

# THE DENVER & RIO GRANDE RAILROAD COMPANY

## COLORADO LINES

### SECOND DIVISION

# EMPLOYEES' TIME TABLE

To Take Effect 12:01 A. M., Sunday, April 9, 1911

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

**H. W. CLARKE,**  
2nd Vice-President and General Manager.

**W. S. MARTIN,**  
Assistant General Manager.

**F. R. ROCKWELL,**  
General Superintendent.

# ANY

WESTWARD

THIRD CLASS

88	77	71	73	81
East and California East Coast	Local Local	Through Through	Through Through	Local Local
Daily	Daily	Daily	Daily	Daily
Mo. 1:30P	Mo. 1:30P	Mo. 1:30P	Mo. 1:30P	Mo. 1:30P
2.00		2.50	2.30	2.50
2.10		2.50	2.30	2.50
2.30		2.50	2.30	2.50
2.50		2.50	2.30	2.50
2.94		2.50	2.30	2.50
3.40		2.50	2.30	2.50
4.00		2.50	2.30	2.50
4.15		2.50	2.30	2.50
4.4		2.50	2.30	2.50
5.0		2.50	2.30	2.50
5.1		2.50	2.30	2.50
5.3		2.50	2.30	2.50
5.5		2.50	2.30	2.50
5.8		2.50	2.30	2.50
6.0		2.50	2.30	2.50
6.2		2.50	2.30	2.50
6.4		2.50	2.30	2.50
6.6		2.50	2.30	2.50
6.8		2.50	2.30	2.50
7.0		2.50	2.30	2.50
7.2		2.50	2.30	2.50
7.4		2.50	2.30	2.50
7.6		2.50	2.30	2.50
7.8		2.50	2.30	2.50
8.0		2.50	2.30	2.50
8.2		2.50	2.30	2.50
8.4		2.50	2.30	2.50
8.6		2.50	2.30	2.50
8.8		2.50	2.30	2.50
9.0		2.50	2.30	2.50
9.2		2.50	2.30	2.50
9.4		2.50	2.30	2.50
9.6		2.50	2.30	2.50
9.8		2.50	2.30	2.50
10.0		2.50	2.30	2.50
10.2		2.50	2.30	2.50
10.4		2.50	2.30	2.50
10.6		2.50	2.30	2.50
10.8		2.50	2.30	2.50
11.0		2.50	2.30	2.50
11.2		2.50	2.30	2.50
11.4		2.50	2.30	2.50
11.6		2.50	2.30	2.50
11.8		2.50	2.30	2.50
12.0		2.50	2.30	2.50
12.2		2.50	2.30	2.50
12.4		2.50	2.30	2.50
12.6		2.50	2.30	2.50
12.8		2.50	2.30	2.50
13.0		2.50	2.30	2.50
13.2		2.50	2.30	2.50
13.4		2.50	2.30	2.50
13.6		2.50	2.30	2.50
13.8		2.50	2.30	2.50
14.0		2.50	2.30	2.50
14.2		2.50	2.30	2.50
14.4		2.50	2.30	2.50
14.6		2.50	2.30	2.50
14.8		2.50	2.30	2.50
15.0		2.50	2.30	2.50
15.2		2.50	2.30	2.50
15.4		2.50	2.30	2.50
15.6		2.50	2.30	2.50
15.8		2.50	2.30	2.50
16.0		2.50	2.30	2.50
16.2		2.50	2.30	2.50
16.4		2.50	2.30	2.50
16.6		2.50	2.30	2.50
16.8		2.50	2.30	2.50
17.0		2.50	2.30	2.50
17.2		2.50	2.30	2.50
17.4		2.50	2.30	2.50
17.6		2.50	2.30	2.50
17.8		2.50	2.30	2.50
18.0		2.50	2.30	2.50
18.2		2.50	2.30	2.50
18.4		2.50	2.30	2.50
18.6		2.50	2.30	2.50
18.8		2.50	2.30	2.50
19.0		2.50	2.30	2.50
19.2		2.50	2.30	2.50
19.4		2.50	2.30	2.50
19.6		2.50	2.30	2.50
19.8		2.50	2.30	2.50
20.0		2.50	2.30	2.50

# LE

ELL,  
Superintendent.

