

THE DENVER & RIO GRANDE RAILROAD COMPANY

COLORADO LINES

THIRD DIVISION

EMPLOYEES' TIME TABLE

To Take Effect 12.01 A. M., Sunday, April 9, 1911

STANDARD TIME, 105th MERIDIAN

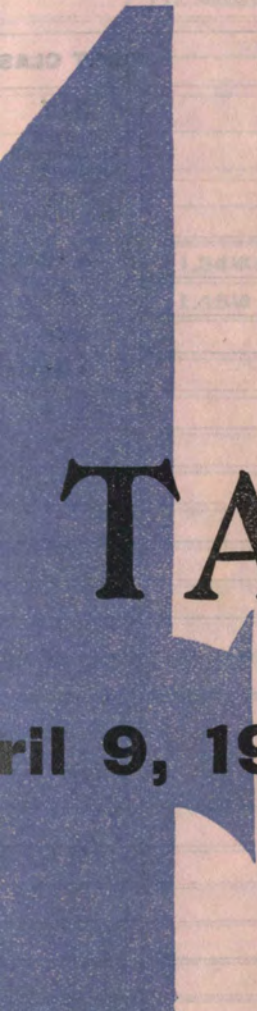
This Time Table is for the guidance of employes only, and is not intended for the information of the public, or as an advertisement of any train. The Company reserves the right to vary from it at pleasure

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

W. S. MARTIN,
Assistant General Manager

F. R. ROCKWELL,
General Superintendent

ROAD COMPANY



TABLE

April 9, 1911

or as an advertisement of

F. R. ROCKWELL,
General Superintendent

THIRD DIVISION
FIRST DISTRICT
Salida and Gunnison

WESTWARD										Distance from Denver	Time Table No. 94 April 9, 1911	Distance from Gunnison	Siding Capacity in cars	EASTWARD				
THIRD CLASS		SECOND CLASS			FIRST CLASS		FIRST CLASS		SECOND CLASS					THIRD CLASS				
327 Local	331 Monarch Mixed	323 Mixed	321 Colorado Fast Freight	317 Denver, Alamosa and Durango Pass.	315 Marshall Pass Route Express	316 Marshall Pass Route Express	318 Durango, Alamosa and Denver Pass.	322 Colorado Fast Freight	324 Mixed					332 Monarch Mixed	328 Local			
Daily Exc. Sunday	Tues., Thurs. & Saturday	Mon., Wed. & Friday	Daily	Daily Exc. Sunday	Daily	Daily	Daily Exc. Sunday	Daily	Tues., Thurs., Sat.	Tues., Thurs. & Saturday	Daily Exc. Sunday							
Lv 6.35AM ³²² ₃₁₅	Lv 7.10AM	Lv 8.00AM	Lv 8.45PM ³¹⁶	Lv 4.10PM ³²⁴ ₃₂₂	Lv 6.30AM ³²⁷ ₃₂₂	215.11	N	Ar 8.45PM ³²¹	Ar 11.55AM	Ar 6.30AM ³¹⁵ ₃₂₇	Ar 4.10PM ³³² ₃₁₇	Ar 4.10PM ³²⁴ ₃₁₇	Ar 6.00PM					
7.05	Ar 7.45AM	8.30	9.05	4.25	s 6.45	220.10		s 8.21	11.30	5.40	3.30	Lv 3.15PM	5.30					
7.35		8.55	9.35	4.40	6.59	223.85		64.79	29	8.08	11.14		5.05					
8.00		Ar 9.20AM	10.00	Ar 4.55PM ³²⁸	s 7.10	226.02	D	62.62	32	s 8.00	Lv 11.05AM		4.55 ³¹⁷					
8.20			10.20		f 7.20	228.32		60.32	37	f 7.52			4.30					
8.50			10.55		7.38	231.94		56.70	19	7.41			4.05					
9.10			11.35		f 7.50	234.00		54.64	50	f 7.33			3.50					
9.40			12.15AM		8.08	237.57		51.07	20	7.22			3.25					
10.40			1.15		8.29 8.35	240.71	D	47.93	33	7.10 7.05			3.00					
11.10			1.45 ³²²		f 8.50	244.85		43.79	36	f 6.38			1.40					
11.40			2.25		f 9.03	248.51		40.13	30	f 6.18			1.00					
12.25PM ³²⁸			2.55		9.18	252.84		35.80	46	5.58			12.25PM ³²⁷					
1.30			3.55		s 9.35	257.24	D	31.40	115	s 5.45			11.30					
1.50			4.15		f 9.45	262.05		26.59	47	f 5.27			10.40					
2.05			4.30		f 9.52	265.48		23.16	23	f 5.18			10.25					
2.22			4.47		f 10.00	269.46		19.18	20	f 5.09			10.05					
2.25			4.52		10.02 ³²⁸	270.39		18.25	46	5.06			10.02 ³¹⁵					
2.55			5.20		s 10.16	276.82		11.82	62	s 4.52			9.00					
3.20			5.45		f 10.28	282.16		6.48	44	f 4.40			8.30					
Ar 4.25PM ³¹⁶			Ar 6.45AM		Ar 10.45AM	288.64	N			Yard	Lv 4.25PM ³²⁷		Lv 8.00AM					
Daily Exc. Sunday	Tues., Thurs. & Saturday	Mon., Wed. & Friday	Daily	Daily Exc. Sunday	Daily						Daily	Daily Exc. Sunday	Daily Exc. Sunday					
								(73.53)										

SPECIAL INSTRUCTIONS.

- A-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
- A-2. No train will leave Salida, Marshall Pass, Sargent or Gunnison without clearance.
- A-3. Water Tank 2.0 miles east of Buxton.
- A-4. All trains must stop at Marshall Pass for inspection of train and brakes.
- A-5. Passenger trains will not exceed a speed of 15 miles per hour, and Freight trains 10 miles per hour down grade between Marshall Pass and Tank 7 MP. 250.84 and between Marshall Pass and Poncha Junction.
- A-6. Eastward Freight trains will stop 10 minutes at Mears Junction, and westward freight trains will stop 10 minutes at Chester to cool wheels and inspect train.

		EASTWARD									
		FIRST CLASS			SECOND CLASS			THIRD CLASS			
		316 Marshall Pass Route Express	318 Durango, Alamosa and Denver Pass.	322 Colorado Fast Freight	324 Mixed	332 Monarch Mixed	328 Local				
		Daily	Daily Exc. Sunday	Daily	Tues., Thurs., Sat.	Tues., Thurs. & Saturday	Daily Exc. Sunday				
73.53'	Yard	Ar 8.45PM ³²¹	Ar 11.55AM	Ar 6.30AM ³¹⁵ 327	Ar 4.10PM ³³² 317	Ar 4.10PM ³²⁴ 317	Ar. 6.00PM				
68.54	56	s 8.21	11.30	5.40	3.30	Lv 3.15PM	5.30				
64.79	29	8.08	11.14	5.15	3.05		5.05				
62.62	32	s 8.00	Lv 11.05AM	4.50	Lv 2.50PM		4.55 ³¹⁷				
60.32	37	f 7.52		4.35			4.30				
56.70	19	7.41		4.15			4.05				
54.64	50	f 7.33		4.00			3.50				
51.07	20	7.22		3.40			3.25				
47.93	33	7.10 7.05		3.15			3.00				
43.79	36	f 6.38		1.45 ³²¹			1.40				
40.13	30	f 6.18		1.00			1.00				
35.80	46	5.58		12.25			12.25PM ³²⁷				
31.40	115	s 5.45		12.01AM			11.30				
26.59	47	f 5.27		11.02			10.40				
23.16	23	f 5.18		10.40			10.25				
19.18	20	f 5.09		10.15			10.05				
18.25	46	5.06		10.10			10.02 ³¹⁵				
11.82	62	s 4.52		9.35			9.00				
6.48	44	f 4.40		9.05			8.30				
	Yard	Lv 4.25PM ³²⁷		Lv 8.30PM			Lv. 8.00AM				
		Daily	Daily Exc. Sunday	Daily	Tues., Thurs., Sat.	Tues., Thurs. & Saturday	Daily Exc. Sunday				

CTIONS.
E CLASS.

