

Descriptive
Time Tables



Denver
and
Rio Grande
Western

Between
Denver
and
Salt Lake
and
Ogden

Summer, 1924

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DENVER & RIO GRANDE WESTERN RAILROAD SYSTEM

TIME TABLES OF THROUGH TRAINS

**FROM
Denver, Colorado Springs and Pueblo
TO
Salt Lake City and Ogden**

These Time Tables Subject to Change Without Notice

15	3	1 Scenic Lt'd	7 Paso ramic Special	M.F.M Denver	Stations and Descriptive Notes
PM 7 00	PM 4 00	AM 8 15	AM 4 00	0	iv. DENVER Population, 272,031. The mile-high capital of Colorado is a world-famous convention and tourist center and gateway to the National Parks, is located close to the eastern foothills of the barrier Rockies, and with its 60 square miles occupies also Denver County. It boasts a clear, bracing air and 320 days of sunshine a year, miles of wide, clean asphalt streets, lawns superbly kept, great mining, banking, oil, livestock and real-estate interests, and a people notably progressive. A thorough electric car system covers the city. Electric lighting for utility and display is elaborate. There are no wooden structures. Among points of interest are the Capitol Building (whence 200 miles of snowy range may be viewed), the new Postoffice, the Municipal Auditorium, the Civic Center, the U. S. Mint, the Public Library, City Park, Cheesman Park, Denver University and the beautiful homes of Capitol Hill. A score of railroads focus at Denver; and it is from the new Union Station, whose portal is a Welcome Arch, that the traveler outward bound on the Denver and Rio Grande West-ern now starts.
7 08	4 08	8 23	4 03	2	iv. BURNHAM At Burnham are located the Denver & Rio Grande Western general round-house, shops, coach-yard, commissary department, etc. On-ward, toward the foothills, is seen Fort Logan, an important governmental post for infantry and cavalry.
8 25	4 25	8 40	4 25	10	iv. LITTLETON The train is ascending the broad valley of the South Platte River, through a prosperous ranching country; on the right the tinted foot-hills and the snowy range, on the left the great plains. Littleton is the county-seat of Arapahoe County, and a center of agricultural and dairying industry.
8 59	4 44	8 59	4 45	21	iv. LOUVIERS The train has begun to climb a sharp divide. On the right, a quarter of a mile, are the works of the Dupont Powder Company, where high explosives are manufactured.
9 06	4 51	9 06	4 53	25	iv. SEDALIA The Government lookout post on "Devil's Head" Mountain, a rugged peak with rocks towering high up from the plains, may be plainly seen twenty miles to the west.
9 23	5 08	9 23	5 11	33	iv. CASTLE ROCK County-seat of Douglas County; has large quarry interests. The name is derived from a striking outcrop of rimrock, on the left. Ahead is a grand view of Pikes Peak, 47 miles.
9 47	5 30	9 47	5 35	43	iv. LARKSPUR The country is rougher, the foothills nearer. The whitish cliff, Casa Blanca, towers on the right.
9 56	5 39	9 56	5 44	47	iv. GREENLAND
10 14	5 59	10 14	6 03	52	iv. PALMER LAKE This is the crest of the divide be-tween the Platte and the Arkansas rivers. A summer resort, with lake, hotel and cottages. Adja-cent on the southwest are Glen Park and Pine Crest, with numerous pretty Swiss chalets nestling amidst the pines.
10 20	6 07	10 20	6 12	56	iv. MONUMENT The course is now descending, amidst scenes more rugged, and strange sand-stones, figures, red and white. Among the foothills lies Monument Pa.
10 31	6 19	10 31	6 24	62	iv. HUSTED Woodman Sanatorium. At Pikeview a remark-able view of Pikes Peak, now only ten miles distant, is afforded.
10 40	6 28	10 40	6 33	69	iv. WOODMAN
10 45	6 34	10 45	6 39	70	iv. PIKEVIEW
10 55	6 45	10 55	6 50	75	ar. COLORADO SPRINGS Population, including sub-urbs, 40,000. An ideal home city, and one of great private wealth; with broad streets and magnificent resi-dences, and Pikes Peak and Cheyenne Mountain looming close on the west. Here are located Colorado College, the State Institution for Deaf and Blind, and the Union Printers' Home for disabled printers. Included in Colorado Springs is Colorado City, first territorial capital. Denver & Rio Grande Western branch extends to Manitou, five miles. From Colorado Springs a side trip of fifty miles, through marvelous scenery, may be taken to the celebrated gold-mining camps of Cripple Creek and Victor.
11 00	6 50	11 00	7 00		MANITOU Population, 2,000. "The Saratoga of the West," at the entrance to the Garden of the Gods, with its mineral springs, its other wonders, such as Crystal Park, the Cave of the Winds, etc. Its hotels and cottages and its new bath house, perhaps the finest in the United States, is one of the resort places of the world. Here the ascent of Pikes Peak, 14,109 feet, is made by cog road or auto.
11 23	7 12	11 23	7 23	88	iv. FOUNTAIN The route follows down the rich, well wooded valley of the Fontaine Qui
11 34	7 24	11 34	7 34	93	iv. BUTTES Bouille. A splendid view of Cheyenne Greenhorn-Rampart Range form a hazy dremland on the right. Ahead may be described the poetic Wahatou, or twin Spanish Peaks, rising 13,620 and 12,720 feet from the plains.



15	3	1 Scenic Lt'd	7 Paso ramic Special	M.F.M Denver	Stations and Descriptive Notes
PM 11 00	PM 8 05	AM 12 15	AM 8 20	119	ar. PUEBLO Population, approx. 45,000. Situated at the foot of the Rocky Mountains, on the Arkansas River, and justly called the "Pittsburgh of the West," and the second city in the state. It is the center of the smelting and steel industries of the West, and has large agricultural and stock raising interests. There are all metropolitan adjuncts of paving, electric cars and electric lighting, combined with first class hotels. Within Pueblo are 330 acres of parks, The State Asylum for Insane is seen on the right, just after leaving the large Union Station. The San Isabel National Forest lies 28 miles west of Pueblo. This recreational area comprises 651,200 acres, 700 miles of roads, 200 lakes and streams and springs too numerous to mention. Un-rivalled views of snow-clad peaks, fern-decked cañons, ex-celent fishing, an abundance of wild animal life, good hotel and camp accommodations make this region a favorite playground.
12 21	9 10	1 11	9 20	144	iv. CONCRETE Out of Pueblo the train, swinging into the west, ascends along the Arkansas River, up the fertile Arkansas Valley.
12 26	9 13	1 14	9 23	146	iv. PORTLAND At Concrete and Portland are very ex-tensive Portland cement works.
12 44	9 30	1 27	9 37	152	iv. FLORENCE Population, 2,629. This is the heart of Colorado's oil region. Derricks project into the air on every side. The oil is of the best quality. Florence has two large oil refineries. There are extensive coal mines in the vicinity. The output is famous for its quality, and there is sufficient coal located to keep them going another century. Around about are magnificent farms and orchards. Northward looms Pikes Peak, a hoary sentinel.
1 12	10 00	1 53	9 58	160	ar. CAÑON CITY Population, 4,551. Ascending the lilly country, the train sparkling river, through a gravelly, lilly country, the train has arrived at the orchard city, guard-ing the mouth of the Grand Cañon of the Arkansas. Well-irrigated fruit trees, berry plants and truck gardens are every-where. Soil and climate combine to make Cañon City a large and famed producer. The town is one of beautiful streets and homes, has an important coal output, and possesses iron and soda springs, hot and cold. The State Penitentiary is located here. The Sky Line Drive is a noted scenic trip, as is the automobile road to the rim of the Royal Gorge, whence one may gaze down to the bottom of the abyss.
1 31	10 16	2 11	10 15	166	ar. HANGING BRIDGE ROYAL GORGE After passing the State Penitentiary on the right, the train rounds a long curve and rushes into the celebrated Grand Cañon of the Arkansas. The steep, sagy hills between which hurries the dashing, green water give place to rock, and following the immense breach in the granite the train seems to be penetrat-ing the very bowels of the earth. This, the Grand Cañon, through which the Arkansas pours from the high country to the lower, is ten miles long, and the railroad, by a marvel of engineering enterprise and dint of much blasting and bal-asting, has made of it a thoroughfare renowned the world over. Clinging close to every twist and turn the train pro-ceeds. There is scarce space betwixt wall and river for the single track. The narrowest portion of the passage, the wondrous Royal Gorge, has been reached. The red granite and gneiss walls, starting with milder, lower aloft on either hand; the sky is a thread, almost obliterated by the jagged ramparts, and the stars may sometimes be seen at mid-day. At one point, the Hanging Bridge, the width is but ten yards, and the roadbed has been built out over the water. The river boils madly through; the engine sways now to the right, now to the left, dragging the train; the vista ahead, momentarily blocked, opens again; a way is always found. And ever there is the ruddy granite, in walls and in huge broken masses, and the green stream foaming against its boulders, and glimpses of alien cañons wooded and mysterious. Bands of mountain sheep are often seen on the high cliffs.
1 44	10 30	2 33	10 38	171	iv. PARKDALE After the Royal Gorge the Grand Cañon, with its entrancing aspects of rock and water, continues. On the left at Texas Creek is seen the branch line to the picturesque town of Westcliffe, 25 miles into the Wet Mountains, a region filled with unmatched scenic delights. To the left the rugged, snowy Sangre de Cristo (blood of Christ) Range is visible ahead. The Cañon merges into the narrow valley of the Upper Arkansas; and passing the health resort of the Wellsville Hot Springs, between Howard and Cleora, at the left, and ranches and quarries and bits of wild scenery, the train speeds on up to Salida.
1 48	11 01	3 05	11 10	184	iv. TEXAS CREEK
1 51	11 17	3 22	11 28	192	iv. COTOPAXI
1 55	11 50	3 50	11 57	203	iv. HOWARD
2 30	12 15	4 20	12 30	215	ar. SALIDA Population, 4,689. An important division Western. Here passengers for the narrow gauge change to proceed on westward over Marshall Pass and through the Black Cañon of the Gunnison, rejoining the main line standard gauge at Grand Junction. From Salida a branch runs southward, for Alamosa, Creede, Durango, Silverton and Santa Fé. Salida has large railroad, mining and smelting interests, and thriving cattle ranches adjacent to it. The site commands an inspiring view of the jumbled Sangre de Cristo Mountains, close at hand, with Mts. Shavano and Ouray, between which lies Marshall Pass, to the southwest, and the Collegiate Range to the northwest. Continuing from Salida on the standard gauge line through Brown's Cañon, another fascinating gorge, into the ever-present Arkansas, entrance is made again into the Valley of the Upper Arkansas, now opening broadly, interspersed with cedared hills, boulders and flats, and ranch lands. On the left Mts. Har-vard, Yale and Princeton of the Collegi-
2 36	1 02	5 09	1 22	233	iv. NATHROP



Trains stop only at stations where time shown is preceded by "s" indicating "stop" or "p" indicating "flag." d. Stops for passengers destined Colorado Springs, Pueblo and all points south and west. p. Stops on flag for paying passengers. v. Stops on flag to receive passengers for points on Aspen Branch and west of Grand Junction. *Daily.

A.M. time in light type. P.M. time in black type. v. Stops on flag to receive passengers for points on Aspen Branch and west of Grand Junction, a. Stops on flag for passengers making trip through the Royal Gorge.



Figures Indicate Altitude Above Sea Level

Figures Indicate Altitude Above Sea Level

WESTBOUND

WESTBOUND

15	3	1	7	M.F.M.	Stations and Descriptive Notes
AM	AM	PM	Pan- amic Special	Denver	
# 4 53	# 1 18	# 5 27	PM	1 39	ate Range draw constantly nearer. Ahead is Mt. Massive.
# 5 32	# 1 52	# 6 07	PM	2 14	iv. BUENA VISTA Population, 903. The State Reformatory is seen, on the right, just before arrival at the station. Cottonwood Lake, and several groups of hot springs with ample hotel accommodations, make Buena Vista a favorite summer resort. Hunting and fishing are excellent. Opposite the town rise the three peaks: Princeton, 14,196; Yale, 14,187; Harvard, 14,375 feet.
# 6 05	# 2 27	# 6 48	PM	2 50	iv. GRANITE The course is still along the Upper Arkansas, amidst hay and cattle ranches and rugged scenery. At Granite may be described old placer workings in the former bed of the river. And here one takes stage for the noted resort, Twin Lakes, 9 miles away.
# 6 33	# 7 10	# 7 10	PM	3 00	iv. MALTA Ahead on the right has been visible the smoke of the Leadville smelters, against the Mosquito Range. At Malta connection is made for Leadville, five miles north. To the left rises Mt. Massive; this and Mt. Elbert are the highest peaks in the state—altitude 14,420 feet.
# 6 33	# 6 33	# 6 15	PM	3 00	ar. LEADVILLE Population, 4,959. One of the greatest modern cities, the highest in the world. It is situated in a most productive gold and silver district, and exhibits mining by all known methods. The value of the precious metals produced since 1869 is \$416,584,000, and annual output is now \$6,000,000. Mountains wall in the city. A boulevard extends five miles to the resorts of Soda Springs and Evergreen Lakes, affording a delightful drive. Located near Leadville is one of the largest and best equipped United States fish hatcheries, which distributes enormous quantities of young trout in the adjacent lakes and streams.
# 7 05	# 3 03	# 7 25	PM	3 25	iv. TENNESSEE PASS Leaving Malta and the faithful Arkansas River, now grown small, amidst snow patches and stunted cedars and bleak stretches the train climbs the winding grade of Tennessee Pass, over the Continental Divide. The crest of the pass is pierced by a tunnel a half mile long, the farther end opening upon the Pacific Slope. During the ascent and descent of the pass many charcoal ovens are seen, the product having been used in the smelters. The small lake on the right, at Pando, is one of the chief supply points of ice for refrigeration purposes. On the right and far below meanders the Eagle River, and through this narrow valley marched General Fremont and his men.
# 7 26	# 3 26	# 7 48	PM	3 48	iv. PANDO



15	3	1	7	M.F.M.	Stations and Descriptive Notes
AM	AM	PM	Pan- amic Special	Denver	
# 7 43	# 3 42	# 8 04	PM	4 04	iv. RED CLIFF Through castellated Red Cliff Cañon is reached the town of Red Cliff, on the headwaters of the Eagle River, and a supply point for the Battle Mountain and other rich mining districts. From Red Cliff the Mount of the Holy Cross is most conveniently attained; and just west of the town commences the Eagle River Cañon. The rock formation is glowing maroon, and numerous prospect holes and mine operations are in evidence.
# 7 50	# 3 49	# 8 11	PM	4 11	iv. EAGLE RIVER CAÑON This cañon not only is impressive with the grandeur of nature, but presents also the most curious sight of mines being worked all up and down the face of well-nigh perpendicular walls, 2,000 feet high on either hand. The wire tramways, and the stays for the sheds and cabins, cross and recross like spider webs. Midway of the cañon may be seen the town of Gilman, perched precariously on the cañon rim, at the right. Through the cañon the railroad has a track upon each side of the river.
# 8 10	# 4 10	# 8 30	PM	4 30	ar. MINTURN Since leaving Tennessee Pass the course has been descending, and will continue so into Utah. The Eagle River, which the track now follows, is a splendid fishing stream. The cañon ends at Rex. Just before Minturn is reached may be seen a rock formation, the Lioness, on the summit of a hill at the right.
# 8 12	# 4 58	# 9 16	PM	5 15	iv. WOLCOTT The country is more open. Wolcott is an outfitting point for big game fields north.
# 8 32	# 5 20	# 9 38	PM	5 37	iv. EAGLE Eagle, county seat of Eagle County, also is an outfitting point and the Eagle Valley is a rapidly advancing agricultural section.
# 9 44	# 5 34	# 9 51	PM	5 50	iv. GYPSUM Red sandstone, cropping among the hills, gives pleasing touches of color. Gypsum is named because of the deposits of that substance nearby. This is still the Valley of the Eagle, and much land is being reclaimed by irrigation. As the train proceeds a wide expanse of bristling black lava beds will be observed, on the right, contrasting with the hay flats and the willow bottoms, and indicating that hereabouts was once an active volcano.
# 9 44	# 5 34	# 9 51	PM	5 50	CAÑON OF THE COLORADO RIVER Shortly after passing Dotsero, and where the Eagle River joins the Colorado River, the train enters the Cañon of the Colorado. For 16 miles the eye is constantly bewildered by the variety of the changing views. The cañon opens, closes, opens again; is now wooded, now bare; now ruddy, now darker; and the immense enclosing walls, 2,500 feet in height, are tilted, striated, and cut in fantastic configurations. Three tunnels are encountered and at one point—the Portals—railroad and river occupy all the narrow passage.



