

THE DENVER & RIO GRANDE WESTERN RAILROAD SYSTEM

T. H. BEACOM, RECEIVER

FIRST DISTRICT

SALIDA DIVISION

No. 113—TIME TABLE—No. 113

Taking effect Sunday, June 1, 1924, at 12:01 A. M.

Standard Time, 105th Meridian.

Superseding Time Table No. 112.

NOTE IMPORTANT CHANGES IN TIME TABLE RULES.

For the exclusive guidance of Employees, not for the information of the Public.

The Management reserves the right to vary from it at pleasure.

I. H. LUKE,
General Manager.

L. F. WILSON,
General Superintendent of Transportation.

J. T. NEDWIDECK,
General Superintendent.

HUGH WILSON,
Superintendent.

WESTWARD						MAIN LINE				WESTWARD						
THIRD CLASS			SECOND CLASS			Miles from Denver (Via cut-off)	Sub-Division 3 STATIONS TIME TABLE No. 113 June 1, 1924		Siding Capacity in Cars	FIRST CLASS						
	81 Local Freight		65 Colorado Fast Freight	61 California Fast Freight			3 Passenger	15 Passenger		7 Panoramic Special	1 Scenic Limited	235 Passenger	237 Passenger			
	Leave Mondays, Wed., and Fridays		Leave Daily	Leave Daily			Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	7.01 AM		4.10 PM	2.01 ⁶² AM	215.11	SB	SALIDA*†WCYT\$N	Yard	12.25 AM	3.55 AM	12.40 ² PM	4.30 PM				
	7.12		4.20	2.12	218.57		BELVIEW	100	12.34	f 4.01	12.48	4.39				
	7.26		4.33	2.23	222.23		BROWN CANON	111	12.41	f 4.07	12.55	4.46				
	7.46		4.50	2.40	227.21		ARENA	40	12.51 ⁶²	f 4.23 ⁴	1.05 ⁸	4.57				
	8.07		5.09 ¹	3.01	232.83		NATHROP	66	1.02	f 4.36	1.22 ⁸²	5.09 ⁶⁵				
					234.02		COLO. & SO. CROS. NO. 10									
	8.20		5.27	3.15	236.37		MIDWAY	64	1.10	f 4.45	1.30	5.17				
	8.45		5.50	3.30	240.32	Bv	BUENA VISTA	101	1.18	s 4.53	1.39	5.27				
					242.25		WILD HORSE			f 4.57						
	9.05		6.10	3.50 ⁴	244.72		AMERICUS	75	1.27	f 5.03	1.48	5.37				
	9.22		6.25	4.06	248.06		RIVERSIDE	75	1.33	f 5.11	1.55	5.46				
	9.42		6.44	4.24	252.15		PINE CREEK	75	1.40	f 5.20	2.03	5.56				
	10.15		7.06	4.48	257.31	Ga	GRANITE	75	1.52	s 5.32	2.14	6.07				
	10.25		7.16	4.58	259.49		WACO	42	1.57	f 5.37	2.19	6.12				
	10.40		7.33	5.15	263.20		KOBE	75	2.05	f 5.45	2.27	6.20				
	10.59 ²		7.50	5.30	266.85		SNOWDEN	74	2.13	f 5.53	2.35	6.30				
	11.43 ⁸		8.20	6.01	271.00	My	MALTA	Yard	s 2.27	s 6.05	2.50	s 6.48	11.01 AM	6.50 PM		
					273.33		EILERS	Yard		f 6.13			11.08	6.59		
					275.82	Q	LEADVILLE *\$WCTD	Yard		s 6.33			11.20 AM	7.10 PM		
	12.01 PM		8.31 ¹⁶	6.22	279.08		LEADVILLE JC.		2.33	f 6.45	2.57	6.57				
	12.20		8.53 ⁶²	6.53 ¹⁵	273.54		KEELDAR	113	2.43 ⁴	f 6.53 ⁶¹	3.06	7.10				
	1.01		9.59	8.01	277.27		TENNESSEE PASS WYN	145	s 3.03	s 7.05	s 3.25	s 7.25				
	1.15		10.16	8.15 ⁸²	280.99		MITCHELL	96	3.11	f 7.12	3.33	7.33				
	1.32		10.34	8.30	283.71		DEEN		3.20	f 7.20	3.42	7.43 ¹⁶				
	1.52		10.52	8.50	286.79		PANDO	57	3.26	f 7.26	3.48	7.48				
	2.15		11.24	9.10	288.72		RED CLIFF		3.42	s 7.43	4.04	8.04				
	2.30		11.38	9.22	293.94		BELDEN		3.49	f 7.50	4.11	8.11				
	3.01 PM		12.10 AM	10.01 AM	296.13		MINTURN*†WCTN	Yard	4.10 AM	f 8.10 AM	4.30 PM	8.30 PM				
	Arrive Mon., Wed. and Friday		Arrive Daily	Arrive Daily	301.96		(86.85) Via cut-off		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(8.00) 10.86		(8.00) 10.86	(8.00) 10.86			 Schedule Time. Average Speed per Hour.		(3.45) 23.16	(4.15) 21.74	(3.50) 22.66	(4.00) 21.71	(0.19) 15.22	(0.20) 14.46		