10 miles per hour down grade between Marshall Pass and Tank 7 MP. 250.84
eight trains will stop 10 minutes at Chester to cool wheels and inspect train.

WESTWARD									
THIRD CLASS			SECOND CLASS			FIRST CLASS			
365 Local	363 Local		321 Colorado Fast Freight	361 Colorado Fast Freight	357 Lake City Mixed	319 Marshall Pass Route Express	315 Marshall Pass Route Express		
Daily Exc. Sunday	Daily Exc. Sunday		Daily	Daily	Daily Exc. Sunday	Daily	Daily		
			Lv 7.00AM				Lv 10.50AM	288	
								288	
			7.20				f 11.02	294	
			7.40				f 11.14	299	
			7.43				f 11.16	300	
			8.10				f 11.36	307	
			8.35			Lv 3.05PM ³¹⁶	s 11.54 ³⁶⁸	313	
			8.40			Ar 3.15PM	11.56	314	
			9.05				f 12.14PM	320	
			9.35				12.33	327	
			10.15				f 12.40 1.00	329	
			11.05				s 1.35 ³¹⁶	334	
			11.40				s 1.58	341	
			12.01PM				f 2.10	346	
			12.23 ³¹⁶				2.23 ³²²	350	
		Lv 1.30PM	Ar 12.45PM				Lv 2.45PM	Ar 2.30PM	351
		2.00					f 3.01	357	
		2.35					s 3.14	362	
		3.05					f 3.27	367	
Lv 12.30PM	Ar 3.30PM						s 3.45	372	
12.50							f 3.55	377	
1.00							f 4.02	380	
1.20							f 4.13	384	
1.50							f 4.28	390	
2.20							f 4.45	397	
2.45							f 4.57	402	
3.10							f 5.10	407	
3.30							s 5.20	411	
4.00							f 5.35	417	
Ar 5.00PM							Ar 6.00PM	424	
Daily Exc. Sunday	Daily Exc. Sunday		Daily	Daily	Daily Exc. Sunday	Daily	Daily		

3rd Div.

B-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
B-2. No train will leave Gunnison, Cimarron, Montrose or Cedaredge without clearance.
B-3. Water tank at Elk Creek 5 miles west of Kezar.
B-4. Passenger trains will not exceed a speed of 15 miles per hour down grade between Cerro Summit and Cedar Creek.

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

WESTWARD						EASTWARD											
SECOND CLASS			FIRST CLASS			Distance from Denver	Time Table No. 94 April 9, 1911		Distance from Grand Junction	Siding Capacity in Cars	FIRST CLASS		SECOND CLASS			THIRD CLASS	
321 Colorado Fast Freight	361 Colorado Fast Freight	357 Lake City Mixed	319 Marshall Pass Route Express	315 Marshall Pass Route Express	STATIONS		316 Marshall Pass Route Express	320 Marshall Pass Route Express			358 Lake City Mixed	362 Colorado Fast Freight	322 Colorado Fast Freight	364 Local	366 Local		
Daily	Daily	Daily Exc. Sunday	Daily	Daily			Daily	Daily			Daily	Daily Exc. Sunday	Daily	Daily	Daily Exc. Sunday	Daily Exc. Sunday	
Lv 7.00AM				Lv 10.50AM	288.64	N	GUNNISON WCYTS 0.0	135.55	Yard	Ar 4.20PM				Ar 8.20PM			
					288.64		CROSSING 5.83	135.55									
				f 11.02	294.47		HIERRO 4.69	129.72	49	f 4.00						7.45	
				f 11.14	299.16		IOLA 0.92	125.08	7	f 3.47						7.25	
				f 11.16	300.08		KEZAR 7.09	124.11	30	f 3.45						7.20	
				f 11.36	307.17		CEBOLLA 6.80	117.02	47	f 3.25						6.50	
		Lv 3.05PM ³¹⁶		s 11.54 ³⁵⁸	313.97	D	SAPINERO CY 0.81	110.22	83	s 3.05 ³⁵⁷		Ar 11.54AM ³¹⁵				6.20	
		Ar 3.15PM		11.56	314.78		LAKE JUNCTION 6.07	109.41		3.00		Lv 11.45AM				6.15	
				f 12.14PM	320.86		CURECANTI 6.79	103.34	32	f 2.40						5.45	
				12.33	327.64		CRYSTAL CREEK 1.37	96.55	15	2.18						5.15	
				12.40 1.00	329.01	D	CIMARRON WCY 5.58	95.18	52	2.15 1.55						5.10	
				s 1.35 ³¹⁶	334.59		CERRO SUMMIT 6.68	89.60	20	s 1.35 ³¹⁵						4.10	
				s 1.58	341.27	D	CEDAR CREEK WY 5.09	82.92	46	s 12.55						3.10	
				f 2.10	346.36		FAIR VIEW 4.14	77.83	47	f 12.34						2.40	
				2.23 ³²²	350.50		OURAY JUNCTION 1.01	73.69		12.23 ³²¹						2.23 ³¹⁵	
Ar 12.45PM			Lv 2.45PM	Ar 2.30PM	351.51	D	MONTROSE WCY 5.88	72.68	Yard	Lv 12.20PM	Ar 12.01PM		Lv 2.10PM		Ar 9.30AM		
			f 3.01		357.39		MENOKEN 4.82	66.80	37		f 11.40				8.55		
			s 3.14		362.21	D	OLATHE 5.28	61.98	30		s 11.26				8.30		
			f 3.27		367.49		CHIPETA 5.32	56.70	37		f 11.10				8.00		
		Lv 8.30PM	s 3.45		372.81	D	DELTA WCY 4.72	51.38	Yard		s 10.56		Ar 12.30AM		Lv 7.30AM	Ar 11.30AM	
		8.50	f 3.55		377.53		ROUBIDEAU 2.66	46.66	36		f 10.34		11.55			11.00	
		9.04	f 4.02		380.19		STRATTER 4.65	44.00	47		f 10.26		11.40			10.45	
		9.25	f 4.13		384.84		ESCALANTE 6.08	39.35	37		f 10.14		11.20			10.25	
		9.50	f 4.28		390.92		DOMINGUEZ 6.75	33.27	55		f 9.55 ³⁶⁶		10.55			9.55 ³²⁰	
		10.30 ³⁶²	f 4.45		397.67		BRIDGEPORT 5.16	26.52	47		f 9.37		10.30 ³⁶¹			9.10	
		10.55	f 4.57		402.83		DEER RUN 5.13	21.86	40		f 9.23		10.00			8.45	
		11.20	f 5.10		407.96		KAHNAH 3.83	16.23	20		f 9.10		9.35			8.20	
		11.40	s 5.20		411.79	D	WHITEWATER 5.47	12.40	55		s 9.01		9.20			8.00	
		12.10AM	f 5.35		417.26		UNAWEEP 6.93	6.93	38		f 8.47		9.00			7.35	
		Ar 1.00AM	Ar 6.00PM		424.19	N	GRAND JUNC. WCYTS (135.55)		Yard		Lv 8.30AM		Lv 8.30PM			Lv 7.00AM	
Daily	Daily	Daily Exc. Sunday	Daily	Daily						Daily	Daily	Daily Exc. Sunday	Daily	Daily	Daily Exc. Sunday	Daily Exc. Sunday	

SPECIAL INSTRUCTIONS

- B-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
- B-2. No train will leave Gunnison, Cimarron, Montrose or Grand Junction without clearance.
- B-3. Water tank at Elk Creek 5 miles west of Kezar.
- B-4. Passenger trains will not exceed a speed of 15 miles per hour and freight trains 10 miles per hour down grade between Cerro Summit and Cimarron and Cerro Summit and Cedar Creek.

