

# The Colorado and Southern Railway Company

## TIME TABLE

### SOUTH PARK DIVISION

## No. 1



EFFECTIVE AT 12:01 A. M., MOUNTAIN TIME

**MONDAY, JUNE 5, 1922**

Destroy All Time Tables of a Previous Date.

This Time Table is for the Exclusive use and guidance of the employes concerned, who must carry in addition thereto the Book of Operating Rules.

# Sheridan Junction and Como Subdivision

FIRST CLASS Passenger		Symbols	Capacity of Stalls	Distance from Denver	TIME TABLE No. 1 STATIONS		Office Closed	FIRST CLASS Passenger	
70 Daily	A.M. 8.00				71 Daily	P.M. 6.30			
The above figures are for information only. The Denver Terminal Time Table governs all train movements between Denver and Sheridan Jct.					DENVER				
	A.M. L 8.27	R WYO Yd.	55	7.6	SHERIDAN JUNCTION	5.00 pm to 8.00 am	P.M. A 6.03		
	S			8.2	D. & R. G. W. CROSSING		S		
	f 8.37		30	11.2	MACROSE	No Office	f 5.52		
	f 8.45		10	14.1	CHATFIELD	No Office	f 5.45		
	f 8.51		33	16.7	THOMAS	No Office	f 5.39		
	f 8.59		31	19.9	KASSLER	No Office	f 5.31		
	s 9.01	WYF R	141	20.4	WATERTON	No Office	s 5.29		
	f 9.15		25	24.6	MILL GULCH	No Office	f 5.16		
	s 9.33	F	78	29.4	SOUTH PLATTE	No Office	s 4.58		
	f 9.42	W	24	31.7	DOME ROCK	No Office	f 4.49		
	f 9.52		21	34.6	DAWSONS	No Office	f 4.39		
	f 9.57		17	36.0	FOXTON	No Office	f 4.34		
	f 10.00		29	37.0	ARGYLE	No Office	f 4.31		
	s 10.10		71	39.6	BUFFALO	No Office	s 4.23		
	s 10.22	CY RFK	43	42.4	PINE GROVE	5.30 pm to 8.30 am	s 4.14		
	f 10.24		51	43.1	CRYSTAL LAKE	No Office	f 4.08		
	f 10.33		26	46.0	CLIFF	No Office	f 3.59		
	f 10.41	W	14	47.7	CROSSONS	No Office	f 3.53		
	f 10.59	F	29	51.6	ESTABROOK	No Office	f 3.42		
	f 11.04		6	53.2	INSMONT	No Office	f 3.36		
	s 11.09		31	54.6	BAILEYS	No Office	s 3.32		
	f 11.14		3	56.2	* GLENISLE	No Office	f 3.26		
	f 11.21		48	58.3	MADDOX	No Office	f 3.20		
	f 11.23		29	59.1	ALTRURIA	No Office	f 3.18		
	f 11.25	W	2	59.6	SHAWNEE	No Office	f 3.16		
	f 11.29		7	60.5	RICEVILLE	No Office	f 3.12		
	f 11.32		15	61.7	JACOT	No Office	f 3.09		
	f 11.34		20	62.0	LONG MEADOW	No Office	f 3.07		
	f 11.36		43	62.5	SINGLETON	No Office	f 3.05		
	f 11.39		17	63.5	WELLER	No Office	f 3.02		
	f 11.42		5	64.4	CASSELLS	No Office	f 2.59		
	s 11.50	YF RYD	95	66.1	GRANT	No Office	s 2.54		
	P.M. f 12.05	W	43	69.4	WEBSTER	No Office	f 2.42		
	f 12.28		9	73.8	HOOSIER	No Office	f 2.27		
	s 12.40	YF	86	76.0	KENOSHA	No Office	s 2.19		
	s 12.55	WY	76	81.1	JEFFERSON	5.00 pm to 8.00 am	s 1.58		
	f 1.03		19	84.1	MICHIGAN	No Office	f 1.49		
	f 1.14	Y		87.4	COMO WYE	No Office	1.40		
	A 1.20 P.M.	CWD RFK BYD	500	88.2	COMO	5.00 pm to 8.00 am	L 1.35 P.M.		
	Daily				(88.2)		Daily		
	5.20 10.5				SCHEDULE TIME AVERAGE MILES AN HOUR		4.55 17.2		

Passenger trains must not exceed  
30 miles an hour east of Waterton  
25 " " west " "

Freight trains must not exceed  
12 miles an hour Kenosha to Grant.  
12 " " Estabrook to Crossons  
12 " " South Platte to Intake  
20 " " Waterton to Sheridan Jct.  
15 " " balance of the Subdivision

**TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.**  
All first-class trains will stop on flag at  
Intake M.P. 22.8;  
Strontia Springs; M. P. 26.8  
Vermillion M. P. 30.6;  
Longview M. P. 31.2;  
Stone Spur M. P. 35.0;  
Ferndale M. P. 38.0;  
Clouderest M. P. 38.4;  
Riverview M. P. 39;  
Bryn Mawr M. P. 42.0;  
Haviland M. P. 45.5;  
Gienmore Lakes M. P. 45.7;  
Fairview M. P. 54.4;  
Grousemont M. P. 57.5.