WESTWARD

EASTWARD

MAIN LINE

EASTWARD

WESTWARD

FIRST CLASS										Sub-Division 3 STATIONS TIME TABLE No. 113 June 1, 1924	Miles from Minturn (Via Leadville)	SECOND CLASS		THIRD CLASS				
238	236	16	8	2	4							62		82				
Passenger	Passenger	Passenger	Panoramic Special	Scenic Limited	Passenger							California Fast Freight		Local Freight				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Arrive Daily		Arrive Tuesdays, Thurs- days, Saturdays				
		11.05 PM	1.30 PM	12.40 ⁷ PM	4.50 AM	Yard	SB	SALIDA *†WCYT†N	92.39		2.01 ⁶¹ AM		2.30 PM					
		f 10.58	1.22	12.33	4.42	100		BELLEVIEW	88.93		1.30		2.17					
		f 10.49	1.15	12.26	4.34	111		BROWN CANON	85.27		1.13		2.05					
		f 10.39	1.05 ⁷	12.16	4.23 ¹⁵	40		ARENA	80.29		12.51 ³		1.44					
		f 10.26	12.54	f 12.05 PM	4.12	66		NATHROP	74.67		12.24		1.22 ⁷					
								COLO. & SO. CROSS. NO. 10	73.48									
		f 10.18	12.46 ⁸²	11.57	4.05	64		MIDWAY	71.13		12.04 AM		12.46 ⁸					
		s 10.10	12.40	s 11.51	s 3.58	101	Bv	BUENA VISTA	67.18		11.44		12.25 PM					
		f 10.06						WILD HORSE	65.25									
		f 10.01	12.33	11.43 ⁸²	3.50 ⁶¹	75		AMERICUS	62.78		11.24		11.43 ²					
		f 9.55	12.27	11.37	3.44	75		RIVERSIDE	59.44		11.10		11.20					
		f 9.46	12.19	11.29	3.36	75		PINE CREEK	55.35		10.50		10.45					
		f 9.34	12.08	11.19	3.25	75	Ga	GRANITE	50.19		10.30		10.15					
		f 9.29	12.03 PM	11.14	3.20	42		WACO	48.01		10.10		9.58					
		f 9.21	11.57	11.07	3.14	75		KOBE	44.30		9.52		9.46					
		f 9.13	11.51	10.59 ⁸¹	3.08	74		SNOWDEN	40.65		9.40		9.34					
6.35 PM	10.45 AM	s 9.04	11.43 ⁸¹	s 10.52	s 2.59	Yard	My	MALTA	36.50		9.25		9.20					
6.23	10.33	f 8.57				Yard		EILERS	34.17									
6.15 PM	10.25 AM	s 8.50				Yard	Q	LEADVILLE *†WCTD	31.68									
		f 8.31 ⁶⁵	11.35	10.40	2.50			LEADVILLE JC.	28.42		9.05		9.08					
		f 8.20	11.28	10.33	2.43 ³	113		KEELDAR	24.69		8.53 ⁶⁵		8.56					
		s 8.10	s 11.20	s 10.25	s 2.30	145	Ps	TENNESSEE PASS WYN	20.97		8.40		8.40					
		f 7.57	11.04	10.09	2.16	96		MITCHELL	18.25		8.12		8.15 ⁶¹					
		f 7.43 ¹	10.50	9.55	2.01		Double Track	Df DEEN NO	15.17		7.52		7.50					
		f 7.32 ⁶²	10.42	9.47	1.52	57		Py PANDO WDY	13.24		7.32 ¹⁶		7.40					
		s 7.12	10.14	9.19	1.26			Rc RED CLIFF D	8.02		6.50		7.15					
		f 7.02	10.05	9.10	1.16			BELDEN	5.83		6.34		6.58					
		† 6.40 PM	9.40 AM	8.45 AM	12.50 AM	Yard		HdB *MINTURN †WCTN			6.01 PM		6.30 AM					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			(86.85) Via cut-off			Leave Daily		Leave Tues, Thurs.					

(0.20) 14.46	(0.20) 14.46	(4.25) 20.92	(3.50) 22.66	(3.55) 22.17	(4.00) 21.71	Schedule Time.		(8.00) 10.86	(8.00) 10.86						
						Average Speed per Hour.									