**FIRST DISTRICT**  
Salida, Leadville and Minturn

WESTWARD						Miles from Denver (Via cut-off)	Time Table No. 94 April 9, 1911	Siding Capacity in Cars	WESTWARD											
THIRD CLASS			SECOND CLASS						STATIONS	Passing Tracks	FIRST CLASS									
91 Local Freight	73 Through Freight	71 Through Freight	65 Utah and California Fast Freight	61 Utah and California Fast Freight	1 Pacific Coast Limited						3 Utah and California Express	5 Chicago- San Francisco Express	15 Colorado Express	231 Stub Conn. from No. 1	233 Stub Conn. from No. 6	235 Stub Conn. from No. 3	237 Stub Conn. from No. 2	239 Stub Conn. from No. 4	241 Stub Conn. from No. 5	
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
Lv 7.30AM	Lv 8.10PM <sup>62</sup>	Lv 9.20AM	Lv 1.45PM	Lv 3.25AM	215.11	N	<b>SALIDA</b> WCYT <sup>s</sup>	Yard	Lv 4.10PM <sup>92</sup>	Lv 2.00AM	Lv 5.35PM	Lv 5.20AM <sup>6</sup>								
7.50	8.30	9.40	2.00	3.40	218.57		BELLEVIEW	50	4.20	2.10	5.45	5.29								
8.08	8.50	9.59	2.10	3.52	222.23		BROWN CANON	53	4.28	2.18	5.53	5.36								
8.34	9.18	10.28 <sup>72</sup>	2.30	4.14	227.21		ARENA	38	4.40	2.30	6.04	5.47								
9.03 <sup>72</sup>	9.50 <sup>76</sup>	10.56	3.00 <sup>92</sup>	4.43 <sup>6</sup>	232.82		NATHROP	67	4.52	2.42	6.15 <sup>62</sup>	5.59								
					234.02		COLO. & SO. CROS. No. 10													
9.25	10.13	11.22 <sup>2</sup>	3.24	5.00	236.37		MIDWAY	64	5.01	2.50	6.23	6.08 <sup>74</sup>								
9.55	10.32 <sup>16</sup>	11.46	3.40	5.15	239.96	N	BUENA VISTA	44	s 5.10	s 3.00	s 6.33	s 6.18								
					241.89		WILD HORSE													
10.16	11.06	12.20PM	4.00	5.35 <sup>74</sup>	244.36		AMERICUS	55	5.22 <sup>62</sup>	3.12	6.45	6.27								
10.33	11.26	12.44	4.14	5.50	247.70		RIVERSIDE	48	5.33	3.21	6.54	6.35 <sup>72</sup>								
10.57 <sup>2</sup>	11.48	1.15 <sup>92</sup>	4.40 <sup>62</sup>	6.08 <sup>72</sup>	251.79		PINE CREEK	49	5.46	3.34	7.06	6.44								
11.30	12.20AM	1.38	5.05	6.36	256.95	N	GRANITE	38	6.07	3.55 <sup>6</sup>	7.23	7.00								
11.40	12.30	1.46	5.17	6.48	259.13		WACO	21	6.15	4.04	7.29	7.06								
11.54	12.48	2.04 <sup>4</sup>	5.36	7.16 <sup>15</sup>	262.83		KOBE	28	6.25	4.16 <sup>74</sup>	7.39 <sup>76</sup>	7.16 <sup>61</sup>								
12.25PM <sup>92</sup>	1.04	2.30	5.52	7.38	266.49		SNOWDEN	49	6.35	4.32	7.50	7.26								
1.00	1.40	3.30 <sup>62</sup>	6.25	8.20	270.64	N	MALTA	Yard	s 6.50 <sup>76</sup>	s 4.50 <sup>72</sup>	s 8.05	s 7.40	Lv 6.55PM	Lv 3.30AM	Lv 4.55AM <sup>11</sup>	Lv 10.27AM	Lv 1.55PM	Lv 8.10PM.		
					272.97		EILERS	Yard				7.47	7.02	3.37	5.02	10.34	2.02	8.17		
					275.46	D	LEADVILLE	Yard			Ar 7.55AM	Ar 7.10PM	Ar 3.45AM	Ar 5.10AM	Ar 10.42AM	Ar 2.10PM	Ar 8.25PM			
1.15	1.56	3.44	6.34 <sup>76</sup>	8.34	278.72		LEADVILLE JC.		6.55	4.56	8.11									
1.37 <sup>4</sup>	2.20 <sup>74</sup>	4.04	7.05 <sup>1</sup>	8.56	276.91		KEELDAR	51	7.05 <sup>65</sup>	5.05	8.20									
1.55	3.02 <sup>6</sup>	4.40	7.50	10.01 <sup>2</sup>	280.63	N	TENNESSEE PASS	93	s 7.20	s 5.20	s 8.35									
2.10 <sup>62</sup>	3.25 <sup>72</sup>	4.58 <sup>76</sup>	8.10	10.15 <sup>92</sup>	283.06		MITCHELL	100	7.29	5.29	8.44									
2.30	3.58	5.20	8.22	10.30	286.48	†	DEEN	†	7.37	5.38	8.52									
2.56	4.10	5.32	8.57 <sup>5</sup>	10.40	288.36	N	PANDO	58	7.43	f 5.43	† 8.57 <sup>65</sup>									
3.45	4.38	5.58	9.30	11.05	293.58	D	RED CLIFF		7.57	f 5.57	9.13									
4.05	4.48	6.08	9.40	11.14	295.77		BELDEN		8.03	f 6.03	9.19									
Ar 4.45PM	Ar 5.30AM	Ar 6.50PM	Ar 10.10PM	Ar 11.50AM	301.60	N	MINTURN	Yard	Ar 8.20PM	Ar 6.20AM	Ar 9.35PM									
Daily Ex. Sunday	Daily	Daily	Daily	Daily			(86.49) Via cut-off		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				

**SPECIAL INSTRUCTIONS**

A-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

A-2. TRAINS NOS. 1 AND 2 ARE SUPERIOR TO ALL OTHER TRAINS. AS BETWEEN EACH OTHER, TRAINS NOS. 1 AND 2 WILL BE GOVERNED BY SPECIAL INSTRUCTIONS A-1. OTHER FIRST CLASS TRAINS MUST TAKE THE SIDING AND CLEAR TRAINS NOS. 1 AND 2 AT LEAST FIVE (5) MINUTES.