† Eating Station.  
\* Spur connected at east end.  
† Spur connected at west end.  
Water Tank (M.P. 39) Riverview.

SOUTH PARK DIVISION  
WESTWARD

**Sheridan Junction and Morrison Subdivision**  
TIME TABLE No. 1

EFFECTIVE JUNE 5, 1922  
EASTWARD

SECOND CLASS				SYMBOLS TYRB O.C. WKYd	Capacity of Stalls	Distance from Denver	STATIONS	Office Closed	SECOND CLASS			
Mixed									Mixed			
60 Monday Wednesday Saturday A.M. 8.20									61 Monday Wednesday Saturday P.M. 4.15			
The above figures are for information only. The Denver Terminal Time Table governs all train movements between Denver and Sheridan Jct.												
	A.M.			YD			SHERIDAN JUNCTION				P.M.	
	L 8.45			WY	64	7.6	FORT LOGAN		5.00 pm to		A 3.50	
	f 8.48			R	24	8.6	LAKELAND	No Office	8.00 am		f 3.44	
	f 8.55				5	10.6	BEDFORD	No Office			f 3.38	
	f 8.58				4	11.6	LEE SIDING	No Office			3.35	
	f 9.02				5	12.7	COWAN	No Office			3.31	
	f 9.07				32	14.3	OLD QUARRY SPUR	No Office			3.25	
	f 9.16			Y	11	16.4	NEW QUARRY SPUR	No Office			3.18	
	A 9.25				350	17.1	MORRISON	No Office			L 3.15	
	A.M.			W	29	17.2		5.00 pm to			P.M.	
				R				8.00 am				
							(9.6)					
							SCHEDULE TIME				1.60	
	1.55						AVERAGE MILES AN HOUR				17.2	

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.  
\*Spur connected at east end.  
†Spur connected at west end.

ADDITIONAL SPURS AND BRANCHES, SHERIDAN JCT. AND COMO  
SUBDIVISIONS.

SILICA BRANCH			LIST OF ADDITIONAL SPURS AND SIDINGS			
Distance from Denver	Distance between Stations	STATIONS	Capacity of Stalls	Distance from Denver	STATIONS	Capacity of Stalls
20.4	.0	WATERTON	141			
21.1	0.7	* VINCENT	8			
22.7	1.6	* FRAUENHOFF SPUR	2			
33.3	0.6	* BOLTON	30			
24.	0.9	* SILICA	20	22.8	* INTAKE	3
		(3.8)		35.0	* STONE SPUR	4
				79.2	* CASE SPUR	11
				84.9	* FOX SPUR	2

# Como and Leadville Subdivision

SOUTH PARK DIVISION  
WESTWARD

TIME TABLE No. 1

EFFECTIVE JUNE 5, 1922  
EASTWARD

FIRST CLASS		Symbols	Capacity of Sidings	Distance from Denver	STATIONS	Office Closed	FIRST CLASS	
Passenger							Passenger	
70 Daily							71 Daily	
P.M. L 1.40	R.F.K. CWYTO BYD		500	88.2	..... <b>COMO</b> .....	5.00 pm to 8.00 am	† P.M. A 1.10	
f 1.53			19	90.9	†..... <b>PEABODYS</b> .....	No office	f 1.00	
f 2.08			24	93.9	..... <b>HALF WAY</b> .....	No office	f 12.50	
s 2.40	F		26	98.7	..... <b>BOREAS</b> .....	No office	s 12.35	
f 2.47			22	100.8	*..... <b>BELMONT</b> .....	No office	f 12.18	
f 2.57			24	103.7	..... <b>BACON</b> .....	No office	f 11.55	
			9	105.9	*..... <b>WASHINGTON SPUR</b> .....	No office		
f 3.07			20	106.5	*..... <b>MAYO SPUR</b> .....	No office	f 11.39	
			12	108.4	†..... <b>SMITH SPUR</b> .....	No office		
			13	108.7	†..... <b>PUZZLE</b> .....	No office		
s 3.23	WY F.YD		163	110.0	..... <b>BRECKENRIDGE</b> .....	5.30 pm to 8.30 am	s 11.22	
f 3.31			32	113.3	..... <b>BRADDOCKS</b> .....	No office	f 11.08	
				113.8	..... <b>VALDORA</b> .....	No office		
s 3.40 4.00	CWY FR		188	116.4	..... <b>DICKEY</b> .....	No office	s 10.57 10.37	
f 4.11			34	119.9	..... <b>FRISCO</b> .....	No office	f 10.27	
f 4.18	F		23	122.0	..... <b>CURTIN</b> .....	No office	f 10.21	
f 4.34	W		40	126.1	..... <b>SOLITUDE</b> .....	No office	f 10.08	
s 5.04	WY		109	132.8	..... <b>KOKOMO</b> .....	No office	s 9.46	
f 5.15			48	134.6	..... <b>ROBINSON</b> .....	No office	f 9.37	
f 5.22			21	135.9	*..... <b>BUFFERS SPUR</b> .....	No office	f 9.32	
s 5.29	TF		38	137.4	..... <b>CLIMAX</b> .....	No office	s 9.26	
f 5.32			4	138.0	*..... <b>WORTMANS</b> .....	No office	f 9.22	
f 5.56			13	144.8	*..... <b>BIRDS EYE</b> .....	No office	f 8.55	
f 6.14			630	149.9	..... <b>L. M. B. JUNCTION</b> .....	No office		
S				150.4	..... <b>D. &amp; R. G. W. XING</b> .....		S	
A 6.25 P.M.	CWYTO FKB		717	151.1	..... <b>LEADVILLE</b> .....	7.00 pm to 8.00 am	L 8.30 A.M.	
Daily	YD.R				(62.9)		Daily	
4.45 12.2					..... SCHEDULE TIME.....		4.40 13.5	
					..... AVERAGE MILES AN HOUR.....			