WESTWARD

MAIN LINE

EASTWARD

									Miles from Denver	Sub-Division 4 STATIONS TIME TABLE No. 113 June 1, 1924			Miles from Grand Junction	Siding Capacity in Cars	FIRST CLASS				SECOND CLASS	THIRD CLASS				
THIRD CLASS		SECOND CLASS		FIRST CLASS				2							8	16	4	62	84	86				
85	83	61	65	1	7	15	3	Scenic Limited							Panoramic Special	Passenger	Passenger	Scenic Limited	Panoramic Special	Passenger	Passenger	California Fast Freight	Local Freight	Local Freight
Local Freight	Local Freight	California Fast Freight	Colorado Fast Freight	Scenic Limited	Panoramic Special	Passenger	Passenger																	
	Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Passing Tracks	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily Except Sunday					
		12.40 PM	11.01 AM	1.15 AM	8.40 PM	4.40 PM	8.30 AM	4.20 AM	301.96	Double Track	{ HdB MINTURN*WCTN† 1.61 WATTS 4.37	Double Track	147.60	Yard	8.35 AM	9.30 AM	6.20 PM	12.40 AM	4.45 PM	12.10 PM				
		12.45	11.06	1.21	8.44	4.44	8.34 2	4.25	303.57				145.99	8.30 15	9.25	6.15	12.35	4.35	11.56					
		1.01	11.24 84	1.37	8.54	4.53	8.42	4.35	307.94	An	AVON 6.36	D	141.62	75	8.16	9.16	6.02	12.20	4.15	11.24 61				
		1.25	11.48	2.02	9.06	5.05	9.02 8	4.48	314.30		ALLENTON 4.75	W	135.26	73	8.01	9.02 15	5.47	12.02 AM	3.45	10.48				
		1.40	12.05 PM	2.20	9.16	5.15	9.12	4.58	319.05	Ru	WOLCOTT 2.26	N	130.51	73	7.45	8.50	5.35	11.50	3.20	10.22				
		1.51	12.14	2.29	9.21	5.20	9.17	5.03	321.31		KENT 2.28		128.25	32	7.40	8.46	5.30	11.45	3.10	10.10				
		2.03	12.23	2.38	9.26	5.25 16	9.22	5.08	323.59		ORTEGA 5.39		125.97	87	7.35	8.41	5.25 7	11.40	3.01	9.58				
		2.35 62	12.42	2.58	9.38	5.37	9.32 84	5.20	328.98	Gx	EAGLE 6.85	WN	120.58	80	7.23	8.30	5.09	11.29	2.35 83	9.32 15				
		3.05	1.07	3.25	9.51	5.50	9.44	5.34	335.83	Gp	GYPSUM 6.83	D	113.73	86	7.07	8.17	4.55	11.16	2.05	8.59				
		3.40	1.39 62	3.51	10.04	6.05	9.56	5.50	342.66		DOTSERO 7.84		106.90	87	6.51	8.01	4.41	11.02	1.39 61	8.28				
		4.25 16	2.08	4.21	10.20	6.22	10.12	6.08	350.50	Hn	SHOSHONE 4.71	WN	99.06	77	6.32	7.42	4.25 83	10.45	1.08	7.53				
		4.52	2.28	4.40	10.32 4	6.34	10.22	6.20 2	355.21		GRIZZLY 4.88		94.35	72	6.20 3	7.31 84	4.16	10.32 1	12.45	7.31 8				
8.30 AM	5.20 PM	3.01	5.08	10.47	6.50	10.37	6.38	360.09	Gn	GLENWOOD *B†WN 0.68	WN	89.47	55	6.09	7.20	4.04	10.16	12.15	7.01 AM	2.30 PM				
8.36		3.10	5.18	10.50	6.53	10.40	6.41	360.77		FUNSTON 7.47	TCY	88.79	Yard	6.04	7.15	3.59	10.08	12.10 PM		2.25				
8.57		3.45 16	5.49 2	11.04	7.07	10.55	7.01 8	368.24		CHACRA 4.43		81.32	64	5.49 65	7.01 3	3.45 61	9.55	11.25		2.01				
9.10		4.01	6.10	11.13	7.15	11.05 62	7.17	372.67	Nc	NEWCASTLE 6.79	WN	76.89	95	5.40	6.51	3.33	9.45	11.05 15		1.40				
9.40		4.24	6.35 8	11.25	7.28	11.21	7.30	379.46	Si	SILT 3.95	D	70.10	74	5.25	6.35 65	3.18	9.33	10.24		1.10				
10.01 62		4.38	6.51	11.33	7.36	11.31	7.38	383.41		IVES 3.23		66.15	72	5.16	6.25	3.10	9.25	10.01 85		12.40				
10.25		4.50	7.04	11.43	7.43	11.41	7.48	386.64	Rf	RIFLE 4.80	WN	62.92	75	5.09	6.18	3.02	9.18	9.43		12.20 PM				
10.55		5.08	7.24	11.52	7.54	11.52 86	7.58	391.44		LACY 3.89		58.12	52	5.01	6.09	2.51	9.08	9.23		11.52 15				
11.25 86		5.23	7.41	12.02 AM	8.03	12.02 PM	8.07	395.33		MORRIS 8.64		54.23	87	4.54	6.01	2.42	8.59	9.03		11.25 85				
12.01 PM		5.53	8.23 3 62	12.16	8.22	12.22	8.23 65 62	403.97	Gv	GRAND VALLEY WCN 4.78		45.59	85	4.38	5.44	2.27	8.42	8.23 3 65		10.40				
12.15		6.10	8.50	12.25	8.33 4	12.32	8.31	408.75		UNA 7.85		40.81	55	4.30	5.35	2.17	8.33 7	7.59		10.15				
12.49 15		6.39	9.30 86	12.40	8.48	12.49 85	8.45	416.60	De	DE BEQUE 6.96	WN	32.96	42	4.17	5.20	2.02	8.20	7.30		9.30 65				
1.43 16		7.04	10.05	12.53	9.01	1.03	8.58 86	423.56		AKIN 4.11		26.00	46	4.04	5.06	1.43 85	8.06	7.03		8.58 3				
2.10		7.20	10.28	1.01	9.08	1.12	9.07	427.67		TUNNEL 4.96		21.89	77	3.57	4.58	1.34	7.58	6.45		8.35				
2.40		7.49 4	10.55	1.10	9.18	1.24 16	9.16	432.63		GALE 4.57		16.93	82	3.48	4.48	1.24 15	7.49 61	6.28		8.05				
3.10		8.12	11.18	1.21	9.26	1.37	9.29	437.20	Pd	PALISADE 5.52	WN	12.36	91	3.40	4.40	1.14	7.39	6.10		7.40				
3.45		8.32	11.40	1.31	9.36	1.47	9.43	442.72	Fn	CLIFTON 6.84	D	6.84	75	3.33	4.33	1.01	7.29	5.50		7.10				
4.30 PM		9.10 PM	12.30 PM	1.50 AM	9.50 PM	2.01 PM	10.01 AM	449.56	JnB	GRAND JUNCTION*WCTYN 6.84		Yard	3.20 AM	4.20 AM	12.45 PM	7.15 PM	5.25 AM		6.30 AM					
	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(147.60)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily Except Sunday				
	(8.00) 11.18	(4.40) 12.45	(10.09) 14.54	(11.15) 13.12	(5.10) 28.56	(5.10) 28.56	(5.31) 26.75	(5.41) 25.97			Schedule Time..... Average Speed per Hour.....				(5.15) 28.11	(5.10) 28.56	(5.35) 26.43	(5.25) 27.25	(11.20) 13.03	(5.09) 11.29	(8.00) 11.18			

