

DENVER & RIO GRANDE RAILROAD

1138
821
311

SECOND AND THIRD DIVISIONS

EMPLOYEES' TIME TABLE

To Take Effect 12:01 A. M., Sunday, December 20, 1908

STANDARD TIME, 105th MERIDIAN

This Time Table is for the guidance of employes only, and is not intended for the information of the public, or as an advertisement of any train. The Company reserves the right to vary from it at pleasure

C. H. SCHLACKS,
Vice-President

A. C. RIDGWAY,
General Manager

W. S. MARTIN,
Asst. General Manager

**SECOND DIVISION
FIRST DISTRICT
Salida, Leadville and Minturn**

| WESTWARD | | | | | Miles from Denver (Via cut-off) | Time Table No. 87 December 20, 1908 | WESTWARD | | | | | | | | | | |
|---------------------|-----------------------------|--|--|--|------------------------------------|--|-------------------------------|---|--|----------------------------------|--------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|--|---------------------------------------|--------|
| THIRD CLASS | | SECOND CLASS | | | | | FIRST CLASS | | | | | | | | | | |
| 67 Malta Turn | 223 Local Freight | 65 Utah and California Fast Freight | 63 Colorado and California Fast Freight | 61 Utah and California Fast Freight | | | 15 Colorado Express | 5 Chicago- San Francis- co Express | 3 Utah and California Express | 1 Pacific Coast Limited | 241 Stub Conn. from No. One | 239 Stub Conn. from No. Two | 237 Stub Conn. from No. Six | 235 Stub Conn. from No. Five | 233 Stub Conn. from No. Three | 231 Stub Conn. from No. Four | |
| Leave Daily | Leave Daily Exc. Sunday | 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 | | | |
| 2.00AM | 8.30AM | 2.40PM | 11.45AM | 4.20AM | 215.11 | N | SALIDA S | 5.20AM | 4.15PM | 2.30AM | 5.50PM | | | | | | |
| 2.20 | 8.43 | 2.57 | 11.59AM | 4.39 | 218.57 | T | BELLEVIEW 3.63 | 5.27 | 4.22 | 2.37 | 5.57 | | | | | | |
| 2.44 | 8.57 | 3.15 | 12.12PM | 5.03 | 222.23 | | BROWN CANON 4.98 Bn | 5.34 | 4.29 | 2.44 | 6.05 | | | | | | |
| 3.08 | 9.17 | 3.37 | 12.30 | 5.20 | 227.21 | T | ARENA 5.61 Ne | 5.44 | 4.39 | 2.54 | 6.16 | | | | | | |
| 3.30 | 9.40 | 3.55 | 12.52 | 5.45 | 232.82 | TN | NATHROP 1.20 Nk | 5.57 | 4.51 | 3.05 | 6.25 | | | | | | |
| | | | | | 234.02 | | COLO. & SO. CROS. No. 10 2.30 | | | | | | | | | | |
| 4.55 | 10.00 | 4.06 | 1.08 | 6.05 | 236.37 | | MIDWAY 3.59 | 6.05 | 4.59 | 3.13 | 6.33 | | | | | | |
| 4.22 | 10.25 | 4.19 | 1.26 | 6.25 | 239.96 | N | BUENA VISTA 1.93 Bv | 6.13 | 5.09 | 3.20 | 6.43 | | | | | | |
| | | | | | 241.89 | | WILD HORSE 2.47 | | | | | | | | | | |
| 5.00 | 10.50 | 4.32 | 1.44 | 6.48 | 244.36 | T | AMERICUS 3.34 | 6.23 | 5.19 | 3.30 | 6.54 | | | | | | |
| 5.23 | 11.10 | 4.43 | 2.01 | 7.02 | 247.70 | T | RIVERSIDE 4.09 Rd | 6.30 | 5.25 | 3.39 | 7.02 | | | | | | |
| 5.50 | 11.30AM | 5.00 | 2.17 | 7.25 | 251.79 | T | PINE CREEK 5.16 Pk | 6.40 | 5.35 | 3.53 | 7.12 | | | | | | |
| 6.25 | 12.02PM | 5.24 | 2.38 | 7.52 | 256.95 | N | GRANITE 2.18 Ga | 6.52 | 5.52 | 4.08 | 7.25 | | | | | | |
| 6.40 | 12.15 | 5.35 | 2.46 | 8.04 | 259.13 | | WACO 3.70 | 6.58 | 6.00 | 4.15 | 7.33 | | | | | | |
| 7.07 | 12.35 | 5.52 | 3.00 | 8.22 | 262.83 | T | KOBE 3.66 Ad | 7.07 | 6.06 | 4.23 | 7.44 | | | | | | |
| 7.30 | 12.55 | 6.13 | 3.14 | 8.38 | 266.49 | | SNOWDEN 4.15 | 7.16 | 6.13 | 4.31 | 7.53 | | | | | | |
| 8.00AM | 1.17 | 6.40 | 3.30 | 9.00 9.24 | 270.64 | N | MALTA 2.33 My | 7.28 | 6.27 | 4.42 | 8.05 | 8.10PM | 9.30AM | 3.23AM | 6.32PM | 4.47AM | 1.20PM |
| | | | | | 272.97 | | EILERS 2.49 | 7.34 | | | | 8.17 | 9.37 | 3.30 | 6.39 | 4.54 | 1.27 |
| | | | | | 275.46 | DT | LEADVILLE 3.26 Q | 7.45AM | | | | 8.25PM | 9.45AM | 3.38AM | 6.47PM | 5.02AM | 1.35PM |
| | 1.40 | 6.51 | 3.45 | 9.38 | 278.72 | □ | LEADVILLE JC. 3.78 Cv | | 6.34 | 4.49 | 8.12 | | | | | | |
| | 2.00 | 7.10 | 4.07 | 10.00 | 278.91 | T | KEELDAR 3.72 Kd | | 6.44 | 4.58 | 8.21 | | | | | | |
| | 2.30 2.50 | 7.40 8.00 | 4.30 4.50 | 10.24 | 280.63 | N | TENNESSEE PASS 2.36 Ps | | 6.55 7.05 | 5.10 5.20 | 8.35 8.45 | | | | | | |
| | 3.07 | 8.13 | 5.05 | 10.57 | 283.49 | □ | MITCHELL 4.97 Mc | | 7.14 | 5.29 | 8.53 | | | | | | |
| | 3.40 3.50 | 8.33 8.43 | 5.30 5.40 | 11.16 11.26 | 286.36 | D | PANDO 5.22 Py | | 7.29 | 5.43 | 9.07 | | | | | | |
| | 4.35 | 9.05 | 6.10 | 11.43 | 293.58 | N | RED CLIFF 2.19 Rc | | 7.44 | 5.58 | 9.23 | | | | | | |
| | 4.50 | 9.15 | 6.25 | 11.53 | 295.77 | | BELDEN 1.57 Bd | | 7.50 | 6.05 | 9.30 | | | | | | |
| | 5.00 | 9.22 | 6.33 | 11.59AM | 297.64 | | REX 3.96 | | 7.54 | 6.09 | 9.34 | | | | | | |
| | 5.30PM | 9.45PM | 7.00PM | 12.15PM | 301.60 | N | MINTURN 86.49 HD | | 8.05PM | 6.20AM | 9.45PM | | | | | | |
| Arrive Daily | Arrive Daily Exc. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | | | (86.49) Via cut-off | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | |
| (6.00) | (9.00) | (7.05) | (7.15) | (7.55) | | | 92.03 (Via Leadville) | (2.25) | (3.50) | (3.50) | (3.55) | (0.15) | (0.15) | (0.15) | (0.15) | (0.15) | |

Trains Nos. 1, 3, 5, 61, 63, 65 and 223 will not run via Leadville. The switch at Leadville Junction must be set and locked for Malta. No train will leave Salida, Malta, Tennessee Pass or Minturn without clearance. No train will leave Leadville without clearance except trains Nos. 16, 234, 236, 238 and 242. Train No. 234 will wait at Leadville until train No. 237 has arrived. Train No. 242 will wait at Leadville until train No. 235 has arrived. Water Tanks at mile post 249-46 and 258-10. When cars are left at Mitchell they must be shoved above switch leading to Charcoal Ovens and this switch must be set and locked for spur. All westward passenger trains will use ten minutes and all freight trains twenty minutes at Tennessee Pass for inspection of train and brakes. Westward freight passenger trains will stop 10 minutes at Pando to cool wheels and inspect train. Passenger trains will not exceed schedule time between Brown's Canon and Nathrop, Pine Creek and Waco, Leadville and Leadville Junction and Leadville and Malta and between Tennessee Pass and Minturn. Freight trains will not exceed 12 miles per hour on descending grades between Leadville and Malta, 15 miles per hour between Tennessee Pass and Minturn, and 25 miles per hour between other points without special order.