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

All first class trains will stop on flag at:  
Just east of bridge 107.67;  
Linderman, (M.P.142.8).

Selkirk Tank at M. P. 96.0.  
Baker Tank at M. P. 102.  
Kokomo Tank at M. P. 132.2.  
French Gulch Tank at M. P. 142.0.  
Three-mile Tank at M. P. 147.1.

†Eating Station.  
\*Spur connected at east end.  
†Spur connected at west end.

Passenger trains must not exceed 22 miles an hour between Como and Leadville. Freight trains must not exceed 13 miles an hour between Peabody and Breckenridge; Solitude and Climax, 15 miles an hour over balance of subdivision.

# Dickey and Keystone Subdivision

SOUTH PARK DIVISION  
WESTWARD

TIME TABLE No. 1

EFFECTIVE JUNE 5, 1922  
EASTWARD

FIRST CLASS		Symbols	Capacity of Sidings	Distance from Denver	STATIONS	Office Closed	FIRST CLASS	
Passenger							Passenger	
88 Daily	86 Daily						87 Daily	89 Daily
P.M. L 3.40	A.M. L 10.37	F.R. YCW	188	116.4	..... <b>DICKEY</b> .....		A.M. A 10.57	P.M. A 4.00
A 3.50	A.M. A 10.47	R	46	119.1	..... <b>DILLON</b> .....	5.30 pm to 8.30 am	L 10.47	L 3.50
P.M.	A.M.	Y	7	123.3	..... <b>KEYSTONE</b> .....		A.M.	P.M.
Daily	Daily				(6.9)		Daily	Daily
0.10 16.2	0.10 16.2				..... SCHEDULE TIME.....		0.10 16.2	0.10 16.2
					..... AVERAGE MILES AN HOUR.....			

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.

## BRANCHES AND ADDITIONAL SPURS AND SIDINGS

### WILFLEY'S MILL BRANCH

Distance from Denver	Distance between Stations	STATIONS	Car Capacity
132.8	.0	..... <b>KOKOMO</b> .....	100
133.3	0.5	*..... <b>BREENE'S SPUR</b> .....	20
133.9	0.6	..... <b>WILFLEY'S MILL</b> .....	
		(1.1)	

### ADDITIONAL SPURS ON KEYSTONE BRANCH

Distance from Denver	Distance between Stations	STATIONS	Car Capacity
119.7		†..... <b>STERNE SPUR</b> .....	123
122.4		†..... <b>COLLIGAN</b> .....	15

### LIST OF ADDITIONAL SPURS AND SIDINGS

Distance from Denver	STATIONS	Capacity of Track
109.4	*..... <b>GOLD PAN</b> .....	31
120.3	*..... <b>KING SOLOMON SPUR</b> .....	6
131.3	†..... <b>DINEEN</b> .....	5
135.5	*..... <b>SAND SPUR</b> .....	9
142.8	†..... <b>LINDERMAN</b> .....	9