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Train via MARSHALL PASS and BLACK CAÑON (MAIN LINE NARROW GAUGE)

315	M.F.M.	Stations and Descriptive Notes
AM	Denver	
# 3 40	# 5 00	ar. SALIDA As previously explained, from Salida the Denver & Rio Grande Western continues westward over Marshall Pass by narrow gauge. At Montrose the standard gauge is resumed, and at Grand Junction the routes come together again. Thence to Ogden, western terminal of the system, the track is standard gauge, as usual. Out of Salida by the narrow gauge route the train crosses the Arkansas by a splendid iron bridge. On the right the Arkansas Valley forms a beautiful vista. Five miles from Salida
# 6 15	# 6 41	iv. PONCHA JUNCT. the Poncha Hot Springs resort is passed, and beyond, at Mears Junction, the long ascent of the famous Marshall Pass is begun.
# 8 10	# 8 15	ar. MARSHALL PASS Skirting Mt. Shavano, with Mt. Ouray left, with every mile and onward led by a succession of sweeping, billowy curves embracing magnificent reaches of heavy timber and grassy slopes, the train attains the crest, 10,856 feet aloft. This is the top of the Continental Divide—the watershed between the Atlantic and the Pacific. From an observatory, erected here for the benefit of the travelers, an inspiring view of the jumbled Rockies is given. After a brief halt the train proceeds, with brakes partly set, on the serpentine descent before. The track presently encounters Tomichi Creek, and follows it amidst a pleasant meadow country bordered by saggy hills, checkered with ranches, and fascinating for the trout-fisher and the hunter. The several little stations are sportsmen's outfitting places. Ten miles by stage from Doyle are the Waunima Hot Springs.
# 9 15	# 9 44	iv. SARGENT Population, 1,329. This is the commercial center of the Gunnison Valley and is the depot for important coal and mineral interests, which lie northward and are tapped by a branch line of the Denver & Rio Grande Western running 27 miles to Crested
# 10 04	# 10 35	iv. PARLIN
# 10 35	# 10 40	ar. GUNNISON

315	M.F.M.	Stations and Descriptive Notes
AM	Denver	
# 11 02	# 11 22	iv. IOLA Butte a great coal producing district in the picturesque Elk form the Gunnison; the town is a favorite anglers' headquarters. An open-top observation car (accommodations 25c per capita) is attached during the summer season, which permits of an unobstructed view of the passing scenery. The track, westward heading, now follows the Gunnison down its valley, through a lush hay section, past many sportsmen's lodges devoted to anglers (for the world), into a more broken country, to Sapinero. Here is the entrance to the Black Cañon of the Gunnison—rival of the Royal Gorge. From here, also, a branch line runs up the Lake Fork Cañon, just beyond the station, on the left, 36 miles to Lake City, and Lake San Cristoval. Immediately after leaving Sapinero the train plunges into the Black Cañon of the Gunnison, to penetrate it almost 18 miles. The cañon, with prevailing color tones of brown and gray, is lashed by the deep, impetuous river. The train crosses and recrosses. The cañon walls reach a height of 2,000 feet and are characterized by many rifts and by great masses of slide rock. Two well known features are Chipeta Falls, which burst out high upon the wall to the right, and Curecanti Needle, an isolated needle spire, on the left. Finally the railroad leaves the Black Cañon by the side Cañon of the Cimarron, emerging at Cimarron station, where dinner is waiting. Entering the mesa country of the western slope of Colorado, beyond Cimarron, the train, behind two engines, climbs the difficult grade of Squaw Hill.
# 11 45	# 11 47	iv. SAPINERO Gunnison is one of the celebrated trout streams of the world, into a more broken country, to Sapinero. Here is the entrance to the Black Cañon of the Gunnison—rival of the Royal Gorge. From here, also, a branch line runs up the Lake Fork Cañon, just beyond the station, on the left, 36 miles to Lake City, and Lake San Cristoval. Immediately after leaving Sapinero the train plunges into the Black Cañon of the Gunnison, to penetrate it almost 18 miles. The cañon, with prevailing color tones of brown and gray, is lashed by the deep, impetuous river. The train crosses and recrosses. The cañon walls reach a height of 2,000 feet and are characterized by many rifts and by great masses of slide rock. Two well known features are Chipeta Falls, which burst out high upon the wall to the right, and Curecanti Needle, an isolated needle spire, on the left. Finally the railroad leaves the Black Cañon by the side Cañon of the Cimarron, emerging at Cimarron station, where dinner is waiting. Entering the mesa country of the western slope of Colorado, beyond Cimarron, the train, behind two engines, climbs the difficult grade of Squaw Hill.
# 12 30	# 12 50	ar. CIMARRON isolated needle spire, on the left. Finally the railroad leaves the Black Cañon by the side Cañon of the Cimarron, emerging at Cimarron station, where dinner is waiting. Entering the mesa country of the western slope of Colorado, beyond Cimarron, the train, behind two engines, climbs the difficult grade of Squaw Hill.
# 1 33	# 2 25	iv. CERRO SUMMIT At the top, Cerro Summit, a wondrous view lies spread before; the Uncompahgre Range, the fertile Uncompahgre Valley, and Utah blue in the background. An undulating descent is made, amidst scrub oak and other sparse verdure; the vast valley works of the Gunnison Tunnel project put through by the United States Government Reclamation Service are passed, and the train is fairly in the midst of the rich fruit district of the Western Slope.
# 2 25	# 2 40	ar. MONTROSE Population, 3,581. Here connection is made with branch line for the mining region of Ouray.



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CONTINUED ON LOWER HALF OF PAGE 5

A.M. time in light type. P.M. time in black type.
v Stops on flag to receive passengers for points on Aspen Branch and west of Grand Junction.

A.M. time in light type. P.M. time in black type.
v Stops on flag to receive passengers for points on Aspen Branch and west of Grand Junction.

WESTBOUND

WESTBOUND

Figures Indicate Altitude Above Sea Level



15		3	1 Scenic Lt'd	7 Panoramic Special	M.F.M Denver	Stations and Descriptive Notes	
AM	AM	PM	PM			351	lv. SHOSHONE Within the cañon is the plant of the Colorado Power Co. By means of a great bore through the cañon wall the current of the Colorado is diverted and utilized for electric power and lighting throughout the state. Shoshone station is the cañon headquarters. The spectacular Hanging Lake is located one mile up a side cañon.
#10 12	# 6 08	#10 20	# 6 22			360	ar. GLENWOOD SPRINGS Population, 2,073. Whisking out of the last tunnel the train rolls into Glenwood Springs, one of the best known pleasure resorts and watering places in the West. Here the Roaring Fork River empties into the Colorado. To the left is Mt. Sopris. Remarkable hot sulphur springs have been modernized with extensive bathing pavilions and swimming pools, and a modern resort hotel, the "Hotel Colorado." Bathing, fishing, hunting, golf, tennis, polo, excursions into the beautiful country around about, combine to make Glenwood, during the season, a rendezvous for fashion, gaiety and health. Forty-three miles from here is the largest deposit of white marble in the world. A branch line runs southward forty miles to Aspen.
#10 37	# 6 38	#10 47	# 6 50			403	ar. ASPEN Population, 1,265. Aspen branch. Well known mining town. In the heart of a most picturesque country, abounding in fish and game.
.....	11 25	12 15	12 15			373	lv. NEW CASTLE Out of Glenwood the train traverses the important Valley of the Colorado. The hills are blotched and striated with red. It was at New Castle that President Roosevelt disembarked for the big game region to the north. To the right is a smoking mountain. An underground coal bed has been on fire over thirty years.
#11 05	# 7 17	11 13	7 15			380	lv. SILT The whole Valley is one enormous fruit section, and new orchards are constantly being put in as irrigation facilities increase. Grain, hay and sugar beets also flourish.
#11 21	# 7 30	11 25	7 28			383	lv. IVES The soil, both the red and the gray, is exceedingly strong and productive. Rifle is an important cattle shipping station and is connected by stage with
#11 31	# 7 38	11 33	7 36			387	lv. RIFLE The soil, both the red and the gray, is exceedingly strong and productive. Rifle is an important cattle shipping station and is connected by stage with
#11 41	# 7 48	11 43	7 43			404	lv. GRAND VALLEY Meeker, 42 miles north in the celebrated White River sportsman's country. Fruits of the Valley have won just renown. A peculiar mesa formation stretches on the north, protective. It is formed largely of oil shale, which will soon create an important industry. South of De Beque is the rich Plateau Valley fruit section. De Beque also is a big game outfitting point. Eight miles above Palisade is located the great roller-crest dam of the U. S.
#12 22	# 8 23	12 16	8 22			417	lv. DE BEQUE Meeker, 42 miles north in the celebrated White River sportsman's country. Fruits of the Valley have won just renown. A peculiar mesa formation stretches on the north, protective. It is formed largely of oil shale, which will soon create an important industry. South of De Beque is the rich Plateau Valley fruit section. De Beque also is a big game outfitting point. Eight miles above Palisade is located the great roller-crest dam of the U. S.
#12 49	# 8 45	12 40	8 48				



15		3	1 Scenic Lt'd	7 Panoramic Special	M.F.M Denver	Stations and Descriptive Notes	
PM	AM	AM	PM			437	lv. PALISADE Grand Valley Reclamation Project, reclaiming 50,000 acres, enormously fertile.
# 1 37	# 9 29	d 1 21	# 9 26			443	lv. CLIFTON At Palisade, where the ironrock so thoroughly concentrates the sun and bars cold winds, land values reach \$2,000 an acre. Not many years ago much of the acreage was considered dear at \$10.
# 1 47	# 9 43	1 31	# 9 36			450	ar. GRAND JUNCTION Population, about 12,000. The Gunnison River, coming from the south, here unites with the Colorado and here the Marshall Pass, the Ouray, Telluride and Durango routes of the Denver & Rio Grande Western join the main line. Grand Junction is a town of the first class, in the midst of a wonderful agricultural and horticultural district. On the Grand Mesa, to the south, graze thousands of cattle and horses. Commercially, also, Grand Junction ranks high, with a large sugar factory of the Holly Sugar Co., and a railroad station which cost \$60,000. On the left a few miles west of Grand Junction may be seen the surrounding cliffs and eminences of the Colorado National Monument.
# 2 01	# 10 01	# 1 50	# 9 50			461	lv. FRUITA The train follows down the Colorado River, through the wide alluvial valley enclosed by mesas. This is still the fruit belt, actual and prospective.
PM	# 10 15	2 00	# 10 00			466	lv. LOMA MACK is the junction of the Utah Railway, which runs northwest 62 miles, over Baxter Pass, to Dragon and Watson, Utah, and the Utah country. At these points are rich workings of gilsonite and mineral wax, as well as oil shale. From Watson there is a stage line to Vernal, Ft. Duchesne, and other growing towns. Onward from Mack, on the main line, stretches the Colorado desert; on either side of the train is the gray, gravelly soil, cut deep by arroyos, broken by hummocky uplifts, and flanked by hazy mesas. A desolate country now, but destined under the water that will some day be given it to bear orchards like the preceding portion of the valley. On the right are the brightly striated Book Cliffs, which will continue for many miles. By means of a tunnel lined with cement the train pursues the river into Ruby Cañon, which, on account of its ruddy sandstone, is rightly named. The hues and the strange figures cut by wind and water make this cañon, 19 miles long, unique. Midway of the cañon, at mile post 483, on the right, can be seen
#10 34	2 16		# 10 13			466	lv. LOMA MACK is the junction of the Utah Railway, which runs northwest 62 miles, over Baxter Pass, to Dragon and Watson, Utah, and the Utah country. At these points are rich workings of gilsonite and mineral wax, as well as oil shale. From Watson there is a stage line to Vernal, Ft. Duchesne, and other growing towns. Onward from Mack, on the main line, stretches the Colorado desert; on either side of the train is the gray, gravelly soil, cut deep by arroyos, broken by hummocky uplifts, and flanked by hazy mesas. A desolate country now, but destined under the water that will some day be given it to bear orchards like the preceding portion of the valley. On the right are the brightly striated Book Cliffs, which will continue for many miles. By means of a tunnel lined with cement the train pursues the river into Ruby Cañon, which, on account of its ruddy sandstone, is rightly named. The hues and the strange figures cut by wind and water make this cañon, 19 miles long, unique. Midway of the cañon, at mile post 483, on the right, can be seen
#10 42	2 23		# 10 26			469	lv. MACK is the junction of the Utah Railway, which runs northwest 62 miles, over Baxter Pass, to Dragon and Watson, Utah, and the Utah country. At these points are rich workings of gilsonite and mineral wax, as well as oil shale. From Watson there is a stage line to Vernal, Ft. Duchesne, and other growing towns. Onward from Mack, on the main line, stretches the Colorado desert; on either side of the train is the gray, gravelly soil, cut deep by arroyos, broken by hummocky uplifts, and flanked by hazy mesas. A desolate country now, but destined under the water that will some day be given it to bear orchards like the preceding portion of the valley. On the right are the brightly striated Book Cliffs, which will continue for many miles. By means of a tunnel lined with cement the train pursues the river into Ruby Cañon, which, on account of its ruddy sandstone, is rightly named. The hues and the strange figures cut by wind and water make this cañon, 19 miles long, unique. Midway of the cañon, at mile post 483, on the right, can be seen
#10 51	2 30		# 10 31			484	lv. UTAHLINE painted upon the cañon wall, opposite the car windows, a black line, with "Colorado" on the east side of it, "Utah" on the west.
#11 17	2 58		# 10 57			488	lv. WESTWATER Here the railroad and the Colorado River part company; the stream veers southward for a junction with the Green. Far in the south show the snowy crests of the Sierra la Sal Mountains.
#11 25	3 05		# 11 05			504	lv. CISCO The Utah desert, fantastic beyond description, is being crossed. Amidst the sage and greasewood are myriad sheep trails. Cisco is a large shearing and shipping point.
#11 57	3 36		# 11 33			528	lv. THOMPSON Thompson, or Thompson's Springs, in its own little oasis of grass and flowers, is another shipping station for cattle and sheep. South 32 miles, on the Colorado River, is Moab, center of a notable fruit and general farming section, reached by auto stage.
PM	#12 51	4 32	AM	12 18		555	lv. GREEN RIVER This townsite has been made beautiful by irrigation, and tasteful buildings. The outlying land is rapidly being put under cultivation for fruit and produce. Green River cantaloupes are celebrated. Here, on a splendid steel bridge, the train crosses the noble Green River, which, navigable by small steamboats, rushes southward to join the Colorado. A few years ago this spot was an arid waste. The Lombardy poplar, water-loving and a favorite of the Mormons, is now first encountered. The sky line is broken by peculiar palisade cliffs and in the distant south may be descried the rim of the Grand Cañon of the Colorado.
# 1 40	# 5 20	# 1 15				558	lv. WOODSIDE At Woodside the desert, even more weird with its arroyos, hummocks, columns and pinnacles, reaches before, behind, and on either side.
# 1 40	# 5 20	# 1 15				603	lv. MOUNDS From Mounds a branch line runs up to the Sunnyside coal district. Big irrigating ditches, like the one skirting the hillside at the left, are about
# 1 40	# 5 20	# 1 15				609	lv. FARNHAM to bring water to thousands of acres through the valley of that name. The track follows up the Price River, and other points in the Utah Indian Reservation, and southward to the important communities of Castlehead, Emery, Ferron, Hiawatha and Moltriland. An irrigation system that will water 12,000 acres of land has recently been completed.
# 1 40	# 5 20	# 1 15				619	lv. WELLINGTON At this model little railroad town, built at the mouth of the crooked, spectacular defile, under the supervision of the road, are attached the "helper" locomotives for the ascent of the Wasatch Mountains.
# 1 40	# 5 20	# 1 15				627	lv. HELPER Here are extensive coal mines, and the Gate, from which the station takes its name, where the maroon and apricot sandstone juts abruptly 500 feet into the clear air on either side of the track, the train ascends Price River Cañon. There are nine miles, twisting like a mountain ram's horn, between kaleidoscopic sandstone, changing hue and shape with every rod; preferring bold promontories, jagged battlements, menacing boulders, faces, couchant figures; and through unexpected embrasures the most delicious vistas.
# 1 40	# 5 20	# 1 15				630	lv. CASTLE GATE Here, in the old days, "Entrance to the Promised Land," The Price River comes leaping, tumbling down, counter to the train. The road is double-tracked from Helper to Provo. At Colton, amidst the wide, wind-swept open, almost
# 1 40	# 5 20	# 1 15				645	lv. COLTON tracked from Helper to Provo. At Colton, amidst the wide, wind-swept open, almost



WESTBOUND



321		315	M.F.M Denver	Stations and Descriptive Notes	
AM	PM				
# 3 08	362				
# 3 40	373				
# 3 52	378				
# 4 00	380				
# 4 10	385				
# 4 24	391				
# 4 38	398				
# 4 52	403				
# 5 05	408				
# 5 18	412				
# 5 32	417				
# 6 00	424				



Trains stop only at stations where time shown is preceded by "s" indicating "stop" or "f" indicating "flag." "v" stops on flag to receive passengers for west of Grand Junction.