**SECOND DIVISION
SECOND DISTRICT
Minturn and Grand Junction**

| WESTWARD | | | | | | | | | | Miles from Denver | EASTWARD | | | | | | | | | | Car Capacity of Freight Trains and Location of Cars and Turning Stations. |
|-----------------------------|-----------------------------|--|--|--|------------------------------------|----------------------------------|----------------------------|--|----------------------|-------------------|-----------------------------|--------------------|--------------------------------------|--|-----------------------|-----------------------------|-----------------------------|----------------------------|----------------------------|------------------|---|
| THIRD CLASS | | SECOND CLASS | | | FIRST CLASS | | | Time Table No. 87 December 20, 1908 | STATIONS AND SIDINGS | | FIRST CLASS | | | SECOND CLASS | | THIRD CLASS | | | | | |
| 225 Local Freight | 243 Local Freight | 65 Utah and California Fast Freight | 63 Colorado & California Fast Freight | 61 Utah and California Fast Freight | 5 Chicago-San Francisco Express | 3 Utah and California Express | 1 Pacific Coast Limited | | | | 2 Atlantic Coast Limited | 4 Atlantic Mail | 6 San Francisco & Chicago Express | 62 O. S. L. and California Fast Freight | 66 Through Freight | 244 Local Freight | 226 Local Freight | | | | |
| Leave Daily Exc. Sunday | Leave Daily Exc. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Exc. Sunday | Arrive Daily Exc. Sunday | | | | |
| 7.25AM | | 10.10PM | 7.30PM | 12.45PM | 8.15PM | 6.30AM | 9.55PM | 301.60 | N | MINTURN | Hd | 147.00 | 7.35AM | 11.23AM | 1.13AM | 10.35AM | 7.15PM | | 5.50PM | OX Yard | |
| 7.30 | | 10.18 | 7.35 | 12.50 | 8.19 | 6.35 | 10.00 | 303.21 | | WATTS | | 145.99 | 7.30 | 11.18 | 1.06 | 10.20 | 7.00 | | 5.30 | End Double Track | |
| 7.45 | | 10.30 | 7.50 | 1.03 | 8.25 | 6.45 | 10.03 | 307.58 | D | AVON | Vo | 141.62 | 7.17 | 11.07 | 12.54 | 9.55 | 6.38 | | 5.10 | 30 | |
| 8.00 | | 10.54 | 8.10 | 1.23 | 8.37 | 7.00 | 10.22 | 313.94 | T | ALLENTON | Kn | 136.26 | 7.00 | 10.51 | 12.37 | 9.25 | 6.10 | | 4.30 | 40 | |
| 8.25 | | 11.10 | 8.25 | 1.38 | 8.46 | 7.09 | 10.32 | 318.69 | N | WOLCOTT | Ru | 130.51 | 6.47 | 10.40 | 12.24 | 9.00 | 5.46 | | 4.00 | 50 | |
| 8.30 | | 11.19 | 8.33 | 1.45 | 8.50 | 7.13 | 10.38 | 320.95 | | HERWOOD | | 128.25 | 6.41 | 10.34 | 12.18 | 8.50 | 5.38 | | 3.45 | 34 | |
| 8.40 | | 11.28 | 8.40 | 1.52 | 8.54 | 7.17 | 10.42 | 323.23 | T | ORTEGA | Ot | 125.97 | 6.35 | 10.28 | 12.12AM | 8.40 | 5.30 | | 3.33 | 30 | |
| 9.00 | | 11.55PM | 9.04 | 2.09 | 9.04 | 7.28 | 10.54 | 328.32 | NT | EARLE | Ra | 120.58 | 6.18 | 10.12 | 11.55PM | 8.15 | 5.05 | | 3.05 | 31 | |
| 9.25 | | 12.25AM | 9.37 | 2.30 | 9.17 | 7.43 | 11.09 | 335.47 | D | GYP SUM | Gp | 113.73 | 6.03 | 9.59 | 11.40 | 7.43 | 4.40 | | 2.30 | 33 | |
| 9.46 | | 12.50 | 10.10 | 3.05 | 9.30 | 7.58 | 11.24 | 342.30 | T | DOTSERO | Dy | 106.90 | 5.49 | 9.46 | 11.24 | 7.00 | 4.15 | | 2.05 | 62 | |
| 10.50 | | 1.25 | 11.04 | 3.45 | 9.50 | 8.20 | 11.47 | 350.14 | N | SHOSHONE | Hu | 99.06 | 5.32 | 9.29 | 11.04 | 6.25 | 3.45 | | 1.20 | 46 | |
| 11.10 | | 1.50 | 11.30PM | 4.05 | 10.00 | 8.31 | 11.59PM | 364.85 | T | GRIZZLY | Gz | 94.35 | 5.20 | 9.16 | 10.50 | 6.03 | 3.20 | | 12.50 | 37 | |
| 11.50AM | 9.45AM | 2.15 | 12.01AM | 4.30 | 10.15 | 8.43 | 12.15AM | 369.73 | T | GLENWOOD | Gn | 89.47 | 5.08 | 9.04 | 10.38 | 5.50 | 3.00 | 3.40PM | 12.30PM | 40 Yard | |
| | 9.50 | 2.30 | 12.24 | 4.40 | 10.22 | 8.50 | 12.22 | 360.41 | T | WEST GLENWOOD | | 88.76 | 5.03 | 8.57 | 10.30 | 5.40 | 2.50 | 3.35 | | 3.50 | Yard |
| | 10.20 | 3.05 | 12.50 | 5.10 | 10.46 | 9.08 | 12.41 | 367.28 | T | CHACRA | | 81.92 | 4.45 | 8.38 | 10.13 | 5.12 | 2.15 | 3.00 | | 3.00 | 47 |
| | | | | | | | | 372.05 | | C. M. CROSSING | | 77.15 | | | | | | | | | No Siding |
| | 10.50AM | 3.45AM | 1.10AM | 5.30PM | 11.00PM | 9.20AM | 12.55AM | 372.81 | N | NEWCASTLE | Nc | 76.89 | 4.35AM | 8.30AM | 10.05PM | 4.55AM | 1.55PM | 2.40PM | | | 40 Yard |
| | | | | | | | | 373.11 | | WEST NEWCASTLE | | 76.09 | | | | | | | | | |
| | | | | | | | | 379.10 | | SILT | Sl | 70.10 | | | | | | | | | |
| | | | | | | | | 383.27 | | ANTLERS | | 65.93 | | | | | | | | | |
| | | | | | | | | 386.28 | | RIFLE | Ri | 62.92 | | | | | | | | | 51 |
| | | | | | | | | 391.10 | | LACY | | 58.10 | | | | | | | | | 58 |
| | | | | | | | | 394.96 | | MORRIS | Mx | 54.24 | | | | | | | | | 52 |
| | | | | | | | | 403.61 | | GRAND VALLEY | Gv | 45.59 | | | | | | | | | 55 |
| | | | | | | | | 408.39 | | UNA | Af | 40.81 | | | | | | | | | 61 |
| | | | | | | | | 416.24 | | DEBEQUE | De | 32.96 | | | | | | | | | 49 |
| | | | | | | | | 423.20 | | AKIN | | 26.00 | | | | | | | | | 52 |
| | | | | | | | | 427.31 | | TUNNEL | U | 21.89 | | | | | | | | | 57 |
| | | | | | | | | 432.28 | | CAMEO | | 16.92 | | | | | | | | | 44 |
| | | | | | | | | 436.84 | | PALISADE | Pd | 12.36 | | | | | | | | | 74 |
| | | | | | | | | 442.26 | | CLIFTON | | 6.94 | | | | | | | | | 45 |
| | 5.00PM | 9.00AM | 6.10AM | 10.00PM | 1.20AM | 11.40AM | 3.20AM | 449.20 | N | GRAND JUNCTION | Jn | | 2.15AM | 6.10AM | 7.35PM | 10.50PM | 8.15AM | 7.30AM | | | OX Yard |
| Arrive Daily Exc. Sunday | Arrive Daily Exc. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | (147.90) | | Leave Daily | Leave Daily | Leave Daily | | Leave Daily | Leave Daily | Leave Daily Exc. Sunday | Leave Daily Exc. Sunday | | |
| (4.25) | (8.15) | (10.50) | (10.40) | (9.15) | (6.05) | (5.10) | (5.25) | | | | | (5.20) | (5.13) | (5.38) | | (11.45) | (11.00) | (8.10) | (5.20) | | |

No train will leave Minturn, Glenwood or New Castle without clearance.
 ||Berry Ranch, mile 312-13, is mail station for Nos. 3 and 4 and Flag Stop for No. 3.
 Passenger trains will not exceed schedule time between Dotsero and Glenwood. Freight trains will not exceed 18 miles per hour between Dotsero and Glenwood, and 25 miles per hour between other points without special order.

**THIRD DIVISION
FIRST DISTRICT
Salida and Gunnison**

| WESTWARD | | | | | | Miles from Denver | Time Table No. 87 December 20, 1908 | STATIONS AND SIDINGS | Miles from Gunnison | EASTWARD | | | | | | Car Capacity of Locals, Water, and Freight Stations. N. G. | |
|-----------------------------|-----------------------------|---------------------------|--|-----------------------------------|-------------|-------------------|--|-------------------------|-------------------------------|--|--|-----------------------------|---------------------------------------|--------------------------|----------------------------|---|-------------------------|
| THIRD CLASS | | SECOND CLASS | | | FIRST CLASS | | | | | FIRST CLASS | | SECOND CLASS | | THIRD CLASS | | | |
| 331 Monarch Freight | 321 Local Freight | 323 Through Freight | 327 Alamosa and Durango Mixed | 69 Colorado Fast Freight | | | | | | 315 Marshall Pass Route Express | 316 Marshall Pass Route Express | | 328 Durango and Denver Mixed | 70 Through Freight | | | 322 Local Freight |
| Leave Daily Exc. Sunday | Leave Daily Exc. Sunday | Leave Daily | Leave Mon. Wed. & Fri. | Leave Daily | | Leave Daily | Arrive Daily | | Arrive Tues. Thurs. & Sat. | Arrive Daily | | Arrive Daily Exc. Sunday | Arrive Daily Exc. Sunday | | | | |
| 7.40AM | 7.00AM | 10.15PM | 8.00AM | 11.30AM | | 6.45AM | 215.11 NT SALIDA S 73.53 | 8.40PM | | 1.40PM | 4.55AM | | 5.55PM | 3.20PM | ●OYX Yard | | |
| 8.10AM | 7.20 | 10.35 | 8.16 | 11.50AM | | 6.57 | 220.10 CT PONCHA J. Pn 68.54 | 8.26 | 1.24 | 4.35 | | 5.36 | 2.50PM | | Y 56 | | |
| | 7.46 | 11.05 | 8.41 | 12.15PM | | 7.10 | 223.85 OTTO 64.79 | 8.08 | 1.00 | 4.05 | | 5.05 | | | 29 | | |
| | 8.05 | 11.25 | 8.55AM | 12.45 | | 7.20 | 226.02 D MEARS JC. MJ 62.62 | 8.00 | 12.45PM | 3.45 | | 4.45 | | | ●OY 32 | | |
| | 8.25 | 11.40PM | | 1.15 | | 7.30 | 228.32 SHIRLEY 60.32 | 7.50 | | 3.25 | | 4.25 | | | ○ 37 | | |
| | 8.50 | 12.13AM | | 1.55 | | 7.45 | 231.94 KEENE 56.70 | 7.35 | | 3.15 | | 4.15 | | | Spur, West End Conn. 19 | | |
| | 9.05 | 12.30 | | 2.25 | | 7.54 | 234.00 CT GRAY'S Gy 54.64 | 7.27 | | 2.30 | | 3.30 | | | ●○ 50 | | |
| | 9.32 | 12.52 | | 3.05 | | 8.10 | 237.57 POCOCONO 51.07 | 7.14 | | 2.08 | | 3.05 | | | Spur, West End Conn. 20 | | |
| | 9.55 | 1.15 | | 3.20 | | 8.30 | 240.71 D MAR. PASS Mp 47.93 | 7.00 | | 1.45 | | 2.45 | | | ●○ X 33 | | |
| | 10.10 | 1.30 | | 3.35 | | 8.40 | 244.85 CT SHAWANO Sh 43.79 | 6.50 | | 1.30 | | 2.30 | | | ●○ 36 | | |
| | 10.45 | 2.05 | | 4.08 | | 8.56 | 248.61 CT CHESTER Ct 40.13 | 6.31 | | 12.25AM | | 1.55 | | | ● 30 | | |
| | 11.20 | 2.40 | | 4.40 | | 9.11 | 252.84 T BUXTON 35.80 | 6.15 | | 11.50PM | | 1.25 | | | ○ 46 | | |
| | 11.30AM | 2.50 | | 4.50 | | 9.25 | 257.24 N SARGENT SJ 31.40 | 5.58 | | | | 12.55 | | | ●OYX 91 | | |
| | 12.05PM | 3.25 | | 5.20 | | 9.35 | 262.05 ELKO 26.59 | 5.40 | | 11.20 | | 12.30 | | | ●OYX 91 | | |
| | 12.30 | 3.50 | | 5.45 | | 9.46 | 265.48 CROOKTON 23.16 | 5.29 | | 11.05 | | 12.10PM | | | ●OYX 91 | | |
| | 12.45 | 4.05 | | 6.00 | | 9.54 | 269.46 T DOYLE Dy 19.18 | 5.20 | | 10.40 | | 11.44AM | | | ○ 47 | | |
| | 1.10 | 4.30 | | 6.25 | | 9.54 | 270.39 BONITA 18.25 | 5.10 | | 10.20 | | 11.22 | | | ○ 23 | | |
| | 1.35 | 4.55 | | 6.38 | | 10.02 | 276.82 T PARLIN Pa 11.82 | 5.07 | | 10.00 | | 11.00 | | | Spur, East End Conn. 14 | | |
| | 1.55 | 5.15 | | 6.55 | | 10.05 | 282.16 MOUNDE 8.48 | 5.07 | | 9.54 | | 10.55 | | | 46 | | |
| | 2.00 | 5.20 | | 7.00 | | 10.20 | 288.64 N GUNNISON Gu | 4.53 | | 9.24 | | 10.20 | | | ○ 62 | | |
| | 2.45 | 5.50 | | 7.27 | | 10.31 | (73.53) | 4.40 | | 8.56 | | 9.50 | | | 44 | | |
| | 3.23 | 6.15 | | 7.50 | | 10.45AM | | 4.25PM | | 8.30PM | | 9.20AM | | | ●OYX Yard | | |
| Arrive Daily Exc. Sunday | Arrive Daily Exc. Sunday | Arrive Daily | Arrive Mon. Wed. & Fri. | Arrive Daily | | Arrive Daily | | Leave Daily | Leave Tues. Thurs. & Sat. | Leave Daily | | Leave Daily Exc. Sunday | Leave Daily Exc. Sunday | | | | |
| (.30) | (8.55) | (8.35) | (0.55) | (8.35) | | (4.00) | | (4.15) | (0.55) | (8.25) | | (8.35) | (.30) | | | | |

