

The Colorado Midland Railroad Company

TIME TABLE

EFFECTIVE AT 12.01 O'CLOCK A. M.,

SUNDAY, JUNE 24, 1917

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the book of rules of the operating department.

FIRST DISTRICT

WEST

TIME TABLE No. 1

EAST

EFFECTIVE JUNE 24, 1917

Crystal, at Mile-Post 16.8 is a Flag Station for Trains 3, 9, 9, 10, 8 and 11. Springer, at Mile-Post 45.8, Clear Creek at Mile-Post 116.4, Twin Lakes, at Mile-Post 120.6, Haydens, at Mile-Post 124.9, and Walkers, at Mile-Post 131.8, are Flag Stations for Trains 3 and 6.

All trains must be prepared to stop immediately entering Colorado Springs yard. Main Line Switch west of C. & S. Crossing, Colorado Springs, will be left set for north leg of wye. All Trains must be under full control approaching Yard Limit Board, Colorado City, expecting to find main line obstructed. Extras doing local work will make blind siding report

Turn-Tables and Wyes.	Second Class.			First Class.			Miles.	Stations	Miles.	Pt. per Mile.	First Class.			Third Class.		Coal, Water.			
	41. Freight.			11. Passenger.							9. Passenger.			8. Passenger.			42. Freight.		
	Leave Daily.			Leave Daily.	Leave Daily.	Leave Daily.					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		Arrive Daily.		
	7.00 ^{PM}			3.30 ^{PM}		7.45 ^{PM}		DENVER.											
								74.0											
Y				7.00 ^{PM}	9.00 ^{AM}	10.55 ^{PM}		COLO. SPRINGS. N	0.2			4.10 ^{AM}	5.00 ^{PM}	11.05 ^{AM}		W			
								C. & S. CROSSING	1.3										
				7.05	9.05	11.00	1.5	D. & R. G. TRANSF'R	1.5			4.03	4.52	10.55					
T	2.15 ^{AM}			7.10	9.15	11.07	2.0	COLORADO CITY. N	3.1	0	Yd.	3.58	4.45	10.50		W C			
				7.20	9.25	11.17	6.1	MANITOU. D	3.4	0	29	3.48	4.30	10.40					
				7.35	9.40	11.35	9.5	CRAGS.	2.0	0	8	3.37	4.20	10.29					
				7.45	9.55	11.50	11.5	CASCADE. DD	1.2	0	20	3.30	4.12	10.22		W			
				7.50	10.00	11.55 ^{PM}	12.7	CULVER.	2.2	0	37	3.26	4.07	10.17					
				7.57	10.10	12.01 ^{AM}	14.9	GREEN MT. FALLS. D	2.7	0	35	3.20	4.02	10.10					
				8.03	10.20	12.10	17.6	BISON.	2.4	0	36	3.15	3.55	10.05					
				8.10	10.30	12.17	20.0	WOODLAND. DD	3.3	0	39	3.10	3.45	10.00					
				8.19	10.42	12.27	23.3	EDLOWE.	3.8	0	Y.38	3.02	3.55	9.53					
Y	5.15			8.30 ^{PM}	10.55	12.40	26.9	DIVIDE. N	1.9	158	Yd.	2.55	2.45	9.45 ^{AM}					
					11.00	12.45	29.9	BELLEVUE.	4.5	158	22	2.42	2.35						
					11.12	12.57	33.3	PISGAH.	2.5	158	29	2.20	2.10						
Y	6.05			11.25	1.05		35.8	FLORISSANT. N	2.2	66	Yd.	2.10	1.35			W			
				11.30	1.10		38.0	METCALF.	2.3	87	24	2.04	1.30						
				11.35	1.15		40.3	LAKE GEORGE.	1.8	0	97	1.59	1.25						
				11.40 ^{AM}	1.20		42.1	DALE.	6.5	0	31	1.55	1.20						
				12.01 ^{PM}	1.40		46.6	IDLEWILD	3.5	0	34	1.40	1.00						
				12.10	1.50		52.1	HOWBERT. D	5.6	37	42	1.32	12.52						
Y	8.07			12.20 ^{PM}	2.02		57.7	SPINNEY.	5.7	26	Y.30	1.21	12.40 ^{PM}			W C			
					2.15		63.4	PARK.	5.5	0	41	1.10							
					2.28		68.9	HARTSEL. D	0.7	0	N.12	1.00				W			
					2.30		69.6	BOYER.	4.2	0	32	12.58							
					2.40		73.9	ANTERO.	3.5	0	39	12.50							
					2.50		77.3	HAVER.	7.4	0	39	12.44							
Y	9.55				3.10		94.7	BATH.	5.6	87	Y.33	12.29							
					3.23		90.2	NEWETT. DD	4.8	87	31	12.11 ^{AM}				W			
					3.37		95.1	YALE.	5.8	87	28	11.53 ^{PM}							
Y	11.20				4.00		109.2	BUENA VISTA. D	2.3	87	20	11.32							
					4.09		106.7	WILD HORSE. ON	3.5	0	Y.30	11.25				W			
					4.22		112.1	PRINCETON.	5.4	0	39	11.16							
					4.35		118.2	BARRE.	6.1	0	35	11.05							
Y	12.50				4.57		127.0	GRANITE. D	8.8	0	35	10.52							
Y	1.20 ^{PM}				5.15 ^{AM}		133.5	SNOWDEN. D	6.5	0	Y.20	10.33				W			
								ARKANSAS JCT. DD			Yd.	10.20 ^{PM}							
	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily		(207.5)			Leave Daily	Leave Daily	Leave Daily						
	(11.05)			(1.30)	(3.20)	(6.20)					(6.50)	(4.20)	(1.20)			(10.10)			