17		Stations and Descriptive Notes	
AM	PM		
# 3 35	6 15	2 10	558
# 3 24	7 04	2 58	603
# 3 34	7 14	3 08	609
# 3 43	7 22	3 16	614
# 4 00	7 36	3 26	619
# 4 25	8 00	3 50	627
# 4 40	8 15	4 02	630
# 5 30	9 00	4 48	645



A.M. time in light type. P.M. time in black type.
d Stops on flag to discharge passengers from Leadville and points east.
j stop on flag to discharge passengers from points east of Grand Junction, with destinations as above, or points on Sunnyside branch.



WESTBOUND

17-409	3	1 Scenic Lt'd	7 Panoramic Special	Mt'm Denver
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Stations and Descriptive Notes

AM	PM	AM	PM	AM	PM
7 50	6 05	9 25	5 15	652	
9 06	7 23	10 40	6 28	681	
9 13	7 30	10 47	6 35	685	
9 35	7 50	11 06	6 54	696	
9 45	7 50	11 06	6 54		
10 00	8 05	11 22	7 08	701	
10 10	8 13	11 30	7 16	705	
10 30	8 23	11 40	7 26	710	
10 37	8 29	11 46	7 32	714	
10 44	8 35	11 52	7 38	717	
		PM			
10 59	8 50	12 07	7 52	726	
11 05	8 55	12 12	7 57	729	
11 15	8 05	12 22	8 07	735	
11 23	9 12	12 29	8 14	738	
11 40	9 30	12 45	8 30	745	
	9 45	1 00			
AM	PM	PM	AM		

to the summit of the pass, a grazing country, a branch line extends south to the Pleasant Valley coal mines.

lv. SOLDIER SUMMIT On the route of the main line marched Colonel Albert Sydney Johnson's army, returning after the "Mormon War" in 1857-58, and at Soldier Summit, the very top of the range, was one of the camps. On the left, enclosed by wooden fences, are the graves of some of the soldiers. The descent into the vast Utah Valley now lies ahead.

At a cost of \$2,500,000, the Denver & Rio Grande Western Railroad has built a new double track detour line on the west side of Soldier Summit, fifteen miles long, reducing the four per cent grade of the old ten-mile line to two per cent. One locomotive can now do the work that formerly required the use of three. New and very extensive terminal facilities have been constructed at the Summit.

lv. THISTLE A branch line leads southward into the famous agricultural Sanpete Valley, and to Marysville, the gateway to Bryce Cañon and the north rim of the Grand Cañon of the Colorado.

lv. CASTILLA Shortly after passing Castilla may be seen on the left the Strawberry Valley Reclamation Project, built by the United States Government to irrigate 50,000 acres of land. Emerging suddenly from the cañon the train is upon the brink of Utah Valley, and before the eye is spread a vast spectacle, all of loveliness, peace and prosperity! Utah Lake, 30 miles by 6 wide, slimmers blue on the left ahead. A branch line runs 44 miles south to the famous Tintic mining district.

lv. PROVO Provo, population 10,303, just back from the lake shore, at the base of the Wasatch Range, is dominated by the lofty Mt. Timpanogos, a glacier crowned peak 11,957 feet in altitude, reached from Wildwood on the Heber Branch, and is scaled annually by hundreds of hikers. The first woolen mill west of the Missouri River, now using 1,000,000 pounds of wool annually, is located here, also Brigham Young University. Far southeast may be descried Mt. Nebo, the end of the Wasatch Range. From Provo a branch line runs up beautiful Provo Cañon to Heber and the marvelous Hot Pots phenomena.

lv. LAKOTA Along the shore of Utah Lake, with the Onion Mountains white and blue in the distance, the train proceeds. The lake furnishes excellent fishing and bass fishing and boating, and Geneva, close to the waters, is a much-frequented summer resort. The vicinity is closely cultivated, producing grain and hay and fruits, and an enormous quantity of sugar beets. At Lehi is a large beet-sugar factory, the first in the West. The track crosses and recrosses the River Jordan, an opaquish, crooked stream connecting Utah Lake with the Great Salt Lake below, as the real Jordan connects the Sea of Galilee and the Dead Sea. Salt Lake City, with its temple spires projecting above all other buildings, is in easy view, 17 miles before. The landscape is chequered with poplar-defined farms.

lv. MIDVALE Here are large smelters, and south is the rich copper district of Bingham, to which a branch line runs. From Midvale a double track extends down the Valley of the Jordan to Salt Lake City in the Salt Lake Valley. At Murray are more smelters and ore reduction plants. And now, into Salt Lake City, are to be seen many truck gardens, which supply the city, in measure, with produce.

lv. SALT LAKE CITY Population approx. 125,000. Zion, the City of Saints, capital of Utah, founded in 1847 by the Mormon pioneers, who had trudged overland from Illinois, is a center of business enterprise, natural beauty and historic interest. It is notably well laid out, with wide, straight streets, shaded by poplars, catalpas and other deciduous trees, and bordered by running mountain water. Within the city what usually first is inspected by the visitor is Temple Square, containing the chief Mormon buildings—the Temple, Tabernacle and Assembly Hall. Here also is the Bureau of Information, for the benefit of strangers. Adjacent to the Square are the Beehive and Lion Houses, formerly the quarters of Brigham Young, the Prophet, and the new Administration Building. Rivaling in interest the evidences of Mormonism, past and present, with which the city is filled, on the west, and stretching north and south, lies the Great Salt Lake, 70 miles long, in places 30 miles wide, six times as salty as the ocean and inhabited only by a minute shrimp. Large islands rise above its blue-gray surface. On its shore, a fascinating twenty minutes' ride by electric line (during which extensive salt evaporating beds are passed) from the city, is the pleasure resort of Saltair, with mammoth pavilion, amusement features, vast bathing facilities and everything to make a veritable Coney Island in the midst of the Rockies. Here connection is made for Los Angeles via the Los Angeles and Salt Lake Railroad and for San Francisco via the Western Pacific Railroad, the Pacific Coast extension of the Denver & Rio Grande Western. Denver & Rio Grande Western and Western Pacific trains leave the magnificent station at South Third and West Third South Streets constructed by these roads at a cost of \$750,000.

lv. OGDEN Population, 40,000. This, in size the second city of Utah, snugly nestling where a spur of the Wasatch terminates, contains good hotels, broad streets, handsome residences, and has large manufacturing interests. Ogdén Cañon, opening out of the city and reached by trolley or auto over a superb road, is a marvelous beauty spot. Four miles from the city is a hot springs resort.

From Ogdén the traveler makes connection with the Oregon Short Line for the Northwest, the Southern Pacific for California, and the Utah-Idaho Central Railroad for points north to Preston, Idaho.



A.M. time in light type. P.M. time in black type.
 1 Stops on flag to discharge passengers from Grand Junction and points east; also passengers from Stoefting Branch points picked up at Colton, k Stops on flag to discharge passengers from points east of Price.

LOCAL TIME TABLES

Denver to Colorado Springs, Pueblo, Florence and Cañon City

15 Daily	3 Daily	9 Daily	1 Daily	7 Daily	Mis.	STATIONS	16 Daily	4 Daily	10 Daily	2 Daily	8 Daily
7 00	4 00	12 40	8 15	4 00	0	lv. Denver.....ar	7 30	12 45	4 20	8 30	9 30
7 25	4 25	1 03	8 40	4 25	10	lv. Littleton.....ar	f 7 03	h 12 20	3 53	.....	.....
f 7 44	.....	1 23	.....	.....	21	lv. Louviers [Gann]...ar	f 6 45	g 12 04	f 3 34	.....	.....
p 7 51	.....	1 31	.....	.....	25	lv. Sedalia.....ar	f 6 40	g 11 59	3 28	.....	.....
8 09	f 5 08	1 49	9 23	.....	33	lv. Castle Rock.....ar	f 6 25	h 11 45	3 12	.....	.....
.....	.....	2 12	.....	.....	43	lv. Larkspur.....ar	f 6 05	g 11 26	2 52	.....	.....
9 00	5 59	2 36	10 14	.....	52	lv. Palmer Lake.....lv	f 5 50	h 11 10	2 35	6 55	Passengers only
9 00	5 59	2 41	10 14	.....	52	lv. Palmer Lake.....ar	f 5 50	h 11 10	2 35	6 55	Passengers only
p 9 08	.....	2 49	.....	.....	56	lv. Monument.....ar	f 5 26	.....	2 25	.....	.....
.....	.....	3 00	.....	.....	62	lv. Husted.....ar	f 5 26	.....	2 25	.....	.....
9 40	6 45	3 25	10 55	6 50	75	lv. Colorado Spr'gs.lv	f 4 55	g 10 15	1 45	6 00	7 00
9 45	6 50	3 30	11 00	7 00	75	lv. Colorado Spr'gs.ar	f 4 45	g 10 10	1 35	5 50	6 55
f 10 08	.....	3 52	.....	.....	88	lv. Fountain.....ar	f 4 19	.....	1 10	.....	.....
.....	.....	4 02	.....	.....	93	lv. Eighth St., Pueblo	.....	.....	1 20	.....	.....
11 00	8 05	4 45	12 15	8 20	118	lv. Pueblo, Un'n Dpt.lv	3 25	8 50	12 15	4 35	5 30
11 35	8 25	4 45	12 30	8 35	119	lv. Pueblo, Un'n Dpt.ar	3 05	8 35	4 20	5 20	6 20
f 12 26	9 13	.....	.....	.....	146	lv. Portland.....ar	f 2 12	f 7 40	.....	.....	.....
12 44	9 30	.....	1 27	9 37	152	lv. Florence.....ar	1 59	7 25	.....	3 11	4 09
1 12	10 00	.....	1 53	9 58	160	lv. Canon City.....lv	1 43	7 10	.....	2 57	3 54
1 12	10 00	.....	1 53	9 58	160	lv. Canon City.....ar	1 43	7 10	.....	2 57	3 54
AM	PM	PM	PM	AM			AM	AM	PM	PM	PM

Denver, Colorado Springs and Pueblo to Somerset via Grand Junction

1-316 Daily	15-321 Daily	Mis.	STATIONS	322-16 Daily	315-1 Daily
8 15	7 07	0	lv. Denver.....ar	7 30	12 45
11 00	9 45	75	lv. Colorado Springs.....ar	4 45	10 10
12 30	11 35	119	lv. Pueblo.....ar	3 05	8 35
1 27	12 44	152	lv. Florence.....ar	1 59	7 25
1 53	1 12	160	lv. Canon City.....ar	1 43	7 10
4 30	3 55	215	lv. Salida.....ar	11 05	4 50
5 27	4 53	240	lv. Buena Vista.....ar	10 10	3 58
6 15	5 33	276	lv. Leadville.....ar	8 50	.....
10 47	10 37	370	lv. Glenwood Springs.....ar	4 01	10 16
1 50	2 01	450	lv. Grand Junction.....lv	12 45	7 15
9 00	2 15	0	lv. Grand Junction.....ar	12 30	6 00
9 28	2 43	12	lv. Whitewater.....ar	f 11 59	f 5 13
11 05	4 20	51	lv. Delta.....lv	10 25	3 40
.....	4 25	59	lv. Delta.....ar	10 20	.....
.....	4 45	64	lv. Ausin.....ar	9 57	.....
.....	4 53	69	lv. Payne.....ar	f 9 42	.....
.....	5 17	72	lv. Lazear.....ar	f 9 27	.....
.....	5 35	76	lv. Hotchkiss.....ar	9 15	.....
.....	6 05	85	lv. Paonia.....ar	8 40	.....
.....	6 30	94	lv. Somerset.....lv	8 05	.....
AM	PM			AM	

Manitou and Colorado Springs

41 AM	Mis.	STATIONS	42 AM
7 20	75	lv. Colorado Springs.....ar	8 35
7 45	77	lv. Colorado City.....ar	8 20
8 00	80	lv. Manitou.....lv	8 05
AM			AM

Walsenburg and Trinidad

1 & 109	Mis.	STATIONS	110 & 116
8 15	0	lv. Denver.....ar	4 20
11 05	75	lv. Colo. Springs.....ar	1 35
12 15	119	lv. Pueblo.....lv	12 15
12 40	119	lv. Pueblo.....ar	11 45
2 27	169	lv. Cuchara Jet.....lv	10 10
2 42	175	lv. Walsenburg.....lv	9 45
4 40	210	lv. Trinidad.....lv	8 00

Alamosa and Denver

15-317	Mis.	STATIONS	318-2
7 00	0	lv. Denver.....ar	8 30
9 45	75	lv. Colo. Springs.....ar	4 45
11 15	119	lv. Pueblo.....ar	5 25
3 40	215	lv. Salida.....lv	12 50
12 55	215	lv. Salida.....ar	12 05
2 39	245	lv. Villa Grove.....ar	10 25
3 23	263	lv. Moffat.....ar	9 40
4 07	280	lv. Hooper.....ar	8 44
f 4 22	287	lv. Mosca.....ar	8 25
5 00	300	lv. Alamosa.....lv	7 50

Texas Creek and Westcliffe

1 & 49	Mis.	STATIONS	50 & 2
8 15	0	lv. Denver.....ar	8 30
11 05	75	lv. Colo. Springs.....ar	5 55
12 30	119	lv. Pueblo.....ar	4 20
3 05	184	lv. Texas Creek.....lv	1 53
f 3 05	184	lv. Texas Creek.....ar	1 30
5 05	209	lv. Westcliffe.....lv	11 15

Paonia, Hotchkiss and Denver

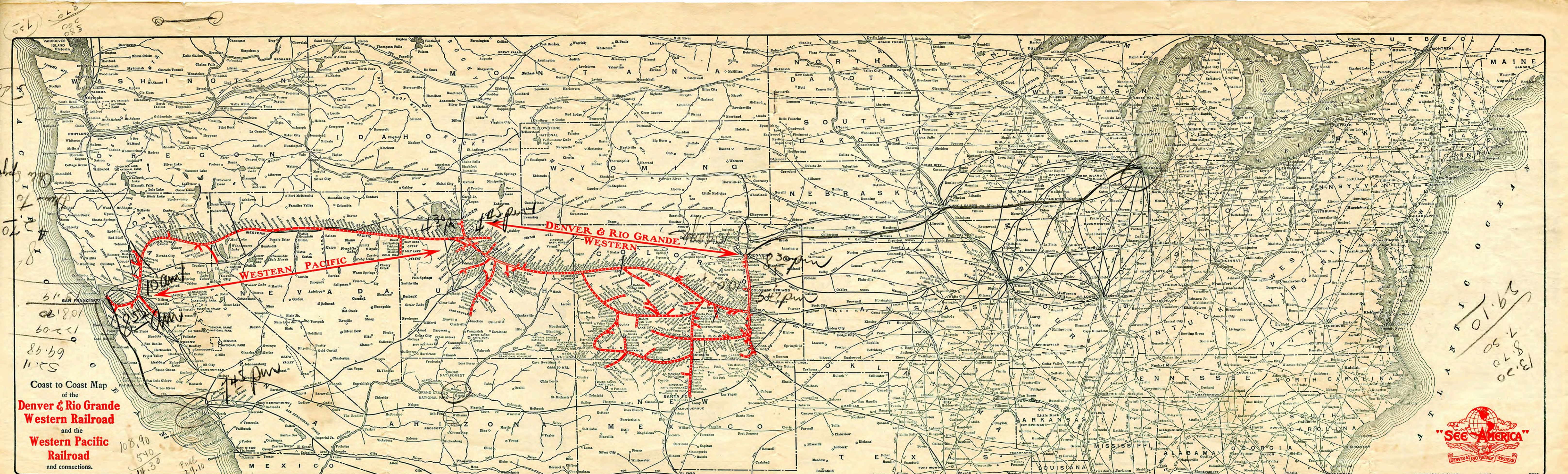
15 & 315	Mis.	STATIONS	316 & 16
7 00	0	lv. Denver.....ar	7 30
9 45	75	lv. Colo. Springs.....ar	4 45
11 35	119	lv. Pueblo.....ar	3 05
6 05	215	lv. Salida.....ar	9 30
3 40	373	lv. Delta.....lv	11 05
4 25	373	lv. Delta.....ar	10 20
f 5 17	393	lv. Lazear.....ar	9 15
5 35	398	lv. Hotchkiss.....lv	9 15
6 05	406	lv. Paonia.....lv	8 40
6 30	415	lv. Somerset.....lv	8 05

Glenwood and Aspen

3-229	Mis.	STATIONS	230-16
4 00	0	lv. Denver.....ar	7 30
6 50	75	lv. Colo. Springs.....ar	4 45
8 25	119	lv. Pueblo.....ar	3 05
6 38	360	lv. Glenw'd Spgs.....lv	4 04
7 45	360	lv. Glenw'd Spgs.....ar	3 30
11 25	401	lv. Aspen.....lv	12 15

OTHER LOCAL TIME TABLES PAGE 24

A.M. time in light type. P.M. time in black type.
 * Daily, f Daily except Sunday. p Stops for paying passengers. c Stops on flag for paying passengers destined Colorado Springs, Pueblo and all points south and west.
 g Stops to discharge paying passengers from points west of Pueblo.
 h Stops to discharge paying passengers from Colorado Springs or beyond.



