

Safety



Service

K. L. Moriarty
Assistant Superintendent
Grand Junction

V. H. McGinnis
Trainmaster and Road Foreman of Equipment
Sub-Divisions 3, 3-A, 3-B
Salida

E. H. Blackwell
Trainmaster
Sub-Divisions 4, 4-A, 4-B
Glenwood

R. S. JAMES
Trainmaster
Sub-Divisions 5, 5-A, 16, 16-A
Grand Junction

B. J. Love
Assistant Trainmaster
Grand Junction Terminal
Grand Junction

A. Baxter
Road Foreman of Equipment
Sub-Divisions 4, 4-A, 4-B, 5, 5-A, 16, 16-A
Grand Junction

L. H. Hale
Chief Dispatcher
Sub-Divisions 4, 4-A, 4-B, 5, 5-A, 16 and 16-A
Grand Junction

W. M. Henderson
Chief Dispatcher
Sub-Divisions 3, 3-A and 3-B
Salida

J. F. Jones
Second Chief Dispatcher
Grand Junction

D. & R. G. W.—Grand Junction

The
Denver and Rio Grande Western Railroad
Company

Wilson McCarthy and Henry Swan, Trustees

GRAND JUNCTION
DIVISION

TIME-TABLE
No. 117

Takes Effect Sunday, June 11, 1939

at 12:01 A. M.

Standard Time, 105th Meridian

Superseding Time-Table No. 116
and Supplements thereto.

NOTE IMPORTANT CHANGES IN
TIME-TABLE RULES

For the exclusive guidance of Employees;
not for the information of the Public

The Management reserves the right to vary
from it at pleasure

E. A. WEST
General Manager

L. F. WILSON
Assistant General Manager

W. R. McPHERSON
Acting Superintendent
Transportation

J. E. KEMP
Superintendent

WESTWARD			FIRST CLASS		MAIN LINE		Miles from Denver
SECOND CLASS			1	15	Sub-Division 3 STATIONS		
61	33	35	1	15	TIME-TABLE No. 117		Miles from Denver
California Fast Freight	Freight	The Rocket	Scenic Limited	Passenger	JUNE 11, 1939		
Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily			
12 20 PM	7 01 AM	2 50 AM	3 08 PM	2 45 AM	SA	SALIDA JBRK WFTTODN	216.1
12 35 2	7 07 3	3 00	3 15 2	2 52 2		BELLEVIEW	218.4
12 44	7 14	3 08	3 20	2 56		BROWN CANON	222.2
12 58	7 28	3 23	3 29	3 05		ARENA	227.7
1 08	7 38	3 34	3 37	3 13		NATHROP	232.8
1 16	7 44	3 42	3 42	3 17		MIDWAY	236.2
1 26	7 52	3 51	3 52	3 27	BY	BUENA VISTA WDN	240.3
1 36	8 01	4 01	3 59	3 33		AMERICUS	244.7
1 48	8 07	4 07	4 05	3 38		RIVERSIDE	247.7
2 01	8 15	4 18	4 14	3 45		PRINCETON	252.0
2 17	8 25	4 33	4 24	3 54		YALE	257.3
2 24	8 30	4 40	4 28	3 58		HARVARD	269.8
2 33	8 37	4 48	4 34	4 03		KOBE	263.3
2 43	8 43	4 58	4 39	4 08		SNOWDEN	266.6
2 56	8 52	5 20	4 54	4 18	MY	MALTA JWFTDN	271.0
3 04	8 57	5 28	5 00	5 01		LEADVILLE JCT.	273.6
3 12	9 08 30	5 36	5 07	5 09		KEELDAR	277.1
3 35 PM	9 25 AM	6 05 AM	5 24 PM	5 21 AM		TENNESSEE PASS WYDN	281.0
Trains operate by Centralized Traffic Control between Tennessee Pass and Deen.							
4 00 PM	9 49 AM	6 30 AM	5 41 PM	5 38 AM		EAST MITCHELL	282.0
4 15	10 04	6 45	5 46	5 43		WEST MITCHELL	284.8
4 37	10 26	7 07	6 01	5 58		DEEN	286.8
4 45	10 34	7 15	6 07	6 05	BY	PANDO WY	288.5
4 53	10 42	7 23	6 07	6 05	BY	RED CLIFF D	294.0
5 35 PM	11 01 AM	7 50 AM	6 12	6 12		BELDEN	299.1
Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	6 25 PM	6 25 AM		REX	298.0
5 15	4 00	5 00	6 25 PM	6 25 AM		MINTURN JBRK WFTTODN	302.0
16.0	21.7	17.4	20.5	20.5		(86.9)	
Schedule Time Average Speed per Hour							

Nos. 15 and 16 between Malta and Leadville Jct. operate via Sub-Division 3-A.

MAIN LINE		FIRST CLASS		SECOND CLASS	
Sub-Division 3 STATIONS		2	16	36	38
TIME-TABLE No. 117		Scenic Limited	Passenger	Fast Freight	Fast Freight
JUNE 11, 1939		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard	86.9	12 45 PM	11 54 PM	11 30 AM	9 30 PM
98	83.6	12 35 61	11 41	11 15	9 15
98	79.8	12 31	11 35	11 08	9 08
101	74.3	12 20	11 26	10 54	8 54
100	69.2	12 14	11 17	10 44	8 44
99	65.8	12 10	11 09	10 38	8 38
89	61.7	12 05 PM	11 02	10 30	8 30
101	57.3	11 58	10 53	10 22	8 22
100	54.3	11 55	10 53	10 16	8 16
127	50.0	11 50	10 47	10 08	8 08
125	44.7	11 43	10 30	9 58	7 58
109	42.2	11 40	10 24	9 53	7 53
100	38.7	11 35	10 18	9 46	7 46
101	35.5	11 31	10 12	9 30	7 30
Yard	31.0	11 26	10 04	9 22	7 22
1-110	28.5	11 19	9 18	9 16	7 16
3-104	24.9	11 14	9 12	9 08 23	7 08
	21.0	11 08 AM	9 06 PM	9 00 AM	7 00 PM
Trains operate by Centralized Traffic Control between Deen and Tennessee Pass.					
106	15.2	10 47 AM	8 40 PM	8 24 PM	6 24 PM
106	13.5	10 43	8 34	8 18	6 18
	8.0	10 28	8 13	7 58	5 58
	6.9	10 23	8 03	7 50	5 50
	4.0	10 19	7 57	7 44	5 44
Yard		10 10 AM	7 45 PM	7 30 AM	5 30 PM
Schedule Time Average Speed per Hour					
		2.35	3.23	4.00	4.00
		33.6	24.9	21.7	21.7

Nos. 15 and 16 between Malta and Leadville Jct. operate via Sub-Division 3-A.

WESTWARD		LEADVILLE BRANCH		EASTWARD		
FIRST CLASS		Sub-Division 3-A STATIONS		FIRST CLASS		
15		TIME-TABLE No. 117		16		
Passenger		JUNE 11, 1939		Passenger		
Leave Daily		Arrive Daily		Arrive Daily		
	4 18 AM	MT	MALTA JWFTDN	8.1	Yard	10 04 PM
	4 25	f	MALTA	6.8	Yard	9 53
	4 50	s	RILERS	3.3	Yard	9 46
	5 01 AM	Q	LEADVILLE JBRK WFTTD			9 18 PM
	Arrive Daily		LEADVILLE JCT.			Leave Daily
	0.43		(8.1)			8.48
	11.3		Schedule Time			10.8
Average Speed per Hour						