A-3. REGISTERING STATIONS. Salida, Malta, Tenn. Pass, Pando, Minturn and Leadville. Leadville Junction for trains running via Leadville.

A-4. Trains Nos. 1, 2, 3, 4, 5, 6, 61, 62, 65, 71, 72, 73, 74, 76, 91 and 92 will not run via Leadville.

A-5. Switch at Leadville Junction must be set and locked for Malta.

A-6. No train will leave Salida, Malta, Tenn. Pass, or Minturn without clearance. No train will leave Leadville without clearance except Trains Nos. 16, 232, 234 and 242.

A-7. No. 234 will wait at Leadville until No. 233 arrives. No. 242 will wait at Leadville until No. 231 arrives.

A-8. All Westward trains will stop at Tenn. Pass for inspection of trains and brakes.

A-9. Westward Freight trains will stop ten (10) minutes at Pando to cool wheels and inspect train.





**SECOND DISTRICT**  
Minturn and Grand Junction

WESTWARD										EASTWARD											
THIRD CLASS			SECOND CLASS			FIRST CLASS				Miles from Denver	Time Table No. 94		Miles from Grand Junction	Siding Capacity in Cars	FIRST CLASS			SECOND CLASS		THIRD CLASS	
95 Local Freight	93 Local Freight	73 Through Freight	71 Through Freight	65 Utah and California Fast Freight	61 Colorado 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 Through Freight	72 Through Freight	74 Through Freight	76 Through Freight			
Daily Exc. Sunday	Daily Exc. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	April 9, 1911	April 9, 1911	Daily	Daily	Daily	Daily	Daily	Daily					
Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	Lv	STATIONS	STATIONS	Ar	Ar	Ar	Ar	Ar	Ar					
2.50PM	9.15AM	3.20AM	10.30PM	12.10PM	9.45PM	6.30AM	8.25PM	301.60	N	MINTURN	147.60	Ar 8.25AM	Ar 11.50AM	Ar 1.25AM	Ar 10.45AM	Ar 1.10PM	Ar 11.00PM	Ar 3.20AM			
2.55	9.21	3.26	10.36	12.16	9.49	6.34	8.29	303.21	†	WATTS	145.99	8.20	11.43	1.20	10.35	1.00	10.36	3.00			
3.15	10.05	3.45	10.54	12.34	10.00	6.45	8.40	307.58	D	AVON	141.62	8.05	11.28	1.06	10.05	12.34	10.00	2.15			
3.35	10.30	4.05	11.14	1.00	10.11	6.59	8.52	313.94		ALLENTON	135.26	7.48	11.08	12.48	9.35	12.05PM	8.52	1.35			
3.50	10.50	4.21	11.30	1.20	10.20	7.10	9.03	318.69	N	WOLCOTT	130.51	7.36	10.50	12.35	9.10	11.44	8.25	1.05			
3.58	11.10	4.28	11.36	1.30	10.24	7.15	9.08	320.95		SHERWOOD	128.25	7.30	10.43	12.28	9.00	11.34	8.14	12.55			
4.06	11.24	4.37	11.44	1.40	10.28	7.24	9.13	323.23		ORTEGA	125.97	7.24	10.37	12.22	8.48	11.24	8.04	12.40			
4.25	11.45	4.52	12.08AM	2.04	10.38	7.35	9.25	328.62	N	EAGLE	120.58	7.10	10.25	12.08AM	8.23	10.58	7.42	12.08AM			
4.55	12.08PM	5.13	12.30	2.34	10.50	7.50	9.38	335.47	D	GYP SUM	113.73	6.53	10.08	11.51	7.50	10.08	7.14	11.30			
5.15	12.30	5.36	12.50	3.05	11.02	8.04	9.53	342.30		DOTSERO	106.90	6.36	9.51	11.36	7.25	9.30	6.45	11.02			
5.42	1.00	6.17	1.20	3.48	11.18	8.22	10.11	350.14	N	SHOSHONE	99.06	6.17	9.33	11.18	7.00	9.10	5.42	10.11			
								353.38		HIGBY	95.90										
								354.85		GRIZZLY	94.35	6.04	9.21	11.00	6.42	8.35	5.14	9.54			
Lv 9.30AM	Ar 6.50PM	2.00	7.44	2.10	4.50	11.52	8.52	359.73	N	GLENWOOD	89.47	5.50	9.08	10.40	6.15	7.44	4.50	9.35			
9.35		2.10	7.50	2.30	5.03	11.58	9.00	360.41		WEST GLENWOOD	88.79	5.40	9.00	10.30	5.50	7.25	4.20	9.15			
10.05		2.35	8.13	3.05	5.30	12.16AM	9.15	367.28		CHACRA	81.92	5.24	8.44	10.14	5.24	6.50	3.35	8.46			
								372.05		C. M. CROSSING	77.15										
Ar 10.30AM		Ar 3.00PM	Ar 8.35AM	Ar 3.30AM	Ar 5.50PM	Ar 12.30AM	Ar 9.25AM	Ar 11.15PM	N	NEWCASTLE	76.89	Lv 5.15AM	Lv 8.35AM	Lv 10.05PM	Lv 4.55AM	Lv 6.30AM	Lv 3.10PM	Lv 8.30PM			
								373.11		WEST NEWCASTLE	76.09										
								379.10		SILT	70.10										
								383.27		IVES	65.93										
								386.28		RIFLE	62.92										
								391.10		LACY	58.10										
								394.96		MORRIS	54.24										
								403.61		GRAND VALLEY	45.59										
								408.39		UNA	40.81										
								416.24		DE BEQUE	32.96										
								423.20		AKIN	26.00										
								427.31		TUNNEL	21.89										
								432.28		GALE	16.92										
								436.84		PALISADE	12.36										
								442.26		CLIFTON	6.94										
A 6.30PM		Ar 9.10PM	Ar 3.15PM	Ar 9.00AM	Ar 11.30PM	Ar 2.50AM	Ar 11.50AM	Ar 1.45AM	N	GRAND JUNCTION		Lv 2.55AM	Lv 6.10AM	Lv 7.40PM	Lv 10.50PM	Lv 12.20AM	Lv 9.00AM	Lv 2.20PM			
Daily Exc. Sunday	Daily Exc. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	(147.60)		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			

