

THE DENVER & RIO GRANDE RAILROAD COMPANY

COLORADO LINES

SECOND DIVISION

EMPLOYEES' TIME TABLE

To Take Effect 6.00 P. M., Sunday, April 6, 1913

STANDARD TIME, 105th MERIDIAN

This Time Table is for the guidance of employees 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

E. L. BROWN,
Vice President.

W. S. MARTIN,
Assistant General Manager.

F. R. ROCKWELL,
General Superintendent.

F. E. CLARITY,
Superintendent of Transportation.

FIRST DISTRICT
Salida, Leadville and Minturn

WESTWARD

WESTWARD

THIRD CLASS					SECOND CLASS					Miles from Denver (Via cut-off)	Time Table No. 98 April 6, 1913	Siding Capacity in Cars	FIRST CLASS				
91 Local Freight	71 Through Freight	65 Utah and California Fast Freight	61 Utah and California Fast Freight	51 Missouri Pacific California Fast Freight	1 Pacific Coast Limited	3 Pacific Coast Mail	5 Chicago- San Francisco Express	15 Colorado Express	231 Connection from Nos. 3 and 6				233 Connection from No. 4	235 Connection from No. 2	237 Connection from No. 1	239 Connection from No. 5	
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
Lv 6.30AM	Lv 10.30AM	Lv 1.45PM	Lv 3.25AM	Lv 8.00AM	215.11	S	SALIDA WCYT\$N 3.46	Yard	Lv 4.00PM	Lv 1.45AM	Lv 5.30PM	Lv 5.30AM					
6.42	10.48	2.00	3.40	8.12	218.57		BELLEVIEW 3.66	50	4.10 92	1.55	5.40	5.39 6					
6.53	11.05 74	2.12	3.55	8.25	222.23		BROWN CANON * 4.98	53	4.18	2.03	5.48	5.46					
7.10	11.25	2.30	4.15	8.40	227.21		ARENA 5.62	38	4.29	2.14	5.59	5.57					
7.30	11.45	2.55 92	4.39	9.00	232.83	Nk	NATHROP *WD 1.19	67	4.41	2.26	6.11 52	6.08					
					234.02		COLO. & SO. CROS. No. 10 2.35										
7.55	12.02PM	3.15	4.57 6	9.20	236.37		MIDWAY 3.95	64	4.51	2.36	6.20	6.20					
8.15	12.20 2	3.30	5.15	9.40 74	240.32	Bv	BUENA VISTA WN 1.98	44	5.00	2.45	6.30	6.30					
					242.25		WILD HORSE 2.47	Y									
8.50 74	12.40	3.50	5.38	10.00	244.72		AMERICIOUS 3.34	55	5.11 52	2.56	6.41	6.41					
9.22 4	12.55	4.05	5.57	10.16	248.06		RIVERSIDE 4.09	48	5.20	3.04	6.50	6.50					
9.42	1.15 92	4.33 52	6.17	10.35	252.15		PINE CREEK 5.16	49	5.31	3.14	7.02	7.00					
10.10	1.44	5.01	6.45	11.02	257.31	Ga	GRANITE *N 2.18	38	5.47	3.28	7.18	7.16 74					
10.20	1.56	5.11	6.55 74	11.14	259.49		WACO 3.71	21	5.54	3.34	7.24 76	7.24					
10.38	2.20	5.30	7.16	11.40 2	263.20		KOBE 3.65	28	6.02	3.44	7.33	7.33					
10.55	2.50	5.50	7.42 15	12.01 PM 92	266.85		SNOWDEN 4.15	49	6.11	3.54 6	7.41	7.42 61					
11.25 2 92	3.25 52	6.25 1 76	8.40 4	12.30	271.00	My	MALTA WCYN 2.33	Yard	6.25 65 76	4.12	7.55	7.55	Lv 4.15AM	Lv 8.45AM			
					273.33		EILERS 2.49	Yard					Lv 11.30AM	Lv 6.30PM			
					275.82	Q	LEADVILLE WCTD 3.26	Yard					Lv 6.30PM	Lv 8.00PM			
					279.08		LEADVILLE JC. 3.73		6.32	4.19	8.01						
					273.54		KEELDAR 3.72	51	6.41	4.35 74	8.11						
					280.99	Ps	TENNESSEE PASS WTN 2.72	93	6.55	4.50	8.25						
					283.71		MITCHELL * 3.03	100	7.03	5.00	8.33						
					286.79	†	DEEN † 1.93		7.14	5.10	8.44						
					288.72	Py	PANDO *WN 5.22	58	7.19	5.15	8.49 65						
					293.94	Rc	RED CLIFF D 2.19		7.34	5.30	9.05						
					296.13		BELDEN 5.83		7.40	5.37	9.10						
Ar 3.45PM	Ar 8.00PM 1	Ar 10.10PM	Ar 11.50AM	Ar 5.00PM	301.96	Hd	MINTURN WCTN (86.85) Via cut-off	Yard	Ar 8.00PM 71	Ar 5.55AM	Ar 9.30PM						