**SOUTH PARK DIVISION Garos and Baldwin Subdivision** EFFECTIVE JUNE 5, 1922  
WESTWARD TIME TABLE NO. 1 EASTWARD

SECOND CLASS		Symbol's	Capacity of Sidings	Distance from Denver	STATIONS	Office Closed	SECOND CLASS	
Mixed							Mixed	
94 Mon., Wed., Sat. Only							93 Mon., Wed., Sat. Only	
		WY	40	104.6	..... GAROS .....			
		W	18	113.5	..... PLATTE RIVER .....			
		Y	14	119.9	..... BATH .....			
		W	40	123.6	..... NEWETT .....			
		W	15	126.6	..... McGEE'S .....			
A.M.	L 8.00	BWR C	400	135.3	..... BUENA VISTA .....	4.30 pm to 7.20 am	P.M. A 4.00	
S	8.15	Y	81	133.3	..... MACUNE .....	No Office	S 3.00	
f	8.25			134.9	..... SCHWANDERS .....	No Office	S 2.50	
S				137.7	..... D.&R.G.W.R. R. XING .....		S	
f	8.45		4	138.7	..... NATHROP .....	No Office	f 2.30	
f	9.10	WY	28	144.1	..... MOUNT PRINCETON .....	No Office	f 2.00	
f	9.40		14	148.8	..... GLENCLIFF .....	No Office	f 1.35	
f	9.55	W	20	150.8	..... FISHER .....	No Office	f 1.20	
s	10.40	W	42	155.3	..... ST. ELMO .....	No Office	s 12.55	
A 11.30	A.M.	TR	50	157.6	..... ROMLEY .....	No Office	L 12.35	
		WY	42	160.1	..... HANCOCK .....		P.M.	
			16	163.0	..... ATLANTIC .....			
			13	163.7	..... ALPINE TUNNEL .....			
				166.7	..... SHERROD .....			
		W	25	167.0	..... WOODSTOCK .....			
			8	169.8	..... VALLEY SPUR .....			
			38	173.9	..... QUARTZ .....			
		CWY O	215	176.7	..... PITKIN .....			
		W	43	183.4	..... OHIO CITY .....			
		WY	34	191.8	..... PARLINS .....			
				203.2	..... D.&R.G.W.R.R. XING .....			
				203.3	..... LA VETA HOTEL .....			
				203.5	..... D.&R.G.W.R.R. XING .....			
		CWY O	223	203.7	..... GUNNISON .....			
			3	208.8	..... WYLIE'S SPUR .....			
			8	211.9	..... TEACHOUT .....			
			11	215.4	..... HINKLES .....			
		WY	99	218.4	..... CASTLETON .....			
			60	220.9	..... BALDWIN .....			
					116.3			
Mon., Wed., Sat. Only							Mon., Wed., Sat. Only	
3.30	7.5						3.25	7.7
					SCHEDULE TIME			
					AVERAGE MILES AN HOUR			

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.  
 Water tank 0.9 mile west of Valley Spur.  
 Water tank one mile west of Newett.  
 Water tank 0.8 mile east of Platte River.  
 Lines between Garos and Buena Vista, Romley and Quartz, not operated. D. & R. G. W. operates line between  
 Quartz and Baldwin except use their own line between Parlins and Gunnison.

**SOUTH PARK DIVISION Como and Alma Subdivision** EFFECTIVE JUNE 5, 1922  
WESTWARD TIME TABLE NO. 1 EASTWARD

SECOND CLASS		Symbol's	Capacity of Sidings	Distance from Denver	STATIONS	Office Closed	SECOND CLASS	
Mixed							Mixed	
90 Daily Ex. Sunday							91 Daily Ex. Sunday	
	P.M. L 2.05	R F K CWYTO BYD	500	88.2	..... COMO .....	5.00 pm to 8.00 am	P.M. A 12.45	
f	2.25		20	93.6	..... RED HILL .....	No Office	f 11.45	
f	2.45		31	97.8	..... HAY RANCH .....	No Office	f 11.20	
f			3	100.1	*..... BURROWS SPUR .....	No Office	f	
f	3.05		9	102.5	..... ARTHURS .....	No Office	f 10.55	
f	3.20	WY	40	104.6	..... GAROS .....	No Office	f 10.40	
f			4	109.7	..... PLATTE RANCH .....	No Office	f	
f		Y	12	113.8	..... HILL TOP JUNCTION .....	No Office	f	
S	4.10		14	114.6	..... FAIRPLAY .....	5.30 pm to 8.30 am	S 9.55	
A 5.00	P.M.	CWY BR	14	120.0	..... ALMA .....	9.00 pm to 9.00 am	L 9.30 A.M.	
Daily Ex. Sunday					(31.8)		Daily Ex. Sunday	3.15 8.9
2.55	10.9				SCHEDULE TIME			
					AVERAGE MILES AN HOUR			

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD.  
 NO. 91 IS SUPERIOR TO NO. 90 ALMA TO COMO.

Leavick Branch				List of Additional Spurs			
Coal, Water, Wye, Turntable and Scale	Distance from Denver	Distance between Stations	STATIONS	Capacity of Truck	Distance from Denver	STATIONS	Capacity of Truck
Y	113.8		..... HILL TOP JUNCTION .....	12	107.6	*..... COHEN'S SPUR .....	4
	121.9	8.1	..... HORSE SHOE .....	5	113.8	..... GOLD DREDGE SPUR .....	18
Y	124.3	2.4	..... MUDSILL .....	4	118.9	..... SNOWSTORM .....	2
	125.0	0.7	..... LEAVICK .....	20	156.3	*..... GOLF .....	65
					168.3	..... ALIE BELL COAL SPUR .....	2
					168.3	*..... ALIE BELL ORE SPUR .....	3
					168.2	*..... FLORA BELL .....	3
					159.8	*..... COMSTOCK SPUR .....	1
WY	218.4	.0	..... CASTLETON .....	90	200.0	*..... BIEBLES SPUR .....	4
	219.6	1.2	..... COOPER SIDING .....	18	206.9	*..... VIDALS SPUR .....	2
	220.2	0.6	..... KUBLER MINE SPUR .....	60	219.4	..... WALLACE SPUR .....	7