WESTWARD

ASPEN BRANCH

EASTWARD

SECOND CLASS				FIRST CLASS				FIRST CLASS				SECOND CLASS			
229				230											
Mixed				Mixed											
Leave Daily				Arrive Daily											
7.45 AM				3.30 PM											
f 8.10				f 2.50											
s 8.50				s 2.30											
f 9.15				f 1.45											
s 9.30				s 1.32											
f 10.30				f 12.50											
11.25 AM				12.15 PM											
Arrive Daily				Leave Daily											
(3.40) 11.63				(3.15) 13.12											

Number 229 is superior to 230

WESTWARD

IBEX BRANCH

EASTWARD

SECOND CLASS				SECOND CLASS			
Sub-Division 3-B				Sub-Division 3-B			
STATIONS				STATIONS			
TIME TABLE No. 113				TIME TABLE No. 113			
June 1, 1924				June 1, 1924			
Miles from Denver				Miles from Ibox			
275.82				7.03			
Q				Yard			
LEADVILLE §*WCTD							
0.48							
276.30				6.55			
C. & S. CROSSING NO. 12							
0.01							
276.31				6.54			
CHRYSLITE JUNC.							
1.92							
278.23				4.62			
GRAHAM PARK JUNC.							
1.13							
279.36				3.49			
ROY				24			
0.86							
280.22				2.63			
WATER TANK							
0.16							
280.38				2.47			
EVANS				5			
0.46							
280.84				2.01			
PENN JUNC.							
0.97							
281.81				1.04			
ALPS JUNC.							
1.04							
282.85				Yard			
IBEX							
(7.03)							

SPECIAL TIME TABLE RULES

SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

1. Definition appearing on Page 9, Rules and Regulations of the Operating Department, reading:

"DISTRICT—A part of a division so designated on the time table" is hereby abrogated. That part of a division heretofore designated as a DISTRICT will hereafter be designated as a SUB-DIVISION.

2. Eastward trains are superior to Westward trains of the same class.

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

3. A train must not leave its initial station on any sub-division without a clearance card unless otherwise prescribed by time table rule.

3-A. Trains Nos. 16 and 238 will leave Leadville without a clearance card.

4. Train Register Books are located at: Salida, Malta, Leadville, Leadville Jct., for trains running via Leadville, Tenn. Pass, Pando, Minturn, Glenwood, Grand Junction, Aspen.

Register stations are shown in body of the Time Table in FULL FACED type. At such stations conductors must personally register their trains unless otherwise provided by Time Table Rules or train orders.

4-A. A train relieved from registering by time table rule, or train order, will be cleared of register by train order. Conductor will register by Registering Ticket and operator will record same in train register.

4-B. Conductors must register the number of their helper engines with their trains.

4-C. There are no train order signals at Malta, Leadville, Tennessee Pass or Glenwood. No train will leave these points without clearance card, except No. 16 and No. 238 as provided in rule 3-A.

5. YARD LIMIT STATIONS: Salida, Buena Vista, Granite, Malta, Leadville, Tennessee Pass, Pando, Minturn, Eagle, Glenwood, Funston, Grand Valley, Grand Junction and Aspen.

Within yard limits, the main track may be used protecting against first class trains. Second and inferior class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear. However, trains while standing within yard limits or stations protected by yard limit boards, in stormy or foggy weather, or where the view is obscured and where the head or rear end of their train is so situated that it cannot be seen by approaching train FOR A DISTANCE OF 1,000 FEET must be protected according to Rule 99. This will not relieve the approaching train in any manner from responsibility under existing yard limit rules.

5-A. WATER TANKS BETWEEN STATIONS: located at M. P. 249.5 and 258.1.

6. When a train is detoured it must not leave the station at which it returns to its own rails, without a "31" running order.

7. Unless otherwise indicated, the time of a train at any station on time table applies to the switch where an inferior train takes the siding; where there is no siding, it applies to the place from which fixed signals are operated. Where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

8. A switch must not be closed for main track while a train, engine, or car is outside of clearance point of the siding. Neither switch of a cross-over between two main tracks must be closed for a main track while a train, engine or car occupies such a cross-over. A train entering a siding or moving through a cross-over between main tracks must not stop to pick up a man at switch while any part of train is between switch and clearance point of siding or between switches of the cross-over.

At point of meeting the superior train, if arriving first, must set the switch to be used by the inferior train in entering the siding.

9. When running over track or bridges under slow order, the conductor must have a man on the steps of the last car of a passenger train and on top of the last car of freight train who will give proceed signal when the point covered by the slow order has been passed.