- B-5. Westward freight trains will stop at Cedar Creek 10 minutes to cool wheels and inspect train.
- B-6. Lake City Branch trains when more than 15 minutes late will protect against main line trains between Sapinero and Lake Junction.
- B-7. All trains must stop at Cerro Summit for inspection of train and brakes.
- B-8. Passenger trains will not exceed 12 miles per hour, and freight trains 8 miles per hour through Bridgeport tunnel, near MP 400, and between slow boards between MP 403 and 404.

THIRD DIVISION—THIRD DISTRICT
Mears and Alamosa

WESTWARD				Distance from Denver	Time Table No. 94 April 9, 1911	Dist. from Alamosa	Siding Capacity in Cars	EASTWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS	
323 Mixed		317 Denver, Alamosa and Durango Passenger						318 [*] Durango, Alamosa and Denver Pass.		324 Mixed	
Mon., Wed. & Fri.		Daily Except Sunday			Passing Tracks	Daily Except Sunday		Tues., Thurs. & Sat.			
Lv 9.20AM		Lv 4.55PM		215.11	N	85.33	Yard	Ar 11.05AM	Ar 2.50PM		
10.00		5.20		226.02	D	74.42	32	Ar 10.45	2.20		
10.20 ³¹⁸		5.32	f	229.57		70.87	36	10.20 ³²³	1.00		
10.45		5.47	f	232.89		67.55	50	10.00	12.20PM		
11.15		6.02	s	238.99		61.45	46	9.40	11.45		
11.48		6.16	f	245.34	D	55.10	49	9.25	11.05		
12.25PM		6.30	f	250.84		49.60	49	9.09	10.30		
1.00		6.46	s	257.01	D	43.43	49	8.56	10.00		
3.00		7.00	f	262.69		37.75	103	8.42	9.30		
3.25		7.12	f	268.90		31.64	49	8.30	9.05		
3.47		7.26	s	274.30		26.14	49	8.18	8.40		
4.12		7.41	f	280.27	D	20.17	49	8.02	8.17		
4.34		7.59	f	286.84		13.60	49	7.48 ³²⁴	7.48 ³¹⁸		
5.00		8.20PM	f	294.11		6.33	39	7.35AM	7.10AM		
Ar 5.45PM		Daily Except Sunday		300.44	N		Yard	Daily Except Sunday	Tues., Thurs. & Sat.		
Mon., Wed. & Fri.						(85.33)					

SPECIAL INSTRUCTIONS.

- C-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
- C-2. No train will leave Alamosa without clearance.
- C-3. The west wye switch at Alamosa is set and locked for La Veta line. Third Division trains will come to full stop before entering Alamosa yard.
- C-4. Passenger trains will not exceed a speed of fifteen miles per hour and freight trains ten miles per hour down grade between Poncha Pass and Mears Junction and Poncha Pass and Round Hill.
- C-5. Alder, at mile post 236.9 is mail station for Nos. 317 and 318.
- C-6. Watonga M. P. 253-69 is mail station for 317 and 318.

THIRD DIVISION—NORTH FORK BRANCH
Delta and Somerset

WESTWARD				Distance from Denver	Time Table No. 94 April 9, 1911	Dist. from Somerset	Siding Capacity in Cars	EASTWARD			
THIRD CLASS		SECOND CLASS						SECOND CLASS		THIRD CLASS	
379 Local Freight	371 Fast Freight	377 Mixed						378 Mixed	372 Fast Freight	380 Local	
Daily Except Sunday	Daily	Daily			Passing Tracks	Daily	Daily	Daily Except Sunday			
Lv 7.35AM	Lv 1.00AM	Lv 3.55PM		372.81	N	42.47	Yard	Ar 10.50AM	Ar 5.15PM		
8.15	1.50	4.20 ³⁸⁰	s	380.82	D	34.46	26	10.10	7.00		
8.40	2.20	4.33	f	385.39		29.89	43	9.55	6.30		
9.35 ³⁷⁸	3.05	4.52	f	392.58		22.70	44	9.35 ³⁷⁹	6.00		
		4.55	f	393.24		22.04	9	9.30	2.50		
10.25	3.45	5.10 ³⁷²	s	397.76	D	17.52	71	9.20	5.10 ³⁷⁷		
		5.20	f	403.64		11.64	19	9.00	2.15		
11.00	5.05	5.38	s	405.94	D	9.34	41	8.55	4.00		
		5.50	f	410.92		4.36	7	8.40	1.30		
Ar 11.55AM	Ar 6.30AM	Ar 6.15PM		415.28	D		Yard	Lv 8.30AM	Lv 3.00PM		
Daily Except Sunday	Daily	Daily				(42.47)		Daily	Daily		

SPECIAL INSTRUCTIONS.

- D-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
- D-2. No train will leave Delta or Somerset without clearance.
- D-3. Passenger trains will not exceed 12 miles per hour and freight trains 8 miles per hour, between slow boards at Shale Cut, near MP 402, and slow boards between MP 413 and 414.

THIRD DIVISION
OURAY BRANCH
Montrose and Ouray

WESTWARD				Distance from Denver	Time Table No. 94 April 9, 1911	Distance from Ouray	Siding Capacity in Cars	EASTWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS	
321 Colorado Fast Freight		315 Ouray Passenger						316 Denver Passenger		316 Denver Passenger	
Daily		Daily			Passing Tracks	Daily		Daily			
Lv 1.30PM ³²²		Lv 2.55PM		351.51	N	35.90	Yard	Ar 12.01PM	Ar 1.00PM		
1.35		2.57		352.16		35.25		11.50	1.00		
2.00		3.20	f	359.54		27.87	13	11.26	12.00		
2.20		3.32	f	363.84		23.57	21	11.15	12.00		
2.32		3.40	f	366.50		20.91	17	11.07	12.00		
3.00		4.02		374.36		13.05	27	10.48	11.00		
3.40		4.20	s	377.06	D	10.35	Yard	10.40	11.00		
4.00		4.33	f	380.09		7.32	17	10.15	11.00		
Ar 5.00PM		Ar 5.10PM		383.40		4.01					
Daily		Daily		387.41	D		Yard	Lv 9.50AM	Lv 1.00PM		
						(35.90)		Daily			

SPECIAL INSTRUCTIONS.

- H-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
- H-2. No train will leave Montrose or Ouray without clearance.
- H-3. Water Tank at Cow Creek, between Eldredge and Dallas.