FIRST CLASS		Passenger		Symbol	Capacity of Sidings	Distance from Denver	TIME TABLE No. 1	STATIONS	Office Closed	FIRST CLASS	
		53 Daily	51 Daily							52 Daily	54 Daily
		P.M. 3.15	A.M. 8.10	KBYD CWYTO FR		.0		DENVER		A.M. 9.50	P.M. 5.15
The figures shown above are for information only. The Denver Terminal Time Table governs all train movements between Denver and Clear Creek Jct.											
		L 3.27	L 8.22			2.00		CLEAR CREEK JCT.	No Office	A 9.38	A 5.03
		s	s			2.77		D. & S. L. CROSSING		s	s
		s 3.41	s 8.36		60	7.62		ARVADA	5.30 pm to 7.30 am	s 9.22	s 4.47
		f	f			9.40		RIDGE	No Office	f	f
		f 3.50	f 8.45		35	11.19		MT. OLIVET	No Office	f 9.11	f 4.37
		f	f		6	13.25	*	WIGGINGTON	No Office	f	f
		s 4.02	s 8.57	CWYTO YDB	550	15.87		GOLDEN	5.30 pm to 8.30 am	s 8.57	s 4.25
		f 4.13	f 9.10		15	18.78		CHIMNEY GULCH	No Office	f 8.45	f 4.13
		f 4.29	f 9.22		18	21.87		GUY GULCH	No Office	f 8.35	f 4.02
		f	f			23.36		BEAVER BROOK	No Office	f	f
		f 4.41	f 9.36		W	24.45		ELK CREEK	No Office	f 8.26	f 3.52
		f 4.53	f 9.47			26.79		ROSCOE	No Office	f 8.15	f 3.42
		4.57	f 9.51			27.80		BIG HILL	No Office	f 8.11	f 3.38
		s 5.00	s 9.55	CWY KR	17	28.71		FORKS CREEK	6.00 pm to 7.45 am	s 8.08	s 3.35
		5.10	s 10.05							8.03	s 3.28
		f 5.22	f 10.17		15	32.05		FLOYD HILL	No Office	f 7.53	f 3.18
		s 5.41	s 10.37	WO	300	37.40		IDAHO SPRINGS	6.00 pm to 9.00 am	s 7.36	s 3.01
		f 5.45	f 10.42			38.73		STANLEY MINES	No Office	f 7.29	f 2.54
		5.47	10.44		34	38.91		STANLEY MILL	No Office		
		f 5.49	f 10.46		8	39.39	*	FALL RIVER	No Office	f 7.26	f 2.51
		f 5.58	f 10.55		45	42.43		DUMONT	No Office	f 7.18	f 2.43
		f 6.06	f 11.02		28	44.21		LAWSON	No Office	f 7.12	f 2.37
		s 6.11	s 11.06		26	45.65		EMPIRE	No Office	s 7.07	s 2.32
		s 6.26	s 11.25	WYO	115	49.93		GEORGETOWN	6.40 pm to 6.40 am	s 6.52	s 2.17
		A 6.50 P.M.	A 11.50 A.M.	YR KB	45	54.05		SILVER PLUME	7.00 pm to 6.30 am	L 6.35 A.M.	L 2.00 P.M.
		Daily	Daily							Daily	Daily
		3.35	3.40					SCHEDULE TIME		3.15	3.15
		15.0	14.7					AVERAGE MILES AN HOUR		17.15	17.15

Distance from Denver	ADDITIONAL SPURS
	Clear Creek Subdivision
14.39	† . CONNORS (B. G.)...
16.95	† . CRUSHER (3 Rail)...
51.75	† . O'CONNEL'S (N.G.)...

TRAINS WESTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS EASTWARD

No. 106 IS SUPERIOR TO No. 153, BLACK HAWK TO FORKS CREEK

Passenger trains must not exceed  
 30 miles an hour between Denver and Golden, Standard Gauge.  
 28 miles an hour between Denver and Golden, Narrow Gauge.  
 18 miles an hour between Golden and Georgetown.  
 15 miles an hour between Georgetown and Silver Plume.  
 18 miles an hour between Forks Creek and Black Hawk.  
 15 miles an hour between Black Hawk and Central City.

Freight trains must not exceed  
 25 miles an hour between Denver and Golden.  
 12 miles an hour on balance of subdivision.

Trains must not exceed 4 miles an hour crossing steel bridge between Georgetown and Silver Plume, or over sliding track east of Golden smelter.

Third rail Clear Creek Junction to Golden (M.P. 16.76).  
 Third rail sidings Arvada, Mt. Olivet and Golden.  
 Ridge-Wigginton Standard gauge only.  
 \*Spur connected at west end.  
 †Spur connected at east end.  
 Telephone, Magpie, Huntsman and Elk Creek section house.