This train will be run on the time-table and subject to the rules of the Rio Grande Junction Railway, between New Castle and Grand Junction.

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**SPECIAL INSTRUCTIONS**

- B-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
- B-2. TRAINS NOS. 1 AND 2 ARE SUPERIOR TO ALL OTHER TRAINS. AS BETWEEN EACH OTHER, TRAINS NOS. 1 AND 2 WILL BE GOVERNED BY SPECIAL INSTRUCTIONS B-1. OTHER FIRST CLASS TRAINS MUST TAKE THE SIDING AND CLEAR TRAINS NOS. 1 AND 2 AT LEAST FIVE (5) MINUTES.
- B-3. REGISTERING STATIONS. Minturn, Glenwood and New Castle.
- B-4. No train will leave Minturn, Glenwood or New Castle without clearance.

- B-5. Trains must not exceed a speed of fifteen (15) miles per hour through Glenwood tunnel, and must not exceed speed of six (6) miles per hour over Grand River bridge at Glenwood.
- B-6. Freight trains must not exceed a speed of twenty (20) miles per hour between Dotsero and Glenwood and twenty-five (25) miles per hour between other points.
- B-7. Edwards mile 312-313 is a flag stop for trains Nos. 3 and 4.
- B-8. Edwards mile 312-313 is a mail station for trains Nos. 3 and 4.

unction

		EASTWARD										
		FIRST CLASS			SECOND CLASS	THIRD CLASS						
		2	4	6	62	72	74	76	94	96		
		Atlantic Coast Limited	Atlantic Mail	San Francisco & Chicago Express	Through Freight	Through Freight	Through Freight	Through Freight	Local Freight	Local Freight		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Exc. Sunday	Daily Exc. Sunday		
Miles from Grand Junction	Siding Capacity in Cars	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar	Ar		
147.60	Yard	Ar 8.25AM	Ar 11.50AM	Ar 1.25AM	Ar 10.45AM	Ar 1.10PM	Ar 11.00PM	Ar 3.20AM	Ar 2.30PM			
145.99		8.20	11.43	1.20	10.35	1.00	10.36 <sup>65</sup>	3.00	2.15			
141.62	35	8.05	11.28	1.06	10.05 <sup>73</sup>	12.34 <sup>61</sup>	10.00 <sup>5</sup>	2.15	1.40			
135.26	42	7.48	11.08	12.48	9.35	12.05PM	8.52 <sup>1</sup>	1.35	1.00 <sup>61</sup>			
130.51	26	7.36	10.50 <sup>73</sup>	12.35	9.10	11.44	8.25	1.05	12.34			
128.25	30	7.30	10.43	12.28	9.00	11.34	8.14	12.55	12.20			
125.97	35	7.24 <sup>3</sup>	10.37	12.22	8.48	11.24 <sup>73</sup>	8.04	12.40	12.10PM			
120.58	27	7.10	10.25	12.08AM <sup>65 76</sup>	8.23	10.58	7.42	12.08AM <sup>6 65</sup>	11.45 <sup>73</sup>			
113.73	29	6.53	10.08 <sup>72</sup>	11.51	7.50 <sup>3</sup>	10.08 <sup>4</sup>	7.14	11.30	10.50			
106.90	58	6.36	9.51	11.36	7.25	9.30	6.45	11.02 <sup>5</sup>	10.15			
99.06	42	6.17 <sup>71</sup>	9.33	11.18 <sup>5</sup>	7.00	9.10	5.42 <sup>98</sup>	10.11 <sup>1</sup>	9.48			
95.90												
94.35	33	6.04	9.21 <sup>94</sup>	11.00	6.42 <sup>71</sup>	8.35 <sup>3</sup>	5.14	9.54	9.21 <sup>4</sup>			
89.47	50	5.50	9.08	10.40 <sup>1</sup>	6.15	7.44 <sup>71</sup>	4.50 <sup>61</sup>	9.35	Lv 3.52AM <sup>3</sup>	Ar 3.20PM		
88.79	Yard	5.40	9.00 <sup>3</sup>	10.30	5.50	7.25	4.20	9.15		3.05		
81.92	43	5.24 <sup>62</sup>	8.44	10.14	5.24 <sup>2</sup>	6.50	3.35	8.46		2.35 <sup>73</sup>		
77.15												
76.89	Yard	Lv 5.15AM	Lv 8.35AM <sup>71</sup>	Lv 10.05PM	Lv 4.55AM	Lv 6.30AM	Lv 3.10PM	Lv 8.30PM <sup>11</sup>		Lv 2.10PM		
76.09												
70.10												
65.93												
62.92												
58.10												
54.24												
45.59												
40.81												
32.96												
26.00												
21.89												
16.92												
12.36												
6.94												
		Lv 2.55AM	Lv 6.10AM	Lv 7.40PM	Lv 10.50PM	Lv 12.20AM	Lv 9.00AM	Lv 2.20PM		Lv 6.30AM		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Exc. Sunday	Daily Exc. Sunday		