WESTWARD

MAIN LINE

SECOND CLASS			FIRST CLASS			Sub-Division 4 STATIONS		Miles from Denver	Capacity of Siding
61 California Fast Freight	41 California Fast Freight	75 California Fast Freight	19 Panorama Mountaineer	1 Some Limited	5 Exposition Flyer	TIME-TABLE No. 117			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	JUNE 11, 1939			
5 50 PM				6 30 PM		nd	MINTURN	302.0	Yard
6 02				6 40		an	AVON	307.0	101
6 13				6 50			WILMOR	314.3	104
6 20				6 58		au	WOLCOTT	316.1	101
6 24				7 01			KENT	321.3	93
6 28				7 05			ORTEGA	323.6	100
6 36				7 13		ox	EAGLE	326.0	87
6 47				7 22		op	GYPSUM	335.8	88
6 55				7 28			LUKE	339.9	89
6 59	2 24 PM	5 27 AM		7 31	1 55 PM	dy	DOTSERO	341.9	148
7 12	2 37	5 40		7 40	2 04		ALLEN	347.7	89
7 20	2 45	5 48		7 45	2 09		SHOSHONE	360.5	85
7 32	2 57	6 01		7 54	2 17		GRIZZLY	365.3	109
7 46	3 11	6 15		8 08	2 27	ga	GLENWOOD	360.1	39
7 49	3 13	6 22		8 10	2 30	fa	FUNSTON	360.8	Yard
8 02	3 26	6 40		8 21	2 39		CHACRA	369.2	90
8 09	3 33	6 50		8 27	2 44	ne	NEWCASTLE	372.7	124
8 19	3 44	7 00		8 36	2 52	si	SILT	379.5	71
8 25	3 50	7 08		8 41	2 56		IVES	383.4	81
8 30	3 56	7 20		8 50	3 00	nf	RIFLE	386.6	88
8 37	4 04	7 34		9 02	3 06		LACY	391.4	78
8 44	4 12	7 42		9 02	3 11		MORRIS	395.3	75
8 51	4 19	7 49		9 07	3 16		DOS	399.5	125
8 58	4 26	7 56		9 13	3 22	gv	GRAND VALLEY	404.0	108
9 05	4 33	8 03		9 19	3 27		UNA	408.8	88
9 12	4 40	8 10		9 25	3 32		NIGER	413.0	30
9 19	4 47	8 17		9 31	3 37	de	DE BEQUE	416.6	94
9 36	4 54	8 25		9 36	3 42		GRAVEL	420.7	31
9 46	4 59	8 31		9 40	3 46		AKIN	423.8	70
9 53	5 06	8 39		9 46	3 51		TUNNEL	427.7	101
10 02	5 15	8 49		9 53	3 57		CAMEO	432.6	94
10 11	5 21	8 56		9 58	4 03	pd	MIDWEST	435.8	
				9 59	4 04		PALISADE	437.0	258
				10 11	4 14	fn	CLIFTON	442.5	116
				10 15	4 18		FRUITVALE	445.3	
				10 25	4 27		EAST YARD	446.4	Yard
				10 25	4 27	zn	GRAND JCT.	446.8	Yard
				10 25	4 27				
11 40 PM	5 55 PM	10 15 AM		2 05 PM	10 25 PM				
Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily				
5 50	3 31	4 48		2 05	3 55				
55.5	30.6	22.4		36.9	37.7			3.32	42.5

Trains operate by Centralized Traffic Control between Midwest and Grand Jct. (M. P. 449.0, Seventh St.) but at stations where time is shown must not depart ahead of time.

See Special Time-Table Rule 6-F, page 10, covering signals, spring switches and operations at Dotsero.

MAIN LINE

EASTWARD

Miles from Grand Junction	Sub-Division 4 STATIONS			FIRST CLASS			SECOND CLASS			
	TIME-TABLE No. 117			6 Exposition Flyer	2 Some Limited	20 Panorama Mountaineer	40 Fast Freight	34 Fast Freight	42 Fast Freight	36 Fast Freight
	JUNE 11, 1939			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
147.6	nd	MINTURN	302.0		10 05 AM			5 25 AM		2 50 PM
141.7	an	AVON	307.0		9 50			5 07		2 36
135.3		WILMOR	314.3		9 38			4 54		2 23
130.6	au	WOLCOTT	316.1		9 30			4 44		2 12
128.3		KENT	321.3		9 26			4 39		2 06
126.0		ORTEGA	323.6		9 22			4 35		2 02
120.0	ox	EAGLE	326.0		9 14			4 23		1 52
113.8	op	GYPSUM	335.8		9 05			4 07		1 35
109.7		LUKE	339.9		8 59			3 59		1 27
107.7	dy	DOTSERO	341.9	7 27 AM	8 56	12 27 AM	3 44 AM	3 54	1 13 PM	1 23
101.9		ALLEN	347.7	7 18	8 46	12 15	3 31	3 41	1 00	1 10
99.1		SHOSHONE	360.5	7 13	8 41	12 08 AM	3 23	3 33	12 52	1 02
94.4		GRIZZLY	365.3	7 04	8 32	11 58	3 11	3 21	12 40	12 50
89.5	ga	GLENWOOD	360.1	6 55	8 23	11 45 AM	2 57	3 07	12 26	12 36
88.8	fa	FUNSTON	360.8	6 49	8 17	11 22	2 55	3 05	12 24	12 34
81.4		CHACRA	369.2	6 40	8 08	11 10	2 38	2 48	12 06 PM	12 16
76.9	ne	NEWCASTLE	372.7	6 34	8 02	11 03	2 31	2 41	11 59	12 09 PM
70.1	si	SILT	379.5	6 23	7 53	10 53	2 22	2 32	11 48	11 58
66.2		IVES	383.4	6 18	7 48	10 47	2 16	2 26	11 42	11 52
63.0	nf	RIFLE	386.6	6 13	7 43	10 41	2 11	2 21	11 37	11 47
59.3		LACY	391.4	6 07	7 34	10 31	2 04	2 14	11 30	11 40
54.3		MORRIS	395.3	6 02	7 29	10 25	1 57	2 07	11 23	11 33
50.1		DOS	399.5	5 57	7 24	10 17	1 51	2 01	11 17	11 27
45.8	gv	GRAND VALLEY	404.0	5 51	7 18	10 09	1 44	1 54	11 10	11 20
40.8		UNA	408.8	5 45	7 12	9 59	1 37	1 47	11 03	11 13
36.8		NIGER	413.0	5 40	7 06	9 52	1 30	1 40	10 57	11 07
33.0	de	DE BEQUE	416.6	5 34	7 00	9 46	1 23	1 33	10 50	11 00
28.9		GRAVEL	420.7	5 29	6 55	9 38	1 16	1 26	10 43	10 53
26.0		AKIN	423.8	5 25	6 51	9 31	1 05	1 20	10 38	10 48
21.9		TUNNEL	427.7	5 20	6 45	9 25	12 58	1 08	10 31	10 41
17.0		CAMEO	432.6	5 13	6 38	9 17	12 49	12 59	10 22	10 32
13.8		MIDWEST	435.8	5 08	6 33	9 11	12 42	12 52	10 16	10 26
12.6	pd	PALISADE	437.0		6 32	9 10				
7.1	fn	CLIFTON	442.5		6 31	9 01				
4.3		FRUITVALE	445.3							
3.2		EAST YARD	446.4							
	zn	GRAND JCT.	446.8	4 50 AM	6 15 AM	8 50 PM	12 15 AM	12 25 AM	9 50 AM	10 00 AM
			(147.6)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Schedule Time	2 37	3 50	3 37	3 29	5 00	3 23	4 50
			Average Speed per Hour	41.2	38.5	29.5	30.9	29.5	31.5	30.5

Trains operate by Centralized Traffic Control between Grand Jct. (M. P. 449.0, Seventh St.) and Midwest but at stations where time is shown must not depart ahead of time.

See Special Time-Table Rule 6-F, page 10, covering signals, spring switches and operations at Dotsero.