Westward		Forks Creek and Central City		Eastward						
FIRST CLASS			Symbol	Capacity of Sidings	Distance from Denver	Office Closed	FIRST CLASS			
Mixed							Mixed			
153 Daily	151 Sunday Only	105 Daily Ex. Sunday					152 Daily	106 Daily Ex. Sunday	156 Sunday Only	
P.M. L 5.05	A.M. L 10.00	A.M. L 10.00	RK CWY	17	28.71		6.00 pm to 7.45 am	A 8.00	P.M. A 3.30	P.M. A 3.30
f 5.30	f 10.25	f 10.25	W	18	33.51		No Office	f 7.40	f 3.00	f 3.10
s 5.45	s 10.40	s 10.45 s 11.00	TO	45	36.12		6.00 pm to 7.00 am	s 7.20	s 2.45 s 12.55	s 2.50
A 6.05 P.M.	A 11.00 A.M.	A 11.30 A.M.	C RBK	80	39.79		6.30 pm to 6.50 am	L 7.00 A.M.	L 12.30 P.M.	L 2.30 P.M.
Daily	Sunday Only	Daily Ex. Sunday						Daily	Daily Ex. Sunday	Sunday Only
1.00 11.2	1.00 11.2	1.30 7.4						1.00 11.2	3.00 3.0	1.00 11.2
SCHEDULE TIME										
AVERAGE MILES AN HOUR										

**ENGINE RATING IN TONS OF 2,000 LBS.**

**TONNAGE INSTRUCTIONS**

Conductors will see that trains are filled out to full rated tonnage before leaving stations; and between stations where there is no grade, or where grade is less than maximum, will fill out to known capacity of locomotives. The safety limit will apply in moving tonnage on down grades. Agents will see that cars are properly tagged with necessary gross tonnage cards showing in tons the total weight of car and contents, and will also insert such gross weight on the way-bill. All weight will be reported in even tons, fractions of one-half or more to be considered as one ton, and fractions of less than one-half to be disregarded. When tonnage card is not used, weight will be computed from way-bill and stenciled weight of car; and when car is moved on card bill where weight is not shown, such weight will be estimated as closely as possible.

When passenger equipment or empty freight cars are handled, the following tare weights will be used:

	ENGINE CLASSIFICATION AND NUMBERS						PASSENGER EQUIPMENT Standard Gauge		PASSENGER EQUIPMENT Standard Gauge—Continued		FREIGHT EQUIPMENT Standard Gauge					
	B-3-A 11 to 13	B-4-A 30	B-3-B 21-22	B-3-C 4-10	B-4-E 71-73	B-4-F 74-76	Tons	Tons	Tons	Tons	Tons	Tons				
		B-4-B 37-55	B-4-C 57-62	B-4-D 63-70									Coaches:	Freight Equipment		
<b>PLATTE CANON SUBDIVISION WEST BOUND</b>																
Denver to Waterton.....	340	380	395	425	475	575	Pullman Standard Sleepers.....	70	513; 514.....	31	Way Cars.....	17				
Waterton to Crossons.....	115	130	145	175	190	250	Pullman Tourist Cars.....	47	507; 508; 511; 515; 517; 518... 32	31	Box Cars:					
Crossons to Estabrook.....	90	100	110	140	155	180	Dining and Cafe Cars:		506; 509; 516; 519..... 33	33	5000-6292; 12000-13499..... 16	16				
Estabrook to Grant.....	115	130	145	175	190	215	626..... 53	524; 525; 526; 528; 529..... 34	34	14000-14699; 49000 to 49022... 18	18	Coal Cars:				
Grant to Kenosha.....	80	90	95	125	140	180	704..... 62	521; 527..... 35	520; 512; 520; 522..... 36	36	1901-1998..... 14	14	1901-1998..... 14	14		
Jefferson to Como.....	160	210	250	250	290	360	702; 703..... 64	510; 512; 520; 522..... 36	510; 512; 520; 522..... 36	36	2859-3227..... 14	14	2859-3227..... 14	14		
<b>EAST BOUND</b>																
Case Spur to Kenosha.....	85	110	130	130	140	185	705..... 71	540; 541; 542; 547; 548..... 43	538; 539; 543; 544; 545; 546... 49	49	3228-3560; 31000 to 31099... 17	17	Flat Cars:			
<b>LEADVILLE SUBDIVISION WEST BOUND</b>																
Como to Boreas.....	70	75	80	110	120	145	Business Cars:		502; 502; 530; 532 to 535 inc... 45	45	11401-11549..... 11	11	11401-11549..... 11	11		
Dickey to Climax.....	75	85	90	120	135	160	901..... 66	531; 536; 537..... 47	523..... 47	47	Stock Cars:		1491-1608; 11000-11299..... 15	15	1491-1608; 11000-11299..... 15	15
<b>EAST BOUND</b>																
Leadville to Climax.....	140	165	180	210	235	275	902..... 48	501..... 48	501..... 48	48	25000-25363; 28000-28249... 22	22	25000-25363; 28000-28249... 22	22	Refrigerator Cars:	
Dickey to Breckenridge.....	110	135	145	175	195	235	903..... 29	<b>Narrow Gauge</b>				50000-50049..... 20	20	50000-50049..... 20	20	
Breckenridge to Boreas.....	70	75	80	110	120	145	910-911..... 33	<b>Business Cars:</b>				9000-9999..... 19	19	9000-9999..... 19	19	
<b>GUNNISON SUBDIVISION WEST BOUND</b>																
Garos to Bath.....	100	130	150	150	170	210	Baggage and Combination Cars:		910; 911..... 27	27	10000-10149..... 23	23	10000-10149..... 23	23	Dumping Cars:	
Nathrop to Mt. Princeton.....	130	140	160	190	210	250	250..... 29	912..... 18	912..... 18	18	15000-15149..... 18	18	15000-15149..... 18	18	9000-9999..... 19	19
Mt. Princeton to Alpine Tunnel.....	70	90	100	110	120	150	278; 279..... 30	<b>Baggage and Combination Cars:</b>				16000-16499..... 20	20	16000-16499..... 20	20	
Gunnison to Teachout.....	300	375	430	430	460	500	202..... 31	20..... 15	2..... 16	16	18000-18299..... 20	20	18000-18299..... 20	20	18000-18299..... 20	20
Teachout to Baldwin.....	130	160	185	185	200	240	208; 323..... 32	21; 20..... 17	21; 20..... 17	17	20000-20349..... 18	18	20000-20349..... 18	18	20000-20349..... 18	18
<b>EAST BOUND</b>																
Gunnison to Parlins.....	275	325	350	350	400	450	209; 204; 205; 251; 325..... 34	<b>Coaches:</b>				4000-4547; 4600 to 4614; 2000 to 2009..... 10	10	4000-4547; 4600 to 4614; 2000 to 2009..... 10	10	
Parlins to Pitkin.....	125	160	190	190	215	250	206; 209..... 35	50; 58..... 17	59; 60; 72; 73; 75; 76; 79..... 18	18	Flat Cars:		1050-1098..... 8	8	1050-1098..... 8	8
Pitkin to Alpine Tunnel.....	70	95	110	110	120	150	324; 326..... 36	11; 12; 23; 26; 27; 28; 30; 41; 42; 43..... 37	10; 13; 25..... 20	20	Stock Cars:		7015-7134..... 11	11	7015-7134..... 11	11
Nathrop to Schwanders.....	325	400	450	450	500	550	213..... 37	40..... 22	<b>Refrigerator Cars:</b>				1100-1119..... 14	14	1100-1119..... 14	14
Schwanders to Bath.....	90	120	130	130	140	170	211; 217..... 38	20..... 15	132; 133; 135..... 12½	12½	1120-1125..... 15	15	1120-1125..... 15	15		
Platte River to Red Hill.....	340	380	395	425	475	520	216..... 39	20..... 16	134; 136; 138 to 148 inc..... 13	13						
Red Hill to Como.....	170	200	230	240	260	300	214..... 40	20..... 16	120 to 131 inc..... 13½	13½						

**STANDARD GAUGE**

**TONNAGE RATING, SHOWING ENGINE CLASSIFICATION AND NUMBERS**

	F-3-A 350-354	B-4-P 451-455	C-3-H 323-329	C-3-G 320-322	C-3-E 309-319	B-4-H 400-401	A-3-C 205-211	C-2-L 134
	B-4-R 600-643	B-4-Q1 700-708	C-3-H1 330-331	B-4-M 422-429			A-3-D 213-216	C-2-S 143
	B-4-R1 644-649						B-3-H 251	C-2-G 101
Denver to Golden.....	1090	900	770	730	600	500	480	390
Golden to Denver.....								

**NARROW GAUGE:**

**TONNAGE RATING, SHOWING ENGINE CLASSIFICATION AND NUMBERS**

	B-3-A 11, 12 and 13	B-3-B 21-22	B-3-C 4-10	B-4-A 30	B-4-C 57-62	B-4-D 63-70	B-4-F 74-76
				B-4-B 37-55		B-4-E 71-73	
	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Denver to Golden.....	180	230	270	230	270	300	415
Golden to Forks Creek.....	90	130	150	130	150	160	175
Forks Creek to Idaho Springs.....	85	120	140	120	140	150	165
Idaho Springs to Georgetown.....	120	170	200	170	200	210	250
Georgetown to Silver Plume.....	90	130	150	130	150	160	160
Forks Creek to Black Hawk.....	70	100	120	100	120	130	160
Silver Plume and Black Hawk to Denver.....	Down Grade						

# Special Rules and Instructions

1. Examination of Train.—All trains must stop at Kenosha, Boreas and Climax, and thoroughly inspect train. Engineer must receive card form 1621 from conductor at Boreas.