No train will leave Salida, Marshall Pass, Sargent or Gunnison without clearance.
 Water Tank 2.0 miles east of Buxton.
 All passenger trains will use ten minutes and freight trains fifteen minutes at Marshall Pass for inspection of train and brakes.
 Passenger trains will not exceed a speed of fifteen miles per hour and freight trains ten miles per hour down grade between Marshall Pass and Buxton and between Marshall Pass and Poncha Junction.
 Eastward freight trains will stop ten minutes at Shirley and westward freight trains will stop ten minutes at Chester to cool wheels and inspect train.

**THIRD DIVISION
SECOND DISTRICT
Gunnison and Grand Junction**

| WESTWARD | | | | Miles from Denver | Time Table No. 87 December 20, 1908 | Miles from Grand Junction | EASTWARD | | | | Cap- acity of Passen- ger Trains and Loca- tion of Passen- ger Sta- tions. | | |
|-------------------------|--------------|----------------------------|--|----------------------|--|---------------------------------|--|-----------------------------|-------------------------|--------------|---|-------------|----------------------------|
| THIRD CLASS | SECOND CLASS | FIRST CLASS | | | | | FIRST CLASS | SECOND CLASS | THIRD CLASS | | | | |
| 325 Local Freight | | 357 Lake City Mixed | | | | | 316 Marshall Pass Front Express | | 326 Local Freight | | | | |
| Leave Daily | | Leave Daily Exc. Sunday | | Leave Daily | | Arrive Daily | | Arrive Daily Exc. Sunday | | Arrive Daily | | | |
| 8.00AM | | | | 10.50AM | 288.64 | N GUNNISON Gu | 135.55 | 4.20PM | | | | 3.20PM | • OYX Yard |
| | | | | | 288.64 | COLO. & SO. CROSS. No. 13 | 135.55 | | | | | | No Siding |
| 8.30 | | | | f 11.02 | 294.47 | HIERRO | 129.72 | f 4.03 | | | | 2.48 | 49 |
| 8.53 | | | | f 11.13 | 299.18 | D IOLA Ao | 125.03 | f 3.49 | | | | 2.21 | Spur, East End Conn. 8 |
| 8.57 | | | | f 11.15 | 300.08 | KEZAR | 124.11 | f 3.46 | | | | 2.16 | 30 |
| 9.32 | | | | f 11.35 | 307.17 | □ CEBOLLA La | 117.02 | f 3.25 | | | | 1.36 | 49 |
| 10.05 | | | | s 11.55 | 313.97 | DT SAPINERO Sa | 110.22 | s 3.05 | 11.50AM | | | 12.58 | • Y 83 |
| 10.09 | | s 3.07PM | | s 11.58AM | 314.78 | LAKE JUNCTION | 109.41 | s 3.03 | s 11.45AM | | | 12.54 | |
| 10.40 | | | | f 12.17PM | 320.85 | □ CUBECANTI Cn | 103.34 | f 2.40 | | | | 12.17PM | 32 |
| 11.16 | | | | 12.40 | 327.64 | CRYSTAL CREEK | 96.55 | 2.15 | | | | 11.40AM | Spur, East End Conn. 15 |
| 11.32AM | | | | f 12.44 | 329.01 | D CIMARRON Rn | 95.18 | f 2.10 | | | | 11.32 | • OY 52 |
| 12.10PM | | | | s 1.30 | 334.59 | CERRO SUMMIT Cr | 89.60 | s 1.30 | | | | 10.50 | Y 20 |
| 12.20 | | | | f 2.05 | 341.27 | D CEDAR CREEK Dr | 82.92 | f 12.50 | | | | 10.40 | Y 20 |
| 12.50 | | | | f 2.23 | 346.36 | FAIR VIEW | 77.83 | f 12.32 | | | | 9.30 | OY 46 |
| 1.00 | | | | f 2.43 | 351.51 | N MONTROSE Ms | 72.68 | f 12.15 | | | | 9.00 | • OY Yard |
| 1.19 | | | | f 2.56 | 357.39 | MENOKEN | 66.80 | f 11.44AM | | | | 8.20 | S.G. 37 |
| 1.38 | | | | f 3.10 | 362.21 | D OLATHE Ho | 61.08 | s 11.31 | | | | 7.55 | 30 |
| 2.05 | | | | f 3.21 | 367.49 | CHIPETA | 56.70 | f 11.15 | | | | 7.25 | 37 |
| 2.25 | | | | f 3.32 | 372.81 | N DELTA Dt | 51.38 | f 11.00 | | | | 7.00 | OY Yard |
| 2.45 | | | | f 3.44 | 377.53 | ROUBIDEAU Ro | 46.66 | f 10.40 | | | | 6.45 | 39 |
| 3.10 | | | | f 4.00 | 380.19 | STRATTE | 44.00 | f 10.34 | | | | 6.36 | 30 |
| 3.27 | | | | f 4.11 | 384.84 | ESCALANTE | 39.35 | f 10.21 | | | | 6.20 | 37 |
| 3.36 | | | | f 4.25 | 390.92 | DOMINGUEZ | 33.27 | f 10.05 | | | | 6.00 | O 27 |
| 3.53 | | | | f 4.45 | 397.87 | BRIDGEPORT | 26.52 | f 9.48 | | | | 5.35 | 47 |
| 4.25 | | | | f 4.57 | 402.83 | DEER RUN | 21.36 | f 9.35 | | | | 5.18 | 40 |
| 4.58 | | | | f 5.10 | 407.96 | KAHNAH | 16.23 | f 9.22 | | | | 4.58 | O 20 |
| 5.17 | | | | s 5.20 | 411.79 | D WHITEWATER Wr | 12.40 | s 9.12 | | | | 4.43 | 35 |
| 5.38 | | | | f 5.35 | 417.26 | UNAWEEP | 6.93 | f 8.57 | | | | 4.24 | 38 |
| 6.15 | | | | f 5.55PM | 424.19 | N GRAND JUNCTION Jr | | 8.40AM | | | | 4.00AM | X•OYs Yard |
| 6.50PM | | | | Arrive Daily | | | | Leave Daily | | | | Leave Daily | |
| (10.50) | | | | (0.03) | | | | (7.40) | | | | (0.05) | (11.20) |

No train will leave Gunnison, Cimarron, Montrose or Grand Junction without clearance.
 Water tanks at Elk Creek 5 miles west of Kezar and at mile 320-44.
 Passenger trains will not exceed a speed of fifteen miles per hour and freight trains ten miles per hour down grade between Cerro Summit and Cimarron and Cerro Summit and Cedar Creek.
 Westward freight trains will stop at Cedar Creek ten minutes to cool wheels and inspect train.
 All trains on Ouray Branch must protect against main line trains between Montrose and Ouray Junction.
 Lake City Branch trains when more than 15 minutes late will protect against main line trains between Sapinero and Lake Junction.

**THIRD DIVISION
THIRD DISTRICT
Mears and Alamosa**

| Car Capacity of Passing Trains and Location of Scales, Water, Fuel and Turn- ing Stations. N. O. | WESTWARD | | Miles from Denver | Time Table No. 87 December 20, 1908 | Miles from Alamosa | EASTWARD | |
|--|--|-----------------------------|-------------------|--|--------------------|---------------------------------------|--------------|
| | SECOND CLASS | FIRST CLASS | | | | FIRST CLASS | SECOND CLASS |
| | 327 Alamosa and Durango Mixed | | | | | 328 Durango and Denver Mixed | |
| | Leave Mon., Wed. & Fri. | | | STATIONS AND SIDINGS | | Arrive Tues., Thurs. & Sat. | |
| 32 | ●OY | s 8.55AM | 215.11 | NT SALIDA | S 85.33 | | |
| 36 | Y | s 9.20 9.30 | 226.02 | D MEARS JUNC. | Mj 74.42 | s 12.45 PM | |
| 50 | OY | s 9.55 | 229.57 | □ PONCHA PASS | Pb 70.87 | 12.20 12.10 PM | |
| 46 | | 10.22 | 232.99 | ROUND HILL | 87.55 | f 11.45 AM | |
| 49 | OYe | s 10.50 | 238.99 | LINTON | 61.45 | 11.15 | |
| 49 | | f 11.10 | 245.34 | D VILLA GROVE | Vg 55.10 | 10.50 10.30 | |
| 49 | | f 11.30 | 250.84 | HOT SPRINGS | 49.00 | f 10.18 | |
| 103 | OY | 11.50 AM 12.01 PM | 257.01 | MIRAGE | 43.43 | f 9.56 | |
| 49 | | f 12.25 | 262.69 | D MOFFAT | Mf 37.75 | s 9.35 | |
| 49 | | f 12.47 | 268.90 | LA GARITA | 31.54 | f 9.10 | |
| 49 | | s 1.10 | 274.30 | DUNE | 26.14 | f 8.50 | |
| 49 | | s 1.36 | 280.27 | D HOOPER | Gr 20.17 | s 8.30 | |
| 39 | | f 2.05 | 286.84 | MOSCA | Mk 13.60 | s 8.05 | |
| Yard | ●OYEX | 2.30 PM | 294.11 | McGINTY | 6.33 | f 7.38 | |
| | | Arrive Mon., Wed. & Fri. | 300.44 | NT ALAMOSA | As | 7.15 AM | |
| | | (5.35) | | (65.33) | | Leave Tues., Thurs. & Sat. | (5.30) |

No train will leave Alamosa without clearance.
 Alder, at mile post 236.9 is main station for Nos. 327 and 328.
 The west wye switch at Alamosa is set and locked for La Veta line. Third Division trains will come to full stop before entering yard.
 Passenger trains will not exceed a speed of fifteen miles per hour and freight trains ten miles per hour down grade between Poncha Pass and Mears Jct. and Poncha Pass and Round Hill.