ONS

- Trains must not exceed a speed of fifteen (15) miles per hour through Glenwood tunnel, and must not exceed speed of six (6) miles per hour over Grand River at Glenwood.
- Freight trains must not exceed a speed of twenty (20) miles per hour between Glenwood and Glenwood and twenty-five (25) miles per hour between other points.
- Edwards mile 312-313 is a flag stop for trains Nos. 3 and 4.
- Edwards mile 312-313 is a mail station for trains Nos. 3 and 4.

WESTWARD

		SECOND CLASS		FIRST CLASS	
		229	227		
		Glenwood and Aspen Mixed	Glenwood and Carbondale Mixed		
		Daily	Daily Exc. Sunday		
Miles from Grand Junction	Siding Capacity in Cars	Lv	Lv		
		Lv 9.20AM	Lv 6.30AM		
		f 9.47	f 7.00		
		s 10.10	Ar 7.20AM		
		f 10.32			
		s 10.44			
		10.55			
		f 11.25			
		Ar 12.05PM			
		Daily	Daily Exc. Sunday		

C-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD SAME CLASS.  
C-2. Trains must not exceed schedule time on Aspen Branch.

BLUE RIVER BRANCH  
Leadville and Dillon

		WESTWARD		EASTWARD	
		SECOND CLASS		SECOND CLASS	
		Time Table No. 94			
		April 9, 1911			
Miles from Denver	Miles from Dillon	STATIONS	Passing Tracks	Siding Capacity in Cars	
275.46	36.18	D LEADVILLE WCT	Yard		
		5.18			
280.64	31.00	BIRD'S EYE W	21		
		7.32			
288.46	23.18	FREMONT PASS	32		
		3.28			
291.74	19.90	ROBINSON	47		
		2.15			
293.89	17.75	KOKOMO WY	21		
		6.30			
300.19	11.45	WHEELER W	14		
		7.66			
307.85	3.79	FRISCO	16		
		3.79			
311.64	16	D DILLON			
		(36.18)			

D-1. EASTWARD SAME CLASS.

**ASPEN BRANCH  
Glenwood and Aspen**

WESTWARD				EASTWARD								
SECOND CLASS		FIRST CLASS		Miles from Denver	Time Table No. 94 April 9, 1911	Miles from Aspen	Siding Capacity in Cars	FIRST CLASS		SECOND CLASS		
	<b>229</b> Glenwood and Aspen Mixed Daily	<b>227</b> Glenwood and Carbondale Mixed Daily Exc. Sunday							<b>228</b> Carbondale & Glenwood Mixed Daily Exc. Sunday	<b>230</b> Glenwood and Aspen Mixed Daily		
Lv	9.20AM	Lv	6.30AM	360.09	N	<b>GLENWOOD</b> WCY 7.79	41.21	Yard	Ar	8.10AM	Ar	6.35PM
f	9.47	f	7.00	367.88		<b>CATTLE CREEK</b> 5.09	33.43	23		7.40	f	6.00
s	10.10	Ar	7.20AM	372.97	D	<b>CARBONDALE</b> 6.45	28.34	47	Lv	7.25AM	s	5.38
f	10.32			379.42		<b>LEON</b> 2.59	21.89	29			f	5.12
s	10.44			382.01		<b>EMMA</b> W 3.04	19.30	22			s	5.03
	10.55			385.05		<b>C. M. CROSSING</b> 7.86	16.26	2				4.52
f	11.25			392.91		<b>WOODY CREEK</b> W 8.40	8.40	29			f	4.35
Ar	12.05PM			401.31	D	<b>ASPEN</b> WYT (41.21)		Yard			Lv	4.00PM
	Daily	Daily Exc. Sunday								Daily Exc. Sunday	Daily	

**SPECIAL INSTRUCTIONS**

C-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.  
C-2. Trains must not exceed schedule time on Aspen Branch.