Coast to Coast Map
of the
**Denver & Rio Grande
Western Railroad**
and the
**Western Pacific
Railroad**
and connections.

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DENVER & RIO GRANDE WESTERN RAILROAD SYSTEM

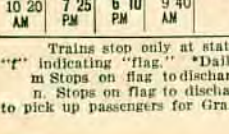
TIME TABLES OF THROUGH TRAINS

Ogden and Salt Lake City TO

Pueblo, Colorado Springs and Denver

These Time Tables Subject to Change Without Notice

512 -18	8 Pan- oramic Special	2 Scenic L't'd	4	M.F.m Ogden	Stations and Descriptive Notes
AM	PM	PM	AM		
		* 3 20	* 6 45	0	lv. OGDEN Population, 40,000. This, the western terminus of the Denver & Rio Grande Western system where the traveler embarks for the 782 miles of scenic and industrial interest which lie before, eastward, is the second city in point of size in Utah. Nestling snugly where a spur of the Wasatch Range curves into the west, it contains good hotels, broad streets bordered by mountain water, handsome residences, and has a large manufacturing commerce. Ogden Cañon, opening out of the city and reached by trolley or auto over a superb road, is a marvelous beauty spot. Four miles from the city is a hot springs resort. Hunting and fishing abound. Rolling out from the Ogden union station, thronged with trans-continental traffic, the eastbound traveler first proceeds southward, through a mingled ranch and lagoon region, soon sighting on the right the Great Salt Lake, with the snow-streaked mountains and orchards on the left, past steaming hot springs, 37 miles to Salt Lake City.
		* 4 25	* 7 55	37	ar. SALT LAKE CITY Population, approx. 125,000. Zion, the City of Saints, capital of Utah, founded in 1847 upon the shore of the Great Salt Lake by the Mormon pioneers, who had trudged overland from Illinois, is a center of business enterprise, natural beauty and historic interest. It is notably well laid out, with wide, straight streets, shaded by poplars, catalpas and other deciduous trees, and bordered by running mountain water. In parking, electric service, hotels, stores, etc., it is thoroughly modern. The rugged Wasatch Range hedges it on the east and northeast. Within the city what usually first is inspected by the visitor is Temple Square, containing the chief Mormon buildings—the Temple, Tabernacle and Assembly Hall. Here also is the Bureau of Information, for the benefit of strangers. Adjacent to the Square are the Beehive and Lion Houses, formerly the quarters of Brigham Young, the Prophet, and the new Administration Building. Rivaling in interest the evidence of Mormonism, past and present, with which the city is filled, on the west, and stretching north and south, lies the Great Salt Lake, 70 miles long, in places 30 miles wide, six times as salty as the ocean and inhabited by only a minute shrimp. Large islands rise above its blue-gray surface. On its shore, a fascinating twenty minutes' ride by electric line (during which extensive salt evaporating beds are passed) from the city, is the pleasure resort of Saltair, with mammoth pavilion, amusement features, vast bathing facilities and everything to make a veritable Coney Island in the midst of the Rockies. Three miles east of the city is the important army post of Ft. Douglas and in the same section is the University of Utah, while around about are innumerable mountain and cañon attractions of manifold charms.
* 8 30	* 6 00	* 4 45	* 7 10		
		* 4 55	* 8 20	44	lv. MURRAY Out of Salt Lake City, from the magnificent joint station, the train now enters a district where smelters and truck ranches, defined by the favorite Lombardy poplar, vie with each other. Murray is an important smelting and ore-reduction point; so is Midvale, from which a branch railroad extends south into the copper district of Bingham. The opaquish stream on the right, but crossed from now on repeatedly by the railroad, is the River Jordan, connecting the Salt Lake, behind, and Utah Lake, before, as the Jordan of Palestine connects the Sea of Galilee and the Dead Sea. The rugged Wasatch Range, about to be climbed, rapidly draws nearer. Far westward shows blue the Oquirrh Range. At Lehi is the first-established beet-sugar factory in the West; cost, \$500,000. The train follows up the American Fork River, which dashes down counter, and at the pretty village of American Fork the northern end of beautiful Utah Lake is reached. This lake furnishes excellent wild-fowl shooting and fishing and boating.
		* 5 05	* 8 30	48	lv. MIDVALE From which a branch railroad extends south into the copper district of Bingham. The opaquish stream on the right, but crossed from now on repeatedly by the railroad, is the River Jordan, connecting the Salt Lake, behind, and Utah Lake, before, as the Jordan of Palestine connects the Sea of Galilee and the Dead Sea. The rugged Wasatch Range, about to be climbed, rapidly draws nearer. Far westward shows blue the Oquirrh Range. At Lehi is the first-established beet-sugar factory in the West; cost, \$500,000. The train follows up the American Fork River, which dashes down counter, and at the pretty village of American Fork the northern end of beautiful Utah Lake is reached. This lake furnishes excellent wild-fowl shooting and fishing and boating.
		* 5 13	* 8 38	54	lv. RIVERTON now on repeatedly by the railroad, is the River Jordan, connecting the Salt Lake, behind, and Utah Lake, before, as the Jordan of Palestine connects the Sea of Galilee and the Dead Sea. The rugged Wasatch Range, about to be climbed, rapidly draws nearer. Far westward shows blue the Oquirrh Range. At Lehi is the first-established beet-sugar factory in the West; cost, \$500,000. The train follows up the American Fork River, which dashes down counter, and at the pretty village of American Fork the northern end of beautiful Utah Lake is reached. This lake furnishes excellent wild-fowl shooting and fishing and boating.
		* 5 18	* 8 43	57	lv. OLIVERS The rugged Wasatch Range, about to be climbed, rapidly draws nearer. Far westward shows blue the Oquirrh Range. At Lehi is the first-established beet-sugar factory in the West; cost, \$500,000. The train follows up the American Fork River, which dashes down counter, and at the pretty village of American Fork the northern end of beautiful Utah Lake is reached. This lake furnishes excellent wild-fowl shooting and fishing and boating.
		* 5 31	* 8 56	65	lv. LEHI first-established beet-sugar factory in the West; cost, \$500,000. The train follows up the American Fork River, which dashes down counter, and at the pretty village of American Fork the northern end of beautiful Utah Lake is reached. This lake furnishes excellent wild-fowl shooting and fishing and boating.
		* 5 36	* 9 01	69	lv. AMERICAN FORK the northern end of beautiful Utah Lake is reached. This lake furnishes excellent wild-fowl shooting and fishing and boating.
		* 5 41	* 9 06	72	lv. GENEVA on its shore, is an attractive summer resort. With Utah Lake shimmering on the right and the Oquirrh rising hazy beyond, and with lofty Mt. Timpanogos dominating the Wasatch Range on the left, the train continues through a marvelous fruit, vegetable, hay and sugar-beet region to Provo.
		* 5 49	* 9 15	78	lv. LAKOTA Population, 10,203. Situated just back from the shores of Utah Lake, Mt. Timpanogos, a glacier-crowned peak 11,957 feet in altitude reached from Wildwood on the Heber Branch, is sealed annually by hundreds of hikers. It boasts the first wooden mill west of the Missouri River, which uses annually 1,000,000 pounds of wood. The Brigham Young University is located here. Far southward may be described Mt. Nebo, the terminating peak of the Wasatch Range. From Provo a branch road runs up entrancing Provo Cañon to Heber and the strange Hot Pots phenomena there. Still ascending the rich and lovely Utah Valley, the train crosses its eastern brink and enters
		* 6 00	* 9 27	81	lv. PROVO Population, 10,203. Situated just back from the shores of Utah Lake, Mt. Timpanogos, a glacier-crowned peak 11,957 feet in altitude reached from Wildwood on the Heber Branch, is sealed annually by hundreds of hikers. It boasts the first wooden mill west of the Missouri River, which uses annually 1,000,000 pounds of wood. The Brigham Young University is located here. Far southward may be described Mt. Nebo, the terminating peak of the Wasatch Range. From Provo a branch road runs up entrancing Provo Cañon to Heber and the strange Hot Pots phenomena there. Still ascending the rich and lovely Utah Valley, the train crosses its eastern brink and enters
		* 6 10	* 9 40	86	ar. SPRINGVILLE fascinating Spanish Fork Cañon. From Springville a branch line extends south 43 miles to the famous Tintic mining district. Just beyond Springville is passed on the right the intake of



18	8 Pan- oramic Special	2 Scenic L't'd	4	M.F.m Ogden	Stations and Descriptive Notes
AM	PM	PM	AM		
* 10 45	* 7 51	* 6 37	* 10 05	96	lv. CASTILLA the Strawberry Valley irrigation tunnel of the United States reclamation service, which transports water to 50,000 acres of arid land. The road is double-tracked from Provo to Helper. At Thistle a branch road leads south into the fertile Saunpet Valley and to Marysvale, embarking point for wondrous Bryce Cañon and North Rim Cañon of the Colorado. The cañon, with its entrancing shades of red, its curious walls of conglomerate mud and pebbles fantastically moulded, continues onward to Detour, at which point the train commences to climb the western slope of the Wasatch Range. Here the Rio Grande has built a new double track detour line fifteen miles long, reducing the four per cent grade of the old ten-mile line to two per cent. One locomotive can now do the work that formerly required the use of three, having passed through the startling Red Narrows, at Soldier Summit (the crest of the Wasatch divide) on the right may be seen some soldiers' graves enclosed by wooden fences. The route begins to descend. From Colton, here high amidst a wind-swept open, a grazing country, a branch line runs south to the Pleasant Valley coal fields. Guided now by the Price River, at first small, the train, descending, plunges into Price River Cañon, which forms the exit from the Promised Land of the Mormons. The nine miles twist like a mountain ram's horn; the kaleidoscopic sandstone walls change hue with every rod and proffer to the bewildered eye a thousand shapes, now weird, now beautiful. It is a cañon of enchantments. At the lower end two maroon and apricot promontories jut abruptly 500 feet into the clear air, on either side of the track. Just without these giant portals lies Castle Gate station, through a country more open, and a brief stop is made
* 10 57	* 8 05	* 6 50	* 10 18	102	lv. THISTLE a branch road leads south into the fertile Saunpet Valley and to Marysvale, embarking point for wondrous Bryce Cañon and North Rim Cañon of the Colorado. The cañon, with its entrancing shades of red, its curious walls of conglomerate mud and pebbles fantastically moulded, continues onward to Detour, at which point the train commences to climb the western slope of the Wasatch Range. Here the Rio Grande has built a new double track detour line fifteen miles long, reducing the four per cent grade of the old ten-mile line to two per cent. One locomotive can now do the work that formerly required the use of three, having passed through the startling Red Narrows, at Soldier Summit (the crest of the Wasatch divide) on the right may be seen some soldiers' graves enclosed by wooden fences. The route begins to descend. From Colton, here high amidst a wind-swept open, a grazing country, a branch line runs south to the Pleasant Valley coal fields. Guided now by the Price River, at first small, the train, descending, plunges into Price River Cañon, which forms the exit from the Promised Land of the Mormons. The nine miles twist like a mountain ram's horn; the kaleidoscopic sandstone walls change hue with every rod and proffer to the bewildered eye a thousand shapes, now weird, now beautiful. It is a cañon of enchantments. At the lower end two maroon and apricot promontories jut abruptly 500 feet into the clear air, on either side of the track. Just without these giant portals lies Castle Gate station, through a country more open, and a brief stop is made
		* 8 30	* 11 59	132	lv. SOLDIER SUMMIT Having passed through the startling Red Narrows, at Soldier Summit (the crest of the Wasatch divide) on the right may be seen some soldiers' graves enclosed by wooden fences. The route begins to descend. From Colton, here high amidst a wind-swept open, a grazing country, a branch line runs south to the Pleasant Valley coal fields. Guided now by the Price River, at first small, the train, descending, plunges into Price River Cañon, which forms the exit from the Promised Land of the Mormons. The nine miles twist like a mountain ram's horn; the kaleidoscopic sandstone walls change hue with every rod and proffer to the bewildered eye a thousand shapes, now weird, now beautiful. It is a cañon of enchantments. At the lower end two maroon and apricot promontories jut abruptly 500 feet into the clear air, on either side of the track. Just without these giant portals lies Castle Gate station, through a country more open, and a brief stop is made
		* 8 44	* 12 14	149	lv. COLTON amidst a wind-swept open, a grazing country, a branch line runs south to the Pleasant Valley coal fields. Guided now by the Price River, at first small, the train, descending, plunges into Price River Cañon, which forms the exit from the Promised Land of the Mormons. The nine miles twist like a mountain ram's horn; the kaleidoscopic sandstone walls change hue with every rod and proffer to the bewildered eye a thousand shapes, now weird, now beautiful. It is a cañon of enchantments. At the lower end two maroon and apricot promontories jut abruptly 500 feet into the clear air, on either side of the track. Just without these giant portals lies Castle Gate station, through a country more open, and a brief stop is made
		* 9 18	* 12 48	143	lv. CASTLE GATE track. Just without these giant portals lies Castle Gate station, through a country more open, and a brief stop is made
		* 9 30	* 1 05	157	lv. HELPER at Helper—a model little railroad town built under the supervision of the Denver & Rio Grande Western. Here helper engines are attached to westbound trains for the ascent of the Wasatch Range. The territory being traversed is Price River Valley. From Price a stage road extends north to Ft. Duchesne and other points in the Uintah Indian Reservation; another reaches south to Castledale, Emery and Ferron. Against the horizon, left and right, are outlined serrated cliffs. The country between is naturally arid, but big irrigating ditches like those skirting the hillslope on the right are bringing it under water. From Mounds a branch line runs up to the Sunnyside coal district. The train is entering upon the strange Utah Desert, which will maintain practically to Westwater. The gray, bare expanse, with its spectacular arroyos, hummocks, pinnacles and columns, forms a fascinating "bad lands."
		* 9 48	* 1 25	163	ar. PRICE Price a stage road extends north to Ft. Duchesne and other points in the Uintah Indian Reservation; another reaches south to Castledale, Emery and Ferron. Against the horizon, left and right, are outlined serrated cliffs. The country between is naturally arid, but big irrigating ditches like those skirting the hillslope on the right are bringing it under water. From Mounds a branch line runs up to the Sunnyside coal district. The train is entering upon the strange Utah Desert, which will maintain practically to Westwater. The gray, bare expanse, with its spectacular arroyos, hummocks, pinnacles and columns, forms a fascinating "bad lands."
		* 9 58	* 1 35	169	lv. WELLINGTON serrated cliffs. The country between is naturally arid, but big irrigating ditches like those skirting the hillslope on the right are bringing it under water. From Mounds a branch line runs up to the Sunnyside coal district. The train is entering upon the strange Utah Desert, which will maintain practically to Westwater. The gray, bare expanse, with its spectacular arroyos, hummocks, pinnacles and columns, forms a fascinating "bad lands."
		* 1 05	* 1 44	173	lv. FARNHAM tween is naturally arid, but big irrigating ditches like those skirting the hillslope on the right are bringing it under water. From Mounds a branch line runs up to the Sunnyside coal district. The train is entering upon the strange Utah Desert, which will maintain practically to Westwater. The gray, bare expanse, with its spectacular arroyos, hummocks, pinnacles and columns, forms a fascinating "bad lands."
		* 1 15	* 1 54	179	lv. MOUNDS slope on the right are bringing it under water. From Mounds a branch line runs up to the Sunnyside coal district. The train is entering upon the strange Utah Desert, which will maintain practically to Westwater. The gray, bare expanse, with its spectacular arroyos, hummocks, pinnacles and columns, forms a fascinating "bad lands."
		* 1 35	* 2 35	201	lv. WOODSIDE up to the Sunnyside coal district. The train is entering upon the strange Utah Desert, which will maintain practically to Westwater. The gray, bare expanse, with its spectacular arroyos, hummocks, pinnacles and columns, forms a fascinating "bad lands."
		* 1 44	* 3 25	227	lv. GREEN RIVER Here is a townsite right in the midst of the desert, but already a veritable oasis of verdure, famed for its fruit and garden produce. The train crosses the noble Green River (which, navigable by small steamboats, unites below with the Colorado) upon a splendid steel bridge. In the distant south may be described the jagged rim of the Grand Cañon of the Colorado. Beyond is passed Thompson's 32 miles, on the Colorado River, is Moab, reached by auto stage, center of a remarkable farming section, and surrounded by scenic marvels. The railroad stations recently noted are shipping points for numerous cattle and sheep. The sage is tracked by important shearing pens. The fantastic Utah Desert still prevails, with the snowy crests of the Sierra la Sal Mountains south and the arid Book Cliffs ahead to the north. But at Westwater the Colorado River is met, as it hastens out from Ruby Cañon. For 19 miles the train follows this cañon, to which ruddy sandstone gives the name. Wind and water have wrought glowing figurations throughout the defile. The Colorado River flows smoothly below, on the right. Midway of the cañon, at mile
		* 1 49	* 4 25	254	lv. THOMPSON the Colorado. Beyond is passed Thompson's 32 miles, on the Colorado River, is Moab, reached by auto stage, center of a remarkable farming section, and surrounded by scenic marvels. The railroad stations recently noted are shipping points for numerous cattle and sheep. The sage is tracked by important shearing pens. The fantastic Utah Desert still prevails, with the snowy crests of the Sierra la Sal Mountains south and the arid Book Cliffs ahead to the north. But at Westwater the Colorado River is met, as it hastens out from Ruby Cañon. For 19 miles the train follows this cañon, to which ruddy sandstone gives the name. Wind and water have wrought glowing figurations throughout the defile. The Colorado River flows smoothly below, on the right. Midway of the cañon, at mile
		* 2 24	* 5 05	278	lv. CISCO numerous cattle and sheep. The sage is tracked by important shearing pens. The fantastic Utah Desert still prevails, with the snowy crests of the Sierra la Sal Mountains south and the arid Book Cliffs ahead to the north. But at Westwater the Colorado River is met, as it hastens out from Ruby Cañon. For 19 miles the train follows this cañon, to which ruddy sandstone gives the name. Wind and water have wrought glowing figurations throughout the defile. The Colorado River flows smoothly below, on the right. Midway of the cañon, at mile
		* 2 51	* 5 37	294	lv. WESTWATER arid Book Cliffs ahead to the north. But at Westwater the Colorado River is met, as it hastens out from Ruby Cañon. For 19 miles the train follows this cañon, to which ruddy sandstone gives the name. Wind and water have wrought glowing figurations throughout the defile. The Colorado River flows smoothly below, on the right. Midway of the cañon, at mile
		* 2 58	* 5 45	299	lv. UTALINE post 483, painted upon the cañon wall opposite the car windows is a black line with "Utah" painted on the west of it, "Colorado" on the east. By means of a tunnel, lined with cement, the train issues from the cañon, and crossing the Colorado Desert, whose gray sullenness but covers a thousand orchards yet unborn, rolls into the pretty station of Mack.
		* 3 27	* 6 16	314	lv. MACK This is the junction point for the Uintah Railroad, which runs northwest 62 miles over-entrancing Baxter Pass to Dragoon and Watson, Utah, with their all shale deposits, and the Uintah country. From Watson a stage line extends to Vernal, Ft. Duchesne, and other growing towns. Onward from Mack, and the actual orchards of the desert are in evidence, while vast tracts of sugar beets appear. Still ascending along the Colorado River, through a wide alluvial valley flanked by mesas, the train arrives at Grand Junction, in the heart of the fruit belt. On the right about three miles southeast of Fruita may be seen the surrounding cliffs and eminences of the Colorado National Monument.
		* 3 35	* 6 24	316	lv. LOMA towns. Onward from Mack, and the actual orchards of the desert are in evidence, while vast tracts of sugar beets appear. Still ascending along the Colorado River, through a wide alluvial valley flanked by mesas, the train arrives at Grand Junction, in the heart of the fruit belt. On the right about three miles southeast of Fruita may be seen the surrounding cliffs and eminences of the Colorado National Monument.
		* 3 46	* 6 37	322	lv. FRUITA tracts of sugar beets appear. Still ascending along the Colorado River, through a wide alluvial valley flanked by mesas, the train arrives at Grand Junction, in the heart of the fruit belt. On the right about three miles southeast of Fruita may be seen the surrounding cliffs and eminences of the Colorado National Monument.
		* 4 10	* 7 01	333	ar. GRAND JUNCTION Population, about 12,000. The Gunnison River, coming from the south, here unites with the Colorado; and the Marshall Pass narrow-gauge, the Ouray, Telluride and Durango routes of the