THIRD DIVISION
CRESTED BUTTE BRANCH
Gunnison and Anthracite

WESTWARD				Distance from Denver	Time Table No. 94 April 9, 1911	Distance from Anthracite	Siding Capacity in Cars	EASTWARD			
SECOND CLASS		SECOND CLASS						SECOND CLASS		SECOND CLASS	
347 Crested Butte Mixed		348 Denver Mixed						348 Denver Mixed		348 Denver Mixed	
Daily		Daily			Passing Tracks	Daily		Daily			
Lv 11.00AM		Lv 4.00PM		288.64	N	31.95	Yard	Ar 4.00PM	Ar 1.00PM		
		Exc. Sunday		288.80		31.79		Exc. Sunday			
		11.40		299.39		21.20	46	2.55			
		12.10PM		304.72		15.87	27	2.30			
				310.50		10.09					
Ar 1.25PM				316.29	D	4.30	Yard	Lv 1.50PM	Lv 1.00PM		
				316.99		3.60					
				320.59			39				
Daily		Daily				(31.95)		Daily			

SPECIAL INSTRUCTIONS.

- I-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
- I-2. No train will leave Gunnison or Crested Butte without clearance.
- I-3. No. 348 will wait at Crested Butte until No. 347 has arrived.

**THIRD DIVISION
OURAY BRANCH
Montrose and Ouray**

WESTWARD			Distance from Denver	Time Table No. 94			Distance from Ouray	EASTWARD		
COND CLASS	FIRST CLASS	315 Ouray Passenger Daily		STATIONS				316 Denver Passenger Daily	SECOND CLASS	
321 Colorado Freight Daily				315 Ouray Passenger Daily	STATIONS				322 Colorado Fast Freight Daily	
Ar 12.30PM		Lv 2.55PM	351.51	N	MONTROSE WCY 0.65	35.90	Yard	Ar 12.01PM	Ar 1.30PM ³²¹	
		2.57	352.16		OURAY JUNC. 7.38	35.25		11.50	1.15	
	f	3.20	359.54		UNCOMPAGRE 4.30	27.87	13	f 11.26	12.40	
	f	3.32	363.84		COLONA 2.66	23.57	21	f 11.15	12.20	
	f	3.40	366.50		ELDREDGE 7.86	20.91	17	f 11.07	12.10PM	
		4.02	374.36		DALLAS Y 2.70	13.05	27	10.48	11.40	
	s	4.20	377.06	D	RIDGWAY JUNC. WCY 3.03	10.35	Yard	s 10.40	11.30	
	f	4.33	380.09		PIEDMONT W 3.31	7.32	17	f 10.15	11.05	
			383.40		LAKE HUGHES 4.01	4.01				
Ar 5.00PM		Ar 5.10PM	387.41	D	OURAY WCT		Yard	Lv 9.50AM	Lv 10.30AM	
Daily	Daily	Daily			(35.90)			Daily	Daily	

SPECIAL INSTRUCTIONS.
H-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
H-2. No train will leave Montrose or Ouray without clearance.
H-3. Water Tank at Cow Creek, between Eldredge and Dallas.

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

WESTWARD			Distance from Denver	Time Table No. 94			Distance from Anthracite	EASTWARD			
SECOND CLASS				347 Crested Butte Mixed Daily Exc. Sunday <th colspan="3">STATIONS</th> <th rowspan="2">348 Denver Mixed Daily Exc. Sunday <th colspan="2">SECOND CLASS</th> </th>	STATIONS			348 Denver Mixed Daily Exc. Sunday <th colspan="2">SECOND CLASS</th>	SECOND CLASS		
SECOND CLASS					347 Crested Butte Mixed Daily Exc. Sunday <th colspan="3">STATIONS</th> <th>348 Denver Mixed Daily Exc. Sunday <th colspan="2">SECOND CLASS</th> </th>	STATIONS			348 Denver Mixed Daily Exc. Sunday <th colspan="2">SECOND CLASS</th>	SECOND CLASS	
		Lv 11.00AM	288.64	N	GUNNISON WCYT 0.16	31.95	Yard	Ar 4.00PM			
			288.80		CROSSING 10.59	31.79					
		11.40	299.39		ALMONT 5.33	21.20	46	2.55			
		12.10PM	304.72		JACK'S CABIN W 5.78	15.87	27	2.30			
			310.50		GLACIERS 5.79	10.09					
	Ar	1.25PM	316.29	D	CRESTED BUTTE WCY 0.70	4.30	Yard	Lv 1.50PM			
			316.99		FLORESTA JUNCTION 3.60	3.60					
			320.59		ANTHRACITE		39				
	Daily Exc. Sunday	Daily Exc. Sunday			(31.95)			Daily Exc. Sunday			

SPECIAL INSTRUCTIONS.
I-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
I-2. No train will leave Gunnison or Crested Butte without clearance.
I-3. No. 348 will wait at Crested Butte until No. 347 has arrived.

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

WESTWARD			Distance from Denver	Time Table No. 94			Distance from End of Track	EASTWARD			
SECOND CLASS				343 Mixed Mon., Wed., Fri. <th colspan="3">STATIONS</th> <th rowspan="2">344 Mixed Mon., Wed., Fri. <th colspan="2">SECOND CLASS</th> </th>	STATIONS			344 Mixed Mon., Wed., Fri. <th colspan="2">SECOND CLASS</th>	SECOND CLASS		
SECOND CLASS					343 Mixed Mon., Wed., Fri. <th colspan="3">STATIONS</th> <th>344 Mixed Mon., Wed., Fri. <th colspan="2">SECOND CLASS</th> </th>	STATIONS			344 Mixed Mon., Wed., Fri. <th colspan="2">SECOND CLASS</th>	SECOND CLASS	
		Lv 1.00PM	262.69	D	MOFFAT WY 3.48	16.96	103	Ar 3.00PM			
		1.10	265.74		TRAVIS 7.96	13.48	5	2.30			
	Ar	2.00PM	273.70		CRESTONE 4.60	5.52	25	Lv 2.05PM			
			278.30		MILL W 0.82	0.92	78				
			279.12		COTTONWOOD T 0.10	0.10	10				
			279.22		END OF TRACK						
	Mon., Wed., Fri.				(16.96)			Mon., Wed., Fri.			

SPECIAL INSTRUCTIONS.
E-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
E-2. 344 will wait at Crestone until 343 arrives.

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

WESTWARD			Distance from Denver	Time Table No. 94			Distance from Orient	EASTWARD			
SECOND CLASS				348 Denver Mixed Daily Exc. Sunday <th colspan="3">STATIONS</th> <th rowspan="2">349 Villa Grove Daily <th colspan="2">SECOND CLASS</th> </th>	STATIONS			349 Villa Grove Daily <th colspan="2">SECOND CLASS</th>	SECOND CLASS		
SECOND CLASS					348 Denver Mixed Daily Exc. Sunday <th colspan="3">STATIONS</th> <th>349 Villa Grove Daily <th colspan="2">SECOND CLASS</th> </th>	STATIONS			349 Villa Grove Daily <th colspan="2">SECOND CLASS</th>	SECOND CLASS	
		Lv 11.00AM	245.34	D	VILLAGROVE WCY 8.22	8.22	49				
			253.56		ORIENT T		42				
					(8.22)						