WESTWARD

SECOND CLASS			FIRST CLASS		
39 Fast Freight	75 California Fast Freight	61 California Fast Freight	1 Scenic Limited	5 Exposition Flyer	19 Panoramic Mountaineer
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
6 00 ³⁰	10 45 ^{AM}	12 20 ^{AM}	10 40 ^{PM}	4 35 ^{PM}	2 15 ^{AM}
6 04	10 49	12 24	10 44	4 39	2 20
6 08	10 53	12 28	10 47	4 42	2 23
6 12	10 57	12 32	10 50	4 45	2 26
6 17	11 02	12 37	10 58	4 49	2 30
6 24	11 09	12 44	11 06	4 54	2 35
6 29	11 14	12 52 ³⁵	11 14	4 58	2 39
6 36	11 21	12 59	11 20	5 03	2 45
6 43	11 28	1 06	11 27	5 09 ³⁵	2 52
6 50	11 36	1 14	11 33	5 15	2 59
6 57	11 43	1 21	11 41	5 21	3 05
7 06	11 52	1 32	11 50	5 27	3 12
7 19 ²⁰	12 01 ^{PM}	1 41	11 58 ³⁵	5 34	3 20
7 27	12 09	1 49	12 06 ^{AM}	5 40	3 22 ⁶
7 38	12 21	2 03	12 16	5 49	3 40
7 43	12 28	2 11	12 21	5 53	3 45
7 49	12 37	2 20	12 27	5 58	3 50
8 00	12 49	2 34	12 34	6 04	3 56
8 05	12 55	2 42	12 46	6 08	4 00 ²
8 14	1 04	2 56 ⁶	12 53	6 15	4 07
8 23	1 13	3 11	1 01	6 22 ²⁰	4 14
8 31	1 21	3 27 ²	1 08	6 29	4 21
8 37	1 27	3 33	1 13	6 34	4 26
8 54	1 46	3 43	1 29	6 43	4 38
9 07	1 58	3 53	1 38	6 50	4 45
9 18 ³⁵	2 10 ³⁰	4 03	1 47	6 57	4 53 ³⁴
9 29	2 24	4 13	1 58 ⁶	7 05	5 01
9 37	2 32	4 25 ³⁴	2 06	7 12	5 08
9 48	2 45	4 38	2 23 ²	7 21	5 15
10 02	3 03	4 52	2 36	7 31	5 23
10 11	3 12	5 01	2 45	7 39	5 30
10 16	3 18	5 07	2 51	7 44	5 35
10 24	3 26	5 15	3 00	7 51	5 42
10 32	3 35	5 23	3 08	7 57 ³⁵	5 48
10 41	3 44	5 32	3 24 ³⁴	8 05	5 58
10 46	3 50	5 38	3 29	8 10	6 03
11 59 ^{PM}	4 25 ²⁰	6 10 ^{AM}	3 50 ^{AM}	8 30 ^{PM}	6 15 ^{AM}
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
5.59 29.5	5.40 31.2	5.50 30.3	5.10 34.2	3.55 45.2	4.00 44.2

MAIN LINE

Sub-Division 5
STATIONS
TIME-TABLE No. 117
JUNE 11, 1939

Stn	Miles from Denver	Yard
GRAND JCT. WFTYOKBJDN	449.6	Yard
DURHAM	452.0	113
RACEY	454.6	97
RHONE	456.9	88
FRUITA	460.5	80
LOMA	465.6	69
MACK	468.9	99
RUBY	473.1	168
SHALE	478.0	101
UTALINE	483.4	107
WESTWATER	486.4	114
COTTONWOOD	493.2	49
AGATE	498.9	79
CISCO	504.4	89
WHITE HOUSE	512.0	89
ELBA	515.9	83
SAGERS	520.1	80
VISTA	525.3	76
THOMPSON	528.1	88
BRENDEL	534.9	99
FLOY	540.9	77
SOLITUDE	549.9	98
DALY	551.4	98
GREEN RIVER WFTYKDN	555.2	Yard
SPHINX	561.3	99
DESERT	568.0	89
CLIFF	574.7	100
WOODSIDE	580.8	90
GRASSY	586.9	99
CEDAR	593.5	88
VERDE	599.4	100
MOUNDS	603.9	90
FARNHAM	608.7	99
WELLINGTON	613.5	110
PRICE	619.1	97
MAXWELL	621.8	83
HELPER WFTYKBDN	626.5	Yard

(176.9)

Schedule Times
Average Speed per Hour

MAIN LINE

Sub-Division 5
STATIONS
TIME-TABLE No. 117
JUNE 11, 1939

Stn	Miles from Denver	Yard
GRAND JCT. WFTYOKBJDN	449.6	Yard
DURHAM	452.0	113
RACEY	454.6	97
RHONE	456.9	88
FRUITA	460.5	80
LOMA	465.6	69
MACK	468.9	99
RUBY	473.1	168
SHALE	478.0	101
UTALINE	483.4	107
WESTWATER	486.4	114
COTTONWOOD	493.2	49
AGATE	498.9	79
CISCO	504.4	89
WHITE HOUSE	512.0	89
ELBA	515.9	83
SAGERS	520.1	80
VISTA	525.3	76
THOMPSON	528.1	88
BRENDEL	534.9	99
FLOY	540.9	77
SOLITUDE	549.9	98
DALY	551.4	98
GREEN RIVER WFTYKDN	555.2	Yard
SPHINX	561.3	99
DESERT	568.0	89
CLIFF	574.7	100
WOODSIDE	580.8	90
GRASSY	586.9	99
CEDAR	593.5	88
VERDE	599.4	100
MOUNDS	603.9	90
FARNHAM	608.7	99
WELLINGTON	613.5	110
PRICE	619.1	97
MAXWELL	621.8	83
HELPER WFTYKBDN	626.5	Yard

(176.9)

Schedule Times
Average Speed per Hour

EASTWARD

FIRST CLASS			SECOND CLASS		
6 Exposition Flyer	2 Scenic Limited	20 Panoramic Mountaineer	34 Fast Freight	36 Fast Freight	38 Fast Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
4 40 ^{AM}	6 00 ^{AM}	8 35 ^{PM}	8 30 ^{AM}	6 00 ^{PM}	1 30 ^{AM}
4 35	5 45	8 17	8 20	5 50	1 19
4 32	5 42	8 14	8 16	5 46	1 15
4 29	5 39	8 11	8 12	5 42	1 11
4 25	5 35	8 07	8 07	5 37	1 06
4 20	5 26	8 02	8 00	5 30	12 58
4 16	5 19	7 58	7 54	5 24	12 52 ⁶¹
4 11	5 13	7 52	7 47	5 16	12 45
4 04	5 07	7 45	7 40	5 09 ⁵	12 38
3 57	5 01	7 39	7 32	4 56	12 30
3 51	4 55	7 33	7 25	4 49	12 22
3 45	4 47	7 26	7 17	4 41	12 14 ^{AM}
3 38	4 38	7 19 ³⁵	7 06	4 30	11 58 ¹
3 32 ¹⁹	4 31	7 11	7 06	4 22	11 43
3 23	4 21	7 02	6 47	4 11	11 30
3 18	4 16	6 57	6 41	4 05	11 24
3 13	4 11	6 52	6 35	3 59	11 18
3 07	4 04	6 45	6 27	3 51	11 09
3 03	4 00 ¹⁹	6 40	6 22	3 46	11 04
2 56 ⁶¹	3 45	6 30	6 07	3 30	10 46
2 48	3 36	6 22 ⁵	5 52	3 13	10 29
2 41	3 27 ⁶¹	6 14	5 38	2 57	10 12
2 36	3 19	6 09	5 28	2 47	9 58
2 31	3 13	6 04	5 21	2 38	9 48
2 14	2 56	5 49	5 02	2 19	9 27
2 06	2 48	5 42	4 53 ¹⁹	2 10 ⁷⁵	9 18 ³⁹
1 58 ¹	2 40	5 35	4 38	1 58	9 06
1 50	2 31	5 28	4 25 ⁶¹	1 42	8 54
1 42	2 23 ¹	5 21	4 17	1 33	8 45
1 34	2 15	5 13	4 06	1 22	8 34
1 27	2 08	5 06	3 56	1 11	8 25
1 22	2 03	5 01	3 50	1 05	8 17
1 15	1 55	4 54	3 41	12 54	8 07
1 09	1 49	4 48	3 33	12 45	7 57 ⁵
1 02	1 42	4 41	3 24 ¹	12 36	7 41
1 25 ⁷	1 27	4 33	3 10	12 30	7 35
12 50 ^{AM}	1 20 ^{AM}	4 25 ²⁵	3 00 ^{AM}	12 20 ^{PM}	7 25 ^{PM}
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
3.50 46.1	4.40 37.9	4.10 42.4	5.30 32.2	5.40 31.2	6.05 29.1