Trains stop only at stations where time shown is preceded by "s" indicating "stop" or "r" indicating "flag." Daily.
 m Stops on flag to discharge through passengers from points west of Salt Lake City
 n Stops on flag to discharge through passengers from points west of Salt Lake City; also to pick up passengers for Grand Junction or beyond.

A.M. time in light type. P.M. time in black type.
 m Stops to discharge passengers from points west of Salt Lake City.
 n Stops to discharge passengers from Thistle and points west.

Indicate Altitude Above Sea Level



EASTBOUND

Figures Indicate Altitude Above Sea Level

16	8 Panic Special	2 Scenic Lt'd	4	M.f.m Ogden	Stations and Descriptive Notes
PM 12 45	AM 4 20	AM 3 20	PM 7 15	333	iv. GRAND JUNCTION Denver & Rio Grande Western branch out from the main line. Grand Junction is a town of the first class, in the midst of a wonderful agricultural and horticultural district. On the Grand Mesa, to the south, graze thousands of cattle and horses. Commercially, also, Grand Junction ranks high, with a large sugar factory of the Holly Sugar Company, and a railroad station which cost \$60,000.
8 1 01	4 33	3 33	7 29	341	iv. CLIFTON A few years ago much of this fruit land through the Valley was considered dear at \$10 an acre. Today the values are almost incredible. Eight miles east of Palisade is located the great roller-crest dam of the U. S. Grand Valley Reclamation Project, reclaiming 50,000 acres. The soil, both the red and the gray, is very strong; hay, grain and sugar beets flourish. De Beque is a big-game outfitting point, as well as a shipping point for fruit and produce and stock. North lie the great oil shale deposits, and beyond the White River sportsman's country; south is the famous Plateau orchard district.
8 1 14	3 40	3 40	7 39	345	iv. PALISADE Immediately on the north is a protective mesa formation. Rifle ships many sugar beets and cattle. A stage runs to Meeker, 42 miles north, on the White River. In this, the upper, portion of the Valley of the Colorado now being traversed, all kinds of ranching are profitably pursued. It was at New Castle that President Roosevelt disembarked for a big game hunting trip into the hills. To the left a smoking mountain indicates where a coal bed has been on fire underground over thirty years. Between high hills stained with patches of red the train approaches Glenwood Springs.
8 2 02	5 20	4 17	8 20	366	iv. DE BEQUE Population, 2,073. One of the best known pleasure resorts and watering places in the West. Here the Roaring Fork River empties into the Colorado. To the right is Mt. Sopris. Remarkable hot sulphur springs have been modernized with extensive bathing pavilions and swimming pools, and a modern resort hotel, the "Hotel Colorado." Bathing, fishing, hunting, golf, tennis, polo, excursions into the beautiful country around about, combine to make Glenwood, during the season, a rendezvous for fashion, gaiety and health. Forty-three miles from here is the largest deposit of white marble in the world. A branch line runs southward 40 miles to Aspen.
8 2 27	5 44	4 38	8 42	378	iv. GRAND VALLEY
8 3 02	6 18	5 09	9 18	396	iv. RIFLE
8 3 10	6 25	5 16	9 25	399	iv. IVES
8 3 18	6 35	5 25	9 33	403	iv. SILT
8 3 33	6 51	5 40	9 45	410	iv. NEW CASTLE
8 4 04	7 20	6 09	10 16	422	iv. GLENWOOD SPRINGS

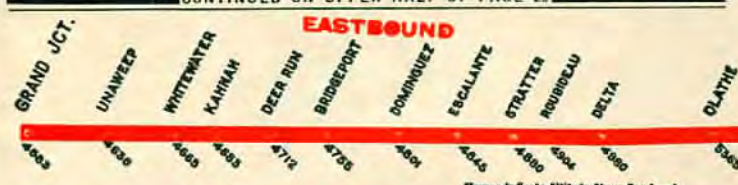


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16	8 Panic Special	2 Scenic Lt'd	4	M.f.m Ogden	Stations and Descriptive Notes
PM 12 45	AM 4 20	AM 3 20	PM 7 15	333	iv. GRAND JUNCTION Denver & Rio Grande Western branch out from the main line. Grand Junction is a town of the first class, in the midst of a wonderful agricultural and horticultural district. On the Grand Mesa, to the south, graze thousands of cattle and horses. Commercially, also, Grand Junction ranks high, with a large sugar factory of the Holly Sugar Company, and a railroad station which cost \$60,000.
8 4 25	7 42	6 32	10 45	432	iv. SHOSHONE through the state. Shoshone station is a side cañon, is located the marvelous Hanging Lake. Emerging from the Cañon of the Colorado the train soon leaves the Colorado River and begins to ascend the Eagle, at the junction of the two. Beyond Dotsero station a wide expanse of brilliant black lava beds will be observed, on the left, contrasting with the hay flats and willow bottoms. It is the overflow from some now extinct volcano. This is the Valley of the Eagle. Red sandstone outcropping among the hills gives pleasing touches of color. Gypsum was so abundant because of the gypsum deposits near. Other stations are supply and outfitting points for ranchers, prospectors, herdsmen and sportsmen. The Eagle River is a good trout stream. At Minturn Minturn is seen on the hilltop at the left of the track the Lioneas. At Rex begins another celebrated cañon—the Cañon of the Eagle. This cañon not only is impressive with the grandeur of nature, but presents also the most curious sight of mines being worked all up and down the face of well-nigh perpendicular walls, 2,000 feet high on either hand. The wire tramways, and the stays for the sheds and cabins, cross and recross like spider webs. Midway of the cañon may be seen the town of Gilman, perched precariously on the cañon rim, at the left. Through the cañon the railroad has a track upon each side of the river. Exit from the cañon is made at Red Cliff, supply quarters for the Battle Mountain and other busy mining districts. From here the Mount of the Holy Cross is most conveniently reached; and just beyond the town commences picturesque Red Cliff Cañon, penetrated by the railroad. Numerous
8 4 41	8 01	6 51	11 02	440	iv. DOTSERO
8 4 55	8 17	7 07	11 15	446	iv. GYPSUM
8 5 09	8 30	7 23	11 29	453	iv. EAGLE
8 6 20	8 30	8 35	12 40	481	iv. MINTURN
7 02	10 05	9 10	1 16	483	iv. RED CLIFF



CONTINUED ON UPPER HALF OF PAGE 21



Figures Indicate Altitude Above Sea Level

Train via MARSHALL PASS and BLACK CAÑON (MAIN LINE NARROW GAUGE)

322	316	M.f.m Ogden	Stations and Descriptive Notes
PM 2 15	AM 9 00	333	iv. GRAND JUNCTION Eastbound overland passengers have the privilege of a through ticket of branching off at Grand Junction and continuing on to Salida by the famous narrow gauge route through the Black Cañon of the Gunnison and over Marshall Pass. The one transportation gives choice of either route. From Salida on to Denver the main line standard gauge becomes the route again. Passengers for the narrow gauge proceed out of Grand Junction as far as Montrose by standard gauge. Crossing the Colorado River by an iron bridge, the train follows up the alluvial bottoms of the Lower Gunnison. The Grand Mesa is on the left.
8 2 30	9 15	340	iv. UNAWEEP Speedily the track becomes hedged more closely by huge bouldered slopes and sheer walls of rich, rosy pink. This is the Cañon of the Lower Gunnison. The river holds the right—its bottoms cultivated to sugar beets and orchards, with high, easy hills towering over its farther bank. A number of tunnels are encountered, the one traversed just before Bridgeport is reached being 2,256 feet in length and among the longest of the road. At Roubideau the country opens out; the Grand Mesa shows beautifully on the left; away in the north lift the snowy Elk Mountains. Vast acreages of sugar beets are spread about, and orchard tracts are much in evidence. Up this, the Valley of the Gunnison, speedily the train changes the Gunnison River for the Uncompahgre, at the juncture of the two, and, crossing the Uncompahgre, arrives in Delta.
8 2 43	9 28	345	iv. WHITEWATER
8 2 51	9 35	349	iv. KAHNAH
8 3 03	9 47	354	iv. DEER RUN
8 3 16	9 59	359	iv. BRIDGEPORT
8 3 31	10 13	366	iv. DOMINGUEZ
8 3 45	10 25	372	iv. ESCALANTE
8 4 00	10 34	377	iv. STRATTER
8 4 06	10 40	379	iv. ROUBIDEAU
8 4 20	11 05	384	iv. DELTA Population, 2,623. A thriving manufacturing and agricultural center. \$1,500,000 sugar factory, \$250,000 canning factory, \$100,000 vegetable flour mill and other manufacturing enterprises. Big game hunting is found around about. A branch of the railroad slants off eastward and northward, up the north fork of the Gunnison to the coal fields and orchard country of Hotchkiss, Paonia, Somerset; 43 miles.

CONTINUED ON LOWER HALF OF PAGE 20



EASTBOUND

316	M.f.m Ogden	Stations and Descriptive Notes
AM 11 30	395	iv. OLATHE Mesa lines the north; south and east lift lay snow beet fields, supplanting the sage. The course followed is that of the dashing Uncompahgre.
PM 12 01	405	iv. MONTRORSE Population, 3,581. Here connection is made with branch line for the mining region of Ouray, Silverton, Telluride and Durango, south. The town is located in one of the most prolific sections of the Western Slope. Hay, grains, fruits and garden truck are produced in immense quantity and superior quality. At Montrose passengers enter upon the narrow gauge portion of their trip. Leaving the Uncompahgre Valley, the train, over narrow gauge track, heads east for the undulating ascent of Squaw Hill. The prodigious valley works of the Gunnison Tunnel, put through by the Government Reclamation Service for irrigating purposes, are passed; and amidst scrub oak, sage and bushes the train climbs. Backward a sublime view of the Uncompahgre Range, and Utah far in the distance, constantly unfolds. At the top, Cerro Summit, the helper engine is dismissed, and the train rolls rapidly down the other side, to Cimarron and the Black Cañon of the Gunnison.
8 1 38	422	iv. CERRO SUMMIT
8 2 47	436	BLACK CAÑON OF THE GUNNISON At Cimarron, during the summer, is attached an open-top observation car (accommodations 25c per capita) for the ride through the Black Cañon. The cañon entrance is but a few rods beyond the station, and immediately the train has plunged into the mysterious depths, through the short side cañon of the Cimarron. For 16 miles the track is encompassed by the mighty walls of the cañon, proper, between not black, but gray and brown. The walls rise 2,000 feet and are characterized by masses of slide rock. Two well known features are Curecanti Needle, an isolated needle spire on the right, about midway of the cañon length, and Chipeta Falls, named after the wife of Chief Ouray of the Utes, bursting out from the rock high up, farther on at the left.
8 3 15	443	iv. SAPINERO Exit from the Black Cañon is made at Sapinero. From Sapinero a branch line runs south up the Lake



CONTINUED ON LOWER HALF OF PAGE 21

Trains stop only at stations where time shown is preceded by "s" indicating "stop" or "t" indicating "flag." b Stops to discharge passengers from Grand Junction and points west. x Stops on flag to discharge passengers holding tickets with destinations as above and received from Western connections at Provo, Salt Lake City or Ogden.

A.M. time in light type. P.M. time in black type. x Stops on flag to discharge passengers holding tickets with destinations as above and received from Western connections at Provo, Salt Lake City or Ogden. t Stops on flag to discharge passengers from points west and south of Grand Junction.