(9.15) 9.55	(9.30) 9.10	(8.25) 10.27	(8.25) 10.27	(9.00) 9.61Time over District.....Average miles per hour.....	(4.00) 21.62	(4.10) 20.84	(4.00) 21.62	(2.45) 21.94	(0.15) 19.28	(0.15) 19.28	(0.15) 19.28	(0.15) 19.28	(0.15) 19.28
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SPECIAL INSTRUCTIONS

- A-1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
- A-2. REGISTERING STATIONS. Salida, Malta, Tenn. Pass, Pando, Minturn and Leadville. Leadville Junction for trains running via Leadville.
- A-3. Trains Nos. 1, 2, 3, 4, 5, 6, 51, 52, 61, 65, 71, 74, 76, 91 and 92 will not run via Leadville.
- A-4. Switch at Leadville Junction must be set and locked for Malta.
- A-5. No train will leave Salida, Malta, Tenn. Pass or Minturn without clearance. No train will leave Leadville without clearance except Trains Nos. 232, 234, 242 and 16.
- A-6. No. 240 will wait at Leadville until No. 237 arrives.
- A-7. All Westward trains will stop at Tenn. Pass for inspection of trains and brakes.
- A-8. Westward Freight trains will stop ten (10) minutes at Pando to cool wheels and inspect train.
- A-9. Passenger trains and passenger engines must not exceed a speed of thirty (30) miles per hour between Brown Canon (station) and Mile Post 230 and between Keeldar and Tennessee Pass, twenty (20) miles per hour between Tennessee Pass and Minturn, and schedule time between Leadville and Malta.