SPECIAL INSTRUCTIONS.
F-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

WESTWARD			Distance from Denver	Time Table No. 94			Distance from Monarch	EASTWARD			
SECOND CLASS				331 Monarch Mixed Tues., Thurs., Sat. <th colspan="3">STATIONS</th> <th rowspan="2">332 Monarch Mixed Tues., Thurs., Sat. <th colspan="2">SECOND CLASS</th> </th>	STATIONS			332 Monarch Mixed Tues., Thurs., Sat. <th colspan="2">SECOND CLASS</th>	SECOND CLASS		
SECOND CLASS					331 Monarch Mixed Tues., Thurs., Sat. <th colspan="3">STATIONS</th> <th>332 Monarch Mixed Tues., Thurs., Sat. <th colspan="2">SECOND CLASS</th> </th>	STATIONS			332 Monarch Mixed Tues., Thurs., Sat. <th colspan="2">SECOND CLASS</th>	SECOND CLASS	
		Lv 7.45AM	220.10	Y	PONCHA JUNC. 6.90	15.30	56	Ar 3.15PM			
		8.35	227.00		MAYSVILLE 5.99	8.40	21	1.45			
		9.40	232.99		GARFIELD 2.41	2.41	22	12.45PM			
	Ar	11.10AM	235.40	T	MONARCH		21	Lv 11.45AM			
	Tues., Thurs., Sat.				(15.30)			Tues., Thurs., Sat.			

SPECIAL INSTRUCTIONS.
G-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
G-2. Water Tank at Silver Creek, between Maysville and Garfield.
G-3. No. 332 will wait at Monarch until No. 331 arrives.

**WESTWARD
SECOND CLASS**

351 Mixed Monday, Wednesday, Friday Lv 9.50AM
10.40
11.20
Ar 12.35PM
Monday, Wednesday, Friday

L-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
L-2. No train will leave Montrose or Ouray without clearance.
L-3. No. 352 will wait at Montrose until No. 351 arrives.

**WESTWARD
SECOND CLASS**

353 Baldwin Mixed Tuesday, Thursday, Saturday Lv 11.00AM
11.20
11.35
11.50
12.35
Ar 12.50PM
Tuesday, Thursday, Saturday

M-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
M-2. No. 354 will wait at Monarch until No. 353 arrives.

**WESTWARD
SECOND CLASS**

355 Mixed Tuesday, Thursday, Saturday Lv 1.10AM
1.15
Ar 1.55AM
Tuesday, Thursday, Saturday

N-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
N-2. No. 356 will wait at Monarch until No. 355 arrives.

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

Dist. from Denver	Time Table No. 94		Dist. from End of Track	Siding Capacity in Cars	EASTWARD	
	April 9, 1911				SECOND CLASS	
STATIONS		Passing Tracks	Mon., Wed. & Fri.			
262.69	D	MOFFAT	WY	16.96	103	Ar 3.00PM
265.74		TRAVIS		5		2.30
273.70		CRESTONE		5.52	25	Lv 2.05PM
278.30		MILL	W	0.92	78	
279.12		COTTONWOOD	T	0.10	10	
279.22		END OF TRACK				
		(16.96)				Mon., Wed. & Fri.

SPECIAL INSTRUCTIONS.

WESTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. Will wait at Crestone until 343 arrives.

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

Dist. from Denver	Time Table No. 94		Dist. from Orient	Siding Capacity in Cars	EASTWARD	
	April 9, 1911				SECOND CLASS	
STATIONS		Passing Tracks				
245.34	D	VILLA GROVE	WCY	8.22	49	
253.56		ORIENT	T		42	
		(8.22)				

SPECIAL INSTRUCTIONS.

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

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

Dist. from Denver	Time Table No. 94		Dist. from Monarch	Siding Capacity in Cars	EASTWARD	
	April 9, 1911				SECOND CLASS	
STATIONS		Passing Tracks	Tues., Thurs. & Sat.			
220.10	Y	PONCHA JUNC.	Y	15.30	56	Ar 3.15PM
227.00		MAYSVILLE		8.40	21	1.45
232.99		GARFIELD		2.41	22	12.45PM
235.40		MONARCH	T		21	Lv 11.45AM
		(15.30)				Tues., Thurs. & Sat.

SPECIAL INSTRUCTIONS.

WESTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. Tank at Silver Creek, between Maysville and Garfield. Will wait at Monarch until No. 331 arrives.

**THIRD DIVISION—PITKIN BRANCH
Gunnison and Pitkin**

WESTWARD		Distance from Denver	Time Table No. 94		Distance from Quartz	EASTWARD	
SECOND CLASS			April 9, 1911			SECOND CLASS	
351 Mixed				352 Mixed			
Monday, Wednesday, Friday				Monday, Wednesday, Friday			
STATIONS				STATIONS			
Lv 9.50AM	288.64	D	GUNNISON	WTCY	29.80	Yard	Ar 4.15PM
	292.34		BIEBLES SPUR		26.10	4	
10.40	300.54		PARLINS	WY	17.90	34	2.35
11.20	308.94		OHIO CITY	W	9.50	43	2.05
Ar 12.35PM	315.64		PITKIN	WY	2.80	215	Lv 1.35PM
	318.44		QUARTZ			38	
				(29.80)		Monday, Wednesday, Friday	

SPECIAL INSTRUCTIONS.

L-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
L-2. No train will leave Gunnison without clearance.
L-3. No. 352 will wait at Pitkin until No. 351 arrives.

**THIRD DIVISION—BALDWIN BRANCH
Gunnison and Baldwin**

WESTWARD		Distance from Denver	Time Table No. 94		Distance from Baldwin	EASTWARD	
SECOND CLASS			April 9, 1911			SECOND CLASS	
353 Baldwin Mixed				354 Denver Mixed			
Tuesday, Thursday, Saturday				Tuesday, Thursday, Saturday			
STATIONS				STATIONS			
Lv 11.00AM	288.64	D	GUNNISON	TWCY	17.20	Yard	Ar 4.10PM
			CROSSING				
11.20	293.74		WYLLIE'S SPUR		12.10	8	3.15
11.35	296.84		TEACHOUT		9.00	8	3.00
11.50	300.34		HINKLES		5.50	11	2.45
12.35PM	303.34		CASTLETON	WY	2.50	99	2.30
Ar 12.50PM	305.84		BALDWIN			60	Lv 12.55PM
				(17.20)		Tuesday, Thursday, Saturday	

SPECIAL INSTRUCTIONS.

M-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
M-2. No. 354 will wait at Baldwin until No. 353 arrives.

**THIRD DIVISION—KUBLER BRANCH
Castleton and Kubler Mine**

WESTWARD		Distance from Denver	Time Table No. 94		Distance from Kubler	EASTWARD	
SECOND CLASS			April 9, 1911			SECOND CLASS	
355 Mixed				356 Mixed			
Tuesday, Thursday, Saturday				Tuesday, Thursday, Saturday			
STATIONS				STATIONS			
Lv 1.10PM	303.34	Y	CASTLETON	Y	1.80	99	Ar 2.30PM
1.15	304.55		COOPER SIDING		0.60	18	2.20
Ar 1.55PM	305.15		KUBLER MINE			60	Lv 2.00PM
				(1.80)		Tuesday, Thursday, Saturday	

SPECIAL INSTRUCTIONS.

N-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
N-2. No. 356 will wait at Kubler Mine until No. 355 arrives.