C-3. REGISTERING STATIONS. Glenwood and Aspen.  
C-4. No train will leave Glenwood or Aspen without clearance.

**BLUE RIVER BRANCH  
Leadville and Dillon**

**CHRYSOLITE EXTENSION  
Leadville and Ibox**

WESTWARD				EASTWARD							
SECOND CLASS		SECOND CLASS		Miles from Denver	Time Table No. 94 April 9, 1911	Miles from Ibox	Siding Capacity in Cars	EASTWARD		SECOND CLASS	
		<b>LEADVILLE</b> WCT 5.18	36.18	275.46	D	<b>LEADVILLE</b> 0.48	6.95	Yard			
		<b>BIRD'S EYE</b> W 7.82	31.00	280.64		<b>C. &amp; S. CROSSING No. 11</b> 0.01	6.47				
		<b>FREMONT PASS</b> 3.28	23.18	288.46		<b>CHRYSOLITE JUNC.</b> 1.92	6.46				
		<b>ROBINSON</b> 2.15	19.90	291.74		<b>GRAHAM PARK JUNC.</b> 1.13	4.54				
		<b>KOKOMO</b> WY 6.30	17.75	293.89		<b>ROY</b> 0.86	3.41	24			
		<b>WHEELER</b> W 7.66	11.45	300.19		<b>WATER TANK</b> 0.16	2.55				
		<b>FRISCO</b> 3.79	8.79	307.85		<b>EVANS</b> 0.46	2.39	5			
		<b>DILLON</b> (36.18)	16	311.64	D	<b>PENN JUNC.</b> 0.97	1.93				
						<b>ALPS JUNC.</b> 0.96	.96				
						<b>IBEX</b> (6.95)		Yard			

**SPECIAL INSTRUCTIONS**

D-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.



# SPECIAL INSTRUCTIONS FOR ALL DISTRICTS AND BRANCHES ON SECOND DIVISION

## SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

R-1. 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.

R-2. YARD LIMIT STATIONS: SALIDA, NATHROP, BUENA VISTA, MALTA, LEADVILLE, TENNESSEE PASS, PANDO, RED CLIFF, MINTURN, WOLCOTT, EAGLE, GYPSUM, GLENWOOD, NEW CASTLE, 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.

R-3. When a train is detoured it must not leave the station at which it returns to its own rails, without a "31" running order.

R-4. 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.

R-5. 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 cross-over. A train entering a siding or moving through a cross-over between main tracks must not stop to pick up man at switch while any part of train is between switch and clearance point of siding or between switches of the cross-over.

R-6. When running over track or bridge 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 a freight train.

R-7. Enginemen must whistle Classification Signals to both Engine and Caboose. Trainmen at Caboose will answer by hand or lamp signal.

R-8. SPEED OF TRAINS.—Trains must not exceed schedule time within the corporate limits of towns or cities.

R-9. Standard gauge consolidation engines must not exceed a speed of twenty-five (25) miles per hour.

R-10. All passenger trains in the same direction must keep ten (10) minutes apart. All westward trains between Tennessee Pass and Minturn must keep ten (10) minutes apart.

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

R-11. 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.

R-12. 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.

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.

Where inspectors are not located, train crews are expected to perform this duty. After brakes have been released on passenger cars, and before trains start, retainers must be turned up.

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.

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.

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.

### R-13. 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 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 line or side track) until Indicator Signal No. 2 at switch stand shows or clear indication; then, when switch is thrown for siding, it sets Signal No. 1 and 3 at Block. This switch must, therefore, be lined up for main line except 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 c

R-14. Trains will not be required to stop at Colorado & Southern crossing on 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 light is displayed, and when crossing is clear green light is displayed. When light not burning trains must stop and be governed by Rule 27.

Colorado Midland Crossing at M. P. 391.5.—Colorado Midland trains to the 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 at New Castle.—Colorado Midland trains going east 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 west. Colorado Midland Crossing, Strawberry Branch, Aspen.—D. & R. G. trains eastward 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.

R-15. Persons accompanying live stock or other freight will be carried on 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.

R-16. Attention is directed to Second Vice-President and General Manager Circular No. 4, dated December 9th, 1909, concerning an act of Congress limiting the term of service of employes, effective March 4th, 1908, copies of which have been posted at all stations and bulletins. All employes affected thereby must familiarize themselves with this law, and obey the provisions thereof.

### EXPLANATION OF CHARACTERS.

T—Turntable.  
W—Water.  
Y—Wye.  
\*—Mail Catcher.  
§—Scales.  
3—Regular Stop.

f—Flag Stop.  
C—Coal.  
D—Day Telegraph Office.  
N—Day and Night Telegraph Office.  
||—Exchange Mail.  
†—End Double Track.