**THIRD DIVISION
NORTH FORK BRANCH
Delta and Somerset**

| Car Capacity of Passing Trains and Location of Scales, Water, Fuel and Turn- ing Stations. N. O. | WESTWARD | | Miles from Denver | Time Table No. 87 December 20, 1908 | Miles from Somerset | EASTWARD | |
|--|----------------------------|-----------------------------|-------------------|--|---------------------|-----------------------------------|-----------------------------|
| | SECOND CLASS | FIRST CLASS | | | | FIRST CLASS | SECOND CLASS |
| | 379 Local Freight | 377 Mixed | | | | 378 380 Mixed Local Freight | |
| | Leave Daily Exc. Sunday | Leave Daily | | STATIONS AND SIDINGS | | Arrive Daily | Arrive Daily Exc. Sunday |
| ●OY | Yard | 7.45 AM | 372.91 | N DELTA | Dt 42.47 | 10.45 AM | 5.15 PM |
| 34 | | f 8.15 | 380.92 | AUSTIN | 34.46 | f 10.15 | f 4.15 |
| 30 | | f 8.35 | 385.89 | PAYNE | 29.89 | f 9.55 | f 3.30 |
| 33 | | f 9.30 | 392.68 | ROGERS MESA | 22.70 | f 9.30 | f 2.50 |
| 49 | YO | s 10.10 | 397.76 | D HOTCHKISS | Hk 17.52 | s 9.12 | s 2.15 |
| 19 | | f 5.18 | 403.64 | COBURN | 11.04 | | |
| 29 | | s 10.50 | 405.94 | D PAONIA | Sw 9.34 | s 8.42 | s 1.30 |
| 7 | | f 5.48 | 410.92 | BOWIE | 4.36 | | |
| 50 | XO● | 11.40 AM | 415.28 | D SOMERSET | Su | 8.10 AM | 12.40 PM |
| | | Arrive Daily Exc. Sunday | | (42.47) | | Leave Daily | Leave Daily Exc. Sunday |
| | | (3.55) | | | | (2.35) | (4.35) |

No train will leave Delta or Somerset without clearance.
 No. 380 will wait at Somerset until No. 379 arrives.

**THIRD DIVISION
CRESTONE BRANCH
Moffat and End of Track**

| Car Capacity of Passing Trains and Location of Scales, Water, Fuel and Turn- ing Stations. N. O. | WESTWARD | | Miles from Denver | Time Table No. 87 December 20, 1908 | Miles from End of Track | EASTWARD | |
|--|---------------------------------------|--|-------------------|--|----------------------------|--|-------|
| | SECOND CLASS | | | | | SECOND CLASS | |
| | 328 Durango and Denver Mixed | | | | | 327 Alamosa and Durango Mixed | |
| | | | | STATIONS AND SIDINGS | | | |
| 103 | YO | | 262.69 | D MOFFAT | Mf 16.96 | | |
| 5 | Spur, East End, Conn. | | 265.74 | TRAVIS | | | 13.48 |
| 25 | | | 273.70 | CRESTONE | | | 5.62 |
| 73 | O | | 278.30 | MILL | | | 0.92 |
| 10 | X | | 279.12 | COTTONWOOD | | | 0.10 |
| | | | 279.22 | END OF TRACK | | | |
| | | | | (16.96) | | | |

**THIRD DIVISION
ORIENT BRANCH
Villa Grove and Orient**

| Car Capacity of Passing Trains and Location of Scales, Water, Fuel and Turn- ing Stations. N. O. | WESTWARD | | Miles from Denver | Time Table No. 87 December 20, 1908 | Miles from Orient | EASTWARD | |
|--|--|--|-------------------|--|-------------------|---------------------------------------|--|
| | THIRD CLASS | | | | | THIRD CLASS | |
| | 327 Alamosa and Durango Mixed | | | | | 328 Durango and Denver Mixed | |
| | | | | STATIONS AND SIDINGS | | | |
| 49 | OY● | | 245.34 | D VILLA GROVE | Vg 8.22 | | |
| 42 | X | | 253.56 | D ORIENT | Ri | | |
| | | | | (8.22) | | | |

**THIRD DIVISION
MONARCH BRANCH
Poncha Junction and Monarch**

| Car Capacity of Passing Trains and Location of Scales, Water, Fuel and Turn- ing Stations. N. O. | WESTWARD | | Miles from Denver | Time Table No. 87 December 20, 1908 | Miles from Monarch | EASTWARD | |
|--|---------------------------|-----------------------------|-------------------|--|--------------------|----------------------------|--------|
| | THIRD CLASS | | | | | THIRD CLASS | |
| | 331 Monarch Freight | | | | | 332 Monarch Freight | |
| | | | | STATIONS AND SIDINGS | | | |
| 56 | Y | 8.20 AM | 220.10 | T PONCHA JUNC. | Pn 15.30 | 2.45 PM | |
| 21 | | 9.15 | 227.00 | □ MAYSVILLE | Mh 8.40 | 1.40 | |
| 22 | O | 10.15 | 232.99 | GARFIELD | | 12.40 PM | |
| 21 | X | 11.15 AM | 235.40 | □ MONARCH | M | 11.40 AM | |
| | | Arrive Daily Exc. Sunday | | (15.30) | | Leave Daily Exc. Sunday | (3.05) |
| | | (2.55) | | | | | |

Water Tank at Silver Creek, between Maysville and Garfield.
 No. 332 will wait at Monarch until No. 331 arrives.

**THIRD DIVISION
OURAY BRANCH
Montrose and Ouray**

| Car Capacity of Passing Trains and Location of Scales, Water, Fuel and Turn- ing Stations. | WESTWARD | | Miles from Denver | Time Table No. 87 December 20, 1908 | Miles from Ouray | EASTWARD | |
|---|-----------------------------|---------------------------|-------------------|--|------------------|----------------------------|-----------------------------|
| | THIRD CLASS | FIRST CLASS | | | | FIRST CLASS | THIRD CLASS |
| | 361 Ouray Mixed | 367 Ouray Passenger | | | | 368 Denver Passenger | 362 Denver Mixed |
| N. O. | Leave Daily Exc. Sunday | Leave Daily | | STATIONS AND SIDINGS | | Arrive Daily | Arrive Daily Exc. Sunday |
| OY Yard | 3.06PM | 2.56PM | 351.51 | D MONTROSE MS | 35.00 | 11.58AM | 12.50PM |
| | 3.08 | 2.58 | 352.16 | 0.65 OURAY JUNC. | 35.26 | 11.54 | 12.40 |
| 18 | 3.34 | 3.18 | 359.54 | 7.33 UNCOMPAGRE | 27.87 | 11.37 | 12.10PM |
| 21 | 3.50 | 3.28 | 363.84 | 4.30 COLONA | 23.57 | 11.27 | 11.53AM |
| 18 | 4.00 | 3.35 | 363.60 | 2.66 ELDRIDGE | 20.91 | 11.20 | 11.43 |
| 27 | 4.30 | 3.57 | 374.38 | 7.89 DALLAS Dk | 13.05 | 10.55 | 11.15 |
| Yard YO | 4.45 | 4.05 | 377.06 | 2.70 RIDGWAY JUNC. Wy | 10.35 | 10.45 | 11.05 |
| 17 | 5.00 | 4.15 | 380.00 | 3.03 PIEDMONT | 7.32 | 10.35 | 10.50 |
| No Siding | | | 383.40 | 3.31 LAKE HUGHES | 4.01 | | 10.38 |
| 61 | 6.00PM | 4.53PM | 387.41 | 4.01 OURAY Ay | | 10.00AM | 10.10AM |
| | Arrive Daily Exc. Sunday | Arrive Daily | | (35.00) | | Leave Daily | Leave Daily Exc. Sunday |
| | (2.54) | (1.52) | | | | (1.58) | (2.40) |

No train will leave Montrose or Ouray without clearance.
All trains on Ouray Branch must protect against main line trains between Montrose and Ouray Junction.
Water Tank at Cow Creek, between Eldredge and Dallas.

**THIRD DIVISION
LAKE CITY BRANCH
Sapinero and Lake City**

| Car Capacity of Passing Trains and Location of Scales, Water, Fuel and Turn- ing Stations. | WESTWARD | | Miles from Denver | Time Table No. 87 December 20, 1908 | Miles from Lake City | EASTWARD | |
|---|-----------------------------|--|-------------------|--|----------------------|-----------------------------|--|
| | SECOND CLASS | | | | | SECOND CLASS | |
| | 357 Mixed | | | | | 356 Mixed | |
| N. O. | Leave Daily Exc. Sunday | | | STATIONS AND SIDINGS | | Arrive Daily Exc. Sunday | |
| 83 Y | | | 313.97 | NT SAPINERO Sa | 36.56 | | |
| | 3.08PM | | 314.78 | 0.81 LAKE JUNC. | 35.75 | 11.45AM | |
| Spur, East End Conn. 23 | 3.40 | | 322.81 | 5.03 MARION Rl | 27.72 | 11.10 | |
| 6 | 4.05 | | 323.00 | 5.19 MADDERA | 22.53 | 10.45 | |
| 41 | 4.15 | | 329.82 | 1.32 GATE VIEW Gw | 20.71 | 10.35 | |
| No Siding | 5.00 | | 339.54 | 0.72 YOU MAN Yo | 10.99 | 9.55 | |
| 62 Y O | 5.50PM | | 350.53 | 10.99 LAKE CITY Ky | | 9.15AM | |
| | Arrive Daily Exc. Sunday | | | (36.56) | | Leave Daily Exc. Sunday | |
| | (2.42) | | | | | (2.20) | |

No train will leave Sapinero or Lake City without clearance.
Water Tanks, mile 327.83 and 334.68.