FIRST DISTRICT
Salida, Leadville and Minturn

EASTWARD											Siding Capacity in Cars	Time Table No. 98	Miles from Minturn (Via Leadville)	EASTWARD						
FIRST CLASS											Passing Tracks	April 6, 1913	STATIONS	SECOND CLASS.		THIRD CLASS				
240 Connection for No. 5	238 Connection for No. 1	236 Connection for No. 2	234 Connection for No. 4	232 Connection for Nos. 3 and 6	16 Colorado Express	6 San Francisco Chicago Express	4 Atlantic Coast Mail	2 Atlantic Coast Limited	52 California Missouri Pacific Fast Freight	74 Through Freight				76 Through Freight	92 Local Freight					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
					Ar 11.10 PM 76	Ar 5.45 AM	Ar 10.30 AM 71	Ar 1.10 PM	Yard S	SALIDA WCYT&N	92.39	Ar 7.25 PM	Ar 11.50 AM	Ar 11.10 PM 16	Ar 4.25 PM					
					11.00	5.39 15	10.23	1.02	50	BELLEVIEW 3.46	88.93	7.04	11.25	10.47	4.10 1					
					10.52	5.31	10.15	12.55	53	BROWN CANON 3.66	85.27	6.51	11.05 71	10.30	3.50					
					10.41	5.18	10.04	12.45	38	ARENA 4.98	80.29	6.33	10.40	10.08	3.24					
					10.29	5.06	9.53	12.34	67	NATHROP 5.62	74.67	6.11 5	10.18	9.40	2.55 65					
										COLO. & SO. CROS. No. 10 1.19	73.48									
					10.20	4.57 61	9.45	12.26	64	MIDWAY 2.36	71.13	5.47	10.00	9.20	2.25					
					10.13	4.50	9.40 74 51	12.20 71	44	BUENA VISTA 3.95	67.18	5.32	9.40 4 51	9.05	2.10					
									Y	WILD HORSE 1.93	65.25									
					10.02	4.41	9.28	12.14	55	AMERICUS 2.47	62.73	5.11 1	8.50 91	8.43	1.50					
					9.56	4.35	9.22 91	12.07	48	RIVERSIDE 3.34	59.44	4.50	8.24	8.26	1.34					
					9.49	4.25	9.14	12.01 PM	49	PINE CREEK 4.09	55.35	4.33 65	7.55	8.05	1.15 71					
					9.39	4.12	9.04	11.51	38	GRANITE 5.16	50.19	4.10	7.16 15	7.36	12.46					
					9.35	4.08	9.00	11.47	21	WACO 2.18	48.01	4.02	6.55 61	7.24 5	12.35					
					9.29	4.00	8.54	11.40 51	28	KOBE 3.71	44.30	3.50	6.15	6.58	12.18					
					9.23	3.54 3	8.48	11.33	49	SNOWDEN 3.65	40.65	3.39	5.40	6.43	12.01 PM 51					
	Ar 7.50 PM	Ar 6.20 PM	Ar 11.15 AM	Ar 8.35 AM	Ar 3.40 AM	9.15	3.45	8.40 61	91 92	MALTA 4.16	36.50	3.25 71	5.05	6.25 1 65	11.25 2 91					
	7.38	6.08	11.04	8.23	3.28	9.07			Yard My	EILERS 2.33	34.17									
	Lv 7.30 PM	Lv 6.00 PM	Lv 10.55 AM	Lv 8.15 AM 15	Lv 3.20 AM	Lv 9.00 PM			Yard Q	LEADVILLE 2.49	31.68									
										LEADVILLE JC. 3.26	28.42	2.50	4.52	5.30	11.06					
									51	KEELDAR 3.73	24.69	2.30	4.35 3	5.05	10.45					
									93	TENNESSEE PASS WTN 3.72	20.97	2.00 51	4.00	4.40 71	10.25					
									45	MITCHELL 2.72	18.25	1.34	3.06 6	4.00	10.00 61					
									†	DEEN 3.08	15.17	1.05 91	2.25	3.32	9.22					
									58	PANDO 1.93	13.24	12.40 PM	2.10	3.20	9.10					
									Rc	RED CLIFF 5.22	8.02	11.25	1.10	2.35	8.20					
										BELDEN 2.19	5.83	11.10	12.50	2.15	7.55					
									Yard Hd	MINTURN 5.83		Lv 10.25 AM	Lv 12.01 AM	Lv 1.30 PM	Lv 7.00 AM					
										(86.85) Via cut-off		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	(0.20) 14.10	(0.20) 14.10	(0.20) 14.10	(0.20) 14.10	(0.20) 14.10	(2.10) 28.02	(4.00) 22.62	(3.50) 22.65	(3.45) 23.06	..... Time over District.....	(9.00) 9.60	(11.49) 7.31	(9.40) 8.98	(9.25) 9.00						

SPECIAL INSTRUCTIONS

A-10. Freight trains and freight engines must not exceed a speed of twenty (20) miles per hour between Brown Canon (station) and Mile Post 230 and between Keeldar and Tennessee Pass, fifteen (15) miles per hour between Tennessee Pass and Minturn, twelve (12) miles per hour between Leadville and Malta, and twenty-five (25) miles per hour between other points. Narrow Gauge freight trains must not exceed a speed of eighteen (18) miles per hour.

A-11. Trains must not exceed a speed of ten (10) miles an hour through Tennessee Pass tunnel.

A-12. When cars are left at Mitchell they must be placed above switch leading to charcoal ovens and switch must be set and locked for oven track.

A-13. Trainmen must try the hand brakes on all cars and know condition before trains leave Tennessee Pass westward and Leadville in either direction. During the test of air brakes at these stations and while the air is applied trainmen will turn up all retaining valves to ascertain their condition. After brakes have been released before westward trains start from Tennessee Pass or Leadville in either direction retainers must be turned up.

A-14. In the handling of freight trains Tennessee Pass westward not more than one (1) car having non-air or inoperative air brakes will be permitted to descend in solid coal, ore or steel trains, not more than two (2) cars having non-air or inoperative air brakes in freight or mixed trains, not more than three (3) cars having hand brakes working against the air in any train.