WESTWARD				MAIN LINE		EASTWARD			
SECOND CLASS		FIRST CLASS		Sub-Division 4-A STATIONS		FIRST CLASS		SECOND CLASS	
41	75	19	5	TIME-TABLE No. 117		20	6	40	42
Fast Freight	California Fast Freight	Panoramic Mountaineer	Exposition Flyer	JUNE 11, 1939		Panoramic Mountaineer	Exposition Flyer	Fast Freight	Fast Freight
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Miles from Denver	Capacity of Siding	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
1 03 PM	3 55 AM	10 08 PM	12 53 PM	128.7	OD	1 54 AM	8 29 AM	5 20 AM	2 48 PM
1 06	4 00	10 10	1 00	129.3		1 52	8 27	5 16	2 43
1 14	4 08	10 18	1 08	130.0		1 47	8 22	5 01	2 38
1 24	4 25	10 23	1 08	134.0		1 26	8 12	4 51	2 18
1 37	4 38 40	10 33	1 18	142.1		1 16	8 02	4 38 75	2 05
1 43	4 44	10 37	1 22	144.8		1 10	7 58	4 28	1 59
1 51 42	4 52	10 43	1 28	148.8		1 01	7 52	4 19	1 51 41
2 04	5 06	10 53	1 38 42	155.3		12 51	7 42	4 06	1 38 40
2 08	5 10	10 56	1 41	157.7		12 45	7 39	4 02	1 29
2 18	5 20	11 04	1 49	163.2		12 35	7 32	3 52	1 19
2 24 PM	5 27 AM	11 10 PM	1 55 PM	168.8	DY	12 27 AM	7 27 AM	3 44 AM	1 13 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily
1.21	1.32	1.02	1.02			1.27	1.02	1.36	1.35
31.3	29.7	40.1	40.1			27.8	40.1	28.2	28.6

Schedule time and train orders, westward trains from sub-division 4-A will apply at Dotsero depot. See Special Time-Table Rule SF, Page 10, covering signals, spring switches and operations at Dotsero. All trains except first class will operate between Orestod and Bond under Rule 93. Pueblo Division westward trains will leave Orestod and Pueblo Division eastward trains will leave Bond without clearance card. At Orestod, schedule time and train orders apply at the west siding switch of the Denver and Salt Lake Railway. All trains and engines will move between the west siding switch and the junction switch of the D. & S. L.—D. & R. G. W., Orestod, at restricted speed.

WESTWARD		ASPEN BRANCH		EASTWARD	
SECOND CLASS		Sub-Division 4-B STATIONS		SECOND CLASS	
229	Miles from Denver	TIME-TABLE No. 117		230	Miles from Aspen
Mixed		JUNE 11, 1939		Mixed	
Leave Daily Ex. Sunday		Capacity of Siding		Arrive Daily Ex. Sunday	
9 05 AM	390.1	gn	GLENWOOD WPT	41.2	Yard
9 29	307.0	f	CATTLE CREEK F	33.4	20
9 55	373.0	ce	CARBONDALE P	28.3	38
10 16	379.4		LEON	21.9	23
10 30	382.0		BONMA WPT	19.3	24
11 05	394.9		WOODY CREEK WPT	8.4	22
11 35 AM	401.3	ns	ASPEN WPT		Yard
Arrive Daily Ex. Sunday			(41.2)		
2.30				2.30	
16.6				16.3	

NO. 229 IS SUPERIOR TO NO. 230

WESTWARD		IBEX BRANCH		EASTWARD	
SECOND CLASS		Sub-Division 3-B STATIONS		SECOND CLASS	
	Miles from Denver	TIME-TABLE No. 117			Miles from Hix
		JUNE 11, 1939			
		Capacity of Siding			Capacity of Siding
276.8	g	LEADVILLE WPT	7.0	Yard	
276.3		C. & S. CROSSING NO. 12	6.5		
276.3		CHRYSOLITE JCT.	6.5		
278.2		GRAHAM PARK JCT.	4.8		
279.4		ROY	3.4	24	
280.2		WATER TANK	2.6		
280.4		EVANS	2.4	5	
280.8		PENN. JCT.	2.0		
281.8		ALPS JCT.	1.0		
282.8		IBEX		Yard	
		(7.0)			

WESTWARD		MONTROSE BRANCH		EASTWARD	
FIRST CLASS		Sub-Division 16 STATIONS		FIRST CLASS	
319	Miles from Denver	TIME-TABLE No. 117		320	Miles from Grand Junction
Mountaineer		JUNE 11, 1939		Mountaineer	
Leave Daily		Capacity of Siding		Arrive Daily	
6 00 PM	351.5	ms	MONTROSE WPT	72.7	Yard
6 10	357.4		MENOKEN	66.8	26
6 20	362.2	ho	OLATHE D	62.0	20
6 29	367.5		CHIPETA	66.7	27
6 45	372.8	dt	DELTA WPT	61.4	Yard
6 54	377.5		ROUBIDEAU F	46.7	66
6 59	380.1		STRATTEE F	44.1	36
7 09	384.0		ESCALANTE F	39.3	26
7 20	390.9		DOMINGUEZ WPT	33.3	43
7 32	397.7		BRIDGEPORT F	26.5	100
7 41	402.8		DEER RUN F	21.4	61
7 50	408.0		KAHNAH	16.2	11
7 58	411.8		WHITEWATER WPT	12.4	43
8 08	417.3		UNAWEEP	6.0	26
8 35 PM	424.2	zn	GRAND JCT. WPT		Yard
Arrive Daily			(72.7)		
2.35				2.20	
28.1				25.7	

Special Time-Table Rules

SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS, EXCEPT:

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

1-B. Schedule time and train orders, eastward trains, will apply at end two main tracks Helper.

1-C. At Orestod, schedule time and train orders apply at the west siding switch of the Denver and Salt Lake Railway. All trains and engines will move between the west siding switch and the junction switch of the D. & S. L.—D. & R. G. W., Orestod, at restricted speed.

1-D. Crossover between main track and No. 1 track in west end of Bond yard will be used by trains entering or departing from the yard tracks.

The extension of No. 1 track between the west crossover and switch at extreme west end of yard will be used as a storage track.

Schedule time and train orders westward trains Sub-Division 4-A will apply at the crossover switch in west end of Bond Yard.

Passenger trains will stop clear of crossover switches east of coal chute at Bond, expecting to find outgoing engine standing on main track just beyond these crossover switches.

1-E. Schedule time and train orders westward trains from Sub-Division 4-A will apply at Dotsero Depot.

1-F. Unless otherwise instructed, eastward freight trains departing from Grand Junction will use the long lead.

Westward freight trains arriving Grand Junction will use main track to 8th Street unless instructed to head in on east end of long lead.

1-G. Schedule time and train orders of first class trains applies at Passenger Depot Grand Junction.

WESTWARD		NORTH FORK BRANCH		EASTWARD	
FIRST CLASS		Sub-Division 16-A STATIONS		FIRST CLASS	
319	Miles from Denver	TIME-TABLE No. 117		320	Miles from Delta
Mountaineer		JUNE 11, 1939		Mountaineer	
Leave Daily		Capacity of Siding		Arrive Daily	
415.3		SOMERSET WPT	42.5	Yard	
410.9		BOWIE	38.1	3	
405.9	sw	PAONIA	33.1	30	
403.6		CORBURN	30.8	13	
397.7	sk	HOTCHKISS WTD	24.9	27	
393.2		LAZEAR	20.4	10	
392.6		ROGERS MESA	19.8	34	
385.5		PAYNE	12.7	33	
380.8		AUSTIN	8.0	17	
378.8		SAXTON	7.0	39	
372.8	dt	DELTA WPT		Yard	
		(42.5)			

WESTWARD		SUNNYSIDE BRANCH		EASTWARD	
FIRST CLASS		Sub-Division 5-A STATIONS		FIRST CLASS	
	Miles from Sunnyside	TIME-TABLE No. 117			Miles from Montrose
		JUNE 11, 1939			
		Capacity of Siding			Capacity of Siding
		SUNNYSIDE WPT	17.2	Yard	
4.1		COLUMBIA JCT.	13.1		
7.5		WHITE'S	9.7	40	
17.2	su	MOUNDS		Yard	
		(17.2)			

2. No. 15 will leave Malta without clearance card when no operator is on duty.

No. 16 will leave Leadville Jct. without clearance card.

2-A. There is no train order signal at Leadville, Tennessee Pass or Delta. No train will leave these stations without clearance card except all trains will leave Leadville and Delta without clearance card when no operator is on duty.

2-B. Trains will leave Aspen without clearance card.

2-C. On two main tracks extra trains may be authorized by numbered clearance card.

3. Train register books are located at:

Dotsero	Delta
Orestod	Paonia
Tennessee Pass	Montrose
Leadville	Glenwood-Funston
Malta and Leadville Jct.	(Branch trains only)
for trains running via	Aspen
Leadville	Mounds (Branch trains only)
Minturn	Grand Junction

Register stations are shown in body of the time-table in FULL FACED TYPE.

3-A. Eastward passenger trains will register at Tennessee Pass with registering ticket.