# DISTRICTS AND BRANCHES ON DIVISION

## WHICH ARE INCONSISTENT THEREWITH

must keep ten (10) minutes apart. Minturn must keep ten (10) minutes accordingly, holding train order

and know condition of the same District. During a test of air and main valves to ascertain their condition starting down heavy grades rest in holding the train with hand

inspectors in inspecting air brake main, before leaving Tennessee Pass all pressure, and every effort must be made to remedy defective or kinked hose, or

be expected to perform this duty. Cars, and before trains start, retain-

s with hand brakes on cars where necessary; or other cars in either freight or passenger train under perfect control, and be

at the rear end of the train in both directions of train made for sliding wheels. In starting of trains on heavy grades, ascending grades, the train must be held where it is possible for the train

### OF TRAINS IN AND THROUGH BLOCKS OF THE ELECTRIC BLOCK.

1. Indicator Signal at switch stand, Signal No. 3. White indication on Signal No. 1 be- fore feet west of Signal No. 1). White indication on Signal No. 3

### FACTORS.

- Flag Stop.
- Coal.
- Day Telegraph Office.
- Day and Night Telegraph Office.
- Exchange Mail.
- End Double Track.

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 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-14. 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 green 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.

R-15. 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.

R-16. Attention is directed to Second Vice-President and General Manager's Circular No. 4, dated December 9th, 1909, concerning an act of Congress limiting the hours of service of employes, effective March 4th, 1908, copies of which have been posted at all stations and bulletins. All employes affected thereby must familiarize themselves with this law, and obey the provisions thereof.

## RATING OF LOCOMOTIVES IN TONS OF 2,000 POUNDS (Exclusive of Caboose)

FROM	TO	Engines Class 113 and 150		Engines Class 170, 175 and 184		Engines Class 185		Engines Class 190		Engines Class 220	
		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		650	600	650		700	
No. 61, } 65, } Salida	Tenn. Pass,	350		350		400		450		500	
Minturn,	Tenn. Pass,	200		225		300		300		330	
Tenn. Pass,	Salida,										
Minturn,	Grand Jc.,	1250		1250		15 CO		1500		1500	

  

FROM	TO	Engines Class 106	Engines Class 113	Engines Class 170 175 and 184	Engines Class 185	Engines Class 190	Engines Class 220
Grand Jc.,	Glenwood,	500	700	750	800	850	950
Glenwood,	Minturn,	350	450	500	650	650	700
Glenwood,	Carbondale,		440				
Carbondale,	Aspen,		300				
Aspen,	Carbondale,		850				
Carbondale,	Glenwood,		1250				
		Class 55	Class 60				
Leadville,	Dillon	80	85				
	Both Ways.						

## DR. J. W. O'CONNOR, Chief Surgeon, Denver LOCAL SURGEONS

GEO. H. CURFMAN.....	Salida
G. W. LARIMER.....	Salida
A. J. O'LEARY.....	Buena Vista
J. A. JEANNOTTE.....	Leadville
E. A. WHITMORE.....	Leadville
C. B. WARREN.....	Minturn
J. L. GREENE.....	Eagle
W. W. CROOK.....	Glenwood Springs
G. A. HOPKINS.....	Glenwood Springs
J. M. BRADEN.....	Carbondale
W. H. TWINING.....	Aspen
W. G. LOCKARD.....	New Castle
W. J. LeROSSIGNOL.....	Rifle
J. H. LARSON.....	Palisade
H. R. BULL.....	Grand Junction
K. HANSON.....	Grand Junction
H. S. HENDERSON.....	Grand Junction

HOSPITAL—SALIDA—D. & R. G.

W. RECH,  
Chief Dispatcher, First District, Salida.  
H. A. HULSE } Dispatchers  
J. T. BARRETT } First District  
L. E. CAMPBELL } Salida.

## ADDITIONAL SIDINGS REGULAR

LOCATION		
District	Miles	
First	217.53	O & C
"	224.93	Hecla
"	272.75	Eiler
"	273.54	Leadville
"	274.31	Oro Ju
"	274.55	Colo. M
"	279.39	Cranes
"	289.41	McAlli
"	294.87	Pacific
"	295.00	Black
"	295.04	Knigh
"	296.74	Rock C
Second	303.38	Dowds
"	311.71	Edwar
"	325.42	Sherm
"	363.00	Devere
Aspen Branch	362.81	Flour
"	364.16	Red Ca
"	370.64	Kiggin
"	376.00	Farme
"	380.42	Hook's
"	384.46	Saco
"	386.76	Rose
"	389.49	Powde
"	400.07	Stock
Blue River Branch	290.61	Craver
"	293.44	Kokon
"	303.86	Officer
"	304.96	Uneva
"	307.46	Excelsi
"	307.51	Cunnin

**OF LOCOMOTIVES IN TONS OF 2,000 POUNDS**  
(Exclusive of Caboose)

	Engines Class 113 and 150		Engines Class 170, 175 and 184		Engines Class 185		Engines Class 190		Engines Class 220	
	S. G.	N. G.	S. G.	N. G.	S. G.	N. G.	S. G.	N. G.	S. G.	N. G.
ass,	450	450	500		650	600	650		700	
ass,	350		350		400		450		500	
ass,	200		225		300		300		330	
c.,	1250		1250		1500		1500		1500	
	Engines Class 108	Engines Class 113	Engines Class 170 175 and 184	Engines Class 185	Engines Class 190	Engines Class 220				
od,	500	700	750	800	850	950				
,	350	450	500	650	650	700				
dale,		440								
		300								
dale,		850								
od,		1250								
	Class 55	Class 60								
	80	85								