SECOND DISTRICT
Minturn and Grand Junction

WESTWARD										EASTWARD											
THIRD CLASS			SECOND CLASS			FIRST CLASS				Miles from Denver	Time Table No. 98			Miles from Grand Junction	FIRST CLASS			SECOND CLASS	THIRD CLASS		
95	93	71	65	61	51	5	3	1	April 6, 1913			2	4		6	52	74	76	94	96	
Local Freight	Local Freight	Through Freight	Utah and California Fast Freight	Colorado Fast Freight	Missouri Pacific California Fast Freight	Chicago-San Francisco Express	Pacific Coast Mail	Pacific Coast Limited	STATIONS			Atlantic Coast Limited	Atlantic Coast Mail		San Francisco-Chicago Express	California Missouri Pacific Fast Freight	Through Freight	Through Freight	Local Freight	Local Freight	
Daily Exc. Sunday	Daily Exc. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily Exc. Sunday	Daily Exc. Sunday		
Lv 2.30PM	Lv 2.00AM	Lv 10.30PM	Lv 12.10PM	Lv 5.45PM	Lv 9.40PM	Lv 6.00AM	Lv 8.05PM	301.96	Hd	MINTURN	WCTN	147.60	Yard	Ar 9.15AM	Ar 6.30AM	Ar 1.35AM	Ar 10.00AM	Ar 11.35PM	Ar 3.20AM	Ar 2.10PM	
2.40	2.05	10.35	12.16	5.50	9.44	6.04	8.09	303.57	f	WATTS		145.99		9.08	6.25	1.27	9.45	11.20	3.05	1.55	
2.55	2.27	10.50	12.34	6.04	9.55	6.15	8.19	307.94	Vo	AVON	*D	141.62	35	8.56	6.15	1.16	9.20	10.50	2.27	1.30	
3.15	2.45	11.12	12.55	6.23	10.06	6.29	8.31	314.30		ALLENTON	W	135.26	42	8.41	5.59	1.00	8.41	10.06	1.40	12.55	
3.32	3.00	11.30	1.17	6.38	10.17	6.40	8.41	319.05	Ru	WOLCOTT	*N	130.51	26	8.28	5.47	12.48	8.00	9.26	1.12	12.14PM	
3.40	3.07	11.38	1.26	6.44	10.22	6.45	8.46	321.31		SHERWOOD		128.25	30	8.23	5.42	12.40	7.46	9.08	1.00	11.55	
3.47	3.14	11.50	1.36	6.52	10.27	6.50	8.51	323.59		ORTEGA		125.97	35	8.18	5.37	12.34	7.32	8.51	12.48	11.40	
4.05	3.30	12.18AM	2.00	7.10	10.38	7.03	9.03	328.98	Gx	EAGLE	*WN	120.58	27	8.06	5.25	12.18AM	7.03	8.10	12.18AM	11.10	
4.30	3.50	12.40	2.30	7.32	10.50	7.19	9.16	335.83	Gp	GYPSUM	*D	118.73	29	7.52	5.10	11.57	6.35	7.32	11.32	10.30	
4.54	4.10	1.06	3.00	7.56	11.03	7.38	9.30	342.66		DOTSERO		106.90	58	7.38	4.55	11.40	6.10	6.45	11.03	9.55	
5.22	4.35	1.38	3.32	8.24	11.21	7.58	9.49	350.50	Hn	SHOSHONE	WN	99.06	42	7.19	4.35	11.21	5.40	6.05	10.28	9.10	
5.40	5.20	1.57	3.55	8.42	11.32	8.10	10.01	355.21		GRIZZLY		94.35	33	7.08	4.24	11.09	5.20	5.40	10.01	8.44	
Lv 7.00AM	Ar 6.30PM	5.55	2.20	4.35	9.10	11.45	10.15	360.09	Gn	GLENWOOD	WN	89.47	50	6.55	4.10	10.57	5.00	4.55	9.30	8.25AM	4.00PM
7.05		6.00	2.25	4.45	9.15	11.48	10.18	360.77		WEST GLENWOOD	CY	88.79	Yard	6.48	4.03	10.52	4.50	4.45	9.15		3.50
7.30		6.30	3.00	5.20	9.45	12.04AM	10.34	368.24		CHACRA		81.32	43	6.30	3.45	10.34	4.15	4.05	8.46		2.50
								372.41		C. M. CROSSING		77.15									
Ar 8.00AM		Ar 7.15AM	Ar 3.35AM	Ar 5.40PM	Ar 10.15PM	Ar 12.15AM	Ar 8.55AM	Ar 10.45PM	Nc	NEW CASTLE	WYN	76.89	Yard	Lv 6.20AM	Lv 3.35AM	Lv 10.15PM	Lv 3.55AM	Lv 3.45PM	Lv 8.30PM		Lv 2.30PM
								373.47		WEST NEW CASTLE		76.09									
								379.46		SILT		70.10									
								383.41		IVES		66.15									
								388.64		RIFLE		62.92									
								391.44		LACY		58.12									
								395.83		MORRIS		54.23									
								403.97		GRAND VALLEY		45.59									
								408.75		UNA		40.81									
								416.60		DEBEQUE		32.96									
								423.56		AKIN		26.00									
								427.67		TUNNEL		21.89									
								432.63		GALE		16.93									
								437.20		PALISADE		12.36									
								442.72		CLIFTON		6.84									
Ar 4.00PM		Ar 2.00PM	Ar 9.00AM	Ar 11.30PM	Ar 4.45AM	Ar 2.45AM	Ar 11.20AM	Ar 1.10AM	Jn	GRAND JUNCTION	N	449.56		Lv 3.50AM	Lv 1.10AM	Lv 7.40PM	Lv 10.05PM	Lv 9.35AM	Lv 2.20PM		Lv 6.30AM
Daily Exc. Sunday	Daily Exc. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		(147.60)				Daily	Daily	Daily	Daily	Daily	Daily	Daily Exc. Sunday	Daily Exc. Sunday
(9.00) 10.00	(4.00) 14.53	(12.00) 12.16	(10.30) 14.05	(11.20) 13.02	(11.00) 13.42	(5.05) 29.04	(5.20) 27.07	(5.05) 29.04		.....Time over District.....				(5.25) 27.25	(5.30) 27.07	(5.55) 24.94	(11.55) 12.23	(14.00) 10.64	(13.00) 11.35	(5.35) 12.80	(9.30) 9.42