If register check at Tennessee Pass shows No. 15 as having arrived at Tennessee Pass, this is sufficient authority that No. 15, of the same date, has arrived at Malta.

If No. 16 is registered at Salida or is met between Salida and Malta this is sufficient authority that No. 16 of the same date has arrived at Leadville Junction.

3-B. Nos. 15 and 16 must not be authorized to display signals on Sub-divisions 3 or 4-A.

3-C. Trains will register at Dotsero with registering ticket when Operator is on duty.

4. YARD LIMIT STATIONS

Salida	Bond	Grand Junction	Delta
Buena Vista	Glenwood	East Yard	Olathe
Kobe	Funston	Thompson	Montrose
Malta—Leadville	Aspen	Green River	Austin
Tennessee Pass	Carbondale	Sunnyside Branch	Rogers Mesa—
Pando	Emma	Price	Lazarus
Minturn	Woody Creek	Helper	Hotchkiss
Dotsero			Paonia—Somerset

4-A. Yard Limits, Sub-Division 3-A, will extend from Malta to Leadville inclusive, and on Sub-Division 3-B will extend from Leadville to Ibe exclusive.

4-B. Trains have no time-table superiority on Sub-Division 16 between passenger station and east end of Colorado River Bridge, Grand Junction Yard, and within yard limits, Delta. They must run at restricted speed, expecting to find tracks occupied by other trains. Responsibility for an accident rests with the approaching train.

5. When retainers are in use trainmen and enginemen must keep close watch while train is in motion for indications of excessively heated wheels, and when observed, the retainer on such car or cars must be placed in normal release position (turned down) until wheels have had sufficient time to cool.

5-A. TENNESSEE PASS TO SALIDA. The use of retainers will be left to the judgment of Conductors and Enginemen.

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

5-C. MINTURN TO WILMOR. The use of retainers will be left to the judgment of Conductors and Enginemen.

5-D. BALLARD AND THOMPSON BRANCH. All retainers must be used on descending grades.

5-E. SUNNYSIDE BRANCH. All retainers must be used on descending grades.

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

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

5-H. All trains except eastward passenger trains will stop at Tennessee Pass for inspection of train and brakes.

Eastward passenger trains at Tennessee Pass will make running test in accordance with Rule No. 11 of the Air Brake Instruction Book. Westward freight trains will stop at Pando to cool wheels and inspect train. Eastward freight trains will stop at Kobe to cool wheels and inspect train unless stop is made at Snowden or Harvard for other reasons, in which case inspection can be made at either of these points and it will not be necessary to stop at Kobe for this purpose.

5-I. 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 Tennessee Pass, and put same in safe operating condition before descending the grade. After brakes have been released on passenger cars, and before Westward trains start from this station, retainers must be turned up.

5-J. At least one member of the train crew must be on the rear end of the train on both ascending and descending grades, and a close observation of train maintained for sliding wheels.

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

6. Trains approaching the following crossing at grade, which is not protected by signals or derails, must stop at a point designated by stop board and not proceed until it is safe to do so. (See Rule 98.)

Sub-Division	M. P. Location	Crossings
3-B	276.3	C. & S. R. R.
	A. B. S.	

6-A. Westward signal No. 6255, located at end of two main tracks Helper, has two signals on mast, top signal governing westward move-

ments to the eastward track when the crossover located at end of two main tracks is reversed, lower signal governing restricted route through crossover to the westward track.

6-B. Between Vista and Thompson there is no intermediate A.B.S. Train occupying main track at Vista between A.B.S. 5258 and the signal overlap sign will hold A.B.S. 5258 and positive A.B.S. 5272 at east end Thompson in stop position.

6-C. Between Luke and Dotsero there is no intermediate A.B.S. Train occupying main track at Luke between A.B.S. 3404 and the signal overlap sign will hold A.B.S. 3404 and positive A.B.S. 3414 at east end Dotsero in stop position.

6-D. A.B.S. 3420 does not govern the movement of an eastward train moving through siding at Dotsero onto Sub-Division 4-A.

6-E. Rule 510 is modified as follows: "Between Minturn and Tennessee Pass eastward passenger trains may pass 'stop and proceed' signal when the 'G' is illuminated, in the same manner as freight trains."

6-F. Sub-Division 4-A (Dotsero Cutoff) begins at the switch at Mile Post 342.0, connecting with Sub-Division 4 at Dotsero. Sixty-five feet of the main track of Sub-Division 4-A (in front of Dotsero depot) will also be used as part of Dotsero siding. Trains using this track as siding must clear first class trains on Sub-Division 4-A.

During open hours of telegraph office at Dotsero, when trains have time-table authority or train orders which will permit them to proceed, operator will handle spring switches in front of the depot, when necessary, to avoid stopping train, carefully inspecting switch points to see that they fit closely when facing movements are to be made.

Eastward positive A.B.S. No. 3420 located at junction switch Dotsero has two signals on mast; top signal governs eastward movements on main track Sub-Division 4; lower signal governs eastward movements on main track to "End of Block" sign, Sub-Division 4-A when spring switch at Mile Post 342.0 is lined for Sub-Division 4-A.

Westward positive A.B.S. No. 1687, Sub-Division 4-A, has two signals on mast; top signal governs westward movements from Sub-Division 4-A to Sub-Division 4; lower signal governs westward movements on main track to connection with siding; thence on siding to "End of Block" sign.

Westward trains Sub-Division 4-A entering Sub-Division 4 main track must remain in the rear of A.B.S. 1687 unless upper signal 1687 is in clear or approach position.

In making movements at Dotsero from either Sub-Division to siding, or from siding to either Sub-Division, when operator is not on duty, facing point spring switches must be inspected on the ground.

6-G. Audible annunciator is located 500 feet west of west switch, Niche, and westward trains will when directly opposite "Audible Annunciator" sign, give the following whistle signals:

Passenger trains.....	1 long blast
Freight trains.....	2 short blasts

6-H. OPERATION BY CENTRALIZED TRAFFIC CONTROL IS EFFECTIVE BETWEEN TENNESSEE PASS AND DEEN

Towerman at Tennessee Pass controls all Positive Automatic Block Signals.

A green flag by day and a green light by night displayed in the West Window of Tennessee Pass Tower will be authority for Eastward trains to cut out helper engines, using crossover between main track and No. 1 track for that purpose.

A green flag by day and a green light by night displayed in the East Window of Tennessee Pass Tower will be authority for helper engines to move from wye to No. 1 track.

Eastward trains having more cars than will clear between the middle crossover and the signal bridge at West end Tennessee Pass, will be authorized by towerman sounding four blasts of audible signal to make back up movement to cut out rear helper engine.

No Westward freight train with more than twenty cars will leave Tennessee Pass until the Westward signal on bridge at West end Tennessee Pass governing its movement displays a green (clear) indication.

East switches, tracks No. 1 and No. 2 at Tennessee Pass are Remote Control switches and normally operated by towerman, Tennessee Pass. Switches at West end of Tennessee Pass are operated by carmen or trainmen under direction of the towerman, the following audible signals governing:

1 long blast—line switch No. 4 to siding No. 2
2 long blasts—line switch No. 5 to siding No. 1
3 long blasts—line switches for main track.

The switches of the crossovers located at Mile Post 283.0 are manually operated and must be used only when authorized by the towerman, Tennessee Pass, or, in emergency, under flag protection in both directions.

Audible annunciator is located three thousand feet west of the switch at Deen, and eastward trains will, commencing at the "Audible Annunciator" sign give the following whistle signals, using care to so space the whistle sounds as to be distinct, and so the signal will be completed by the time the engine reaches the annunciator:

Passenger trains.....	1 long blast
Fruit and stock trains.....	2 short blasts (counting three between each blast for space)
Other freight trains.....	3 short blasts (count two for space).

6-I. OPERATION BY CENTRALIZED TRAFFIC CONTROL IS EFFECTIVE BETWEEN MIDWEST AND M. P. 449.0, GRAND JCT.

Dispatcher at Grand Jct. controls all Positive Automatic Block Signals.

Following Remote Controlled Switches are normally operated by dispatcher, Grand Jct., and the maximum speed through each of these turnouts is fifteen miles per hour, except East end long lead, M. P. 445.0, maximum speed through which is twenty-five miles per hour; Crossover switches East Yard; Switch at East Yard connecting yard lead to long lead; East end long lead, M. P. 445.0; East and West end Clifton siding; West end Fallside siding; Crossover switches East of Depot, Palisade; Midwest (East end Palisade siding).