10. In order to further promote safe operation of our trains, it is the duty of trainmen, sectionmen and bridgemen, station employes, pumpers, and all others whose duty will permit, to place themselves in a position to discover any unusual or unsafe condition about passing trains, and give suitable signal to conductor or rear brakeman who must be in position to receive and act upon such signal.

11. On approaching a station at which a train should stop or take the siding to meet or be passed by another train, the conductor must give the engineman a stop signal and the engineman must acknowledge the signal by one short blast of the whistle. The signal should be given immediately after the station whistle is sounded, and should the engineman fail to acknowledge it, the conductor must stop the train. Conductors on passenger trains will use signal 16 (d) for this purpose.

12. Rule 14 (K) of the Rules and Regulations of the Operating Department is supplemented as follows:

If not answered by a train, the train displaying signals must stop and ascertain the cause.

Enginemen must whistle classification signals to both engine and caboose. Trainmen at caboose will answer by hand or lamp signal.

13. Unless some form of block signals is used, trains must keep at least five minutes apart, except in closing up at stations. A train following a train carrying passengers must keep at least ten minutes behind it.

Operators at open telegraph offices will block trains accordingly, holding train order signals at "stop" the required time for this purpose.

14. During zero weather, it will not be necessary for trainmen to ride on top on descending grades. They must, however, see that brakes are thoroughly tested and put in proper condition immediately before descending and they will be required to ride on top after train has started from the summit until after the engineer has made first application of air, and has made check of speed to be sure that engineer by such check and handling has full control of the air. It is also imperative that every trainman be in his proper place ready to take instant action should anything occur at any point on descending grades. The rear brakeman and the conductor must be in the cupola watching their train, with brake clubs at hand so they can give assistance the instant anything goes wrong. The head brakeman is also required to place himself in readiness in a similar manner and no excuse will be taken from the conductor for failure to see that his brakemen and himself are properly placed.

The trainmen should also watch the air gage in the caboose and if they find engineer is losing air pressure in making reductions, or losing control of train, will take necessary action to assist with brakes so that the engineer can re-charge to the full train line and reservoir pressure.

14-A. In applying retainers, commence at the head end of train; alternating retainers every ten miles, and in changing position of retainers, speed of train will be reduced to fifteen (15) miles per hour while change is being made. In operating retainers, if any individual car is found to have wheels overheating, retainers must be turned to release position until wheels have had sufficient time to cool.

14-B. TENNESSEE PASS TO SALIDA. All trains consisting of fruit, stock or similar light lading, one-third (1/3) of the retainers must be used between Tennessee Pass and Buena Vista, in light holding position.

On bullion, ore or trains of similar heavy lading, two-thirds (2/3) of the retainers must be used between Tennessee Pass and Buena Vista, in light holding position.

On all freight trains, at least one-third (1/3) of the retainers must be used in light holding position from Belleview to east end of Salida Yard.

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

14-D. The members of train crews must assist inspectors in inspecting air-brake equipment, as well as the general condition of the train, before leaving Tennessee Pass westward and descending grades Leadville District.

Use retainers on all cars.

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

14-E. 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, 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 Fusees.

14-F. SWITCHING MOVEMENTS, EAST END OF TUNNEL, TENNESSEE PASS. 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 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.

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

14-H. MINTURN TO ALLENTON. One-fourth (1/4) of the retainers to be used in light holding position. If any individual car is found to have wheels overheating, turn retainer to release position until they have had sufficient time to cool.

14-I. All Westward trains will stop at Tennessee Pass for inspection of trains and brakes.

14-J. Westward freight trains will stop ten (10) minutes at Pando and Eastward freight trains ten (10) minutes at Malta, ten (10) minutes at Granite, and ten (10) minutes at Buena Vista to cool wheels and inspect trains.

14-K. Westward freight trains will stop ten (10) minutes at Eagle and inspect trains.

15. All railroad crossings at grade are protected by Interlocking Signals, except as follows:

Sub-Division	M. P. Location	Crossing	Remarks	Operated by
3	234.02	C and S	Gate Normally Across C & S	Train or Enginemen

Trains must approach this crossing under control, proceeding without stop if gate is in normal position, and stopping if gate is against D. & R. G. W. track.

16. Passenger equipment must not be handled in switching, unless the air is in service on all cars, and must not be cut off when moving.

17. 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 trains stop when passes are stamped: "Good on Freight Trains."

Passengers may be carried on the following trains: Nos. 81 and 82, between Malta and Minturn. Nos. 83 and 84, between Minturn and Glenwood. Nos. 85 and 86, between Glenwood and Grand Junction.

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

19. Rule No. 19 of the Rules and Regulations of the Operating Department is revised as follows:

"The following signals will be displayed one on each side of the rear of every train, as markers, to indicate the rear of the train: By day marker lamps not lighted; by night lighted markers displaying green to the front and side and red to the rear, except when the train is clear of the main track, when green lights must be displayed to the front and rear. On double track when a train is turned out against the current of traffic, green lights must be displayed to the front, a green light to the rear on the side next to the main track on which the current of traffic is in the direction the train is moving, and a red light to the rear on the opposite side. At night, an additional red light will be displayed to the rear on freight trains in the caboose cupola which must be turned to show green to the front and rear as soon as train is clear of the main track or when train is running against the current of traffic on double track. Trains while standing on main track at night must also display a red light in center of rear platform."