SPECIAL INSTRUCTIONS

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

B-2. REGISTERING STATIONS. Minturn, Glenwood and New Castle.

B-3. No train will leave Minturn, Glenwood or New Castle without clearance.

B-4. 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-5. Passenger trains and passenger engines must not exceed a speed of twenty-five (25) miles per hour between Dotsero and Glenwood. Freight trains and freight engines must not exceed a speed of eighteen (18) miles per hour between Dotsero and Glenwood, and twenty-five (25) miles per hour between other points.

B-6. Edwards mile 312-313 is a flag stop for trains Nos. 2 and 3.

B-7. Edwards mile 312-313 is a mail station for trains Nos. 3 and 4.

ASPEN BRANCH
Glenwood and Aspen

WESTWARD

EASTWARD

SECOND CLASS				FIRST CLASS				Miles from Denver	Time Table No. 98 April 8, 1913	Miles from Aspen	Siding Capacity in Cars	FIRST CLASS				SECOND CLASS						
									229 Glenwood and Aspen Mixed													
									Daily													
									Lv 9.30AM	360.09	Gn	GLENWOOD WCYN	41.21	Yard								
									f 9.56	367.88		7.79		28								
									s 10.15	372.98	Ce	CATTLE CREEK	33.43									
									f 10.37	379.42		5.10		47								
									s 10.46	382.01		6.44		29								
									10.57	385.05		LEON	21.89									
									f 11.24	392.92		2.59		22								
									Ar 12.05PM	401.31	Ns	EMMA W	19.30									
									Daily			8.04		2								
												C. M. CROSSING	16.26									
												7.87		29								
												WOODY CREEK W	8.39									
												8.39		Yard								
												ASPEN WYTD										
												(41.22)										

(2.35)
15.95

..... Time over District.....
..... Average Miles per Hour.....

(2.35)
15.95

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.
- C-5. No. 230 will wait at Aspen until No. 229 arrives.