All other main track switches are manually operated. Eastward Stop and Proceed Signal 4492, located just east of passenger station, Grand Junction, repeats the indication of Eastward Positive Signal 4490, located at 7th Street.

Eastward passenger trains must not, unless authorized by Permissive Card, depart from passenger depot yard, Grand Junction, via main track East of crossover in East end depot yard unless A. B. S. 4492 displays a clear or approach indication.

Westward passenger trains, if Stop and Proceed Signal 4491 is in a clear or approach indication, are authorized to proceed to passenger depot against first class trains, and Westward freight trains, if this signal is in a clear or approach indication are authorized to proceed through the crossover at 5th street to freight yard against first class trains. Westward trains, stopped by Stop and Proceed Signal 4491, are authorized to proceed under Rule 509 against first class trains.

First class trains will move at restricted speed between passenger depot and 7th street, Grand Junction.

Eastward train order signal, Palisade, remains in service and trains will be governed by its indications in the same manner that train order signals are observed in non-C. T. C. territory.

Long lead extends from crossover at 5th street, Grand Junction, to Fruitvale, (M. P. 445.0). When dispatcher desires westward freight trains use long lead from Fruitvale or from East Yard, the instructions referred to in Time-Table Rule 1-F may be given by signal indications.

An audible annunciator is located 600 feet East of westward positive signal, Cameo, and westward trains when directly opposite "Audible Annunciator" sign, give the following whistle signals:

Passenger trains.....	1 long blast
Symbol freight trains.....	2 short blasts
Other freight trains.....	3 short blasts.

7. Persons accompanying livestock or other freight will be carried on any freight trains 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 trains to and from points at which trains stop when passes are stamped: "Good on Freight Trains."

To comply with Rule 91, in non-A. B. S. territory Conductors on freight trains will wire dispatcher from first telegraph station where they pick up passengers for movement on their trains, including caretakers of livestock, banana messengers, etc., also sectionmen, bridge-men and other employes riding as passengers.

7-A. Passengers may be carried on freight trains between Delta and Somerset.

7-B. Extra freight trains are ordinarily operated as follows: Between Helper and Sunnyside

Eastward, Mondays, Wednesdays and Fridays. Departing about 7:30 A.M. Westward, Tuesdays, Thursdays and Saturdays. Departing about 6:00 A.M.

8. All employes are hereby notified of close clearance of structures, etc., located on the main track and on sidings, as follows:

Sub-Division	Miles	Description	Side or Overhead
13	215.1	Salida Yard—Bridge 215.14	Side and overhead
3		Salida Yard tracks L-131-132 class engines	Side
3	225.1	West Brown Canon—rock cut	Side
3	225.2	West Brown Canon—Bridge 225.27	Side
3	225.8	West Brown Canon—rock cut	Side
3	240.2	Buena Vista—Bridge 240.21	Side
3	240.4	West Americus Bridge 246.43	Side
3	254.0	West Princeton—Bridge 254.01	Side
3	271.0	Malta—Train Order Signal	Side
3	271.0	Malta—Coal chute	Side
3	281.5	Tennessee Pass Tunnel	Side and overhead
3	282.1	East Mitchell—A. B. S. 2822-W	Side
3	284.5	West Mitchell—A. B. S. 2845-E	Side
3	286.7	Deen Tunnel	Side and overhead
3	286.9	Deen—A. B. S. 2870-W	Side
3	288.4	Pando—Water Column E. B. Track	Side
3	288.6	Pando—Water Column E. B. & siding	Side
3	291.3	West Pando—Bridge 291.34 E.&W.	Side
3	294.2	Red Cliff—Overpass E. & W.	Side
3	294.3	West Red Cliff—Bridge 294.25 E. & W.	Side
3	294.3	West Red Cliff—Bridge 294.47 E.	Side
3	296.1	Belden Tunnels—Eastward track	Side and overhead
3	296.4	West Belden—Bridge 296.45-E	Side
3	297.6	Rock Creek Tunnel—Eastward track	Side and overhead
3-B	275.8	Ibex Branch—Snow Sheds	Side and overhead
4	303.4	Minturn—Bridge 303.40	Side and overhead
4	321.2	Kent—Bridge 321.23	Side
4	350.0	Shoshone Tunnel No. 1	Overhead
4	351.0	Shoshone Tunnel No. 2	Overhead
4	350.0	Glenwood Tunnel	Overhead
4	360.1	Glenwood—Water Column Main and siding	Side
4	360.2	Glenwood—Viaduct	Overhead
4	360.3	Colorado River Bridge 360.30	Side and overhead
4	360.3	Funston Coal chute, main and E. B. siding	Side
4	372.7	New Castle Stock Track—Stock chute	Side
4	372.8	New Castle—Bridge 372.82	Side
4	372.8	New Castle siding—Bridge 372.82-S	Side
4	444.2	West Clifton—Bridge 444.25	Side
4-B	373.0	Carbondale Siding—Stock chute	Side
4-B	382.0	Emma Siding—Stock chute	Side
4-B	387.3	Bates Siding—Stock chute	Side
4-B	387.9	Woody Creek Siding—Stock chute	Side
4-B	460.5	Fruitvale Siding—Stock chute	Side
5	471.0	Ruby Tunnel	Overhead
5	487.7	East Switch Westwater—Bridge 487.71	Side
5	554.7	Green River—A.B.S. 5546 and 5547	Side
5	580.6	East Switch Woodside—Bridge 580.58	Side
5	595.8	West Cedar—Bridge 595.78	Side
5	609.5	West Switch Farnham—Bridge 609.51	Side
5	612.0	West Farnham—Bridge 612.02	Side
5	619.7	West Switch Price—Bridge 619.67	Side
16	362.2	Olathe Siding—Stock chute	Side
16	373.2	West Switch Delta—Bridge 373.22	Side
16	378.4	West of Roubideau—Bridge 378.38	Side
16	378.9	West of Roubideau—Bridge 378.81	Side
16	400.1	Bridgeport Tunnel	Side and overhead
16	423.5	East End Grand Jct. Yard—Bridge 423.52	Side and overhead
16-A	380.2	West of Austin—Bridge 380.19	Side and overhead
16-A	380.8	Austin Siding—Stock chute	Side
16-A	398.6	East of Hotchkiss—Bridge 398.66	Side and overhead

Mail cranes are located adjacent to depot at the following stations and employees are hereby warned of close clearance of these cranes, particularly when mail has been hung:

Nathrop	Wolcott	Grand Valley	Loma
Yale	Eagle	DeBeque	Cisco
Red Cliff	Gypsum	Cameo	Woodside
Avon	New Castle	Palisade	Mounds
Edwards	Silt	Clifton	

8-A. Structures located on track which serves Scoocroft & Son, at Price, will not clear L-105, L-131 and L-132 class engines. This track leads off house track.

9. The speed of trains should be so restricted that absolute safety will be assured, and the maximum speed will ordinarily be that necessary to make the schedule.

9-A. Trains must not exceed the maximum speeds prescribed below: Speed restrictions governing freight trains govern the speed of light engines.