**R. J. W. O'CONNOR, Chief Surgeon, Denver**  
**LOCAL SURGEONS**

Salida
Salida
Buena Vista
Leadville
Leadville
Minturn
Eagle
Glenwood Springs
Glenwood Springs
Carbondale
Aspen
New Castle
Rifle
Palsade
Grand Junction
Grand Junction
Grand Junction

HOSPITAL—SALIDA—D. & R. G.

**ADDITIONAL SIDINGS AND SPURS NOT SHOWN IN REGULAR TIME TABLES**

LOCATION	Miles	NAMES	CAR CAPACITY		SWITCH CONNECTIONS
			S	NG	
First	217.53	O & C Smelter	381	463	Both Ends
"	224.93	Hecla Junction	4		West End
"	272.75	Eller			East End
"	273.54	Leadville Junc.			West End
"	274.31	Oro Junc.			East End
"	274.55	Colo. Midland Connec'n	24	32	East End
"	279.39	Cranes Park	7		East End
"	289.41	McAllisters	17		East End
"	294.87	Pacific	2		East End
"	295.00	Black Iron Spur	6		East End
"	295.04	Knights	5		East End
"	296.74	Rock Creek	3		East End
Second	303.38	Dowds	3		West End
"	311.71	Edwards	4		East End
"	325.42	Sherman	2		West End
"	363.00	Deveraux Spur	1		West End
Aspen Branch	362.81	Flour Mill	2		East End
"	364.16	Red 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
"	389.49	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
"	303.86	Officer's	3		East End
"	304.96	Uneva Lake	5		East End
"	307.46	Excelsior	5		West End
"	307.51	Cunninghams	30		East End

**WARNINGS \***

District	Mile	NAMES	District	Mile	NAMES
First	246.42	Through Bridge, bet. Americus and Riverside.	Second	349.95	Tunnel, west of Dotsero
"	254.15	Through Bridge, bet. Pine Creek and Granite.	"	350.95	Tunnel, west of Shoshone
"	255.36	C. M. Ry. Overhead Crossing, west of Pine Creek.	"	359.02	Tunnel, east of Glenwood
"	272.68	C. M. Ry. Overhead Crossing, west of Malta.	"	360.48	Through Bridge, at Glenwood
"	274.62	C. M. Ry. Overhead Cros'g, bet. Malta & Leadville.	"	372.83	Bridge 372A, (Colo. Midland)
"	281.20	Tennessee Pass Tunnel.	Aspen Branch	360.56	C. M. Ry. Overhead Crossing, at Glenwood
"	286.55	Pando Tunnel, east of Pando.	"	371.14	C. M. Ry. Overhead Crossing, east of Carbondale
Second	303.35	Through Bridge, west of Minturn.	"	371.71	Through Bridge, east of Carbondale
"	348.88	Flume, east of Shoshone.	Iron Silver Mine Branch	275.25	C. M. Ry. Overhead Crossing and Wires
			Blue River Br.	287.49	Snow Shed
			"	293.51	C. & S. Ry. Overhead Crossing, at Kokomo
			"	293.84	C. & S. Ry. Overhead Crossing, at Kokomo

\* 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**

FIRST DISTRICT	Salida to Leadville	60.78
	Malta to Minturn	31.01
	Leadville Cut-off	3.26
95.05		
SECOND DISTRICT	Minturn to New Castle	71.52
BLUE RIVER BRANCH	Leadville to Dillon	36.28
ASPEN BRANCH	Glenwood to Aspen	42.40
CALUMET BRANCH	Hecla to Calumet	7.31
RIFLE CREEK EXTENSION	New Castle to Rifle, (leased to R. G. Junction Ry.)	13.97
*RIO GRANDE JUNCTION RY.	Rifle to Grand Junction	62.92
SPURS	Iron Silver Mine Branch	2.33
	Chrysolite Extension	7.00
9.33		
Total		337.41

\*Leased from R. G. J. Ry.

**REGISTERING STATIONS**

SALIDA	MALTA	TENNESSEE PASS	LEADVILLE
		B †MINTURN	DILLON
		B †GLENWOOD	B ASPEN
		NEW CASTLE	
		B †GRAND JUNCTION	
	LEADVILLE JCT.		
	for trains via Leadville only		

**O. J. OGG,**  
Superintendent,  
Salida.

**W. T. SUTPHEN,**  
Assistant Superintendent,  
Salida.

**W. RECH,**  
Chief Dispatcher, First District, Salida.

H. A. HULSE } Dispatchers  
J. T. BARRETT } First District  
L. E. CAMPBELL } Salida.

**B. M. LOSER,**  
Chief Dispatcher, Second District, Glenwood.

P. GROOM } Dispatchers  
C. D. WIGHTMAN } Second District,  
Glenwood.