SECOND DISTRICT

WEST

TIME TABLE NO. 1

EAST

EFFECTIVE JUNE 24, 1917

Turn-Tables and Wyes.	WEST				Distance from Chic. Spgs. Miles.	Feet per Mile.	Siding in Cut.	EAST				Coal, Water.	
	Third Class.		First Class.					First Class.		Third Class.			
	55. Freight.	41. Freight.	23. Passenger.	3. Passenger.				6. Passenger.	22. Passenger.	42. Freight.	58. Freight.		
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			
T	10.45 ^{PM}	1.05 ^{PM}	9.55 ^{PM}	5.00 ^{AM}	137.3	0	Yd.	10.35 ^{PM}	5.40 ^{AM}	11.45 ^{PM}	2.00 ^{PM}	W C	
Y	11.00 ^{PM}	1.20 2.00	10.10 ^{PM}	5.15 5.25	133.5	171	Yd.	10.20 10.10	5.25 ^{AM}	11.20 10.50	1.40 ^{PM}		
		3.10		6.05	141.7	74	f	9.45		10.20		W	
Y		3.25		6.15	143.7	0	s	9.35		10.00		W	
		3.50		6.30	149.5	0		9.05		9.25			
Y		4.20 4.30		6.43	153.7	0	f	8.35		8.35		W C	
		5.00		6.53	157.7	0	f	8.12		7.55			
		5.30		7.05	161.7	0	f	7.50		7.25			
		5.55		7.12	165.2	0	f	7.30		7.00			
		6.05		7.18	167.0	0	f	7.20		6.45			
		6.20		7.27	170.4	0	f	7.05		6.20		W	
		6.45		7.43	176.2	0	f	6.45		5.40			
		7.05		7.55	180.8	0	f	6.30		5.15			
Y		7.30 8.00		8.10	185.3	0	Yd.	6.15		4.50 4.20		W C	
		8.20		8.18	189.1	36	f	6.05		3.55			
		8.32		8.23	191.6	0	f	5.58		3.38			
		8.38		8.26	192.9	0	f	5.55		3.30			
		9.00		8.35	196.7	0	s	5.47		3.05			
		9.08		8.40	198.0	0	f	5.44		2.55			
		9.20		8.45	200.1	53		5.40		2.45			
Y		9.45 ^{PM} 5.05 ^{AM}		9.00 9.10	205.6	0	Yd.	5.25 5.15		2.15 1.00		W C	
		5.30		9.25	209.0	60	s	5.03		12.25 ^{PM}			
		5.50		9.37	213.3	26	s	4.52		11.55 ^{AM}			
		6.15		9.50	218.2	53		4.38		11.30			
Y		6.30 ^{AM}		10.00 ^{AM}	221.1	18	Yd.	4.30 ^{PM}		11.10 ^{AM}		W	
	(0.15)	(0.15)	(0.15)	(5.00)	227.9	27		(6.05)	(0.15)	(12.35)	(0.20)	(0.25)	
					230.8	26							W
					235.1	26							W
					239.7	26							W
					244.0	26							W
					252.4	21							W
					257.2	26							W
					265.1	26							W
					271.8	16							
					276.0	21							
					281.0	26							W
					285.9	26							W C
Y T		12.20 ^{PM}		12.30 ^{PM}	298.0	18		1.45 ^{PM}		5.00 ^{AM}			

This train will be run on the Time Table and subject to the rules of the Rio Grande Junction Ry., between New Castle and Grand Junction.

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Biglow at Mile-Post 163, Hopkins at Mile-Post 174.3, Valley at Mile-Post 195.1 and Vulcan at Mile-Post 219.4, are flag stations for trains 3 and 6.

All Helper Engines returning from Ivanhoe west bound must procure clearance from Dispatcher before leaving Ivanhoe.
All Main Line Switches at Arkansas Junction will be lined up for Main-Line Trains not entering Leadville.
Extras doing local work will make blind siding report.

SECOND DISTRICT

ASPEN BRANCH.
TIME TABLE No. 1

EFFECTIVE JUNE 24, 1917

Coal and Water.	WEST.				Stations	Ruling Grade Ascending	Capacity of Sidings.	EAST.		
	First Class.			Distance from Colorado Springs.				First Class.		Turn Tables and Ways.
		75. Mixed.	Leave Daily.					78. Mixed.	Arrive Daily.	
WC		8.30AM	185.3	106	BASALT. N	0	220		6.00PM	Y
			187.3	97	D. & R. G. CROSSING.	0	9			
		8.45	189.2	106	SNOW MASS.	0	22		5.45	
		9.02	193.3	106	WATSON.	0	16		5.28	
		9.17	197.0	106	RATHBONE.	99	21		5.15	
W		9.45AM	203.7	106	ASPEN. D	0	600		4.50PM	Y
		Arrive Daily			(18.4)				Leave Daily	
			(1.15)						(1.10)	