**THIRD DIVISION
CRESTED BUTTE BRANCH
Gunnison and Anthracite**

| Car Capacity of Passing Trains and Location of Scales, Water, Fuel and Turn- ing Stations. | WESTWARD | | Miles from Denver | Time Table No. 87 December 20, 1908 | Miles from Anthracite | EASTWARD | |
|---|----------|----------------------------------|-------------------|--|--------------------------|-----------------------------|--|
| | | SECOND CLASS | | | | SECOND CLASS | |
| | | 347 Crested Butte Mixed | | | | 348 Denver Mixed | |
| N. O. | | Leave Daily Exc. Sunday | | STATIONS AND SIDINGS | | Arrive Daily Exc. Sunday | |
| YOYX Yard | | 11.00AM | 283.64 | N GUNNISON Gu | 31.95 | 4.15PM | |
| No Siding | | | 283.80 | 0.16 Colo. & So. Cross. No. 14 | 31.79 | | |
| 46 | | 11.45AM | 299.39 | 10.69 ALMONT Am | 21.20 | 3.15 | |
| 57 | | 12.15PM | 304.72 | 5.33 JACK'S CABIN Jc | 15.87 | 2.45 | |
| No Siding | | | 310.50 | 5.78 GLACIERS "37" | 10.09 | | |
| YOY Yard | | 1.25PM | 316.29 | 5.79 CRESTED BUTTE Be | 4.30 | 1.45PM | |
| | | | 316.99 | 0.70 FLORESTA JUNCTION | 3.60 | | |
| 39 | | | 320.59 | 3.60 ANTHRACITE | | | |
| | | Arrive Daily Exc. Sunday | | (31.95) | | Leave Daily Exc. Sunday | |
| | | (2.25) | | | | (2.30) | |

No train will leave Gunnison or Crested Butte without clearance. Switch at Floresta Junction must be set and locked for Floresta.
Oversteig, mile 309.8, Howeville, mile 306.1, mail stations for 347.
Water spout at M. P. 312.15, Crested Butte Branch.
No. 348 will wait at Crested Butte until No. 347 has arrived.

**THIRD DIVISION
RUBY-ANTHRACITE BRANCH
Crested Butte and End of Track**

| Car Capacity of Passing Trains and Location of Scales, Water, Fuel and Turn- ing Stations. | WESTWARD | | Miles from Denver | Time Table No. 87 December 20, 1908 | Miles from End of Track | EASTWARD | |
|---|--------------|--|-------------------|--|----------------------------|--------------|--|
| | SECOND CLASS | | | | | SECOND CLASS | |
| | | | | | | | |
| N. O. | | | | STATIONS AND SIDINGS | | | |
| OY Yard | | | 316.29 | D CRESTED BUTTE Be | 11.41 | | |
| | | | 316.99 | 0.70 FLORESTA JUNCTION | 10.71 | | |
| No Siding | | | 322.13 | 5.14 ROGERS | 5.57 | | |
| Spur, West End Conn. 9 | | | 324.32 | 2.19 IRWIN | 3.38 | | |
| 39 Y | | | 324.97 | 0.65 KEBLER Ka | 2.73 | | |
| 51 X O | | | 327.53 | 2.53 FLORESTA Rb | 0.17 | | |
| | | | 327.70 | 0.17 END OF TRACK | | | |
| | | | | (11.41) | | | |

SPECIAL RULES AND REGULATIONS

APPLICABLE TO BOTH DIVISIONS, AND SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

SUPERIORITY OF TRAINS. Eastward trains are superior to Westward trains of the same class.

First class trains are superior to Second and Third class trains, in either direction. Second class trains are superior to Third class trains, in either direction.

1. **TRAIN WORK.**—Trains must be made up systematically in station order, which order will be preserved in taking or leaving cars. In loading freight it must, as far as practicable, be consolidated in full carloads and occupy the least number of cars required, irrespective of other cars having to go empty in the same direction. Conductors must observe the above in loading local freight, as well as to transfer lightly loaded cars. Agents at way stations must hold small lots of freight to load on trains instead of loading in cars at station. Agents at district terminals will transfer and consolidate the contents of lightly loaded cars. Local Freight trains will stop, on signal, at all stations.

2. Omitted.

3. **SPEED OF TRAINS.**—Trains must not exceed schedule time within the corporate limits of towns or cities.

Special Passenger trains and Light Engines must not exceed the running time of First Class trains, nor Extra Freight and Work trains that of Third Class trains.

Consolidated engines of 113 and 185 class will not exceed twenty-five miles per hour.

4. Passengers will be carried on trains 223 and 224 between Salida and Minturn; trains 225 and 226 between Minturn and Glenwood; trains 243 and 244 between Glenwood and Grand Junction; trains 69, 321 and 322 between Sargent and Gunnison, and on trains 325 and 326 between Gunnison and Delta, when holding proper transportation, together with freight train permit. Trains 331 and 332 between Poncha Junction and Monarch, and trains 379 and 380 between Delta and Somerset may carry passengers without freight train permit, if holding proper transportation. No freight trains other than those mentioned above will carry passengers.

Persons accompanying live stock or other freight will be carried on any freight train 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. Employees holding passes will be carried on any freight train to and from points at which train stops, when passes are stamped "Good on Freight Trains," or when holding freight train permit.

5. Engine and train crews in charge of trains have important duties to perform, and responsibilities which mean the safety of lives and property, which require their undivided attention. It is, therefore, necessary to prohibit social and family visiting with crews, while on duty at terminals or intermediate stations.

THE FOLLOWING SPECIAL RULES SUPERSEDE ALL GENERAL AND SPECIAL RULES INCONSISTENT THEREWITH WITHIN THE LIMITS NAMED

SECOND DIVISION

6. **SPEED OF TRAINS.**—Passenger trains will not exceed schedule time between Brown's Canon and Nathrop, Pine Creek and Waco, Leadville and Leadville Junction and Leadville and Malta, between Tenn. Pass and Minturn and Dotsero and Glenwood. Freight trains will not exceed 12 miles per hour on descending grades between Leadville and Malta, Birdseye and Dillon, 15 miles per hour between Tenn. Pass and Minturn, and 18 miles per hour between Dotsero and Glenwood and 25 miles per hour between other points without special order. Speed over Grand River bridge at Glenwood must not exceed 6 miles per hour. Trains will not exceed 10 miles per hour through Tennessee Pass and Glenwood Tunnels. Narrow Gauge trains will not exceed eighteen miles per hour. Light engines will use one hour and ten minutes running time from Tennessee Pass to Minturn. The Junction switch at east end of Grand Junction yard has two switch lights and targets on it, the higher light and target will indicate position of switch for Rio Grande Junction Line trains, and the lower light and target, position of switch for Third Division trains. All trains will approach this switch under full control. Rio Grande Junction Line trains will have right of track over Third Division trains.

7. **WYES.**—The Wyes at Malta and Glenwood must not be blocked with cars.

8. Trains will not be required to stop at Colorado & Southern crossing one mile west of Nathrop unless gate is across D. & R. G. track. Gate is to remain across Colorado & Southern track except when trains of that line are using the crossing. Trains must approach the crossing under full control, and must not pass over the crossing at a speed to exceed 10 miles per hour. At night when gate is across D. & R. G. track red light is displayed, and when crossing is clear white light is displayed. When light is not burning trains must stop and be governed by Rule 27.

Colorado Midland Crossing at M. P. 391.5.—Colorado Midland trains toward Aspen have the right to cross ahead of D. & R. G. trains in either direction. D. & R. G. trains in either direction have the right to cross ahead of Colorado Midland trains from Aspen. Colorado Midland Crossing at New Castle.—Colorado Midland trains going West have the right to cross ahead of D. & R. G. trains in either direction. D. & R. G. trains in either direction have the right to cross ahead of Colorado Midland trains going east. Colorado Midland Crossing, Strawberry Branch, Aspen.—D. & R. G. trains eastward or descending grade will have the right to cross ahead of Colorado Midland trains in either direction, and Colorado Midland trains in either direction will have the right to cross ahead of D. & R. G. trains westward or ascending the grade.

THIRD DIVISION

9. **TRAIN WORK.**—Trains 327 and 328 will do way work.

10. **SPEED OF TRAINS.**—Trains on mountain or canon sections must not exceed schedule time under any circumstances, and must not exceed eight miles per hour between Sapinero and Lake Junction. On other portions of the Division passenger trains will not exceed thirty miles per hour and mixed and freight trains, eighteen miles per hour.

All trains approaching Marshall Pass station will reduce speed to four miles per hour at first switch. Westward trains will take siding. When using tracks other than designated, it must be done under danger signals. The Junction switch at east end of Grand Junction yard has two switch lights and targets on it, the higher light and target will indicate position of switch for Rio Grande Junction Line trains, and the lower light and target, position of switch for Third Division trains. All trains will approach this switch under full control. Rio Grande Junction Line trains are superior to Third Division trains.

11. **CROSSING RULES.**—Colo. & So. Crossing No. 13, at Gunnison.—Colo. & So. trains going west have the right to cross ahead of D. & R. G. trains in either direction. D. & R. G. trains in either direction have the right to cross ahead of Colo. & So. trains going east.

INSTRUCTIONS RELATIVE TO THE HANDLING OF STANDARD GAUGE ENGINES AND TRAINS ON HEAVY GRADES

12. Trainmen must try the hand brakes on all cars and know the conditions of same before train leaves Tennessee Pass, on Westward trains, and Leadville, in either direction.

13. During the test of air brakes at these stations, and while the air is applied, trainmen will turn up all retaining valves to ascertain their condition, and any found out of order, which cannot be promptly repaired,

inspectors will apply the usual Air Brake Defect Card to the needle beam of car, stating nature of defect.

14. After brakes have been released, before westward trains start from the station at Tennessee Pass or from Leadville, in either direction, retainers must be turned up.

15. In the 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 or ore trains, and not more than two (2) cars having non-air or inoperative air brakes in merchandise or mixed trains.

Not more than three (3) cars having hand brakes working against the air will be permitted to descend in coal trains, and not more than five (5) cars with hand brakes working against the air will be permitted in merchandise or mixed trains.

HANDLING NARROW GAUGE ENGINES AND TRAINS ON HEAVY GRADES

To Conductors, Engineers, Brakemen and Inspectors:

16. The members of train crews must assist inspectors in looking over the air brakes, as well as the general condition of the train before leaving Marshall Pass, Poncha Pass, Orient Mines, Cerro Summit Monarch Mines, Garfield Quarry, Fremont Pass and Leadville District, and put same in safe condition before descending the grade.

17. During the test of air brakes at these stations, and while the air is applied, brakemen will turn up all retaining valves to ascertain their condition, and any found out of order, or any other defect in the air brakes, which can not be promptly repaired, inspector will apply the usual Air Brake Defect Card to the needle beam of the car, stating nature of defect. Piston travel must be adjusted to four (4) inches on freight cars and five (5) inches on passenger cars. Great care must be exercised to see that there is no snow under the shoes in making the adjustment. Brakemen must try the hand brakes on all the cars before trains leave these stations. Particular attention must be paid to all rods and brake

connections, brake shoes and levers, key bolts and split keys, and to all draft gear.