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

WESTWARD		Distance from Denver	Time Table No. 94		Distance from Lake City	Eastward	
SECOND CLASS			April 9, 1911			SECOND CLASS	
357 Mixed				358 Mixed			
Daily Exc. Sunday				Daily Exc. Sunday			
STATIONS				STATIONS			
Lv 3.05PM	313.97	D	SAPINERO	CY	36.56	79	Ar 11.54AM
			LAKE JUNC.		35.75		11.45
3.15	314.78		MADERA	W	22.53	6	10.05
4.10	328.00		GATE VIEW		20.71	41	10.00
4.20	329.82		YOU MAN		10.99	10	9.20
Ar 6.05PM	350.53		LAKE CITY	WCY		31	Lv 8.40AM
				(36.56)		Daily Exc. Sunday	

SPECIAL INSTRUCTIONS.

J-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
J-2. No train will leave Sapinero or Lake City without clearance.

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

WESTWARD		Distance from Denver	Time Table No. 94		Distance from End of Track	Eastward	
SECOND CLASS			April 9, 1911			SECOND CLASS	
STATIONS				STATIONS			
			CRESTED BUTTE	WCY	11.41	Yard	
			FLORESTA JUNCTION		10.71		
			ROGERS	W	5.57		
			IRWIN		3.38		
			KEBLER		2.73	39	
			FLORESTA		0.17	51	
			END OF TRACK	WT			
				(11.41)			

SPECIAL INSTRUCTIONS.

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

SPECIAL INSTRUCTIONS FOR ALL DISTRICTS AND BRANCHES ON THIRD 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, MEARS JUNCTION, SARGENT, GUNNISON, SAPINERO, CIMARRON, MONTROSE, DELTA, GRAND JUNCTION, SOMERSET, RIDGWAY JUNCTION, OURAY, VILLA GROVE, MOFFAT, ALAMOSA, CRESTED BUTTE. 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 tables 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. Trains on mountain or canon sections must not exceed schedule time under any circumstances, and must not exceed eight miles per hour between Sapinero and Lake Junction. On other portions of the Division, passenger trains will not exceed thirty miles per hour and mixed and freight trains, eighteen miles per hour.

R-11. All trains approaching Marshall Pass station will reduce speed to four miles per hour at first switch. Westward trains will take siding. When using tracks other than designated, it must be done under danger signals.

R-12. Special Passenger trains and Light Engines must not exceed the running time of First Class trains, nor Extra Freight and Work trains that of Third Class trains.

R-13. All trains in the same direction must be kept ten minutes apart. Operators at open telegraph offices will block trains accordingly, holding train order signal at "Stop," the required time for this purpose.

R-14. Passengers will be carried on trains 321 and 322 between Sargent and Montrose, when holding proper transportation, together with freight train permit. Trains 331 and 332 between Salida and Monarch, trains 379 and 380 between Delta and Somerset, and trains 323 and 324 between Salida and Alamosa will carry passengers without freight train permits, if holding proper transportation. No freight trains other than those mentioned above will carry passengers. Persons accompanying live stock or other freight will be carried on any freight train handling such live stock or freight, when holding proper transportation, and when permission to accompany same is covered by contract. Passengers on freight trains should be informed that cabooses will not be pulled up to platform to receive or deliver passengers or baggage. Employes 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-15. CROSSING RULES AT GUNNISON.—Trains on La Veta tracks and Crested Butte Branch have the right to cross ahead of trains on Baldwin and Pitkin branches. Trains on Baldwin and Pitkin branches must protect themselves by flag over La Veta tracks and Crested Butte Branch.

TO CONDUCTORS, ENGINEERS, BRAKEMEN AND INSPECTORS:

R-16. The members of train crews must assist inspectors in inspecting the air brake equipment as well as the general condition of the train, before leaving Marshall Pass, Poncha Pass, Orient Mines, Cerro Summit, Monarch Mines, and Garfield Quarry, and put same in safe operating condition before descending the grade.

R-17. During the test of air brakes at these stations, and while the air is applied, brakemen must turn up all retaining valves to ascertain their condition, and if any are found inoperative or any other defect in air brake equipment is discovered which can not be promptly repaired, inspector must apply the usual Air Brake Defect Card to the needle beam of the car, specifying nature of defect. Piston travel must be adjusted to four (4) inches on freight cars and five (5) inches on passenger cars. In adjusting piston travel care must be exercised to see that there is no snow or ice, or other foreign substances between, or adhering to, faces of brake shoes and wheel treads. Brakemen must test the hand brakes on all the cars before trains leave these stations. Particular attention must be devoted to all rods and brake connections, brake shoes and levers, key bolts and split keys, and to all draft gear.

R-18. In making tests of brakes, engineers will give full pressure, and every must be made by inspectors and trainmen to locate and remedy defective or hose, or any leaks in air pipes and connections.

R-19. At any of the above points where inspectors are not located, train are required to perform this duty.

R-20. After brakes have been released on passenger cars, and before trains from these stations, retainers must be turned up.

R-21. Trainmen must assist in holding freight trains with the hand brakes; brakes on about one-fourth of the train to be set to act as retainers in case failure. Usually hand brakes should be set on cars at or near the head of the

R-22. Trainmen must assist in holding passenger train with hand brakes or where the retaining valves are not in proper working order; or other cars in freight or passenger trains, if found necessary, in order to keep train under control, and be prepared to stop the train should the air fail.

R-23. At least one member of the train crew must be on the rear end of the in both ascending and descending grades, and a close observance of train making sliding wheels.

R-24. Engineers must exercise every precaution to prevent parting of train heavy grades. In case of trouble with brakes on a train in descending grades, the must be stopped, a careful and complete inspection made, and defects remedied it is possible for the train crew to do so, and report made of same.

R-25. In the handling of freight trains down Poncha Pass, Orient, Monarch Br Marshall Pass and Cerro Summit, but one (1) car having non-air or inoperative brakes will be permitted to descend in solid coal or ore trains, and not more than (2) cars with non-air or inoperative air brakes in merchandise or mixed trains.

R-26. Pushing or helping engines must always have air coupled. This includes signals on Passenger trains.

R-27. Trainmen must not uncouple cars on grades without first testing hand-brakes and knowing that they will hold.

R-28. Where locomotives are equipped with Water Brakes, be sure that they are in good working order.

R-29. 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.

REGISTERING STATIONS

PONCHA JUNCTION
MEARS JUNCTION
MARSHALL PASS
‡SARGENT

‡GUNNISON
‡SAPINERO

LAKE CITY
‡CIMARRON
‡MONTROSE
DELTA

‡GRAND JUNCTION
OURAY
MOFFAT, for Branch Trains
SOMERSET

‡ALAMOSA
VILLA GROVE
CRESTED BUTTE
‡SALIDA

R. C. TEN EYCK,
Superintendent,
Gunnison.

H. HINTON,
Acting Trainmaster,
Gunnison.

E. C. BEAUVAIS,
Chief Dispatcher,
Gunnison.

F. G. DEW
A. S. EXTER
J. M. PAYNE } Dispatchers,
Gunnison.

DISTRICTS AND BRANCHES ON ION

WHICH ARE INCONSISTENT THEREWITH

will reduce speed to four miles
ding. When using tracks other

must not exceed the running time
that of Third Class trains.

at ten minutes apart. Operators
7, holding train order signal at

and 322 between Sargent and
with freight train permit. Trains
and 380 between Delta and Som-
nosa will carry passengers with-
out. No freight trains other
persons accompanying live stock
handling such live stock or
permission to accompany same
should be informed that cabooses
or passengers or baggage. Em-
in to and from points at which
at Trains," or when holding

s on La Veta tracks and
of trains on Baldwin and Pitkin
st protect themselves by flag

SPECTORS:

inspectors in inspecting the air
train, before leaving Marshall
ch Mines, and Garfield Quarry,
ng the grade.

s, and while the air is applied,
their condition, and if any are
ment is discovered which can
l Air Brake Defect Card to the
Piston travel must be adjusted
a passenger cars. In adjusting
no snow or ice, or other foreign
s and wheel treads. Brakemen
leave these stations. Particular
ns, brake shoes and levers, key

R-18. 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.