SECOND DISTRICT

JEROME PARK BRANCH.
TIME TABLE No. 1

EFFECTIVE JUNE 24, 1917

Coal and Water.	WEST.				Stations	Ruling Grade Ascending	Capacity of Sidings.	EAST.	
	Distance from Colorado Springs.	Ruling Grade Ascending	No. Cars.	Turn Tables and Ways.					
WC		205.6	211	CARDIFF. D	0	488		Y	
		209.8	211	BECKERS	0	4			
		212.6	211	POCOHONTAS	0	8			
		213.9	211	SUNLIGHT JCT.	0	72		T	
				SUNLIGHT					
				(9.8)					

OPEN HOURS OF TELEGRAPH OFFICES.

Except in emergency cases, Train and Enginemen must not call Telegraph Operators for service outside of established hours.

FIRST DISTRICT.

Colorado Springs	Continuously
Colorado City	Continuously
Manitou	8.00 A. M. to 8.00 P. M.
Cascade	8.30 A. M. to 8.30 P. M.
Green Mtn. Falls	8.30 A. M. to 8.30 P. M.
Woodland	8.30 A. M. to 8.30 P. M.
Divide	Continuously
Florissant	Continuously
Howbert	2.30 P. M. to 2.30 A. M.
Hartsel	12.50 A. M. to 12.50 P. M.
Newett	4.00 P. M. to 4.00 A. M.
Wild Horse	10.00 A. M. to 7.00 P. M.
Granite	10.00 P. M. to 7.00 A. M.
Arkansas Junction	4.15 A. M. to 4.15 P. M.
	11.00 A. M. to 11.00 P. M.

SECOND DISTRICT.

Leadville	Continuously
Arkansas Junction	11.00 A. M. to 11.00 P. M.
Ivanhoe	12.00 noon to 12.00 midnight
Busk	12.00 midn't to 12.00 noon
Sellar	8.00 P. M. to 8.00 A. M.
Thomasville	7.00 A. M. to 12.00 noon
	4.30 P. M. to 8.30 P. M.
Ruedi	7.25 A. M. to 7.25 P. M.
Basalt	Continuously
Carbondale	8.00 A. M. to 8.00 P. M.
Cardiff	Continuously
New Castle	Continuously
Aspen	7.00 A. M. to 7.00 P. M.

ADDITIONAL SPURS AND SIDINGS.

NAME.	CONNECTIONS TO MAIN TRACK.	LOCATION.	CAPACITY—CARS.
Wandell	West.	.8	19
Manitou-Iron Springs	West.	6.9	15
Springer	East	45.8	11
Twin Lakes Spur	West.	120.6	10
Hayden's	West.	124.9	3
Walker's Spur	West	131.8	4
Biglow	West.	163.0	5
Ford's Spur	East.	171.2	3
Harris Spur	East.	190.1	3
Valley Spur	Both.	195.1	9
Keek's	West.	197.4	2
Sweet's Spur	West.	199.3	4
Green's Spur	East.	203.5	3
West Glenwood	Both	208.8	31
Vulcan Coal Spur	West.	219.4	42
ASPEN BRANCH.			
Arbany Spur	East.	1.2	2
Stapleton Spur	East.	14.3	4

TONNAGE RATING

FOR ALL ENGINES OVER ALL GRADES.

Engine Classes	175	159	136	115	102	102	104
Engine Numbers	301 to 306	201 to 205	49 to 53	1 to 10	{ 11 to 14 26 to 28 39 to 48 }	29 to 38	{ 15, 16, 17, 18, 19, 20, 21 and 22 }
Cylinders	Inches 22 x 28	Inches 21 x 30	Inches 21 x 26	Inches 20 x 24	Inches 19 x 26	Inches 19 x 24	Inches 19 x 26
Drivers, Number and Diameter	No. In. 8—52	No. In. 8—60	No. In. 8—52	No. In. 8—52	No. In. 6—52	No. In. 6—52	No. In. 6—60
Weight on Drivers	175,000	159,000	136,500	115,500	102,500	102,500	104,500
Steam Pressure	200	200	185	160	160	160	160
Colorado City to Manitou	390	340	310	245	220	210	180
Manitou to Cascade	265	230	210	170	150	140	120
Cascade to Divide	370	320	280	225	200	190	170
Florissant to Divide	370	320	280	225	200	190	170
Lake George to Florissant	860	750	700	605	500	470	445
Lake George to Idlewild	630	550	500	395	340	320	290
Idlewild to Haver	1265	1100	1000	795	680	640	580
Haver to Bath	630	550	500	395	340	320	290
Newett to Bath	655	570	540	435	370	360	330
Wild Horse to Newett	630	550	500	395	340	320	290
Wild Horse to Snowden	640	560	530	425	364	354	325
Snowden to Arkansas Junction	750	650	600	465	400	380	360
Arkansas Junction to Leadville	370	320	290	240	205	195	175
Leadville to Moyer Mine	275	230	210	165	150	140	120
Arkansas Junction to Busk	370	320	280	225	200	190	170
Thomasville to Ivanhoe	345	300	275	220	195	185	165
Basalt to Thomasville	400	350	330	265	240	230	210
Basalt to Aspen	630	550	500	395	340	320	290
Cardiff to Basalt	1035	900	650	650	550	530	520
Glenwood to Cardiff	1080	940	890	775	700	630	615
Grand Junction to Glenwood	1225	1075	1015	880	795	735	705
New Castle to Grand Junction	1950	1700	1600	1425	1300	1250	1200
Cardiff to Spring Gulch	260	230	210	165	150	140	120