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

18. At any of the above points where inspectors are not located, train crews are expected to perform this duty.

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

20. Trainmen must assist in holding freight trains with the hand brakes; hand brakes on about one-fourth of the train to be set to act as retainers in case of air failure. Usually hand brakes should be set on cars at or near the head end of the train.

Trainmen must assist in holding passenger trains with hand brakes on cars where the retaining valves are not in proper working order; or other cars in either freight or passenger trains, if found necessary, in

order to keep train under perfect control, and be ready to stop the train should the air fail.

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

22. Engineers must use every precaution against the parting of trains on heavy grades. In case of trouble with brakes on a train in descending grades, the train must be stopped, a full inspection made, and defects remedied where it is possible for the train crew to do so, and report made of same.

23. In the handling of freight trains down Leadville District, Blue River Branch, Poncha Pass, Orient, Monarch Branch, Marshall Pass and Cerro Summit, but one (1) car having non-air or inoperative air brakes will be permitted to descend in solid coal or ore trains, and not more than two (2) cars with non-air or inoperative air brakes in merchandise or mixed trains.

OPERATING STEAM HEATED TRAINS

24. To reduce the steam heat pressure, the regulating valve should be turned to the right if the Mason valve is used, and to the left if the Gold valve is used.

25. Engineers must not turn on steam until called for by employes who are coupling hose.

26. When heating a train the best results are obtained by opening the main steam valve wide, and governing the pressure by the regulating valve. If the reducing valve fails to work properly, regulate the pressure by the main steam valve.

27. Any failure of regulating valve to control pressure must be

promptly reported, as well as any other defects found in the apparatus. Pressure gauge on steam train line must be tested frequently.

28. When the use of steam heat must be abandoned, as in the case of a disabled engine, and it is necessary to light fires in the stoves, brakemen will open all drip valves; then open train pipe valve on the rear car and blow out train line before engine is cut off; then uncouple all steam hose and hang them up.

29. Conductors must know that steam has been through entire train pipe before train leaves station. Conductors must report all defects found in steam heating apparatus to inspectors at terminals.

30. Inspectors will keep a full supply of material necessary for the repairs of steam heat apparatus and be prepared to quickly test train and avoid all possible delays.

31. When cars equipped with Baker heaters are cut off, inspectors will examine card in card case in heater room to see if water in the heater pipes has been tested within the time limit (8 days). If not, he will see that it is done before car leaves station.

32. Inspectors will see that kindling wood is furnished all cars to be used in case fires are started out on the line.

EXPLANATION OF CHARACTERS

Letters at right of station names indicate telegraph call. Figures under each district and train indicate mileage of district and time used by trains in passing over the same.

| | | | | | |
|------------------------------------|-----------------------------------|--|-------------------|------------------------|---------------------------------|
| N—Day and Night Telegraph Offices. | NO—Night (only) Telegraph Office. | ●—Coal. | □—Telegraph Box. | ○—Water. | D—Day (only) Telegraph Offices. |
| s—Regular Stop. | f—Stop on Signals. | ⌊—Trains will reduce speed for exchange of mail. | †—Stop for Meals. | ⌋—Stop for Lunch. | |
| *—Sand for Locomotives. | ‡—Derailing Switch. | Y—Wye. | §—Scales. | ‡—End of Double Track. | |
| T—Telegraphphone. | X—Turn Table. | ‡—Standard Clock. | B—Bulletins. | | |

Car Capacity given herein does not include repair tracks, main leads, coal chute, round house, loop or wye tracks. 40 ft. is used as length of Standard Gauge Cars and 33 ft. for Narrow Gauge Cars.

WARNINGS *

| SECOND DIVISION | | | SECOND DIVISION-Continued | | | THIRD DIVISION | | |
|-----------------|--------|--|---------------------------|--------|--|-------------------|--------|---------------------------------|
| District | Mile | NAMES | District | Mile | NAMES | District | Mile | NAMES |
| First | 246.42 | Through Bridge, bet. Americus and Riverside. | Second | 349.95 | Tunnel, west of Dotsero. | First | 226.44 | Bridge 226B, at Mears Junction. |
| " | 254.15 | Through Bridge, bet. Pine Creek and Granite. | " | 350.95 | Tunnel, west of Shoshone. | " | 237A | Snow Shed on Marshall Pass |
| " | 255.36 | C. M. Ry. Overhead Crossing, west of Pine Creek. | " | 359.02 | Tunnel, east of Glenwood. | " | 237B | " " " |
| " | 272.68 | C. M. Ry. Overhead Crossing, west of Malta. | " | 360.48 | Through Bridge, at Glenwood. | " | 238A | " " " |
| " | 274.62 | C. M. Ry. Overhead Cros'g, bet. Malta & Leadville. | " | 372.83 | Bridge 372A, Newcastle. | " | 240A | " " " |
| " | 281.20 | Tennessee Pass Tunnel, | " | 372.83 | Bridge 372A, Colo. Midland. | " | 240B | " " " |
| " | 285.55 | Pando Tunnel, east of Pando. | Aspen Branch | 371.14 | C. M. Ry. Overhead Crossing, at Glenwood. | " | 241A | " " " |
| Second | 303.35 | Through Bridge, west of Minturn. | " | 371.14 | C. M. Ry. Overhead Crossing, east of Carbondale. | " | 241B | " " " |
| " | 348.88 | Flume, east of Shoshone. | " | 371.71 | Through Bridge, east of Carbondale. | " | 241C | " " " |
| | | | Iron Silver Mine Branch | 275.25 | C. M. Ry. Overhead Crossing and Wires. | " | 242A | " " " |
| | | | Blue River Br. | 287.49 | Snow Shed. | " | 242B | " " " |
| | | | " | 293.51 | C. & S. Ry. Overhead Crossing, at Kokomo. | Second | 400.04 | Bridgeport Tunnel. |
| | | | " | 293.84 | C. & S. Ry. Overhead Crossing, at Kokomo. | " | 373.30 | Bridge 373A, Delta. |
| | | | | | | " | 378.39 | " 378A, Roubideau. |
| | | | | | | " | 378.94 | " 378C, " |
| | | | | | | Crested Butte Br. | 320.55 | Lower Tramway, Crested Butte. |
| | | | | | | " | 320.60 | Upper " " |
| | | | | | | Floresta Branch | 327.51 | Lower " Floresta. |
| | | | | | | " | 327.55 | Upper " " |
| | | | | | | North Fork | 350.23 | Bridge 390A. |
| | | | | | | Lake City Branch | 343.18 | Irrigating Flume. |

* Observe caution in passing under overhead structures mentioned; also observe caution in passing any structure when riding on Furniture or other cars of extraordinary dimensions.

MILEAGE

| SECOND DIVISION | | THIRD DIVISION | |
|--------------------------|--|------------------------|--|
| FIRST DISTRICT | Salida to Leadville..... 60.78 | FIRST DISTRICT | Salida to Gunnison..... 73.60 |
| | Malta to Minturn..... 31.01 | SECOND DISTRICT | Gunnison to Grand Junction..... 135.85 |
| | Leadville Cut-off..... 3.26 | THIRD DISTRICT | Mears Junction to Alamosa..... 73.44 |
| SECOND DISTRICT | Minturn to New Castle..... 71.52 | MONARCH BRANCH | Poncha to Monarch..... 15.69 |
| BLUE RIVER BRANCH | Leadville to Dillon..... 36.28 | CRESTED BUTTE BRANCH | Gunnison to Anthracite..... 10.71 |
| ASPEN BRANCH | Glenwood to Aspen..... 42.40 | RUBY-ANTHRACITE BRANCH | Ruby Junction to End of Track..... 32.31 |
| CALUMET BRANCH | Hecla to Calumet..... 7.31 | LAKE CITY BRANCH | Sapinero to Lake City..... 35.84 |
| RIFLE CREEK EXTENSION | New Castle to Rifle, (leased to R. G. Junction Ry.)..... 13.97 | OURAY BRANCH | Montrose to Ouray..... 35.70 |
| *RIO GRANDE JUNCTION RY. | Rifle to Grand Junction..... 62.92 | ORIENT BRANCH | Villa Grove to Orient..... 8.20 |
| SPURS | Iron Silver Mine Branch..... 2.33 | | Grand Junction to Crevasse..... 18.00 |
| | Chrysolite Extension..... 7.00 | CRESTONE BRANCH | Moffat to Crestone..... 16.96 |
| | Total..... 337.41 | NORTH FORK BRANCH | Delta to Somerset..... 42.47 |
| | | | Total..... 498.74 |

*Leased from R. G. J. Ry.

REGISTERING STATIONS

| | | | | | | | |
|--|----------------|------------|-----------------|---------------|------------|----------------------------|---------------|
| MALTA | TENNESSEE PASS | NEW CASTLE | PONCHA JUNCTION | B:GUNNISON | LAKE CITY | B:GRAND JUNCTION | ALAMOSA |
| B:LEADVILLE | †RED CLIFF | B ASPEN | MEARS JUNCTION | B:RAPINERO | B:CIMARRON | OURAY | VILLA GROVE |
| LEADVILLE JC, for trains via Leadville only | B:MINTURN | DILLON | MARSHALL PASS | LAKE JUNCTION | B:MONTROSE | MOFFATT, for Branch Trains | CRESTED BUTTE |
| | B:GLENWOOD | | †SARGENT | | B DELTA | SOMERSET | B:‡SALIDA |

R. R. SUTHERLAND,
Supt. Second and Third
Divisions, Salida.

HUGH WILSON,
Asst. Supt. Second Division,
Salida.

