prevalence of fogs, snow and dust storms the locomotive whistle shall be sounded before each street crossing while passing through cities and towns. All locomotives with or without trains, before crossing the main track at grade of any other railroad must come to a full stop at a distance not exceeding 400 feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle shall be sounded at the moment of starting; provided, that whenever interlocking signal apparatus and derailing switches or any other crossing protective device approved by the Public Utilities Commission is adopted such stop shall not be required. Every person in charge of a locomotive violating the provisions of this section is guilty of a misdemeanor, and the railroad company shall be liable for all damages which any person may sustain by reason of such violation."