NOTE—When one-third or more of the number of cars in train are empty, reduce tonnage ascending grades (on weight of empty cars only) as follows:

10 per cent. on 4 per. cent grades,

25 per cent. on 1 per cent. grades,

15 “ “ 3 “ “

30 “ “ grades of less than 1 per cent.

20 “ “ 2 “ “

Second Class and Stock Trains will be governed by special orders.

When computing tonnage, empty cars of 40,000 pounds or more, light weight, will be classed same as loads and no tonnage reduction figured on such cars.

SPECIAL NOTICE.

Attention is called to Circular No. 41-08, dated March 1st, 1908, relative to the Act of Congress limiting the hours of service of employees, effective March 4th, 1908, copies of which have been posted at all stations and bulletins. All employees affected thereby will familiarize themselves with this law, and obey the provisions thereof.

Passengers will be carried on all Scheduled Freight Trains; when more than one section of a regular train, only the last section will carry passengers. Passengers will be carried on any freight train from point where train has stopped to point where train is to stop. It is to be understood that extra freight trains will not be stopped for the sole purpose of receiving or discharging passengers.

EXPLANATION OF CHARACTERS:

"s"—Regular stop; "f"—Stop on signal; "M"—Stop for meals; "N"—Day and night telegraph office; "G"—Night telegraph office; "D"—Day telegraph office;
 "O"—Telegraph office; "W"—Water Station; "C"—Coal station; "T"—Turn-table; "Y"—Wye.

Official Clock and Watch Inspectors.

FIRST DISTRICT.

THE HAMILTON JEWELRY CO., COLORADO SPRINGS.
 W. H. OGLE, - - - - COLORADO CITY.
 J. E. GOODWIN, - - - - BUENA VISTA.

SECOND DISTRICT.

E. R. EVANS, - - - - LEADVILLE.
 HUGHES & CRISSMAN, - - - - GLENWOOD.
 A. E. TEMPLEMAN, - - - - GRAND JUNCTION.

List of Surgeons.

PETER OLIVER HANFORD, Chief Surgeon, Colorado Springs, Colo.

H. W. HOAGLAND, Local Surgeon,	Colorado Springs, Colo.	H. M. OGILBEE, Local Surgeon,	Manitou, Colo.	CHAS. M. STEWART, Local Surgeon,	Cardiff-Glenwood Springs, Colo.
A. C. MAGRUDER, Eye, Ear, Nose, Throat,	Colorado Springs, Colo.	T. R. KNOWLES, " "	Florissant, Colo.	W. W. CROOK, " "	" " "
P. A. LOOMIS, Bacteriologist,	Colorado Springs, Colo.	GEO. E. NEWELL, " "	Buena Vista, Colo.	J. P. RIDDLE, Oculist,	" " "
J. A. PATTERSON, Consulting Oculist,	Colorado Springs, Colo.	B. F. GRIFFITH, " "	Leadville, Colo.	W. G. LOCKARD, Local Surgeon,	New Castle, Colo.
W. V. MULLIN, Consulting Aurist,	Colorado Springs, Colo.	J. C. STRONG, Oculist,	Leadville, Colo.	J. P. ROBERTS, " "	Palisade, Colo.
L. H. MCKINNEY, Consulting Surgeon,	Colorado Springs, Colo.	E. M. PHELPS, Local Surgeon,	Basalt, Colo.	A. G. TAYLOR, " "	Grand Junction, Colo.
C. S. MORRISON, Local Surgeon,	Colorado City, Colo.	P. T. RUCKER, " "	Aspen, Colo.	J. M. SHIELDS, Oculist,	" " "
				F. H. McNAUGHT, Consulting Surgeon,	Denver, Colo.

Train Dispatchers.

B. JOHNSON, CHIEF, Colorado City

S. N. PROUDFOOT, R. P. CRISPELL, E. E. CRUTCHFIELD,	}	Colorado City
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Special Rules and Instructions

SUPERSEDING SUCH BULLETINS AND GENERAL RULES AS ARE INCONSISTENT THEREWITH.

SPEED RULES.

1. Excepting over districts named below, the maximum speed of trains is as follows:

Delayed 1st Class Trains.....	40	miles	per	hour.
Delayed 2d Class ".....	30	"	"	"
Delayed 3d Class ".....	25	"	"	"
Special Passenger ".....	40	"	"	"
Extra Freight ".....	25	"	"	"
Work Train ".....	25	"	"	"
Light Engines ".....	30	"	"	"

2. Descending all 3 per cent. grades the following speed must not be exceeded: Passenger trains and light engines, 32 miles per hour. Freight trains, 20 miles per hour.