TERRITORY	Passenger MPH	Freight MPH
Sub-Division 3:		
Salida-Tennessee Pass	60	40
Tennessee Pass to Rex	22	15
Rex to Minturn	30	20
Minturn to Tennessee Pass	30	20
Sub-Division 3-A	25	15

Sub-Division 4 and 4-A:	Passenger MPH	Freight MPH
Minturn-Funston	55	45
Except on curve east end of Bridge 300,20	25	25
Dotsero-Orestod	55	45
Funston-Grand Junction	65	45
Except M. P. 412-M. P. 436	55	45
Passenger trains will use not less than 32 minutes between Dotsero and Glenwood.		
Sub-Division 4-B:	20	20

Sub-Division 5:	Passenger MPH	Freight MPH
Grand Junction-Mack	65	45
Mack-Thompson	55	45
Thompson-Green River	65	50
Green River-Helper	55	45
Ballard & Thompson Branch	6	6

Sub-Division 16:	Passenger MPH	Freight MPH
Montrose-Delta	40	30
Delta-Grand Junction	40	20

Sub-Division 16-A:	Passenger MPH	Freight MPH
Delta-Bridge 380,19	40	30
Bridge 380,19-Payne	30	20
Payne-Somerset	30	15

All Sub-Divisions, except where specific restrictions in certain territories require lower speed: Through turn-outs equipped with spring switches except when lower speed is specified by timetable or slow board. 25 8 Through turn-outs all spring switches Salida. 15 15 Through turn-outs spring switches Pando and west end siding Dotsero. 15 15 On straight track when trailing through spring switches. 30 30 In or out of other turn-outs. 15 20 Approaching and thru Interlockers. 25 20 Over Railroad Crossings not Interlocked. 25 20

Maximum speeds permissible in any service by various classes of power and equipment as follows:

Class of Engine	Miles Per Hour
K-59 Class Engines	55
M-67, M-75 and M-78 Class Engines	50
L-95 and L-107 Class Engines	40
F-81, L-131 and L-132 Class Engines	40
Engines backing up	20
Trains hauling dead engines with side rods up	25
Trains hauling dead engines with side rods all down	15
Trains hauling dead engines with side rods all wheels swinging	10
Derricks, Shovels, Clam Shells, Short Scale Test Cars, except 010897, Ditchers and Pile Drivers moving on own wheels also K. & J. and Western Air dumps and loaded system coke racks	25
Steam Derricks 025, 026, 027, OZ	35
Trains handling Belden ore, Minturn-Eagle	25
Thompson-Green River	45

9-B. City ordinances speed limits as follows:

Stations	Miles per Hour
Buena Vista	25
Grand Valley	30
Palisade	25
Grand Junction	25
Montrose	15
Price	20

9-C. Engines must not be moved on spur track at Pando.

In using wye at Woodside examine highway crossing on both legs of wye before using to insure flangeway being clear of gravel.

M-64, M-67, M-68, M-75, F-81, L-105, L-131 and L-132 class engines must not be moved on wye at Price.

M-68 and L-105 class engines must not be used on Sub-Divisions 3-A and on 5-A east of M. P. 1.

On Sub-Division 4-B, C-41 class engines must not be doubleheaded with any power larger than T-31 class and C-48 class engines must not be doubleheaded with any class of power.

Engines heavier than C-48 class will not be permitted to cross Bridge 215,14 on narrow gauge main line Salida Yard.

10. Company Surgeons are located as follows:

Surgeon Name	Location
G. W. Larimer	Salida
C. R. Fuller	Salida
G. L. Robinson	Salida
L. E. Thompson	Eyes
Ear, Nose & Throat	Salida
V. B. Ayers	Buena Vista
J. C. Strong	Leadville
H. W. Houf	Minturn
A. C. Sudan	Kremmling
J. H. Cole	Bond
W. W. Crook	Glenwood
C. W. Shill	Glenwood
B. E. Nutting	Glenwood
W. R. Tubbs	Carbondale
W. H. Twining	Aspen
G. F. Clagett	Rifle
F. H. Weidlen	Palisade

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

10-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS. When a personal injury occurs on a train, a message must be sent to the Superintendent and Claim Department showing the kind of transportation injured person holds, giving number of ticket or pass, destination of party, and if injured party is stopping over en route, state where stop-over will be made, and address at point of stop-over. Message should show whether or not injured party is coach or pullman passenger, and if pullman passenger, name of pullman should be given. Telegraph Accident Report (Form 3984) must be made at once as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to the instructions thereon and in the Book of Rules:

- Personal Injury Report (Form 3922).
- Names of Passengers (Form 4009).
- Ejection (Form 3926).
- Inspection (Form 4012).
- Fire Report (Form 4119).
- Stock Report (Enginemmen—Form 3511).
- Stock Report (Sectionmen—Form 4117).

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

(Others.) When persons not employees or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depot or industries, etc.) are injured, if they are unable to care for themselves, and if no friends or others are at hand to care for them, the nearest Company Surgeon should be called, or if he cannot be reached, the nearest other competent Surgeon, which Surgeon must be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company except the emergency attention above noted.

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

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

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

CONDITIONAL TRAIN STOPS

11. Nos. 1, 2, 5, 6, 19 and 20 will stop at any station to discharge pay passengers ticketed through from foreign lines, or to pick up pay passengers ticketed through to points on foreign lines.

11-A. No. 1 will stop at any station east of Grand Junction to pick up pay passengers for stations west of Grand Junction and will stop at Palisade to discharge pay passengers originating at Denver, Colorado Springs or Pueblo.

11-B. No. 2 will stop at any station east of Grand Junction to discharge pay passengers from west of Grand Junction and will stop at Palisade to pick up pay passengers destined Salida or points east thereof where train is scheduled to stop.

11-C. No. 1 and No. 2 will stop at stations where flag stop is shown between Grand Junction and Helper only on Sundays, Wednesdays, and Saturdays, to pick up and let off pass passengers.

11-D. No. 19 will stop at Chacra, New Castle, Silt, Lacy, Morris, Grand Valley, Nizer, DeBeque, Akin, Tunnel, Cameo, Palisade and Clifton to pick up or discharge pay passengers.

12. SPRING SWITCHES:

Miles from Denver	Location Spring Switches	Normal Position
213.8	Barrel	Westward main track
215.6	Salida	Eastward main track
216.3	West Switch Salida Yard	Main track
216.3	East Mitchell	Westward main track
222.0	West Mitchell	Eastward main track
226.5	Deen	Westward main track
226.5	East Switch Pando	Eastward main track
228.5	West Switch Pando	Westward main track
229.6	Minturn	Eastward main track
302.2	Minturn	Main track
303.6	Dotsero—Sub-Division 4-A	Main track Sub-Division 4-A
166.8	Dotsero—Sub-Division 4-A	Siding
166.8	Dotsero Jet, Sub-Division 4-A	Main track Sub-Division 4
342.0	Dotsero—West Switch	Main track
343.4	East Switch—Grizzly	Main track
354.6	West Switch—Grand Junction	Main track
450.9	Helper	Westward main track
625.6	Helper	Independent Lead
625.7	Helper	

12-A. Eastward freight trains entering Minturn Yard must line deraill in derailling position before caboose is uncoupled from train.

12-B. Location of Crossovers on two main tracks:

Miles from Denver	Points Facing	Miles from Denver	Points Facing
214.9	Facing	286.3	Facing
215.0	Trailing	296.6	Trailing
215.1	Facing	297.9	Trailing
222.9	Facing	298.0	Facing
233.0	Facing	301.5	Trailing
234.0	Facing	301.5	Facing
294.4	Trailing	302.0	Trailing

13. Water Tanks or Cranes between Stations: Sub-Division 3, located M. P. 249.5.

14. The following are Auxiliary lines (Rules 14 T, 14-U):

Location	Sub-Division
Salida	Sub-Division 13
Malta	Sub-Division 3A
Leadville	Sub-Division 3E
Dotsero	Sub-Division 4-A
Orestod	Sub-Division 4B
Glenwood	Sub-Division 16
Grand Junction	Sub-Division 5A
Mounds	Sub-Division 16A
Delta	

15. When trains display markers with green instead of yellow discs, these green discs will be considered as indicating the same as yellow.

16. Track No. 1 at Malta is westward siding. Track No. 1 at Funston is eastward siding. First track north of coal chute at Funston is siding for passenger trains. Depot siding at Green River is westward siding for freight trains. Depot siding at Green River is westward siding for freight trains. Depot siding at Green River is westward siding for freight trains. Depot siding at Green River is westward siding for freight trains.

17. Switch leading to spur track from west leg of wye at Pando must meet at this point. No. 4 track must not be blocked with cars.

18. When the green light located just outside west window of dispatcher's office Salida is burning, it will authorize trains and engines arriving Salida from Sub-Division 13 to use eastward main track between the switch in front of Trainmaster's office and the narrow gauge between the switch in front of Monte Cristo Hotel without checking the register east of the Monte Cristo Hotel without checking the register against eastward first class trains on Sub-Division 3. If trains or engines off Sub-Division 13 should meet with delay in excess of 30 minutes in clearing the main track, they must protect.

18-A. Narrow gauge trains departing from Salida yard via eastward main track to switch in front of Trainmaster's office must clear time of eastward first class trains at Bellevue or protect in accordance with Rule 99.