H. J. STANLEY,
Asst. Supt. Third Division,
Salida.

W. RECH,
Trainmaster Second Division,
Salida.

D. BLACK,
Chief Dispatcher Third Division,
and First District Second Division,
Salida.

P. GROOME,
Chief Dispatcher Second District,
Second Division,
Glenwood.

H. A. HULSE } Dispatchers
J. T. BARRETT } First District,
T. J. FLYNN } Second Division,
Salida.

F. G. DEW } Dispatchers
A. S. EXTER } Third Division,
L. E. CAMPBELL } Salida.

C. D. WIGHTMAN } Dispatchers
W. S. HULETT } Second District,
Second Division,
Glenwood.

ADDITIONAL SIDINGS AND SPURS NOT SHOWN IN REGULAR TIME TABLES

| SECOND DIVISION | | | | | |
|-------------------------|--------|-------------------------|--------------|-----|--------------------|
| LOCATION | | NAMES | CAR CAPACITY | | SWITCH CONNECTIONS |
| District | Mile | | S | G | |
| First | 224.05 | Hecla Junction | | 200 | West End. |
| " | 272.75 | Eiler | | | East End. |
| " | 274.31 | Oro Junction | | | East End. |
| " | 274.55 | Colo. Midland Connec'n | 24 | 32 | East End. |
| " | 279.39 | Cranes Park | 7 | | East End. |
| " | 289.41 | McAllister's | 17 | | East End. |
| " | 295.00 | Black Iron Spur | 6 | | East End. |
| " | 299.74 | Rock Creek | 3 | | East End. |
| Second | 303.38 | Dowds | 3 | | West End. |
| " | 325.42 | Sherman | 2 | | West End. |
| " | 353.34 | Power | 9 | | East End. |
| Aspen Branch | 363.00 | Deveraux Spur | 1 | | West End. |
| " | 362.81 | Flour Mill | 2 | | East End. |
| " | 364.16 | Rod Canon | 19 | | West End. |
| " | 370.64 | Kigging's Spur | 3 | | East End. |
| " | 376.00 | Farmers | 3 | | East End. |
| " | 380.42 | Hook's | 3 | | East End. |
| " | 384.46 | Saco | 11 | | West End. |
| " | 386.76 | Rose | 5 | | East End. |
| " | 399.49 | Powder | 3 | | East End. |
| " | 400.07 | Stock Yard | 8 | | Both Ends. |
| Blue River Branch | 290.61 | Craven's | | 2 | East End. |
| " | 293.44 | Kokomo Smelter | | 30 | East End. |
| " | 303.96 | Officer's | | 3 | East End. |
| " | 304.96 | Unava Lake | | 5 | East End. |
| " | 307.49 | Excelsior | | 15 | West End. |
| " | 307.51 | Cunninghams | | 10 | East End. |
| Calumet Branch | 225.46 | Spur | | 17 | East End. |
| " | 223.14 | Venice | | 20 | Both Ends. |
| " | 231.27 | Calumet | | 41 | Both Ends. |
| Iron Silver Mine Branch | 276.64 | Silver Cord Tunnel | | 63 | East End. |
| Chrysolite Extens'n | 276.56 | Last Chip Junction | | | Branch. |
| " | 277.11 | Chrysolite Mill | | 33 | West End. |
| " | 276.70 | Jason | | 15 | East End. |
| " | 276.99 | All Right Mine | | 12 | Both Ends. |
| " | 276.96 | Last Chip Mine | | 41 | Both Ends. |
| " | 279.88 | Wolftone Mine | | 8 | East End. |
| " | 279.66 | Greenback Mine | | 14 | East End. |
| " | 280.96 | Lida Mine | | 11 | West End. |
| " | 281.01 | Little Winnie | | 19 | West End. |
| " | 281.76 | Penn Mines, Nos. 2 & 3 | | 65 | East End. |
| " | 282.61 | Resurrection Mine No. 1 | | 60 | Both Ends. |
| " | 281.97 | Penn Mine, No. 1 | | | |
| " | 278.38 | Orange Street Line | | | Branch. |
| " | 277.50 | Henrietta Spur | | 12 | East End. |
| " | 277.64 | Caribou | | | Branch. |
| " | 277.45 | Minnie Concentrator | | 10 | East End. |
| " | 277.67 | Adams Mill | | 10 | West End. |
| " | 279.60 | R. A. M. | | 18 | East End. |
| " | 279.52 | McCormick | | 5 | West End. |
| " | 279.24 | Iron Silver Junction | | | Branch. |
| " | 276.96 | Coronado | | 10 | East End. |
| " | 277.10 | Midas | | 10 | East End. |
| " | 279.16 | El Paso Mine | | 54 | East End. |
| " | 281.46 | Resurrection No. 2 | | 43 | West End. |
| " | 281.74 | Diamond Mine | | 41 | West End. |
| " | 281.16 | New Monarch | | 40 | East End. |
| " | 281.11 | Ibex Pumphouse Spur | | 1 | West End. |

| THIRD DIVISION | | | | | |
|-------------------|--------|---------------------------------------|--------------|----|--------------------|
| LOCATION | | NAMES | CAR CAPACITY | | SWITCH CONNECTIONS |
| District | Mile | | S | G | |
| First | 243.70 | Hendricks | | 10 | East End. |
| " | 260.80 | Tank No. 7 | | 12 | West End. |
| " | 254.22 | Jackson Spur | | 3 | East End. |
| " | 285.91 | Haverly | | 6 | West End. |
| Second | 297.13 | Hall's Spur | | 3 | East End. |
| " | 340.68 | East Portal | | 10 | Both Ends. |
| " | 342.49 | Lu Jaua | | 23 | Both Ends. |
| " | 343.45 | Cem't Spur at W't P'l | | 12 | West End. |
| " | 343.45 | West Portal | | 23 | Both Ends. |
| " | 359.39 | Casner's | | 5 | East End. |
| " | 364.68 | Frosts | | 4 | West End. |
| " | 370.50 | Watson | | 3 | West End. |
| " | 375.77 | Campbell's | | 4 | West End. |
| " | 422.15 | Grand Jct. Water W'ks | | 4 | West End. |
| Third | 235.16 | Alder | | 3 | East End. |
| " | 239.37 | Davenport | | 7 | East End. |
| Monarch Branch | 222.00 | Charcoal | | 15 | East End. |
| Crested Butte Br. | 293.41 | Hay Spur | | 2 | East End. |
| " | 296.05 | Almour Quarry | | 3 | East End. |
| " | 311.80 | C. K. & N. Sp'r | | 8 | East End. |
| " | 318.48 | Silver Brook | | 34 | East End. |
| " | | | | 16 | East End. |
| Lake City Branch | 337.63 | Kellogs | | 7 | West End. |
| " | 349.65 | Crowes | | 6 | East End. |
| Ourray Branch | 359.15 | Vernal | | 7 | East End. |
| " | 369.32 | Mayfield | | 6 | East End. |
| " | 385.14 | Home Pyritic Smelter | | 19 | West End. |
| " | 385.41 | Lotus | | 12 | East End. |
| North Fork Branch | 377.24 | Beet Spur | | 4 | East End. |
| " | 379.06 | Read | | 3 | East End. |
| " | 379.76 | Saxton | | 12 | Both Ends. |
| " | 401.26 | Elberta | | 3 | East End. |
| " | 403.67 | Coburn | | 7 | East End. |
| " | 404.09 | Spur for North Fork Fruit Association | | 6 | East End. |
| " | 411.00 | Bowle | | 7 | Both Ends. |

SPEED TABLE

| Speed Per Hour | Time of Performance | | | Speed per Hour | Time of Performance | | |
|----------------|---------------------|--------|--------|----------------|---------------------|--------|--------|
| | ¼ Mile | ½ Mile | 1 Mile | | ¼ Mile | ½ Mile | 1 Mile |
| MILES | M. S. | M. S. | M. S. | MILES | M. S. | M. S. | M. S. |
| 1 | 15 00 | 30 00 | 60 00 | 31 | 0 39 | 0 58 | 1 56 |
| 2 | 7 30 | 15 00 | 30 00 | 32 | 0 28 | 0 56 | 1 52 |
| 3 | 5 00 | 10 00 | 20 00 | 33 | 0 27 | 0 54 | 1 49 |
| 4 | 3 45 | 7 30 | 15 00 | 34 | 0 26 | 0 53 | 1 45 |
| 5 | 3 00 | 6 00 | 12 00 | 35 | 0 25 | 0 51 | 1 42 |
| 6 | 2 30 | 5 00 | 10 00 | 36 | 0 25 | 0 50 | 1 40 |
| 7 | 2 08 | 4 17 | 8 34 | 37 | 0 24 | 0 48 | 1 37 |
| 8 | 1 52 | 3 45 | 7 30 | 38 | 0 23 | 0 47 | 1 34 |
| 9 | 1 40 | 3 20 | 6 40 | 39 | 0 23 | 0 46 | 1 32 |
| 10 | 1 30 | 3 00 | 6 00 | 40 | 0 22 | 0 45 | 1 30 |
| 11 | 1 21 | 2 43 | 5 27 | 41 | 0 21 | 0 43 | 1 27 |
| 12 | 1 15 | 2 30 | 5 00 | 42 | 0 21 | 0 42 | 1 25 |
| 13 | 1 09 | 2 18 | 4 37 | 43 | 0 20 | 0 41 | 1 23 |
| 14 | 1 04 | 2 08 | 4 17 | 44 | 0 20 | 0 40 | 1 21 |
| 15 | 1 00 | 2 01 | 4 00 | 45 | 0 20 | 0 40 | 1 20 |
| 16 | 0 56 | 1 52 | 3 45 | 46 | 0 19 | 0 39 | 1 18 |
| 17 | 0 52 | 1 49 | 3 31 | 47 | 0 19 | 0 38 | 1 16 |
| 18 | 0 50 | 1 40 | 3 20 | 48 | 0 18 | 0 37 | 1 15 |
| 19 | 0 47 | 1 34 | 3 09 | 49 | 0 18 | 0 36 | 1 13 |
| 20 | 0 45 | 1 30 | 3 00 | 50 | 0 18 | 0 36 | 1 12 |
| 21 | 0 42 | 1 25 | 2 51 | 51 | 0 17 | 0 35 | 1 10 |
| 22 | 0 40 | 1 21 | 2 43 | 52 | 0 17 | 0 34 | 1 09 |
| 23 | 0 39 | 1 18 | 2 36 | 53 | 0 17 | 0 34 | 1 07 |
| 24 | 0 37 | 1 15 | 2 30 | 54 | 0 16 | 0 33 | 1 06 |
| 25 | 0 36 | 1 12 | 2 24 | 55 | 0 16 | 0 32 | 1 05 |
| 26 | 0 34 | 1 09 | 2 18 | 56 | 0 16 | 0 32 | 1 04 |
| 27 | 0 33 | 1 05 | 2 13 | 57 | 0 15 | 0 31 | 1 03 |
| 28 | 0 32 | 1 04 | 2 08 | 58 | 0 15 | 0 31 | 1 02 |
| 29 | 0 31 | 1 02 | 2 04 | 59 | 0 15 | 0 30 | 1 01 |
| 30 | 0 30 | 1 00 | 2 00 | 60 | 0 15 | 0 30 | 1 00 |

LOCAL SURGEONS

DR. J. W. O'CONNOR, Chief Surgeon, Denver.
 GEO. H. CURFMAN Salida
 G. W. LARIMER Salida
 G. E. NEWELL Buena Vista
 J. A. JEANNOTTE Leadville
 E. A. WHITMORE Leadville
 C. B. WARREN Minturn
 W. W. CROOK Glenwood Springs
 J. M. BRADEN Carbondale
 E. C. GUTHRIE Aspen
 W. J. Le ROSSIGNOL Rifle
 H. R. BULL Grand Junction
 K. HANSON Grand Junction
 H. S. HENDERSON Grand Junction
 L. A. HICK Delta

HOSPITAL—Salida, D. & R. G.