3. Between Cascade and Manitou, East bound, all passenger trains and light engines will consume 18 minutes and freight trains 25 minutes actual running time. All trains must approach 4 per cent. grade not to exceed 12 miles per hour.

4. Passenger trains and light engines, other than those of the 175 and 159 class, will not exceed a speed of 20 miles per hour rounding curves of more than 12 degrees, and will not exceed the schedule of passenger trains between the following points: Westbound—Bath and Wild Horse. Eastbound—Arkansas Junction and Wild Horse, Bath and Haver and between Ruedi and Basalt in either direction.

Freight trains and light engines of the 175 and 159 class will not exceed a speed of 15 miles per hour rounding curves of more than 12 degrees, and will not exceed a speed of 15 miles per hour between Bath and M. P. 80, and Ruedi and Basalt in either direction, and will not exceed a speed of 20 miles per hour between Idlewild and Lake George and Bath and Arkansas Junction in either direction.

Except between points where speed rules govern, all curves of more than 12 degrees, when descending grades, are designated by curve boards placed 200 feet from point of curve. In some instances board protects two or more curves as per figure shown on board.

5. Unless the condition of the track, the weather, and other circumstances warrant their doing so with safety, **delayed regular trains** must not exceed card time in running, and **irregular trains** must not make the maximum speed allowed.

6. A speed of eight (8) miles per hour must not be exceeded through the corporate limits of Colorado Springs.

7. Passenger trains will not exceed 10 miles per hour between Castle Creek bridge and Aspen.

NOTE.—It is important that all speed rules be complied with to the letter. Conductors and Engineers will be held equally responsible for the strict compliance of same.

INSPECTION RULES.

8. All trains will make service test of air at the head of heavy grades or when a car or engine is picked up or set out regardless of grade.

9. Conductors and Engineers will be held jointly responsible for the safety of their trains, and must not start down any heavy grade with a train not in condition to be brought down safely.

10. For the purpose of cooling the wheels and inspection, passenger and freight trains will stop as follows:

a. Eastbound freight trains, at Woodland and Cascade, ten (10) minutes.

b. Westbound freight trains at Sellar, ten (10) minutes.

c. The dead time given at Woodland, Cascade and Sellar must be put in by trainmen inspecting and adjusting brakes.

11. The air-gauge must register a pressure of eighty (80) pounds before leaving Cascade, eastbound, or Divide and Ivanhoe in either direction.

BLOCKING RULES.

13. Semaphores at Cascade and Arkansas Junction will at all times be set at stop. All trains, including light engines, must procure clearance from Dispatcher, either through Operator or by use of telephone, before leaving Cascade or Arkansas Junction in either direction.

Between Cascade and Manitou eastbound freight trains must keep at least twenty (20) minutes behind all trains. Eastbound passenger trains may follow ten (10) minutes behind other passenger trains or light engines, but will not

leave Cascade less than fifteen (15) minutes behind a freight train. Eastbound light engines may leave Cascade ten (10) minutes behind any train.

An engine with only a caboose will be treated under this rule as a light engine.

NOTE.—Operators will be held equally responsible with Train or Enginemen for proper observance of Rule 13.

14. All trains passing between Busk and Ivanhoe in either direction must have in possession of the Engineer a staff obtained from the instrument. It to be understood that the possession of staff does not confer any rights that might conflict with time table rights or special orders issued by Dispatchers.

15. West bound trains will stop before passing semaphore at Busk, except when receiving signal from operator. Operator will not signal train until after staff has been procured by him. Staff to be delivered to Engineer of lead Engine.

16. After passing through Tunnel in either direction, Engineer will deposit staff in a box provided for that purpose at both Busk and Ivanhoe stations. Operators will, during their hours of service, take staff from box and insert in instrument. When no Operator on duty, Conductor will be held responsible for the proper handling of staff. Under no circumstances will staff be inserted in instrument until the entire train stands clear of shed at either end of Tunnel.

17. In case of a failure to procure staff, Dispatchers must be notified and a 31 train order must be procured reading as follows: Addressed to train that is to use it showing Engine number. Example: Train—Engine—has right over all trains between Busk and Ivanhoe until Tunnel is clear. A train receiving this order will, after passing through Tunnel, report to Dispatcher, Tunnel clear, showing time it is cleared. Telephone will be used to procure train orders when Operator is on duty at opposite end of Tunnel.

18. While passing through the Tunnel, head-lights on all engines must be lighted, and engine bell kept ringing continuously.

19. All trains and light engines will use 10 minutes actual running time going through Busk tunnel.

BLOCKING RULES—Continued.

20. D. & R. G. Crossing, Aspen Branch—Colorado Midland trains running towards Aspen have the right to cross ahead of D. & R. G. trains running in either direction.

D. & R. G. trains running in either direction have the right to cross ahead of Colorado Midland trains running from Aspen.

21. Cowenhoven Tunnel Crossing, Aspen—D. & R. G. trains, descending grade, have the right to cross ahead of Colorado Midland trains running in either direction. Colorado Midland trains, running in either direction, have the right to cross ahead of D. & R. G. trains ascending grade.

22. D. & R. G. Crossing, New Castle—Colorado Midland trains running West have the right to cross ahead of D. & R. G. trains running in either direction.