Freight trains Eastward must stop and thoroughly inspect train at Estabrook, Pine Grove, and South Platte.  
Freight trains will not carry passengers.

## RAILROAD CROSSINGS

2. D. & R. G. W. R. R. Crossing Sheridan Junction and Gunnison.—All trains must come to a stop and ascertain track is clear before crossing.

Colorado & Southern trains, westward, have the right to cross ahead of D. & R. G. W. trains in either direction; D. & R. G. W. trains going in either direction have the right to cross ahead of Colorado & Southern trains eastward.

3. D. & R. G. W. R. R. Near Nathrop. —A gate has been placed at D. & R. G. W. crossing, Mile Post 135.8, near Nathrop, its normal position being against Colorado & Southern trains. This gate must be closed and locked after Colorado & Southern trains have crossed.

4. D. & R. G. W. R. R. at Leadville. —All trains must come to a stop and ascertain that track is clear before crossing.

5. D. and S. L. R. R. at Clear Creek Junction. —All trains must come to a stop and ascertain that track is clear before crossing.

## LIST OF SURGEONS—HOSPITAL DEPARTMENT

Denver.			
F. H. McNAUGHT, Chief Surgeon,	Office, 742 Metropolitan Bldg., 16th and Court Place	Telephone	Main 268
	Residence, 745 Fillmore St.	"	York 491
G. B. PACKARD, Local Surgeon,	742 Metropolitan Bldg.	"	Main 263
	Residence	"	York 412
H. W. McLAUTHLIN, Local Surgeon,	Office, 208 Mack Block, 16th and California	"	Main 1808
	Residence	"	York 148
RUDOLPH MANN'S, Local Surgeon,	Office, 304 Mercantile Bldg.	"	Main 2786
	Residence	"	Gallup 167
B. F. STOCKETT, Local Surgeon,	Office, 2700 Larimer Street	"	Main 627
	Residence	"	South 2754W
CARL A. McLAUTHLIN, Local Surgeon,	Office, 208 Mack Bldg.	"	Main 1808
	Residence	"	York 201
WM. M. BANE, Oculist,	330 Metropolitan Bldg.	"	Main 1849
	Residence	"	York 7325
E. T. BOYD, Oculist,	823 Majestic Bldg.	"	Main 948
	Residence	"	York 7841-R
EDWARD DELEHANTY, Nervous Diseases		"	Main 187
HENRY SEWALL, Consulting Surgeon			
E. J. A. ROGERS, Consulting Surgeon			
LEONARD FREEMAN, Consulting Surgeon			
H. T. PERSHING, Consulting Nervous Diseases			
MELVILLE BLACK, Consulting Oculist			
J. M. FOSTER, Consulting Oculist			
PLATTE CANON DISTRICT			
J. F. SIROIS, Local Surgeon			Como, Colo.
LEADVILLE DISTRICT			
C. E. CONDON, } Local Surgeon			Breckenridge, Colo.
W. G. SMITH, }			Leadville, Colo.
H. A. CALIKNS, Local Surgeon			Leadville, Colo.
J. C. STRONG, Oculist			Leadville, Colo.
W. G. SMITH, Local Surgeon			Dillon, Colo.
GUNNISON DISTRICT			
L. M. GWINN, Local Surgeon			Fairplay, Colo.
G. V. NEWELL, Local Surgeon			Buena Vista, Colo.
CLEAR CREEK DISTRICT			
E. L. FOSTER, Local Surgeon			Arvada, Colo.
J. P. KELLY, Local Surgeon			Golden, Colo.
DR. JOHN ATCHISON, JR., Local Surgeon			Idaho Springs, Colo.
W. H. SCHULTZ, Local Surgeon			Central City, Colo.

LIST OF WATCH INSPECTORS  
K. C. Cosley, 301 Foster, Bldg., Denver, Colo.  
F. J. MUND, Leadville.

## MILEAGE SOUTH PARK DIVISION

Sheridan Junction to Como	80.52
Sheridan Junction to Morrison	9.95
Waterton to Silica	3.76
Como to Baldwin	132.60
Garos to Alma	15.41
Hill Top Junction to Leavick	11.32
Macune to Buena Vista	2.00
Castleton to Kubler Spur	1.80
Como to Leadville	63.76
Dickey to Keystone	7.04
Kokomo to Willley's Mill	1.11
Leadville to Mineral Belt	2.45
	331.73

## CLEAR CREEK SUBDIVISION

Clear Creek Jc. to Silver Plume	52.490
Golden to Church's Brick Yard	1.698
Depot Track at Georgetown	.136
Forks Creek to Central City	11.147
End of Track at Black Hawk	.520
Tail of Switch Back	.071
Total Main Line, Clear Creek Subdivision	66.062

**ROBT RICE, Vice-Pres. and General Manager.**  
**E. F. LOTT, Superintendent.**

**W. P. HAYDEN, Assistant General Manager.**  
**J. A. PAINE, Chief Dispatcher.**

**J. D. WALKER, Superintendent Transportation.**  
**H. R. KOCH, Train Dispatcher.**