20. Paragraph 4, Rule 5, of the Rules and Regulations of the Operating Department is revised as follows:

"Where there are one or more trains scheduled to meet or pass a train at any station, attention is called to it by small figures denoting train or trains to be met or passed."

21. All employes are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side of a car; and all employes must protect themselves from injury in passing such structures.

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height while passing over, through or under the following-named bridges, viaducts, snow sheds or tunnels, and necessary precautions must be used by all employes to protect themselves from injury from overhead structures at said points while riding on top of cars.

SPECIAL TIME TABLE RULES—Continued

Sub-Division	Mile	Name
3	246.42	Through Bridge, between Americus and Riverside.
3	254.15	Through Bridge, between Pine Creek and Granite.
3	281.20	Tennessee Pass Tunnel.
3	286.55	Deen Tunnel, east of Deen.
3	296.13	Belden Tunnel.
3	298.15	Rock Creek Tunnel.
4	303.35	Through Bridge, west of Minturn.
4	349.95	Tunnel, west of Dotsero.
4	350.95	Tunnel, west of Shoshone.
4	359.02	Tunnel, east of Glenwood.
4	360.48	Through Bridge, at Glenwood.
4	372.83	Bridge 372-A.
4	371.14	Tunnel, west of Tunnel Station.
4-A	371.71	Through Bridge, east of Carbondale.
3-B	275.82	Snow Sheds.

22. Rule 6 of the Rules and Regulations of Operating Department is revised as follows:

"On the employes' time table the words 'daily', 'daily, except Sunday', etc., printed at the head and foot in connection with a train, indicate how it shall be run." The following signs indicate:

- s—Regular stop.
- f—Flag stop to receive or discharge passengers or freight.
- ¶—Meals or lunch.
- N—Day and night telegraph office.
- NO—Night (only) telegraph office.
- D—Day (only) telegraph office.
- DN—Part day and part night telegraph office.
- TG—Telegraph station.
- C—Coal station.
- W—Water station.
- Y—Wye.
- T—Turntable.
- §—Scale.
- B—Bulletin.
- ‡—Standard clock.
- *—Sand.

23. The speed of trains should be so restricted that absolute safety will be assured, and the maximum speed will ordinarily be that necessary to make the schedule. Except in territory specified below, enginemen and conductors may moderately increase the speed above that required by the schedules when the necessity arises, if in their judgment it be safe and prudent, bearing in mind that safety in operation is to be given first consideration, and always giving due consideration to track and surrounding conditions. At no time, however, should a speed exceeding 50 miles per hour be made with passenger trains, or a speed exceeding 30 miles per hour be made with freight trains.

The specific restrictions shown below cover certain territories where conditions, such as curves, grades, etc. make a specific limited speed necessary, and these restrictions, also any other special speed restrictions, must be complied with.

	Passenger MPH	Freight MPH
M-67 Class, or larger engines.....	45	30
Sharp Curves, all engines (except as shown below).....	30	20
Tennessee Pass to Minturn.....	22	15
Tennessee Pass Tunnel.....	15	15
Sub-Division 4-A.....	20	20

All Sub-Divisions, except where specific restrictions in certain territories require lower speed:

	Passenger MPH	Freight MPH
In or out of turnouts.....	15	15
Over railroad crossing, not interlocked.....	10	10
Engines backing up.....	15	15
Trains handling dead engines with side rods up.....	15	15
Dead engines with side rods all down.....	10	10
Dead engines with one pair wheels swinging.....	10	10
Pile Drivers, Steam Shovels, Coal Hoists, etc., with boom supported	15	15
Steam Derricks	20	20

23-A. Trains handling narrow gauge equipment between Salida and Leadville must not exceed speed of 20 miles per hour.

23-B. City Ordinance speed limits as follows: Gypsum—Light engines 10 miles per hour.

24. Company Surgeons are located as follows:

J. F. ROE, Chief Surgeon, Denver

GEO. H. CURFMAN	Salida
G. W. LARIMER.....	Salida
C. R. FULLER	Salida
F. A. JACKSON, Eye.....	Salida
G. E. NEWELL.....	Buena Vista
H. A. CALKINS.....	Leadville
E. B. LYNCH.....	Leadville
N. DYMENBERG.....	Minturn
P. T. RUCKER.....	Eagle
W. W. CROOK.....	Glenwood Springs
R. B. PORTER.....	Glenwood Springs
W. R. TUBBS.....	Carbondale
W. H. TWINING.....	Aspen
W. G. LOCKARD.....	Newcastle
O. F. CLAGETT.....	Rifle
F. H. WIEDLEIN.....	Palisade
F. H. MILLER.....	Grand Valley
J. N. WEDDELL.....	De Beque
H. R. BULL.....	Grand Junction
K. HANSON.....	Grand Junction
E. H. MUNRO.....	Grand Junction

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

24-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS. Personal injuries, when train is not derailed, by message to Superintendent, who will promptly advise Claim Department. Telegraph Accident Report (Form 3884) must be made at once as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to the instructions thereon and in the Book of Rules:

- Personal Injury Report (Form 3922 or 3407, as appropriate).
- Names of Passengers (Form 4009).
- Names of Witnesses (Form 4000).
- Ejectment (Form 3926).
- Inspection (Form 4012).
- Fire Report (Form 4119).
- Stock Report (Enginemen—Form 3511).
- Stock Report (Sectionmen—Form 4117).