D. & R. G. trains in either direction have the right to cross ahead of Colorado Midland trains running East.

YARD LIMITS.

23. The following stations are protected by yard limit boards: Colorado City, Cascade, Woodland, Divide, Florissant, Newett, Wild Horse, Arkansas Junction, Leadville, Sellar, Aspen, Basalt, Carbondale, Cardiff, West Glenwood, South Canon and New Castle.

All train and yard engines will be governed as follows:

Within yard limits the main track may be used, protecting against first class trains. Second and third class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

RIGHT OF TRACK.

24. The east wye switch at Bath will be the point where all trains will meet. Should it become necessary to use any other switch at this station for the purpose of meeting trains, trains of inferior right will protect themselves in accordance with Rule 99, Book of Rules.

25. Trains eastbound are superior to trains of same or inferior class westbound.

COLORADO SPRINGS YARD.

26. C. & S. Crossing, Colorado Springs—Colorado Midland trains will keep a careful lookout for C. & S. trains and not go over this crossing until main line is seen to be clear.

Page 8

27. All trains and engines entering C. & S. and Santa Fe yard will come to full stop at puzzle switch and obtain a signal from switch tender before crossing. Colorado Midland employes are not allowed to handle the puzzle switch.

28. The track known as the west stem of the C. & S. wye is laid with Colorado Midland steel up to the slide rails of the switch, but this track will be maintained by the C. & S. company up to the heel of the frog in the Colorado Midland switch at the east end of Bridge No. 1.

29. All trains and engines turning on C. M. wye will enter the wye from A. T. & S. F. yard on south leg. Accidents in A. T. & S. F. yard will be reported by wire to Superintendent A. T. & S. F. Ry., Pueblo, and Superintendent C. M. Ry., Colorado City.

30. All trains will approach derailing switch 800 feet west of Tejon street crossing, Colorado Springs, under control, and know that derailer has been thrown before passing.

HEAVY GRADES.

31. Trains descending 3 and 4 per cent. grades must not contain more than one (1) non-air car to five (5) double-brake air cars; this rule to apply to both empty and loaded cars. Such non-air cars must be equipped with hand brakes, either single or double, in good working order. All cars upon which the air is not working properly should be considered non-air cars. When it is found that the hand brakes are defective, either on air or non-air cars, and will not assist in holding the train, and the train crew cannot repair them, such cars must be set out for repairs.

32. All cars must be set just above the derailer, that they may not have far to run before dropping off the track at the derailer, if the brake should fail to hold or should be tampered with.

33. Trains descending grades of 3 per cent. or over must not consist of more than 45 cars, this number to be reduced when necessary to maintain the required air pressure. On Jerome Park Branch, the maximum cars per train will be 25.

34. Derailing switches are provided on all side tracks located on heavy grades. Under no circumstances will Trainmen or others leave cars **below these switches**. They will always be left wrong for the side track. Trainmen and Enginemen will be careful to know that these switches are set right for the side track before using them.

35. Passenger Brakemen will ride on platforms of cars when descending grades between Cascade and Manitou, Busk and Arkansas Junction and Ivanhoe and Nast on all passenger trains.

36. Conductors of freight trains will ride in cupola of caboose, keeping careful watch of air gauge, descending all 3 and 4 per cent. grades. Air-gauge must never register below 60 pounds "train line" while in motion. Brakemen will ride on top of cars descending all 3 and 4 per cent. grades. They will also ride on top of cars passing through all stations, regardless of grade.

N. B.—Train and engine crews are held responsible for the safety of trains under all conditions, and the fact that this special rule exists in the time card does not relieve them from the necessity of providing for the safety of their trains on light as well as heavy grades, and if accidents occur on light grades that might have been avoided by greater watchfulness on the part of train crews, the plea that the time-card rules do not require the men to ride on top of trains on such light grades, will not be accepted as an excuse for failure on their part to use the utmost vigilance to protect the train.

MISCELLANEOUS.

37. For the purpose of saving time, two light engines can couple into each other in descending grades, and avoid waiting prescribed time given in block rules.

38. Passenger trains with double-headers, in taking coal or water on up grade, will stop so rear engine can take coal or water first, and then drop back to permit head engine to obtain a supply.

39. When an engine crosses the turn-table, outbound, its future movements are subject to orders of the Transportation Department. Differences of opinion as to manner of doing work, between Enginemen and Conductors or Yardmasters, as well as questions of rights of trainmen, will be settled by personal investigation at end of trip.

40. In switching cars on grades, the air must be coupled up and in working order and every precaution used to prevent cars from breaking off and getting away. Air hose must always be uncoupled by hand.

41. Conductors must see that both ends of their train are protected by Brakemen at all times while in motion. The Head Brakeman must never ride in caboose unless Rear Brakeman is in his place.

42. Enginemen must have at all times one extra air hose, and two knuckle pins on engine tanks. Trainmen must carry a supply in baggage cars and cabooses.

43. It is desired that train and enginemen have an opportunity to get their meals, but in order to do so they must give timely notice of where they wish to get them, when 25 minutes will be allowed for this purpose. In case of 2nd class or stock trains, crews are expected to order lunches to take with them. Freight trains will not be held for parties in charge of stock or other freight to get meals at other than terminal stations.