EASTBOUND

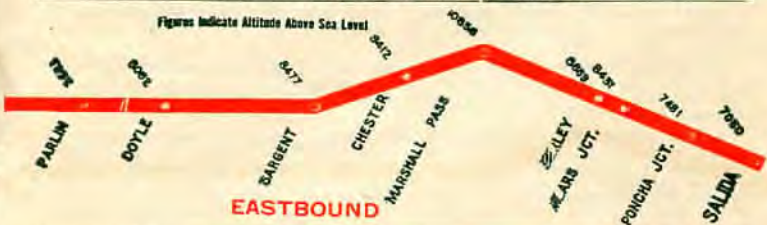
Figures indicate Altitude Above Sea Level

EASTBOUND

16	8 Pamo-ramic Special	2 Scenic Lt'd	4	M.F. in Ogden	Stations and Descriptive Notes
	Pullman Passengers Only				prospect holes and mine operations are evident in the maroon rock formation period. The train is now climbing more sharply, and is headed for Tennessee Pass. The small lake on the left is one of the chief sources of the ice used by the railroad for refrigeration purposes. On the left, far below the track, meanders the curious Eagle River. Through
PM 7 32	AM 10 42	AM 9 47	AM 1 52	493	iv. PANDO this narrow vale long ago marched Fremont and his party. Many charcoal ovens are to be noted, on both sides of the track. The product is used in smelters. Puffing and tug-zing, the engine sturdily hauls the train upward until through a tunnel a half mile long at the crest of Tennessee Pass, 10,240 feet aloft, the Pacific Slope is changed for the Atlantic. This is the top of the Continental Divide. Down the Atlantic side of the Rockies the train rushes. The smoke of Leadville may be seen ahead to the left; and at Leadville Junction connection is made for that city, only five miles north.
PM 8 10	AM 11 20	AM 10 25	AM 2 30	501	iv. TENNESSEE PASS smelters. Puffing and tug-zing, the engine sturdily hauls the train upward until through a tunnel a half mile long at the crest of Tennessee Pass, 10,240 feet aloft, the Pacific Slope is changed for the Atlantic. This is the top of the Continental Divide. Down the Atlantic side of the Rockies the train rushes. The smoke of Leadville may be seen ahead to the left; and at Leadville Junction connection is made for that city, only five miles north.
PM 9 04	AM 11 43	AM 10 52	AM 2 59	511	iv. MALTA North and to the west lies the Mosquito Range. Immediately on the north is Mt. Massive; this and Mt. Elbert are the highest peaks in the state, altitude 14,420 feet. The little stream is the beginning of the great Arkansas River, which will be followed 150 miles to Pueblo.
PM 8 50	AM 11 20	AM 10 25		517	ar. LEADVILLE Population, 4,959. One of the greatest cities of mining camps, combined with a modern city, the highest in the world. It is situated in a most productive gold and silver district, and exhibits mining by all known methods. The value of the precious metals produced since 1860 is \$416,584,000; the annual output is now \$5,000,000. Mountains wall in the city. A boulevard extends five miles to the resorts of Soda Springs and Evergreen Lakes, affording a delightful drive. Located near Leadville is one of the largest and best equipped United States fish hatcheries which distributes enormous quantities of young trout in the adjacent lakes and streams.
PM 9 34	AM 12 08	AM 11 19	AM 3 25	525	The course is now down the Valley of the Upper Arkansas amidst hay and cattle ranches and sparsely verdured hills. Ahead on the right are Mrs. Harvard, Yale and Princeton of the Collegiate Range. Near Granite may be seen old placer workings in the former bed of the river; and at this station stage connection is made for the noted resort of Twin Lakes, 9 miles. Opposite the three mountains—Harvard, Yale and Princeton—the train halts at Buena Vista.



CONTINUED ON UPPER HALF OF PAGE 22



EASTBOUND

316	M.F. in Ogden	Stations and Descriptive Notes
		Fork Cañon 36 miles to Lake City and entrancing Lake San Cristoval. Still ascending the tumultuous Gunnison, through a broken, saggy country which gives place soon to hay ranches and a succession of attractive angler resorts (the Gunnison is a celebrated trout stream), the train pulls into Gunnison station—it and the river commemorating the name of the captain of army engineers killed in Utah by the Indians in 1853.
PM 4 45	AM 4 50	ar. GUNNISON Population, 1,329. This is the commercial center of the Gunnison Valley, and is the depot for important coal and mineral interests, which lie northward and are tapped by a branch line of the Denver & Rio Grande Western running 27 miles to Crested Butte a coal (hard and soft) town in the picturesque Elk Mountains. At Gunnison the Taylor and East Rivers join to form the Gunnison; the town is a favorite anglers' headquarters.
PM 5 19	AM 4 50	Into the Tomichi country continues the train, exchanging the Gunnison River for placid Tomichi Creek. Pleasant lush meadow lands border the course. The stream affords fine fishing, the saggy hills good shooting. The stations are sportsmen's outfitting places. Ten miles by stage from Doyle is the Waunita Hot Springs resort. At Sargent is begun the long ascent of renowned Marshall Pass.
PM 5 38	AM 4 50	iv. PARLIN 490
PM 5 58	AM 4 50	iv. DOYLE 487
PM 6 20	AM 4 50	iv. SARGENT 500
PM 7 50	AM 4 50	iv. MARSHALL PASS 516
PM 8 53	AM 4 50	iv. MEARS JUNCTION 530
PM 9 30	AM 4 50	ar. SALIDA 542

Trains stop only at stations where time shown is preceded by "s" indicating "stop" or "P" indicating "flag."
 t Stops on flag to discharge passengers from points west and south of Grand Junction.
 x Stops on flag to discharge passengers holding tickets with destinations as above and received from Western connections at Provo, Salt Lake City or Ogden.

16	8 Pamo-ramic Special	2 Scenic Lt'd	4	M.F. in Ogden	Stations and Descriptive Notes
PM 10 10	AM 12 40	AM 11 51	AM 3 58	542	iv. BUENA VISTA Population, 963. Cottonwood Lake make this a favorite summer resort. Hunting and fishing are excellent. The State Reformatory is to be seen, on the left.
PM 10 26	AM 12 54	AM 12 05	AM 4 12	549	iv. NATHROP as the train leaves. And continuing on down the broadening valley, by way of
PM 10 49	AM 1 15	AM 12 26	AM 4 34	560	iv. BROWN CAÑON wild and pretty Brown Cañon. The traveler is brought into Salida.
PM 11 05	AM 1 32	AM 12 40	AM 4 50	567	ar. SALIDA Population, 4,698. An important division and Western. Here passengers on the narrow gauge through the Black Cañon of the Gunnison and over Marshall Pass rejoin the main standard gauge line. From Salida a branch of the Denver & Rio Grande Western reaches southward to Creede, Durango, Silverton and Santa Fe. Salida has large railroad, mining and smelting interests, and thriving cattle ranches adjacent to it. The site commands an inspiring view of the Jumbled Sangre de Cristo Mountains, close at hand, with Mrs. Shavano and Ouray, between which lies Marshall Pass, to the southwest, and the Collegiate Range to the northwest. Out of Salida the route follows the short remaining portion of the Valley of the Upper Arkansas. The Wellville Hot Springs are passed, at the right, just after Cleora. And now the Grand Cañon of the Arkansas is close ahead. It begins virtually at Texas Creek. From Texas Creek a branch of the railroad runs southward to Westcliffe in the Wet Mountains, and the San Isabel National Forest—a region filled with scenic delights. Good roads, hotel and camp accommodations make the forest a favorite playground.
PM 11 50	AM 2 03	AM 1 11	AM 5 22	579	iv. HOWARD The Grand Cañon, through which the Arkansas pours from the high country to the lower, is ten miles long, and the railroad, by a marvel of engineering enterprise and dint of much blasting and ballasting, has made of it a thoroughfare renowned the world over. Clinging close to every twist and turn the train proceeds. There is scarce space betwixt wall and river for the single track. The narrowest portion of the passage is the wondrous Royal Gorge. The red granite and gneiss walls, sparkling with mica, tower aloft on either hand; the sky is a thread, almost obliterated by the jagged ramparts, and the stars may sometimes be seen at mid-day. At one point, the Hanging Bridge, the width is but ten yards, and the roadbed has been built out over the water. The river boils madly through; the engine sways now to the right, now to the left, dragging the train; the vista ahead, momentarily blocked, opens again; a way is always found. And ever there is the ruddy granite, in walls and in huge broken masses, and the green stream foaming against its boulders and glimpses of side cañons, wooded and mysterious. Bands of mountain sheep are often seen on the high cliffs. Emerging from the Grand Cañon the train skirts the State Penitentiary on the left in front of which are the soda and iron springs; and presently Cañon City is reached.
PM 12 35	AM 2 43	AM 1 53	AM 6 02	598	iv. TEXAS CREEK Arkansas is close ahead. It begins virtually at Texas Creek. From Texas Creek a branch of the railroad runs southward to Westcliffe in the Wet Mountains, and the San Isabel National Forest—a region filled with scenic delights. Good roads, hotel and camp accommodations make the forest a favorite playground.
PM 1 07	AM 3 12	AM 2 19	AM 6 29	611	iv. PARKDALE The Grand Cañon, through which the Arkansas pours from the high country to the lower, is ten miles long, and the railroad, by a marvel of engineering enterprise and dint of much blasting and ballasting, has made of it a thoroughfare renowned the world over. Clinging close to every twist and turn the train proceeds. There is scarce space betwixt wall and river for the single track. The narrowest portion of the passage is the wondrous Royal Gorge. The red granite and gneiss walls, sparkling with mica, tower aloft on either hand; the sky is a thread, almost obliterated by the jagged ramparts, and the stars may sometimes be seen at mid-day. At one point, the Hanging Bridge, the width is but ten yards, and the roadbed has been built out over the water. The river boils madly through; the engine sways now to the right, now to the left, dragging the train; the vista ahead, momentarily blocked, opens again; a way is always found. And ever there is the ruddy granite, in walls and in huge broken masses, and the green stream foaming against its boulders and glimpses of side cañons, wooded and mysterious. Bands of mountain sheep are often seen on the high cliffs. Emerging from the Grand Cañon the train skirts the State Penitentiary on the left in front of which are the soda and iron springs; and presently Cañon City is reached.
PM 1 43	AM 3 54	AM 2 57	AM 7 10	622	ar. CAÑON CITY Population, 4,551. An orchard city, guarding the mouth of the Grand Cañon of the Arkansas. Well-ordered fruit trees, berry plants and truck gardens are everywhere. Soil and climate combine to make Cañon City a large and famed producer. The town is one of beautiful streets and homes, has an important coal output, and possesses iron and soda springs, hot and cold. The Sky Line drive is a noted scenic trip, as is the road to the rim of the Royal Gorge, whence one may gaze down to the bottom of the abyss. Still following the guidance of the sparkling Arkansas hurrying for the lower country and the plains, open before, the train rolls into the heart of Colorado's richest oil section.
PM 1 59	AM 4 09	AM 3 14	AM 7 25	630	iv. FLORENCE Population, 2,229. Derricks project into the air on every side. The oil is of the best quality. Florence has two large oil refineries. There are extensive coal mines in the vicinity of Florence. The output is famous for its quality, and there is sufficient coal located to keep them going another century. Around about are magnificent farms and orchards. Northward looms Pikes Peak, a hoary sentinel. Swiftly descending amidst gravelly hills, through the Portland cement region, the train swings into the north and, after passing several small stations and crossing the faithful Arkansas by means of a double-track iron bridge, pulls up, puffing, at Pueblo, on the plains.
PM 2 12	AM 4 21	AM 3 28	AM 7 40	636	iv. PORTLAND with busy plants at Portland and Concrete.
PM 2 15	AM 4 24	AM 3 31	AM 7 44	638	iv. CONCRETE eral small stations and crossing the faithful Arkansas by means of a double-track iron bridge, pulls up, puffing, at Pueblo, on the plains.
PM 3 05	AM 5 20	AM 4 20	AM 8 35	663	ar. PUEBLO Population, 45,000. Situated at the foot of the Rocky Mountains, is justly called the "Pittsburgh of the West," and is the second city in the state. It is the center of the smelting and steel industries of the West, and has large agricultural and stock raising interests. There are all metropolitan adjuncts of paving, electric cars and electric lighting combined with first class hotels. The State Asylum for insane is seen on the left, just before the large Union Station is entered. Street cars stop on the near side of intersecting streets in the business sections, and on the far side in the residential section. The San Isabel National Forest lies 25 miles west of Pueblo. This recreational area comprises 651,200 acres, 700 miles of roads, 290 lakes and streams and springs too numerous to mention.
PM 4 09	AM 6 19	AM 5 22	AM 9 37	689	iv. BUTTES The plains are on the right; on the left the Grosvenori Ramparts are seen. The Range forms a hazy dreamland, while ahead rises Pikes Peak and Cheyenne Mountain, with Colorado Springs and Manitou at their feet.



A.M. time in light type. P.M. time in black type.
 t Stops on flag to discharge passengers from points west and south of Grand Junction.
 x Stops on flag to discharge passengers holding tickets with destinations as above and received from Western connections at Provo, Salt Lake City or Ogden.
 a Stops on flag for passengers making trip through Royal Gorge.



EASTBOUND

Figures Indicate Altitude Above Sea Level

LOCAL TIME TABLES

16	8 Pm Special	2 Scenic L'd	4	M. M. Option	Stations and Descriptive Notes
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AM	PM	PM	AM	
4 45	6 55	5 55	10 10	707
4 55	7 00	6 00	10 15	



ar. COLORADO SPRINGS Population, including suburbs 40,000. An ideal home city, and one of great private wealth; with broad streets and magnificent residences, and Pikes Peak and Cheyenne Mountain looming close on the west. Here are located Colorado College, the State Institution for Deaf and Blind, and the Union Printers Home. Included in Colorado Springs is Colorado City, first territorial capital, Denver & Rio Grande Western branch line extends to Manitou, five miles. From Colorado Springs a side trip of 50 miles, through marvelous scenery, may be taken to the celebrated mining camps of Cripple Creek and Victor.

MANITOU Population, 2,000. "The Saratoga of the West," at the entrance to the Garden of the Gods, with its mineral springs, its other wonders, such as Crystal Park, the Cave of the Winds, etc., its hotels and cottages and its new bath house, perhaps the finest in the United States, is one of the resort places of the world. Here the ascent of Pikes Peak, 14,109 feet, is made by cog road or auto.

iv. PIKEVIEW The course is upward, with destination the crest of a divide which separates the Arkansas and the Platte. Woodman is the site of the Woodmen's National Sanatorium. The scenery is becoming more rugged, with white and red sandstone weather sculptures apparent. Among the foothills is Monument Park. Just before Palmer Lake is reached a glimpse is given, on the left, of Glen Park and the resort of Pine Crest with their Swiss chalet cottages nesting among the trees.

iv. WOODMAN This is the crest of the divide between the waters of the Arkansas and of the Platte. Hotel, lake and cottages and elevation make it a pleasant summer resort. Now descending, through a rough country, the train passes a white cliff towering on the left—Casa Blanca.

iv. HUSTED Castle Rock, named because of that striking outcrop of rim-rock on the right, has large quarry interests. Ahead is afforded a grand view of the snowy range clear to Longs Peak, and of the Valley of the South Platte.

iv. MONUMENT Located in the midst of a rich stock raising and dairying section. The Government lookout post on "Devil's Head" Mountain, a rugged peak with rocks towering high up from the plains, may be plainly seen twenty miles west from this point.

iv. PALMER LAKE A quarter of a mile toward the west are the works of the Dupont Powder Co., where high explosives are manufactured. This is the Plum Creek Valley; but the train is about descending the broader Valley of the South Platte, between the irrigated plains and the tinted foothills.

iv. GREENLAND The county-seat of Arapahoe County, this, and well-nigh a suburb of Denver; but in itself a center of extensive dairying and agricultural industries. Denver is now visible in the near distance. The important military post of Fort Logan, a mile from the track toward the foothills, is passed; and Overland Park (or the left), the municipal camp grounds.

iv. LARKSPUR At Burnham are located the Denver & Rio Grande Western general round-house, shops, coach-yard, commissary department, etc. And immediately the train has arrived at the end of its long run—the new Union Station of Denver.

iv. CASTLE ROCK Population. 272,031. Colorado's mile-high Capitol is a world-famous convention and tourist center, is located close to the eastern foothills of the barrier Rockies, and with its 60 square miles occupies also Denver County. It boasts a clear, bracing air and 320 days of sunshine a year, miles of wide, clean, asphalt streets, lawns superbly kept, great mining, banking and real estate interests, and a people notably progressive. A thorough electric car system covers the city. Electric lighting for utility and display is elaborate. There are no wooden structures. Among the points of interest are the Capitol Building (whence 200 miles of snow range may be viewed), the new Postoffice, the Municipal Auditorium, the Civic Center, the U. S. Mint, the Public Library, City Park and Cheesman Park, Denver University and the beautiful homes of Capitol Hill. A score of railroads focus at Denver; and from the great Union Station the incoming visitor enters the city under a uniquely hospitable Welcome Arch.