R-19. At any of the above points where inspectors are not located, train crews are required to perform this duty.

R-20. After brakes have been released on passenger cars, and before trains start from these stations, retainers must be turned up.

R-21. Trainmen must assist in holding freight trains with the hand brakes; hand brakes on about one-fourth of the train to be set to act as retainers in case of air failure. Usually hand brakes should be set on cars at or near the head of the train.

R-22. 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 prepared to stop the train should the air fail.

R-23. 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.

R-24. Engineers must exercise every precaution to prevent parting of trains on heavy grades. In case of trouble with brakes on a train in descending grades, the train must be stopped, a careful and complete inspection made, and defects remedied where it is possible for the train crew to do so, and report made of same.

R-25. In the handling of freight trains down Poncha Pass, Orient, Monarch Branch, Marshall Pass and Cerro Summit, but one (1) car having non-air or inoperative air brakes will be permitted to descend in solid coal or ore trains, and not more than two (2) cars with non-air or inoperative air brakes in merchandise or mixed trains.

R-26. Pushing or helping engines must always have air coupled. This includes air signals on Passenger trains.

R-27. Trainmen must not uncouple cars on grades without first testing hand-brakes and knowing that they will hold.

R-28. Where locomotives are equipped with Water Brakes, be sure that these are in good working order.

R-29. 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.

GRAND JUNCTION
OURAY
MOFFAT, for Branch Trains
SOMERSET

ALAMOSA
VILLA GROVE
CRESTED BUTTE
SALIDA

E. C. BEAUVAIS,
Chief Dispatcher.
Gunnison.

F. G. DEW
A. S. EXTER
J. M. PAYNE } Dispatchers,
Gunnison.

RATING OF LOCOMOTIVES IN TONS OF 2,000 POUNDS Number of Tons of Cars and Lading in Addition to Engine Tank and Caboose, which the Different Classes of Locomotives will haul from and to the Stations shown, under favorable conditions.

FROM	TO	Engines Class 47 160 to 177	Engines Class 56 30 to 34	Engines Class 80 200 to 280	Engines Class 70 400 to 422	Engines Class 125 450 to 485	Engine Class 106	Engine Class 113
Salida,	Marshall Pass,	60	80	85	95	130		
Marshall Pass,	Sargent,	475	475	475	475	475		
Sargent,	Gunnison,	800	900	900	900	900		
Gunnison,	Cimarron,	225	300	320	345			
Cimarron,	Cerro Summit,	60	80	85	95			
Cerro Summit,	Montrose,	475	475	475	475			
Montrose,	Grand Junct.,						1075	1500
Grand Junct.,	Delta,						465	650
Delta,	Montrose,						500	700
Montrose,	Cedar Creek,	90	110	115	125			
Cedar Creek,	Cerro Summit,	60	80	85	95			
Cerro Summit,	Cimarron,	475	475	475	475			
Cimarron,	Gunnison,	185	250	270	295			
Gunnison,	Sargent,	300	400	430	460	675		
Sargent,	Marshall Pass	60	80	85	95	130		
Marshall Pass	Salida	475	475	475	475	475		

BRANCHES

Salida,	Poncha Pass,	60	80	85	95	130		
Poncha Pass,	Villa Grove,	475	475	475	475	475		
Villa Grove,	Alamosa,	800	900	900	900			
Alamosa,	Moffat,	435	550	600	650			
Moffat,	Villa Grove,	300	375	400	425			
Villa Grove,	Round Hill	180	250	250	300	390		
Round Hill	Poncha Pass,	90	115	125	150	195		
Poncha Pass,	Salida	475	475	475	475			
Villa Grove,	Orient,	60	80	85	95			
Orient,	Villa Grove,	500	500	500	500			
Moffat,	Crestone,	150	200	220	230			
Crestone,	Moffat,	475	475	475	475			
Salida,	Maysville,	100	130	150	180			
Maysville,	Monarch,	60	80	85	95			
Monarch,	Salida,	475	475	475	475			
Gunnison,	Crested Butte,	150	200	220	230	350		
Crested Butte,	Gunnison,	740	840	840	840	1000		
Crested Butte,	Floresta,	75	105	120	140			
Floresta,	Crested Butte,	155	210	225	240			
Crested Butte,	Anthracite,	150	208	225	240			
Anthracite,	Crested Butte,	150	208	225	240			
Sapinero,	Lake City,	115	180	185	195			
Lake City,	Sapinero	120	190	195	205			
Montrose,	Piedmont,	170	230	250	275			
Piedmont,	Ouray,	105	140	150	160			
Ouray,	Montrose,	740	840	840	840			
Delta,	Hotchkiss,						465	650
Hotchkiss,	Somerset,						425	600
Somerset,	Hotchkiss,						1075	1500
Hotchkiss,	Rogers Mesa						640	900
Rogers Mesa,	Delta,						1075	1500

3rd Div.

DR. J. W. O'CONNOR
GEO. H. CURFMAN
G. W. LARIMER
H. R. BULL
K. HANSON
H. S. HENDERSON
L. A. HICK
LEE BAST
H. W. HAZLET
M. R. BOWIE
F. SCHERMERHORN
H. H. MEREDITH
G. N. TOWERS
W. W. ROWAN
B. F. CUMMINGS
N. MACKINTOSH
H. C. MILLER
J. W. ROCKEFELLER
O. P. SHIPPEY
J. E. CAVEY
T. ROSEBROUGH
R. VAN SANDS
CHAS. E. MORSE

The following hours
on the Third Division

Salida, "S."
Mears Junction
Marshall Pass
Sargent
Gunnison

Sapinero
Cimarron
Cedar Creek
Montrose
Olathe
Delta
Whitewater
Grand Junction

Villa Grove
Moffat
Hooper
Alamosa

Austin
Hotchkiss
Paonia
Somerset

Ridgway
Ouray

Crested Butte

Ohio City
Pitkin

N—Day and Night
C—Coal.

D—Day
S—Regular
—Trains will reduce
—Stop for Lunch.
—Standard Clock.

RATING OF LOCOMOTIVES IN TONS OF 2,000 POUNDS
of Tons of Cars and Lading in Addition to Engine Tank and Caboose,
which the Different Classes of Locomotives will haul from and
to the Stations shown, under favorable conditions.