44. Brakemen directed to assist regular crews over any districts will be under instructions of conductor of train they are assisting.

45. Trains with more engineer has whistled ahead and the last engineman in rear engine must start the two front engines will take made this effort to start; thi

46. When passenger it will double head—the lighter engine will p tween Engines of 115 an

47. Engines turning instance, enter Y from v liability of an accident w turned.

48. East bound train observe position of semap unless semaphore shows c light by night.

49. Trains doing swi before going on to bridg clearance from Dispatches

All Employees are hereby Viaducts,

Mile Posts	Bridge No.	
6.57		T
6.61		
6.74		T
6.76		
7.62		T
7.69		
7.91		T
8.00		
8.18		T
8.23		
8.26		
8.30		
8.47		
8.53		
42.80	42a	
45.10		
45.14		

N. B.—Mile posts mentioned

45. Trains with more than one engine, after the head engineer has whistled ahead, the middle engine has answered, and the last engineman in the train whistled all right, the rear engine must start the train, if possible to do so, and the two front engines will take hold after the rear engine has made this effort to start; this rule to be observed in every case.

46. When passenger trains have one helper engine, it will double head—when two helper engines are used the lighter engine will push; except no distinction between Engines of 115 and 136 class in pusher service.

47. Engines turning on Y at Ivanhoe will, in every instance, enter Y from west switch. This to avoid the liability of an accident when two or more engines are to be turned.

48. East bound trains approaching West Glenwood will observe position of semaphore, and will not pass west switch unless semaphore shows clear a white board by day and green light by night.

49. Trains doing switching at Arkansas Junction must, before going on to bridge over D. & R. G. track, procure clearance from Dispatcher or protect as per Rule 99.

50. The following will govern when telephone is used in connection with movement of trains: Conductor of train to receive and copy order, same to be repeated by Engineer. If a light engine and no Conductor in charge, Engineer will copy order, which will be repeated by Fireman. Dispatcher's record must show both the party receiving and party repeating order.

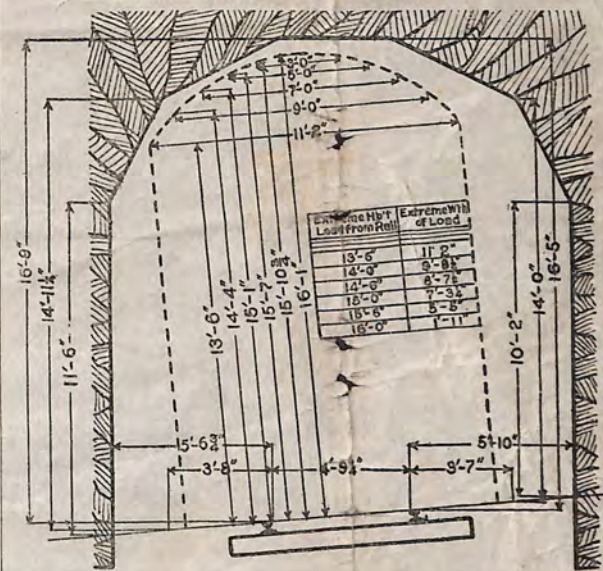
STANDARD CLOCKS.

Colorado Springs	Union Depot
Colorado City	Fifth Street Depot
Colorado City	Dispatcher's Office
Florissant	Depot
Arkansas Junction	Depot
Leadville	Depot
Basalt	Depot
Cardiff	Depot
New Castle	Depot
Grand Junction	Dispatcher's Office

REGISTERING STATIONS.

Colorado Springs, Colorado City, Divide, Florissant, Arkansas Junction, Leadville, Ivanhoe, Basalt, Cardiff, New Castle, Aspen.

DIAGRAM SHOWING MAXIMUM DIMENSIONS OF FREIGHT CARS OF 50 FEET, OR LESS, WHICH WILL PASS THROUGH TUNNELS.



WARNINGS.