24-C. SURGICAL ATTENTION. (Passengers and employes.) Whenever passengers or employes are injured, everything must be done to care for them properly, either calling the Company's nearest Surgeon to treat them (and if seriously injured, calling the nearest competent Surgeon to be had, until the Company's Surgeon can get to the place of accident), or if they are able to be moved, taking them to the nearest place at which the Company has a Surgeon and turning them over to him for care and treatment. If other than a Company Surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

(Others.) When persons not employes or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depot or industries, etc.) are injured, if they are unable to care for themselves, and if no friends or others are at hand to care for them, the nearest Company Surgeon should be called, or if he cannot be reached, the nearest other competent Surgeon, which

Surgeon must be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company except the emergency attention above noted.

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

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

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

25. Edwards, Rulison and Antlers are flag stops for trains Nos. 15 and 16.

25-A. No. 4 will stop at all points to discharge passengers from points west and south of Grand Junction.

25-B. No. 2 will stop at all stations to discharge through passengers from connections—Provo, Salt Lake City or Ogden.

25-C. No. 4 will stop at Wolcott to receive passengers.

25-D. No. 2 will stop at Wolcott to discharge passengers from Glenwood and points west.

25-E. Buena Vista, Red Cliff, Avon, Wolcott and Gypsum are flag stops for train No. 3 to pick up passengers destined Aspen Branch and points west.

25-F. No. 1 will stop at Palisade to discharge passengers from Leadville and points East.

Train No. 2 will stop at Palisade to discharge passengers from Grand Junction and points West.

26. POSITION SWITCHES END DOUBLE TRACK.

Watts Eastward trains.

Deen Westward trains.

	Miles from Denver	
26-A.	212.40	End of Double Track
	216.07	End of Double Track
	286.76	End of Double Track
	303.57	End of Double Track

26-B. Location of Crossovers on Double Track.

	Miles from Denver	
	214.63	Crossover
	214.84	Crossover
	215.00	Crossover
	215.14	Crossover
	215.53	Crossover
	288.53	Crossover
	289.05	Crossover
	289.40	Crossover
	294.04	Crossover
	294.36	Crossover
	296.29	Crossover
	298.00	Crossover
	301.47	Minturn Crossover No. 1.
	301.83	" Crossover " 2.
	301.97	" Crossover " 3.
	302.57	" Crossover " 4.

27. Trains Nos. 1, 2, 3, 4, 7, 8, 61, 62, 65, 81 and 82 will not run via Leadville.

28. Switch at Leadville Junction must be set and locked for Malta.

29. When cars are left at Mitchell they must be placed above switch leading to charcoal ovens and switch must be set and locked for oven track.

30. Narrow Gauge trains cannot use passing track Arena, Midway, Americus, Pine Creek and Waco.

ADJUSTED TONNAGE RATINGS

From	To	Class of Engine L-95 No. of Engines 3400-3415		Class of Engine M-67 No. of Engines 1501-1510 1521-1530		Class of Engine K-55 No. of Engines 1200-1213		Class of Engine C-48 No. of Engines 1131-1199		Class of Engine C-38-39-41 No. of Engines 901-925 1101-1130		Class of Engine T-29 No. of Engines 760-793		Class of Engine T-31 No. of Engines 750-759		Class of Engine C-28 No. of Engines 630-691		Adjustment Factors	
		Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms
Salida	Tennessee Pass	2330	4660	1410	2820	1210	2420	1070	2140	940	1880			740	1480	580	1160	4	8
Minturn	Tennessee Pass	900	1800	605	1210	550	1100	450	900	420	840			325	650	265	530	2	4
Grand Junction	Glenwood									1750 Super	3500 heated								
				2670	5340			2000	4000	1650 Satur	3300 ated	1270	2540			1070	2140	6	12
Glenwood	Minturn	2670	5340	1640	3280			1220	2440	1130	2260	770	1540			660	1320	4	8
Glenwood	Carbondale															660	1320	4	8
Carbondale	Aspen															400	800	3	6

ADDITIONAL SIDINGS AND SPURS NOT SHOWN IN TIME TABLE

LOCATION			CAR CAPACITY		SWITCH CONNECTIONS
Sub-Division	Miles	NAMES	S G	N G	
3	216.80	O. & C. Smelter Jct.	381	463	East End
3	218.44	Sedalia Mill			East End
3	224.93	Hecla Jct.	4		West End
3	274.31	Oro Jct.			East End
3	274.39	St. Kevins	2		East End
3	287.10	Bonner	4		East End
3	289.41	McAllisters	7		East End
3	295.03	Black Iron	15		East End
3	295.04	Cadet	2		West End
3	295.09	Knights	5		East End
3	295.32	Alpine	2		East End
3	295.52	Warrors Mark	9		East End
3	298.00	Rex			Crossover
3	298.31	Milltown	3		West End
3	300.98	Wixon	10		West End
4	303.38	Dowds	5		West End
4	312.13	Edwards	4		East End
4	325.52	Sherman	4		West End
4	331.84	Bain	6		East End
4	353.38	Higby	9		West End
4	360.24	Aspen Jct.			
4	362.96	Deveraux	2		West End
4	365.16	South Canon	5		East End
4	376.32	Dolls Spur	8		East End
4	382.31	Antlers	17		Both Ends
4	397.03	Rulison	9		West End
4	420.48	Gravel	69		Both Ends
4	429.75	Minors	17		West End
4	433.17	Plateau Valley	43		Both Ends
4	433.19	Cameo	78		East End
4	433.99	Reclaim	4		East End
4	435.18	Berry	4		East End
4	435.85	Mid West	55		West End
4	436.67	Savoy	52		West End
4	438.76	Wane	12		West End
4	440.19	Bridges	28		Both Ends
4	445.26	Fruitvale	28		Both Ends
4A	362.81	Flour Mill	4		East End
4A	364.16	Red Canon	3		East End
4A	370.64	Kiggings	5		East End
4A	376.00	Adnaw	6		Both Ends
4A	380.42	Hooks	6		East End
4A	384.46	Saco	11		West End
4A	385.05	Wingo	3		West End
4A	386.70	Rose	5		East End
4A	387.10	Bates	6		Both Ends
4A	395.68	Mellor	5		Both Ends