Tracks Not Shown as Stations in Time-Table

SUB-DIVISION	NAME	Mile	Car Capacity	Switch Connection
3	Tie Plant	216.8	381	East End
3	Mitchell	283.5	8	Disconnected
3	Bonner	287.1	4	East End
3	Knight	295.1	5	East End
4	Dowd	303.4	5	West End
4	Edwards	312.1	15	East End
4	Sherman	325.5	3	West End
4	Bain	331.8	4	East End
4	Higby	333.4	7	West End
4	Deveraux	363.0	2	West End
4	South Canon	365.2	3	East End
4	Doll	376.3	9	East End
4	Antlers	382.3	16	Both Ends
4	Nada	385.7	13	Disconnected
4	Rulison	396.9	7	West End
4	Savoy	436.7	40	West End
4	Bridges	440.2	21	Disconnected
4-A	Tie	133.7	7	West End
4-B	Flour Mill	362.8	4	East End
4-B	Red Canon	364.1	3	East End
4-B	Kiggin	370.6	5	East End
4-B	Adnaw	376.1	6	Both Ends
4-B	Hooks	380.4	5	East End
4-B	Saco	384.3	9	East End
4-B	Wingo	385.1	9	West End
4-B	Rose	386.8	5	East End
4-B	Bates	387.3	6	Both Ends
4-B	Mellor	395.7	4	Both Ends
16	Roe	357.0	20	Both Ends
16	Frost	359.4	8	Both Ends
16	Casner	364.7	8	West End
16	Sage	370.5	10	West End
16	Campbell	375.8	6	Disconnected
16-A	Beet Track	374.0	20	Both Ends
16-A	Saunders	377.3	7	Both Ends
16-A	Bell Creek	400.5	12	West End
16-A	Hadley	404.5	12	Both Ends
16-A	Roberts	407.1	8	Both Ends
16-A	Juanita Jct.	412.0	50	East End
16-A	Coal Mines	416.1	173	East End

Open Hours of Office of Communication

Station	Week Day Hours	Sunday and Holiday Hours
Salida	Continuous	Continuous
Buena Vista	8:15 AM to 4:15 PM 10:45 PM to 6:45 AM	8:15 AM to 4:15 PM 10:45 PM to 6:45 AM
Malta	6:30 AM to 2:30 PM	6:30 AM to 2:30 PM
Leadville	3:30 PM to 11:30 PM	3:30 PM to 11:30 PM
Tennessee Pass	4:00 AM to 1:00 PM	4:00 AM to 6:00 AM
Red Cliff	Continuous	Continuous
Minturn	5:45 AM to 2:45 PM	Closed
Avon	Continuous	Continuous
Wolcott	6:45 AM to 3:45 PM	Closed
Eagle	7:00 AM to 4:00 PM	Closed
Gypsum	7:30 AM to 11:30 PM	7:30 AM to 11:30 PM
Dotsero	7:50 AM to 4:30 PM	Closed
Orestod	Continuous	Continuous
Funston	Continuous	Continuous
New Castle	8:00 AM to 5:00 PM	9:00 AM to 11:00 AM
Silt	8:00 AM to 5:00 PM	Closed
Rifle	4:30 AM to 4:00 PM	4:30 AM to 4:00 PM
Grand Valley	5:00 PM to 1:00 AM	5:00 PM to 1:00 AM
DeBeque	8:00 AM to 5:00 PM	9:00 AM to 11:00 AM
Palisade	6:30 AM to 2:30 PM	6:30 AM to 2:30 PM
Grand Junction	9:00 PM to 5:00 AM	9:00 PM to 5:00 AM
Fruita	8:30 AM to 4:30 PM	8:30 AM to 4:30 PM
Mack	8:30 PM to 4:30 AM	Continuous
Cisco	9:00 AM to 6:00 PM	Closed
Thompson	12:15 PM to 8:15 PM	12:15 PM to 8:15 PM
Green River	10:30 PM to 6:30 AM	10:30 PM to 6:30 AM
Woodside	10:00 AM to 6:00 PM	10:00 AM to 6:00 PM
Mounds	9:30 PM to 5:30 AM	9:30 PM to 5:30 AM
Price	Continuous	Continuous
Helper	Continuous	Continuous
Carbondale	9:00 AM to 6:00 PM	Closed
Aspen	8:00 AM to 5:00 PM	Closed
Delta	6:30 AM to 3:30 PM	6:30 AM to 8:30 AM
Olathe	7:00 AM to 4:00 PM	7:00 AM to 9:00 AM
Montrose	7:45 AM to 11:59 AM	7:45 AM to 9:45 AM
Hotchkiss	12:59 PM to 4:45 PM	4:00 PM to 6:00 PM
Paonia	8:00 AM to 5:00 PM	Closed
	8:15 AM to 5:15 PM	Closed

LOCAL WATCH INSPECTORS

D. J. Kramer	Salida
F. J. Mund	Leadville
George Parsons	Grand Junction
T. E. Dever	Glenwood Springs
C. D. Allen & Son	Delta
G. J. De Vinny	Montrose
Elite Jewelry Co.	Helper

Adjusted Tonnage Ratings

FROM	TO	Class L-131	Class L-107	Class L-105	Class L-95	Class F-81	Class M-75	Class M-68	Class M-64	Class R-59	Class C-48	Class P-44	Class C-38-39-41	Adjustment
		Engines 3500-3619	Engines 3500-3509	Engines 3700-3709	Engines 3400-3415	Engines 1400-1409	Engines 1600-1609	Engines 1800-1804	Engines 1901-1910	Engines 1500-1513	Engines 1151-1159	Engines 800-805	Engines 901-925	Engines 1000-1029
Salida	Tennessee Pass	3000	2650		2000									
Minturn	Tennessee Pass	1350	1100		950									
Grand Jet	Glenwood	5100	4850	4500	3700									
Glenwood	Minturn	3300	2950	2650	2400									
Glenwood	Bond	2500			2550									
Grand Jet	Mounds	4400		3500		2925		2525	2400	2315	1790	1630		
Mounds	Helper	4600	3850	3700	3400	3150		2750	2600	2500	1970	1630		
Helper	Woodside	6000	5300	4600	4550	4100		3670	3300	3290	2100			
Woodside	Green River	4400		3700		3380		3020	2600	2700	2040	1870		
Green River	Grand Jet	4400		3550		2925		2525	2400	2315	1790	1630		
Mounds	White		2190		1900						530	450		
White	Sunnydale		1325		1030						4000	3320		
Grand Jet	Delta										1950	1570		
Delta	Montrose											1520		
Delta	Somerset											2830		
Somerset	Rogers Mesa													
Glenwood	Leon													
Leon	Aspen													

TONNAGE RATINGS

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

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

Following are the car limits per train Tennessee Pass to Minturn:

- Ice trains—55 cars.
- 90 loaded cars.
- 100 loads and empties mixed.
- 100 empties.

Not to exceed 10 flat cars loaded with steel rails.

SIGNAL MAINTAINERS

Headquarters	Signal District	
	From	To
Salida	ABS 2124	2282 Inc.
Buena Vista	ABS 2283	2638 Inc.
Tennessee Pass	ABS 2639	2898 Inc.
Minturn	ABS 2897	3138 Inc.
Eagle	ABS 3139	3419
Glenwood	ABS 3419	3674 Inc.
Rifle	ABS 3675	4034 Inc.
DeBeque	ABS 4035	4358 Inc.
Grand Jet	ABS 4359	4680 Inc.
Westwater	ABS 4681	5046 Inc.
Thompson	ABS 5047	5464 Inc.
Green River	ABS 5465	5862 Inc.
Price	ABS 5863	6250 Inc.
Helper	ABS 6251	6394 E&W Inc.

UTAH STATE LAW: "Every locomotive shall be provided with a bell weighing not less than twenty pounds, which shall be rung continuously from a point not less than 80 rods from any street, road or highway crossing until such street, road or highway shall be crossed, but, except in towns and at terminal points, the sounding of the locomotive whistle at least one-fourth of a mile before reaching any such crossing shall be deemed equivalent to ringing the bell as aforesaid; during the prevalence of fogs, snow and dust storms the locomotive whistle shall be sounded before each street crossing while passing through cities and towns. All locomotives with or without trams, before crossing the main track at grade of any other railroad must come to a full stop at a distance not exceeding 400 feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle shall be sounded at the moment of starting; provided, that whenever interlocking signal apparatus and derailing switches of any other crossing protective device approved by the Public Utilities Commission is adopted such stop shall not be required. Every person in charge of a locomotive violating the provisions of this section is guilty of a misdemeanor, and the railroad company shall be liable for all damages which any person may sustain by reason of such violation."