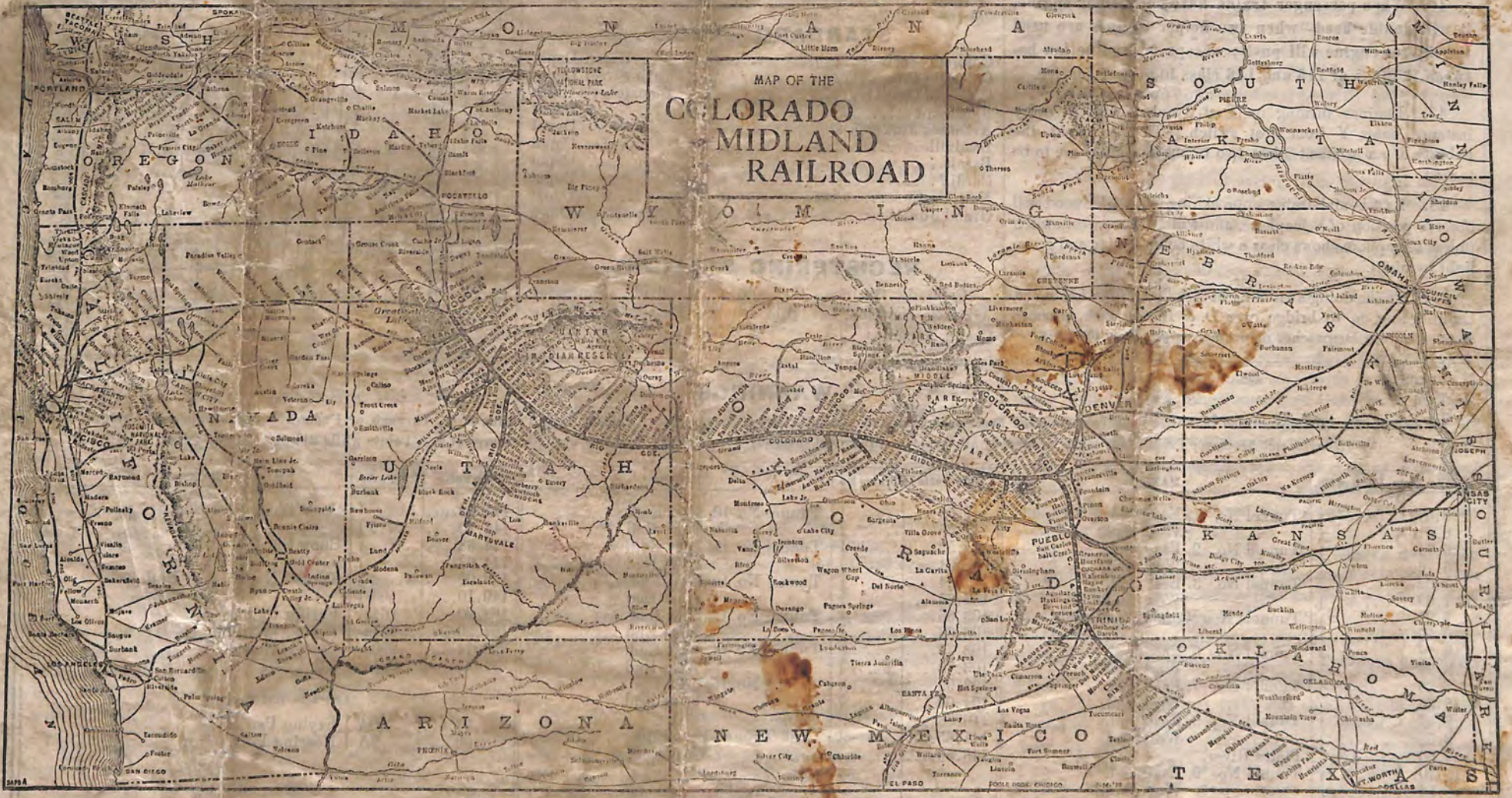
All Employees are hereby notified that it is Dangerous to Stand Erect upon Cars, and especially Cars of Extraordinary Height, while Passing Over, Through or Under the following-named Bridges or Viaducts, and Necessary Precautions must be used by all Employees to Protect themselves from Injury from Overhead Structures at said Points while Riding on Top of Cars.

Mile Posts	Bridge No.	NAMES	Mile Posts	Bridge No.	NAMES	Mile Posts	Bridge No.	NAMES
6.57.....	}	Tunnel No. 1, East End.	47.52.....	}	Tunnel No. 10, East End.	144.00.....	}	Snow Shed, East End.
6.61.....		West End.	47.56.....		West End.	144.10.....		West End.
6.74.....		}	Tunnel No. 2, East End.	47.59.....	}	Tunnel No. 11, East End.	144.53.....	}
6.76.....	West End.		47.64.....	West End.		144.63.....	West End.	
7.62.....	}	Tunnel No. 3, East End.	103.64.....	}	Tunnel No. 12, East End.	149.00.....	}	Tunnel No. 17, East End.
7.69.....		West End.	103.65.....		West End.	149.10.....		West End.
7.91.....	}	Tunnels Nos. 4 and 5, East End.	103.66.....	}	Tunnel No. 13, East End.	164.20.....	164a	Frying Pan River.
8.00.....		West End.	103.68.....		West End.	167.20.....	167a	Frying Pan River.
8.18.....	}	Tunnel No. 6, East End.	103.70.....	}	Tunnel No. 14, East End.	220.74.....	220a	Grand River.
8.23.....		West End.	103.73.....		West End.	221.25.....	221a	Elk Creek.
8.26.....	}	Tunnel No. 7, East End.	103.99.....	}	Tunnel No. 15, East End.	ASPEN BRANCH. .17..... 0A Frying Pan River. 2.00..... 2A Roaring Fork River.		
8.30.....		West End.	104.00.....		West End.			
8.47.....	}	Tunnel No. 8, East End.	118.08.....	}	Flume.			
8.53.....		West End.	141.65.....		Busk Tunnel; East End.			
42.80.....	42a	Platte River.	143.55.....	West End.				
45.10.....	}	Tunnel No. 9, East End.						
45.14.....		West End.						

N. B.—Mile posts mentioned in the above warnings refer to the mile posts on the ground, and not to distance in the time card.

J. J. COGAN,
General Manager,
Colorado Springs, Colo.

M. L. PHELPS,
Superintendent,
Colorado City, Colo.



MAP OF THE
**COLORADO
MIDLAND
RAILROAD**

MOUNTAIN TIME WILL BE USED