iv. SEDALIA A quarter of a mile toward the west are the works of the Dupont Powder Co., where high explosives are manufactured. This is the Plum Creek Valley; but the train is about descending the broader Valley of the South Platte, between the irrigated plains and the tinted foothills.

iv. GANN The county-seat of Arapahoe County, this, and well-nigh a suburb of Denver; but in itself a center of extensive dairying and agricultural industries. Denver is now visible in the near distance. The important military post of Fort Logan, a mile from the track toward the foothills, is passed; and Overland Park (or the left), the municipal camp grounds.

iv. LITTLETON At Burnham are located the Denver & Rio Grande Western general round-house, shops, coach-yard, commissary department, etc. And immediately the train has arrived at the end of its long run—the new Union Station of Denver.

iv. BURNHAM Population. 272,031. Colorado's mile-high Capitol is a world-famous convention and tourist center, is located close to the eastern foothills of the barrier Rockies, and with its 60 square miles occupies also Denver County. It boasts a clear, bracing air and 320 days of sunshine a year, miles of wide, clean, asphalt streets, lawns superbly kept, great mining, banking and real estate interests, and a people notably progressive. A thorough electric car system covers the city. Electric lighting for utility and display is elaborate. There are no wooden structures. Among the points of interest are the Capitol Building (whence 200 miles of snow range may be viewed), the new Postoffice, the Municipal Auditorium, the Civic Center, the U. S. Mint, the Public Library, City Park and Cheesman Park, Denver University and the beautiful homes of Capitol Hill. A score of railroads focus at Denver; and from the great Union Station the incoming visitor enters the city under a uniquely hospitable Welcome Arch.

ar. DENVER Population. 272,031. Colorado's mile-high Capitol is a world-famous convention and tourist center, is located close to the eastern foothills of the barrier Rockies, and with its 60 square miles occupies also Denver County. It boasts a clear, bracing air and 320 days of sunshine a year, miles of wide, clean, asphalt streets, lawns superbly kept, great mining, banking and real estate interests, and a people notably progressive. A thorough electric car system covers the city. Electric lighting for utility and display is elaborate. There are no wooden structures. Among the points of interest are the Capitol Building (whence 200 miles of snow range may be viewed), the new Postoffice, the Municipal Auditorium, the Civic Center, the U. S. Mint, the Public Library, City Park and Cheesman Park, Denver University and the beautiful homes of Capitol Hill. A score of railroads focus at Denver; and from the great Union Station the incoming visitor enters the city under a uniquely hospitable Welcome Arch.

5 05	7 09	6 09	10 25	712
5 08	7 12	6 12	10 28	714
5 26	7 29	6 29	10 44	720
5 39	7 43	6 43	10 58	726
5 50	7 55	6 55	11 10	731
5 58	8 05	7 05	11 19	735
6 05	8 13	7 10	11 26	739
6 25	8 31	7 30	11 45	750
6 40	8 44	7 44	11 59	758
6 45	8 49	7 49	12 04	761
7 03	9 05	8 05	12 20	772
7 22	9 22	8 22	12 37	780
7 30	9 30	8 30	12 45	782



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 x Stops on flag to discharge passengers holding tickets with destinations as above and received from Western connections at Provo, Salt Lake City or Ogden.
 † Stops on flag to discharge passengers from points west and south of Grand Junction.
 ‡ Stops on flag to discharge paying passengers from points west of Pueblo.
 § Stops to discharge paying passengers from Colorado Springs or beyond.

Crested Butte, Pitkin, Baldwin and Denver

15 & 316	Mis.	STATIONS	316 & 16
* 7 00	0	lv. Denver	* 7 30
9 45	75	lv. Colo. Springs	4 45
11 35	119	lv. Pueblo	3 05
6 00	215	lv. Salda	9 30
10 35	289	ar. Gunnison	4 50
* 10 45	289	lv. Gunnison	* 4 00
11 20	299	lv. Almont	12 25
12 55	316	ar. Crest'd Butte	1 50
c 7 15	289	lv. Gunnison	12 25
9 05	306	ar. Baldwin	6 10
d 8 55	277	lv. Gunnison	2 30
11 40	299	ar. Pitkin	6 12 10

Ouray and Denver

15 & 319	Mis.	STATIONS	320 & 16
* 7 00	0	lv. Denver	* 7 30
9 45	75	lv. Colo. Springs	4 45
11 35	119	lv. Pueblo	3 05
6 00	215	lv. Salda	9 30
2 25	352	ar. Montrose	12 25
2 50	352	lv. Montrose	12 05
4 15	377	lv. Ridgway	10 35
5 10	387	ar. Ouray	9 45

Ridgway, Telluride & Durango

15 & 371	Mis.	STATIONS	372 & 16
* 7 00	0	lv. Denver	* 7 30
9 45	75	lv. Colo. Springs	4 45
11 35	119	lv. Pueblo	3 05
4 15	377	lv. Ridgway	10 30
f 6 20	403	ar. Placerville	8 40
7 30	415	ar. Vance Jct.	7 55
8 30	422	ar. Telluride	7 25
8 55	422	lv. Telluride	6 00
9 10	422	lv. Vance Jct.	5 25
9 10	422	lv. Ophir	4 57
10 40	443	ar. Rico	3 25
10 50	443	lv. Rico	3 15
1 00	479	ar. Dolores	1 10
1 25	479	lv. Dolores	12 45
2 40	500	ar. Mancos	11 25
f 4 20	523	ar. Hesperus	10 00
5 15	539	ar. Durango	8 50

Pleasant Valley Branch

4 & 652	Mis.	STATIONS	651 & 1
* 6 45	0	lv. Ogden	* 2 00
8 10	0	lv. Salt Lake City	12 45
9 27	45	lv. Provo	11 22
10 18	66	lv. Thistle	10 40
† 1 10	99	lv. Colton	† 8 25
2 20	114	ar. Scofield	7 15
3 00	120	ar. Clear Creek	6 20

Provo Cañon Branch

410 & 308	Mis.	STATIONS	307- & 409
* 3 45	0	lv. Salt Lake City	* 11 40
4 37	28	lv. Lehi	10 44
4 43	32	lv. American Fork	10 37
5 15	45	ar. Provo	10 00
6 00	45	lv. Provo	9 00
8 15	71	ar. Heber	7 00

Park City and Salt Lake

102	Mis.	STATIONS	101
* 8 20	0	lv. Salt Lake	* 3 40
10 25	35	ar. Park City	1 30

San Pete Valley Branch

515	Mis.	STATIONS	516
† 8 00	0	lv. Mant.	† 3 00
8 30	11	lv. Ephraim	2 35
f 9 03	18	lv. Chester	f 1 50
9 20	21	lv. Moroni	1 38
9 58	30	lv. Fountain Green	1 05
† 10 33	39	lv. Nebo Junction	† 12 20
10 55	45	ar. Nephi	11 45

Alamosa, Creede, Santa Fe, Pagosa Springs, Durango, Silverton and Farmington

15 & 115	Mis.	STATIONS	116 & 16
* 7 00	0	lv. Denver	* 7 30
9 45	75	lv. Colo. Springs	4 45
11 00	119	lv. Pueblo	3 25
11 35	119	lv. Pueblo	2 35
1 55	175	lv. Walsenburg	12 25
6 10	282	ar. Alamosa	8 30
8 30	252	lv. Alamosa	6 30
9 10	289	lv. Monte Vista	6 05
9 48	283	lv. Del Norte	5 50
11 05	312	lv. Wagon W Gap	5 51
11 30	321	ar. Creede	3 30
7 10	252	lv. Alamosa	7 45
8 23	280	ar. Antonito	6 35
† 8 30	280	lv. Antonito	† 6 10
9 50	315	lv. Tree Pledras	4 38
10 40	336	lv. Taos Jct'n	3 40
† 4 55	353	ar. LaMadera	† 9 10
11 04	345	lv. Barranca	3 15
12 55	272	lv. Espanola	1 55
2 30	406	ar. Santa Fe	12 10
8 33	280	lv. Antonito	6 25
12 01	344	lv. Chama	3 00
12 31	344	lv. Chama	2 30
2 38	390	ar. Pagosa Jct.	12 10
† 2 40	390	lv. Pagosa Jct.	† 11 50
5 00	421	ar. Pagosa Spgs.	8 30
† 2 38	390	lv. Pagosa Jct.	† 12 10
5 35	452	ar. Durango	† 9 00
* 6 10	452	lv. Durango	* 8 40
8 30	496	ar. Silverton	6 25
* 8 50	452	lv. Durango	* 6 00
10 20	482	lv. Aztec	4 29
10 53	496	ar. Farmington	3 55

Lake City and Denver

351	15 & 315	Mis.	STATIONS	316 & 16	302
.....	* 7 00	0	lv. Denver	* 7 30	.....
.....	9 45	75	lv. Colo. Springs	4 45	.....
.....	11 35	119	lv. Pueblo	3 05	.....
.....	6 00	215	lv. Salda	9 30	.....
.....	11 45	314	ar. Sapinero	3 15	.....
c 3 30	d 12 15	314	lv. Sapinero	11 40	2 50
6 25	3 20	351	ar. Lake City	d 8 35	c 11 40

Tintic Branch

410	Mis.	STATIONS	409
.....	* 3 45	0	lv. Salt Lake City
.....	5 15	45	lv. Provo
.....	6 35	50	lv. Springville
.....	5 48	53	lv. Spanish Fork
.....	6 03	60	lv. Payson
.....	6 30	72	lv. Goshen
.....	7 53	89	lv. Bureka
.....	8 05	91	lv. Mammoth
.....	8 20	99	ar. Silver City

Marysval and Thistle

512	Mis.	STATIONS	511
.....	* 8 30	0	lv. Salt Lake City
.....	8 50	11	lv. Midvale
.....	9 20	28	lv. Lehi
.....	9 26	32	lv. American Fork
.....	9 55	45	lv. Provo
.....	1 10	50	lv. Springville
.....	10 45	64	ar. Thistle
.....	10 50	66	lv. Thistle
.....	12 13	98	lv. Fairview
.....	12 30	103	lv. Mt. Pleasant
.....	12 45	110	lv. Spring City
.....	1 15	120	lv. Ephraim
.....	1 55	127	lv. Mant.
.....	2 27	139	lv. Gunnison
.....	3 03	153	lv. Salina
.....	3 49	170	lv. Richfield
.....	4 07	178	lv. Elsinore
.....	5 10	199	ar. Marysval

Bingham and Salt Lake

515	Mis.	STATIONS	516
.....	0	lv. Salt Lake City	.....
.....	11	ar. Midvale	.....
.....	11	lv. Midvale	.....
.....	25	ar. Bingham	.....

Sunnyside Branch

138	Mis.	STATIONS	137
.....	† 5 10	0	lv. Mounds
.....	7 00	17	ar. Sunnyside

* Daily. † Daily except Sunday. c Tuesday, Thursday and Saturday. d Monday, Wednesday and Friday.



CONNECTIONS SALT LAKE CITY AND OGDEN

WESTERN PACIFIC				OREGON SHORT LINE					
3	1	Salt Lake City and San Francisco	2	4	33-23	29-17	Butte, Helena and Northwest	24-32	18-42
(Pacific Time)									
9 30	12 30	lv Salt Lake City ar	3 30	6 15	12 40	2 10	lv Ogdén ar	7 05	4 55
3 20	5 35	lv Shafter lv	10 30	12 30	4 45	6 05	ar Pocastello lv	3 15	12 40
6 25	8 15	lv Elko lv	7 40	9 25	1 15	2 10	lv Ogdén ar	7 05	9 25
10 40	12 01	lv Winnemucca lv	3 45	5 05	4 50	5 25	ar Butte lv	5 10	7 45
5 08	lv Reno Jct lv			10 32	11 10	ar Helena (G.N.) lv	11 53	5 40	
8 05	6 15	lv Portola lv	9 20	9 30	5 30	6 25	lv Pocastello ar	2 45	12 20
11 45	10 35	ar Feather R. Inn lv							
12 45	10 35	ar Oroville lv	4 05	3 15					
12 45	11 27	ar Marysville lv	3 10	2 15					
2 10	12 35	ar Sacramento lv	2 00	12 50	2 55	4 00	lv Huntington lv	3 45	1 50
3 55	2 10	ar Stockton lv	12 35	11 00	7 15	6 15	ar Portland lv	10 45	9 35
7 00	2 55	ar Oakland lv	10 00	8 10	9 15	4 50	ar Tacoma lv	4 55	12 40
7 45	5 45	ar S. Francisco lv	9 20	7 10	10 40	6 30	ar Seattle lv	3 30	11 15

SOUTHERN PACIFIC

19	21	1	Ogden and San Francisco	2	10	20
(Pacific Time)						
6 00	7 10	1 20	lv Ogden ar	1 05	5 15	6 05
3 10	5 12	lv Battle Mountain lv		6 05	8 47	
8 08	10 10	lv Hazen, Nev. lv		12 25	4 00	
	11 50	lv Sparks, Nev. lv		10 35		
9 50	12 01	4 25	lv Reno, Nev. lv	9 20	10 25	2 25
11 15	1 25	5 40	lv Truckee lv	8 00	8 30	1 00
2 25	4 40	8 40	lv Colfax lv	4 35	3 55	9 40
4 50	6 45	10 35	ar Sacramento lv	2 3	1 15	7 35
7 51	9 50	1 45	ar Oakland (16) lv	11 38	9 52	4 34
8 30	10 30	2 30	ar San Francisco lv	11 00	9 00	4 00

LOS ANGELES & SALT LAKE R. R.

25	7	8	Salt Lake City, Los Angeles, Pasadena	8	4	25
(Mountain Time)						
8 55	2 35	11 55	lv Salt Lake City ar	12 25	6 30	7 50
3 25	8 50	8 00	lv Milford ar	6 32	11 00	1 20
7 00	12 35	12 25	ar Caliente lv	3 00	7 00	9 45
(Pacific Time)						
8 55	3 20	5 00	ar Las Vegas lv	9 30	12 20	4 05
6 45	12 10	4 00	ar San Bernardino lv	1 05	2 25	7 25
7 24	12 40	4 40	ar Riverside lv	12 30	1 45	6 49
9 30	2 40	7 00	ar Los Angeles lv	10 50	11 55	5 15
11 40	3 25	9 35	ar Pasadena lv	9 50	4 25	4 25

CALIFORNIA CONNECTIONS

SOUTHERN PACIFIC—COAST LINES San Francisco and Los Angeles

102	110	78	76	STATIONS	75	17	77	101
		6 40	lv San Francisco ar					
		7 13	lv (Market St. Ferry) ar					
5 00	8 30	8 00	lv Oakland ar					
		8 00	lv San Francisco ar	9 30	8 20	10 45	10 30	
			lv (3rd & Townsend Depot)					
6 15	9 50	9 15	lv San Jose ar	8 15	6 55	9 30	9 15	
8 01	11 58	11 12	lv Del Monte Jct. ar		4 56	7 38	7 22	
8 43		11 53	ar Monterey lv			6 25	6 34	
10 45	2 50	2 01	ar Paso Robles lv		2 04	4 48	4 44	
12 15	4 25	2 30	ar San Luis Obispo lv		2 50	12 15	3 20	3 15
4 10	8 45	7 20	ar Santa Barbara lv	11 13	8 25	11 30	11 45	
7 45	12 10	10 45	ar Los Angeles lv	8 00	5 05	8 00	8 30	

SOUTHERN PACIFIC—SAN JOAQUIN VALLEY LINE San Francisco and Los Angeles

8	26	86	STATIONS	25	49	87
10 40	6 00	11 40	lv San Francisco ar	8 50	6 50	8 10
1 50	8 31	2 55	ar Tracy lv	6 10	3 30	4 40
2 20		3 25	ar Lathrop lv		3 05	4 10
8 50	4 10		lv Sacramento ar	1 05	7 55	1 05
11 05	6 50		lv Stockton ar	11 05	6 15	11 05
11 25			ar Lathrop lv	10 47	5 40	10 47
4 45		5 30	ar Merced lv		1 15	2 03
			ar El Portal lv			1 00
8 30	11 35	7 15	ar Fresno lv	3 10	11 35	12 25
11 25	2 27	12 05	ar Bakersfield lv	12 21	6 55	5 35
7 40	8 50	6 45	ar Los Angeles lv	6 00	11 30	10 30