These ratings are the usual tonnage ratings for dead freight trains. Chief Dispatchers are authorized to increase or decrease these ratings in their discretion in accordance with standing instructions, to adjust for slack grades, condition of power, necessity for maintaining stock schedules, or for any other reasons which justify.

All ratings are shown in M lbs., or thousands of pounds; two M lbs. equal one ton; so that, if necessary to reduce these ratings to tons, they should be divided by two; conversely, to reduce tons to M lbs., multiply by two.

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

Note: Ratings are temporarily shown in tons and Ms to facilitate understanding of new arrangement.

SPEED TABLE

Speed Per Hour	Time of Performance			Speed Per Hour	Time of Performance		
	1/4 Mile	1/2 Mile	1 Mile		1/4 Mile	1/2 Mile	1 Mile
MILES	M. S.	M. S.	M. S.	MILES	M. S.	M. S.	M. S.
5	3 00	6 00	12 00	35	0 25	0 51	1 42
10	1 30	3 00	6 00	40	0 22	0 45	1 30
15	1 00	2 01	4 00	45	0 20	0 40	1 20
20	0 45	1 30	3 00	50	0 18	0 36	1 12
25	0 36	1 12	2 24	55	0 16	0 32	1 05
30	0 30	1 00	2 00	60	0 15	0 30	1 00

OPEN HOURS OF TELEGRAPH OFFICES

STATIONS	REGULAR HOURS	SUNDAY AND HOLIDAY HOURS
Salida	Continuous	Continuous
Buena Vista	Continuous	11.25AM to 1.25PM 4.55PM to 10.25PM 12.50 AM to 5.20 AM
Granite	5 AM to 1 PM 9 PM to 5 AM	5 AM to 7 AM 9 PM to 2 AM
Malta	Continuous	8 AM to 3 PM 5 PM to 9.15 PM 2 AM to 6.45 AM
Leadville	6.00 AM to 3.00 PM	6.00 AM to 10.50 AM
Tennessee Pass	Continuous	8 AM to 4 PM 4 PM to 9 PM 12 MN to 8 AM
Deen	7.30 PM to 4.30 AM	7.30 PM to 4.30 AM
Pando	7.30 AM to 4.30 PM	7.30AM to 10.30 AM
Red Cliff	7.15 AM to 4.15 PM	7.15 AM to 9.45 AM
Minturn	Continuous	Continuous
Avon	9 AM to 6 PM	9 AM to 11 AM
Wolcott	9.00 AM to 5.00 PM 5 PM to 1 AM	9 AM to 12 Noon 5 PM to 9.30 PM
Eagle	Continuous	Continuous
Gypsum	9 AM to 6 PM	9 AM to 11 AM
Shoshone	6 AM to 2 PM 4 PM to 12 Midnight	6 AM to 8 AM 10 AM to 12 M 9.30 PM to 11.30 PM
Glenwood	Continuous	Continuous
New Castle	6.20 AM to 2.20 PM 3.15 PM to 11.15 PM	6.20AM to 12.20PM 3.15 PM to 5.15PM 9.15PM to 11.15PM
Silt	8.15 AM to 5.15 PM	11.30 AM to 3.30PM
Rifle	Continuous	Continuous
Grand Valley	7.45 AM to 3.45 PM 6 PM to 2 AM	7.45 AM to 3.45 PM 6 PM to 2 AM
DeBeque	8.15 AM to 4.15 PM 6.15 PM to 2.15 AM	8.15 AM to 2.15 PM 8 PM to 1.30 AM
Palisade	8 AM to 4 PM 6 PM to 2 AM	8 AM to 4 PM 6 PM to 2 AM
Clifton	8 AM to 4 PM	12.30 PM to 3.30 PM
Grand Junction	Continuous	Continuous
Aspen	8 AM to 5 PM	12 Noon to 3 PM
Carbondale	8 AM to 5 PM	8 AM to 10 AM 3 PM to 5 PM

P. E. CLIFFORD

Trainmaster Sub-Divisions 3, 3-A, 3-B, 3-C
SALIDA.

W. F. WALSH

Trainmaster Sub-Divisions 4, 4-A
GLENWOOD.

J. D. LAMUNYON

Road Foreman of Equipment
SALIDA.

H. A. HULSE

Chief Dispatcher

S. L. SMITH, Dispatcher
L. H. HALE, Dispatcher
C. R. ROBERTS, Dispatcher
O. B. OLESON, Dispatcher

Sub-Divisions 3, 3-A, 3-B, 3-C
SALIDA.

L. T. WRIGHT

Chief Dispatcher

W. M. HENDERSON

Second Chief Dispatcher

H. H. McCLURE, Dispatcher
J. F. JONES, Dispatcher
R. L. GARDNER, Dispatcher

Sub-Divisions 4, 4-A,
GRAND JUNCTION.