TO	Engines Class 47 160 to 177	Engines Class 58 30 to 34	Engines Class 60 200 to 280	Engines Class 70 400 to 422	Engines Class 125 450 to 485	Engine Class 108	Engine Class 113
Marshall Pass,	60	80	85	95	130		
Sargent,	475	475	475	475	475		
Gunnison,	800	900	900	900	900		
Cimarron,	225	300	320	345			
Cerro Summit,	60	80	85	95			
Montrose,	475	475	475	475			
Grand Junct.,						1075	1500
Delta,						465	650
Montrose,						500	700
Cedar Creek,	90	110	115	125			
Cerro Summit,	60	80	85	95			
Cimarron,	475	475	475	475			
Gunnison,	185	250	270	295			
Sargent,	300	400	430	460	675		
Marshall Pass	60	80	85	95	130		
Salida	475	475	475	475	475		

BRANCHES

Poncha Pass,	60	80	85	95	130		
Villa Grove,	475	475	475	475	475		
Alamosa,	800	900	900	900			
Moffat,	435	550	600	650			
Villa Grove,	300	375	400	425			
Round Hill	180	250	250	300	390		
Poncha Pass,	90	115	125	150	195		
Salida	475	475	475	475			
Orient,	60	80	85	95			
Villa Grove,	500	500	500	500			
Crestone,	150	200	220	230			
Moffat,	475	475	475	475			
Maysville,	100	130	150	160			
Monarch,	60	80	85	95			
Salida,	475	475	475	475			
Crested Butte,	150	200	220	230	350		
Gunnison,	740	840	840	840	1000		
Floresta,	75	105	120	140			
Crested Butte,	155	210	225	240			
Anthracite,	150	208	225	240			
Crested Butte,	150	208	225	240			
Lake City,	115	180	185	195			
Sapinero	120	190	195	205			
Piedmont,	170	230	250	275			
Ouray,	105	140	150	160			
Montrose,	740	840	840	840			
Hotchkiss,						465	650
Somerset,						425	600
Hotchkiss,						1075	1500
Rogers Mesa						640	900
Delta,						1075	1500

LOCAL SURGEONS

DR. J. W. O'CONNOR, Chief Surgeon.....	Denver
GEO. H. CURFMAN.....	Salida
G. W. LARIMER.....	Salida
H. R. BULL.....	Grand Junction
K. HANSON.....	Grand Junction
H. S. HENDERSON.....	Grand Junction
L. A. HICK.....	Delta
LEE BAST.....	Hotchkiss
H. W. HAZLETT.....	Paonia
M. R. BOWIE.....	Somerset
F. SCHERMERHORN.....	Montrose
H. H. MEREDITH.....	Montrose
G. N. TOWERS.....	Ridgway
W. W. ROWAN.....	Ouray
B. F. CUMMINGS.....	Lake City
N. MACKINTOSH.....	Gunnison
H. C. MILLER.....	Pitkin
J. W. ROCKEFELLER.....	Crested Butte
O. P. SHIPPEY.....	Villa Grove
J. E. CAVEY.....	Moffat
T. ROSEBROUGH.....	Hooper
R. VAN SANDS.....	Alamosa
CHAS. E. MORSE.....	Alamosa

HOSPITAL—Salida, D. & R. G.

OPEN HOURS OF TELEGRAPH OFFICES

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

FIRST DISTRICT.

Salida, "S."	Continuously.
Mears Junction	6:30 A. M. to 6:30 P. M.
Marshall Pass	8 A. M. to 8 P. M.
Sargent	8 A. M. to 8 P. M.
Gunnison	Continuously.

SECOND DISTRICT.

Sapinero	8 A. M. to 8 P. M.
Cimarron	9 A. M. to 9 P. M.
Cedar Creek	8 A. M. to 8 P. M.
Montrose	9 A. M. to 9 P. M.
Olathe	7 A. M. to 7 P. M.
Delta	7 A. M. to 7 P. M.
Whitewater	8 A. M. to 8 P. M.
Grand Junction, "JN".....	Continuously.

THIRD DISTRICT.

Villa Grove	8 A. M. to 8 P. M.
Moffat	8 A. M. to 8 P. M.
Hooper	8 A. M. to 8 P. M.
Alamosa.....	Continuously.

North Fork Branch.

Austin	8 A. M. to 8 P. M.
Hotchkiss	8 A. M. to 8 P. M.
Paonia	8 A. M. to 8 P. M.
Somerset	8 A. M. to 8 P. M.

Ouray Branch.

Ridgway	7 A. M. to 7 P. M.
Ouray	8 A. M. to 8 P. M.

Crested Butte Branch.

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

Ohio City	7 A. M. to 7 P. M.
Pitkin	7 A. M. to 7 P. M.

EXPLANATION OF CHARACTERS

N—Day and Night Telegraph Offices.	NO—Night (only) Telegraph Office.
C—Coal.	W—Water.
D—Day (only) Telegraph Offices.	f—Stop on Signals.
s—Regular Stop.	†—Stop for Lunch.
—Trains will reduce speed for exchange of mail.	Y—Wye.
†—Stop for Lunch.	§—Scales.
†—Standard Clock.	T—Turn Table.

WARNINGS

District	Mile	NAMES
First	226.44	Bridge 226B, at Mears Junction.
"	237A	Snow Shed on Marshall Pass.
"	238A	" " " "
"	240A	" " " "
"	241A	" " " "
Second	400.04	Bridgeport Tunnel.
"	378.94	Bridge 378C—Roubideau.
Crested Butte Br.	320.55	Lower Tramway, Crested Butte.
"	320.60	Upper " " "
Floresta Branch	327.51	Lower " Floresta.
"	327.55	Upper " " "
North Fork	380.23	Bridge 380A.
Lake City Branch	343.18	Irrigating Flume.

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

ADDITIONAL SIDINGS AND SPURS NOT SHOWN IN REGULAR TIME TABLES

LOCATION	District	Mile	NAMES	CAR CAPACITY		SWITCH CONNECTIONS
				S	G N G	
First		250.80	Tank No. 7		12	West End.
"		254.22	Jackson Spur		3	East End.
"		285.91	Haverly		6	West End.
Second		297.13	Hall's Spur		3	East End.
"		340.68	East Portal		11	Both Ends.
"		342.49	Lu Jane		22	Both Ends.
"		343.45	Cem't Spur at W't P'l		10	East End.
"		343.45	West Portal		23	Both Ends.
"		359.89	Frosts	5		East End.
"		364.68	Casner's	4		West End.
"		370.50	Watson	5		West End.
"		375.77	Campbell's	5		West End.
"		395.75	Lebritter	2		East End.
Third		235.16	Alder		3	East End.
"		239.67	Davenport		7	East End.
Monarch Branch		222.00	Charcoal		15	East End.
"		233.65	O. & C. Quarry		8	East End.
Crested Butte Br.		293.41	Hay Spur		5	East End.
"		311.30	C. K. & N. Sp'r		8	East End.
"		314.88	C. B. Coal Co.		19	East End.
"		315.59	Pueblo Fuel		12	East End.
"		318.48	Silver Brook		13	East End.
Lake City Branch		334.79	Kellogs No. 1		3	East End.
"		337.63	Kellogs No. 2		7	East End.
"		349.85	Smelter		26	West End.
"		333.00	Kellogs No. 3		4	East End.
Ouray Branch		356.15	Vernal		7	East End.
"		369.32	Mayfield		6	East End.
"		385.41	Lotus		12	East End.
"		386.15	Wanika Mill		10	East End.
North Fork Branch		377.24	Sanders	4		East End.
"		379.06	Read	3		East End.
"		379.76	Saxton	21		Both Ends.
"		400.48	Bell Creek	13		East End.
"		401.27	Elberta	6		East End.
"		401.35	Gibson	8		East End.
"		404.49	Hadleys	16		Both Ends.
"		407.16	Roberts	8		Both Ends.
"		409.08	Morgan	4		Both Ends.
"		412.03	Juanita Junc.	50		West End.
Baldwin Branch		391.64	Vidals Spur	2		East End.
"		305.14	Wallace Spur	7		East End.
"		305.84	Green Canon	33		West End.