BLUE RIVER BRANCH
Leadville and Dillon

CHRYSOLITE EXTENSION
Leadville and Ibox

WESTWARD				EASTWARD				Miles from Denver	Time Table No. 98 April 8, 1913	Miles from Ibox	Siding Capacity in Cars	EASTWARD						
SECOND CLASS				SECOND CLASS								SECOND CLASS						
									229 Glenwood and Aspen Mixed									
									Daily									
									Lv 9.30AM	360.09	Gn	GLENWOOD WCYN	41.21	Yard				
									f 9.56	367.88		7.79		28				
									s 10.15	372.98	Ce	CATTLE CREEK	33.43					
									f 10.37	379.42		5.10		47				
									s 10.46	382.01		6.44		29				
									10.57	385.05		LEON	21.89					
									f 11.24	392.92		2.59		22				
									Ar 12.05PM	401.31	Ns	EMMA W	19.30					
									Daily			8.04		2				
												C. M. CROSSING	16.26					
												7.87		29				
												WOODY CREEK W	8.39					
												8.39		Yard				
												ASPEN WYTD						
												(41.22)						

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-WEST 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, 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 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."

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.

EXPLANATION OF CHARACTERS.

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

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

**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		Engines Class 458	
		S. G.	N. G.	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		1550	
No. 51, 61, 65, } Salida	Tenn. Pass,	350		350		400		500		550		1400	
Minturn,	Tenn. Pass,	200		225		300		300		330		775	
Tenn. Pass,	Salida,	1250		2000		2500		2500		2500		3500	
Minturn,	Grand Jc.,	1250		1250		1500		2000		2500		3500	

FROM	TO	Engines Class 106	Engines Class 113, 150, 170	Engines Class 175 and 184	Engines Class 185	Engines Class 190	Engines Class 220	Engines Class 458
Grand Jc.,	Glenwood,	500	700	900	1000	1000	1250	2200
Glenwood,	Minturn,	350	450	500	650	750	800	1500
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
DR. J. F. ROE, Assistant Chief Surgeon (Colorado Lines), 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
K. W. HOLMES.....	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
F. H. STALEY.....	Grand Valley
J. W. GOTHARD.....	DeBeque
J. H. LARSON.....	Pallsade
H. R. BULL.....	Grand Junction
K. HANSON.....	Grand Junction
H. S. HENDERSON.....	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 G	N G	
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 Conne'c'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
"	312.01	Edwards	4		East End
"	325.42	Sherman	2		West End
"	333.47	Easum	4		East 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
"	399.49	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		15	West End
"	307.51	Cunninghams		10	East End

OPEN HOURS TELEGRAPH OFFICES

Salida.....	Continuous
Nathrop.....	6 AM to 6 PM
Buena Vista.....	Continuous
Granite.....	"
Malta.....	"
Tenn. Pass.....	"
Pando.....	"
Red Cliff.....	7 AM to 7 PM
Minturn.....	Continuous
Avon.....	5.30 AM to 5.30 PM
Wolcott.....	7.30 AM to 1 PM
	3 PM to 6.30 PM
	8.30 PM to 11.30 PM
	1.30 AM to 7.30 AM
Eagle.....	Continuous
Gypsum.....	7 AM to 7 PM
Shoshone.....	Continuous
Glenwood.....	"
New Castle.....	"
Grand Junction.....	"
Carbondale.....	7 AM to 7 PM

SALIDA
MALTA
LEADVILLE JCT.
for trains via Leadville
only

I. H. LUKE,
Superintendent,
Salida

D. E. WILCOX,
Assistant Superintendent,
Salida

W. RECH,
Chief Dispatcher, First District, Salida
W. C. EDWARDS, } Dispatchers,
J. C. HAYMOND, } First District,
W. L. GADDIS, } Salida

**MILEAGE
SECOND DIVISION**

FIRST DISTRICT.....	Salida to Leadville.....	60.78
	Malta to Minturn.....	31.01
	Leadville Cut-off.....	3.26
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
	9.38	
	Total.....	337.41

*Leased from R. G. J. Ry.

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	360.58	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.

REGISTERING STATIONS

TENNESSEE PASS
B †MINTURN
B †GLENWOOD
NEW CASTLE
B †GRAND JUNCTION

LEADVILLE
DILLON
B ASPEN

H. A. HULSE,
Chief Dispatcher, Second District, Glenwood
C. D. WIGHTMAN, } Dispatchers,
E. W. LARMEE, } Second District,
Glenwood