J. J. WILLIAMS Hotchkiss
 H. W. HAZLETT Paonia
 W. B. WEEDEN Somers
 F. SCHERMERHORN Montrose
 H. H. MEREDITH Montrose
 G. N. TOWERS Ridgway
 W. W. ROWAN Ourray
 B. F. CUMMINGS Lake City
 N. MACKINTOSH Gunnison
 J. W. ROCKEFELLER Crested Butte
 O. P. SHIPPEY Villa Grove
 T. ROSEBROUGH Hooper
 CHAS. L. ORR Alamosa
 R. VAN SANDS Alamosa

RATING OF LOCOMOTIVES IN TONS OF 2,000 POUNDS

Number of Tons of Cars and Lading in Addition to Engine Tank and Caboose, which the Different Classes of Locomotives will haul from and to the Stations shown, under favorable conditions.

THIRD DIVISION

| FROM | TO | Engines | Engines | Engines | Engines | Engines |
|----------------|----------------|------------------------|----------------------|------------------------|------------------------|------------------------|
| | | Class 47 180 to 177 | Class 58 30 to 84 | Class 60 200 to 280 | Class 70 400 to 422 | Class 80 450 to 485 |
| Salida, | Marshall Pass, | 80 | 80 | 85 | 95 | 130 |
| Marshall Pass, | Sargent, | 400 | 400 | 400 | 400 | 400 |
| Sargent, | Gunnison, | 800 | 900 | 900 | 900 | 900 |
| Gunnison, | Cimarron, | 225 | 300 | 320 | 345 | |
| Cimarron, | Cerro Summit, | 80 | 80 | 85 | 95 | |
| Cerro Summit, | Montrose, | 450 | 450 | 450 | 450 | |
| Montrose, | Grand Junct., | 580 | 580 | 580 | 580 | |
| Grand Junct., | Delta, | 210 | 280 | 310 | 340 | |
| Delta, | Montrose, | 170 | 225 | 250 | 265 | |
| Montrose, | Cedar Creek, | 90 | 110 | 115 | 125 | |
| Cedar Creek, | Cerro Summit, | 60 | 80 | 85 | 95 | |
| Cerro Summit, | Cimarron, | 450 | 450 | 450 | 450 | |
| Cimarron, | Gunnison, | 185 | 250 | 270 | 295 | |
| Gunnison, | Sargent, | 300 | 400 | 430 | 460 | 675 |
| Sargent, | Marshall Pass, | 80 | 80 | 85 | 95 | 130 |
| Marshall Pass, | Salida, | 400 | 400 | 400 | 400 | 400 |

BRANCHES

| | | | | | |
|----------------|----------------|-----|-----|-----|-----|
| Salida, | Poncha Pass, | 60 | 80 | 85 | 95 |
| Poncha Pass, | Villa Grove, | 450 | 450 | 450 | 450 |
| Villa Grove, | Alamoss, | 800 | 900 | 900 | 900 |
| Alamoss, | Moffat, | 435 | 550 | 600 | 650 |
| Moffat, | Villa Grove, | 300 | 375 | 400 | 425 |
| Villa Grove, | Poncha Pass, | 90 | 115 | 125 | 160 |
| Poncha Pass, | Salida, | 400 | 400 | 400 | 400 |
| Villa Grove, | Orient, | 80 | 80 | 85 | 95 |
| Orient, | Villa Grove, | 500 | 600 | 500 | 600 |
| Moffat, | Crestone, | 60 | 80 | 85 | 95 |
| Crestone, | Moffat, | 400 | 400 | 400 | 400 |
| Salida, | Monarch, | 80 | 80 | 85 | 95 |
| Monarch, | Salida, | 400 | 400 | 400 | 400 |
| Gunnison, | Crested Butte, | 150 | 200 | 220 | 230 |
| Crested Butte, | Gunnison, | 740 | 840 | 840 | 840 |
| Crested Butte, | Floresta, | 75 | 105 | 120 | 140 |
| Floresta, | Crested Butte, | 155 | 210 | 225 | 240 |
| Crested Butte, | Anthracite, | 160 | 208 | 225 | 240 |
| Anthracite, | Crested Butte, | 150 | 208 | 225 | 240 |
| Saplnero, | Lake City, | 115 | 180 | 185 | 195 |
| Lake City, | Saplnero, | 120 | 190 | 195 | 205 |
| Montrose, | Rldgway, | 170 | 230 | 260 | 275 |
| Rldgway, | Ourray, | 105 | 140 | 160 | 180 |
| Ourray, | Montrose, | 740 | 840 | 840 | 840 |
| Delta, | Somerset, | 130 | 175 | 190 | 220 |
| Somerset, | Delta, | 270 | 450 | 485 | 510 |

SECOND DIVISION

| FROM | TO | Engines Class 150 700 to 710 | | Engines Class 170 720 to 739 | | Engines Class 175 1000 | | Engines Class 185 900 | | Engines Class 190 1100 | | Engines Class 220 1131 | |
|-----------------------|-------------|---------------------------------|-------------------|---------------------------------|-------------------|---------------------------|-------------------|--------------------------|-------------------|---------------------------|-------|---------------------------|-------|
| | | S. G. | N. G. | S. G. | N. G. | S. G. | N. G. | S. G. | N. G. | S. G. | N. G. | S. G. | N. G. |
| | | Salida, | Tenn. Pass, | 450 | 450 | 500 | 500 | 500 | 500 | 650 | 600 | 650 | 600 |
| No. 61, Salida, | Tenn. Pass, | 350 | | 350 | | 350 | | 400 | | 400 | | 440 | |
| Nos. 63 & 65, Salida, | Tenn. Pass, | 400 | | 425 | | 425 | | 525 | | 525 | | 570 | |
| Tenn. Pass, | Minturn, | 800 | | 800 | | 800 | | 800 | | 800 | | 800 | |
| Minturn, | Tenn. Pass, | 200 | | 225 | | 225 | | 300 | | 300 | | 330 | |
| Tenn. Pass, | Salida, | | | | | | | | | | | | |
| Minturn, | Grand Jc., | 1500 | | 1500 | | 1500 | | 1500 | | 1500 | | 1500 | |
| FROM | TO | Engines Class 108 | Engines Class 113 | Engines Class 150 | Engines Class 170 | Engines Class 175 | Engines Class 185 | Engines Class 190 | Engines Class 220 | | | | |
| Grand Jc. | Glenwood, | 500 | 700 | | | | | | | | | | |
| Glenwood, | Minturn, | 350 | 450 | 450 | 500 | 500 | 650 | 650 | 700 | | | | |
| Glenwood, | Carbondale, | | 440 | | | | | | | | | | |
| Carbondale, | Aspen, | | 300 | | | | | | | | | | |
| Aspen, | Carbondale, | | 850 | | | | | | | | | | |
| Carbondale, | Glenwood, | | 1250 | | | | | | | | | | |
| | | Class 58 | Class 60 | Class 70 | | | | | | | | | |
| Leadville, | Dillon, | 80 | 85 | 95 | | | | | | | | | |
| Both | Ways, | | | | | | | | | | | | |

Rules Governing the movement of trains in and through Tennessee Pass Tunnel, or within the Limits of the Electric Block

The Signal at the west end of Tunnel will be No. 1, Indicator Signal at switch stand in snow shed, east end of Tunnel, No. 2; Signal at east end of Tunnel, No. 3.

Eastward trains or engines must get a clear or white indication on Signal No. 1 before proceeding east of The Block Limit (six hundred feet west of Signal No. 1).

Westward trains or engines must get a clear or white indication on Signal No. 3 before proceeding west of The Block Limit.

If, after waiting five minutes, trains in either direction do not get a clear or white indication, they will proceed cautiously under protection of a flagman, who must be provided with Red and White Lanterns, Torpedoes and Fuses.

Switching Movements, East End of Tunnel

Engines or cars must not be moved west of Block Limit at Signal No. 3 (on main line or side track) until Indicator Signal No. 2 at switch stand in snow shed shows white or clear indication; then, when switch is thrown for siding, it sets Signals Nos. 1 and 3 at Block. This switch must, therefore, be lined up for main line except when absolutely necessary to move west of Block Limit at Signal No. 3.

These rules do not in any way modify or change the existing rules and regulations governing the protection of trains while occupying main line or siding not in to clear.

R. R. SUTHERLAND, Superintendent.

OPEN HOURS OF TELEGRAPH OFFICES

The following hours will prevail at all main line train order telegraph offices on the Second and Third Divisions. Except an emergency exists, Trainmen must not call Telegraph Operators for service outside of established hours:

Second Division

FIRST DISTRICT.

Salida "S".....Continuously.
 Nathrop.....12 Midnight to 12 Noon.
 Buena Vista.....12 Noon to 6 A. M.
 Granite.....Continuously.
 Malta.....Continuously.
 Leadville.....6 A. M. to 6 P. M.
 Tennessee Pass..Continuously.
 Pando.....6 A. M. to 6 P. M.
 Red Cliff.....Continuously.
 Minturn.....Continuously.

SECOND DISTRICT.

Avon.....7 A. M. to 7 P. M.
 Wolcott.....Continuously.
 Eagle.....8 P. M. to 6 A. M.
 7 A. M. to 5 P. M.
 Gypsum.....8 A. M. to 8 P. M.
 Dotsero.....8 P. M. to 8 A. M.
 Shoshone.....7 A. M. to 1 A. M.
 Glenwood, "GN".....Continuously.
 Newcastle.....Continuously.

Aspen Branch.

Carbondale.....7:30 A. M. to 6 P. M.
 7:30 P. M. to 9 P. M.
 Aspen.....7 A. M. to 7 P. M.

Third Division

FIRST DISTRICT.

Salida, "S".....Continuously.
 Marshall Pass...7:30 A. M. to 7:30 P. M.
 Sargent.....6 A. M. to 2 A. M.
 Gunnison.....6 A. M. to 2 A. M.

SECOND DISTRICT.

Iola.....8 A. M. to 8 P. M.
 Sapinero.....7 A. M. to 7 P. M.
 Cimarron.....8 A. M. to 8 P. M.
 Cedar Creek....8 A. M. to 8 P. M.
 Montrose.....6 A. M. to 2 A. M.
 Olathe.....7 A. M. to 7 P. M.
 Delta.....Continuously.
 Whitewater.....8 A. M. to 8 P. M.
 Grand Junction
 "JN".....Continuously.

THIRD DISTRICT.

Villa Grove.....7 A. M. to 7 P. M.
 Moffat.....7 A. M. to 7 P. M.
 Hooper.....7 A. M. to 7 P. M.

North Fork Branch.

Hotchkiss.....7:30 A. M. to 7:30 P. M.
 Paonia.....7 A. M. to 7 P. M.
 Somerset.....7 A. M. to 10 A. M.
 1 P. M. to 10 P. M.

Ouray Branch.

Ridgway.....7 A. M. to 7 P. M.
 Ouray.....7 A. M. to 7 P. M.

Crested Butte Branch.

Crested Butte...7 A. M. to 7 P. M.

SPECIAL NOTICE

Attention is called to Assistant General Manager's Circular No. 5, dated February 27th, 1908, relative to the Act of Congress limiting the hours of service of employees, effective March 4th, 1908, copies of which have been posted at all stations and bulletins. All employees affected thereby will familiarize themselves with this law, and obey the provisions thereof.