CONNECTIONS DENVER AND PUEBLO

MISSOURI PACIFIC

12	14	Denver, Kansas City, St. Louis, Omaha, St. Joseph	13	11
12 40	7 00	lv Denver ar	7 30	4 20
3 38	9 45	lv Colo. Springs ar	4 45	1 35
4 45	11 00	ar Pueblo [U. D.] lv	3 25	12 15
5 00	11 10	lv Pueblo [U. D.] ar	3 10	11 25
2 05	7 40	lv Hoisington lv	5 45	1 35
(Central Time)				
12 35		ar Wichita lv		3 40
8 10	2 21	lv Osage City lv	12 48	9 21
11 45	5 45	ar Kansas City lv	9 05	5 55
12 20	9 30	lv Kansas City ar	7 20	6 20
8 30	6 55	ar St. Louis lv	10 10	9 00
1 55	8 30	lv Kansas City ar	8 10	3 30
3 28	10 05	ar Atchison lv	8 35	1 40
8 20	4 07	ar Omaha lv	1 55	7 50
2 25		ar St. Joseph lv	2 35	9 15

BURLINGTON ROUTE

10	6	2	Denver, Omaha, Chicago	3	9	1
11 30	4 00	11 00	lv Denver ar	7 30	2 00	7 55
5 35	10 05	5 15	ar McCook lv	11 45	7 25	1 25
12 58	5 20	2 00	lv Lincoln ar	5 55	1 50	8 32
2 25	6 45	3 30	ar Omaha lv	4 25	12 20	7 10
11 05	16 20	11 05	ar Des Moines lv	8 00		
11 50	4 22	2 50	ar Galeburg lv	3 53	2 20	9 27
3 55	8 25	7 00	ar Chicago lv	11 00	10 30	5 30
(Pacific Time)						
14	16		Denver, Kansas City, St. Louis	17	15	
1 15	9 00	lv Denver ar	7 45	5 20		
9 28	8 10	ar St. Joseph lv	11 59	11 47		
11 45	8 45	ar Kansas City lv	9 50	9 30		
3 30	3 45	ar Hannibal lv	12 06	5 40		
8 50	7 19	ar St. Louis lv	8 01	2 15		

ROCK ISLAND LINES

6	8	Denver, Omaha, Chicago	7	5	25	40	Denver, Kansas City, St. Louis	89	25
10 00	10 25	lv Denver ar	8 00	7 40	10 00	1 05	lv Denver ar	12 25	7 40
8 30	10 30	lv Colo. Spr'gs ar	2 35	7 30	8 30	1 00	lv Colo. Spr'gs ar	12 10	7 30
12 35	1 05	lv Limon ar	12 20	4 50	10 45	3 35	lv Limon ar	9 20	4 23
1 15	12 37	ar Lincoln lv	1 40	3 25	10 45	6 25	ar Topoka lv	8 00	1 40
3 05	2 18	ar Council Bluffs lv	11 50	1 45	11 15	1 15	ar St. Joseph lv	3 40	7 40
8 42	3 09	ar Council Bluffs lv	11 15	1 15	4 45	8 30	ar Kansas City lv	6 00	11 00
8 25	6 55	ar Des Moines lv	7 00	8 25	7 37	5 18	ar St. Louis lv	9 07	10 00
2 00	11 35	ar Davenport lv	2 28	3 00					
7 20	4 15	ar Chicago lv	10 00	10 00					

UNION PACIFIC

14	16	12	Denver, Omaha, Chicago	13	15	11
11 30	11 30	4 15	lv Denver ar	2 00	7 30	8 30
6 25	7 05	11 10	ar North Platte lv	7 20	12 40	12 40
10 40	11 40	3 30	ar Grand Island ar	4 00	8 30	11 25
2 15	3 30	6 50	ar Omaha lv	12 25	4 25	8 10
3 55	7 15	8 45	ar Chicago [O. & N. W.] lv	10 30	12 15	6 05
11 10	7 40		ar Chicago [C. M. & St. P.] lv		10 25	
(Pacific Time)						
104	22		Denver, Kansas City, St. Louis	21	103	
9 00	12 50	lv Denver ar	12 50	7 15		
12 35	4 50	lv Junction City lv	10 30	3 15		
2 42	7 15	ar Topoka lv	8 10	12 40		
3 26	8 03	ar Lawrence lv	7 20	11 52		
1 55	12 30	ar Leavenworth lv	1 57	10 01		
4 40	9 15	ar Kansas City lv	8 15	10 40		
7 00	8 02	ar St. Louis lv	9 03	10 30		

COLORADO & SOUTHERN

2	6	Colorado-Texas	7	1
Daily	Daily		Daily	Daily
12 01	11 00	lv Denver ar	7 00	11 50
2 45	1 45	lv Colo. Springs ar	4 12	9 05
4 00	3 00	ar Pueblo lv	2 55	7 55
4 22	3 15	lv Pueblo ar	2 40	7 45
7 55	7 00	ar Trinidad lv	10 55	4 05
1 12	12 37	lv Sirela lv	5 10	12 05
[F. W. & D. O.]				
3 40	2 58	lv Dalhart lv	4 30	11 42
6 45	6 15	lv Amarillo lv	1 10	9 05
2 45	3 00	lv Wichita Falls lv	3 20	1 35
6 20	7 00	ar Fort Worth lv	10 45	8 45
9 30	8 00	lv Fort Worth ar	7 40	8 45
[H. & T. O.]				
7 10	6 10	ar Houston lv	9 35	11 00
[G. H. & S. A.]				
9 55	8 35	ar Galveston lv	6 50	8 35

DENVER & RIO GRANDE

WESTERN

Dining Car Meals

Food --- Cooking --- Service
Best Anywhere

PURE WATER, PURE FOOD AND
CLEANLINESS PARAMOUNT

What to See in Colorado Springs and Manitou

(CARS STOP ON NEAR SIDE OF INTERSECTING STREETS)

COLORADO SPRINGS—Population, including suburbs, 40,000. An ideal residence city, superbly located close to the foot of Pikes Peak. Famous as a health and pleasure resort. "The City of Sunshine;" 310 days of sunshine a year; cool summers; mild winters. Largest city in the Pikes Peak region, where the greatest variety of scenic beauty and grandeur is more easily accessible than within any other equal area on the continent. Ample accommodations for 12,000 visitors any one day. D. & R. G. W. suburban service connects with Manitou, five miles west, famous for its springs. From either of these cities the many scenic attractions of the region are easily accessible. The most noted of the points of interest are:

PIKES PEAK—Altitude 14,109 feet above sea level. Summit is reached by Cog Road, nine miles in length from Manitou, and by the Pikes Peak Auto Highway, from Colorado Springs or Manitou. A unique trip. Magnificent view.

MANITOU—"The Saratoga of the West." Mineral springs possessing great medicinal properties. Modern bath house, costing \$350,000, recently completed. The center of many of the scenic attractions of the region. Ample hotel accommodations. A delightful summer resort. Five miles west of Colorado Springs; connected by Denver & Rio Grande Western, also 15-minute service trolley and boulevards.

GARDEN OF THE GODS—Adjoining the western part of Colorado Springs, and a part of its park system. Marvelous and fantastic rock formations of great geological interest, including the Gateway, Cathedral Spires, Three Graces and the Siamese Twins—all of which are usually included in the Garden of the Gods drive. Reached by automobile; round trip, three and one-half hours.

WILLIAMS CAÑON AND CAVE OF THE WINDS—Mouth of cañon one mile north of Bath House, Manitou. Castellated limestone walls. Temple Drive leads to Cave of the Winds, an underground journey of nearly one mile, brilliantly illuminated by electricity. A geological miracle; beautiful stalactites and stalagmites. Round trip from Manitou, two hours, returning over new Cañon Rim Drive. Admission to Cave \$1.00.

UTE PASS—Road follows historic Indian trail from Bath House and leads to Cascade, Green Mountain Falls and Woodland Park, beautiful summer resorts.

MOUNT MANITOU—Scenic incline one and one-fourth miles long, making ascent of 2,000 feet. Lower terminus near Iron Springs, Manitou. Wonderful panoramic view afforded. Delightful park on summit of mountain. Round trip, one hour. Fare \$1.00 Round Trip.

CRYSTAL PARK—Reached by mountain auto toll road from Colorado Springs and Manitou. Magnificent panoramic view of entire Pikes Peak Region, embracing a thirty-mile ride, and overcoming nearly 3,000 feet elevation. Pronounced the most wonderful mountain auto trip in the world. Round trip, three and one-half hours.

STRATTON PARK—Located four and a half miles southwest of Colorado Springs, at the entrance of North and South Cheyenne Cañons. A beautiful pleasure ground. Reached by trolley ride of twenty minutes.

BROADMOOR—Four miles southwest of Colorado Springs. The fashionable suburb of the Pikes Peak region, with a number of costly mansions. Home of the Cheyenne Mountain Country Club. Reached by trolley ride of twenty minutes.

PATTY STEWART JEWETT MEMORIAL FIELD AND COLORADO SPRINGS GOLF CLUB—Municipal Golf course; located in the northeastern section of the city. Reached by trolley. Open to visitors.

SOUTH CHEYENNE CAÑON—Entrance five miles southwest of Colorado Springs. Granite walls, one thousand feet in height, line the narrow cañon. Pillars of Hercules and Seven Falls most noted of scenic features. By auto from Stratton Park, round trip, one hour. Admission 50 cents.

NORTH CHEYENNE CAÑON AND HIGH DRIVE—Entrance five miles southwest of Colorado Springs, and a part of its park system. Wonderful rock formations and numerous falls, including Silver Cascades and Helen Hunt Falls. Favorite picnic grounds. At end of cañon road winds over ridge, affording magnificent panoramas of mountain and plain, down through Bear Creek Cañon, to West Colorado Springs. Road recently rebuilt at great expense, making it a splendid auto road. Time of drive, from Colorado Springs, about three hours.

PALMER PARK—Four miles northeast of Colorado Springs, and part of its Park System. Reached by the Paseo and the Palmer Boulevard, by auto. Six hundred acres of rugged bluffs and curious sandstone formations. Affords magnificent vistas of Pikes Peak and the Rampart Range. Many beautiful trails. Round trip, two hours by auto.

MONUMENT VALLEY PARK—Extends for two miles along Monument Creek north from Denver & Rio Grande Western station. An elaborate park, containing a new swimming pool, beautified by General Palmer at a cost of \$750,000, and given to the City of Colorado Springs.

PUBLIC INSTITUTIONS—Colorado College, in heart of residence section. Colorado School for Deaf and Blind, on East Kiowa Street, overlooking city. Union Printers Home, maintained by International Typographical Union, one mile east of city. Myron Stratton Home, four miles southwest. All reached by trolley line. Drive to National Sanatorium of Modern Woodmen of America, ten miles north of city, leads through Monument Park, containing weird rock formations.

THE CRIPPLE CREEK TRIP—From Colorado Springs to Cripple Creek via the Scenic Midland Terminal Ry. "The Ute Indian Trail Route." The route is up the historic Ute Pass, circling the north and west sides of Pikes Peak and includes some of Colorado's finest scenery. An all day trip, allowing ample time for inspection of the wonderful Cripple Creek gold district, which has produced \$369,000,000 since its discovery in 1891.

Suggestions for one-day trips in the Pikes Peak region:

1. Garden of the Gods, Manitou, Williams Cañon, Cave of the Winds, Mt. Manitou Scenic Incline.
2. Pikes Peak Cog Road or Pikes Peak Auto Highway in morning; Garden of the Gods, Manitou and its mineral springs, Williams Cañon and Cave of the Winds, or Mt. Manitou Scenic Incline, in afternoon.
3. The Cripple Creek Trip.
4. Stratton Park, Broadmoor, South Cheyenne Cañon, North Cheyenne Cañon and High Drive.
5. Palmer Park, and M. W. A. Sanatorium drive, or Garden of the Gods trip.
6. Crystal Park in the morning; Garden of the Gods, Williams Cañon and Cave of the Winds in the afternoon.
7. Manitou, Williams Cañon, Cave of the Winds, Ute Pass, Mt. Manitou Scenic Incline.

8. Mountain Trails. Free Trail Map Folder may be secured from Chamber of Commerce and choice made of two hundred and fifty picturesque trails.

9. Auto Drives. Fifty roads radiating from Colorado Springs are logged in book published by Chamber of Commerce.

You can visit the Pikes Peak region with comfort and pleasure any month in the year. This is an all-year resort; mild winters are as characteristic as cool summers. Horseback riding, mountain climbing, automobilism, golf, tennis and many other sports are in vogue with scarcely a break the year through.



Manitou

SANTA FE					SANTA FE				
6 Daily	12-22 Daily	Denver, Kansas City, Chicago	1-24 Daily	8 Daily	6-5	12-11 -17	Colorado-Texas	6-5	12-12 -11
7 40	8 45	lv. Denver	12 10	10 00	7 40	8 45	lv. Denver	10 00	5 30
10 15	11 30	lv. Colo. Springs	9 25	7 00	10 15	11 30	lv. Colo. Springs	7 00	2 50
11 40	1 10	lv. Pueblo	7 40	5 20	11 40	1 10	lv. Pueblo	5 20	1 10
1 25	3 00	lv. La Junta	4 30	3 20	1 25	3 00	lv. La Junta	3 20	11 20
6 30	8 20	ar. Dodge City	10 25	8 55	12 35	1 30	ar. Newton	4 15	2 05
11 35	12 35	ar. Hutchinson	7 05	5 50	4 20	2 10	lv. Newton	12 15	1 25
12 35	1 30	ar. Newton	5 35	4 15	5 10	2 50	ar. Wichita	11 15	12 40
3 10	3 55	ar. Emporia	3 25	1 45	10 40	7 00	ar. Guthrie	5 35	8 35
4 50	5 45	ar. Topeka	1 30	11 10	11 45	8 00	ar. Okla. City	4 31	7 35
6 50	10 05	ar. Atchison	8 35	8 35	7 10	3 55	ar. Ft. Worth	8 35	12 45
7 50	10 55	ar. St. Joseph	7 45	7 45	3 01	2 50	ar. Milano	1 47	2 00
6 50	7 45	ar. Kansas City	11 10	9 10	10 20	9 30	ar. San Antonio	8 05	8 15
7 30	8 50	lv. Kansas City	10 40	8 00	8 05	7 40	ar. Houston	8 30	9 30
8 50	9 20	ar. Chicago	10 30	6 00	10 15	9 35	ar. Galveston	6 30	7 45

DENVER & RIO GRANDE WESTERN

Passenger and Freight Representatives

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E. B. SMITH, Trav. Frt. & Pass. Agt.
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110 South Dearborn St.
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R. M. EDGAR, City Pass. Agent
RALPH J. VAN DYKE, C. Pass. Agt.
H. J. RIGGER, Traveling Pass. Agt.
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COLORADO SPRINGS, COLO.

460 First National Bank Building
Pikes Peak Ave. and Tabor St.
D. G. PATTERSON, City Pass. Agent
E. D. MORRISON, G. Agt., Frt. Dept.
R. S. TORRINGTON, Agt. Con. Tick. O.
125 East Pikes Peak Avenue
DENVER, COLO., 229 Equitable Bldg.
17th and Stout Sts.
E. W. SANFORD, Passenger Agent
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Seventeenth and Welton Streets
C. E. SPECHT, City Ticket Agent
A. W. PARROT, City Pass. Agent

DETROIT, MICH.

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Fort and Griswold Sts.
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J. G. O'CONNELL, T. Frt. & Pass. Agt.
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DURANGO, COLO., D. & R. G. W. Depot
P. B. MCATEE, Asst. Gen. Frt. & Pass. Agent.

FORT WORTH, TEXAS

311 W. T. Waggoner Building
8th and Houston Sts.
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FRESNO, CALIF., 501 Mason Building,
1044 Jay Street
C. E. FLEMING, General Agent

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26 Canon Bk., 4th and Main Sts.
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335 Railway Exchange Building
700 Walnut St.
E. C. ROXBURY, General Agent
H. F. KLEINE, T. Frt. & Pass. Agt.
WM. D. FERNALD, T. Frt. & Pass. Agent.

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116 West Ocean Ave.
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D. F. GALLAGHER, Trav. Frt. Agent
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OAKLAND, CALIF., 436 Thirteenth St.

A. H. MOFFITT, Dist. Pass. Agent
601 Easton Building, 428 Thirteenth St.
W. H. DAVENPORT, G. Agt. Frt. Dpt.
OGDEN, UTAH, 318 Eccles Building,
24th and Washington Ave.
C. F. MOULTON, General Agent
OMAHA, NEB., 806 W. O. W. Bldg.
14th and Farnam Sts.
H. G. BOCK, General Agent
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M. E. SIMMONS, T. Frt. & Pass. Agt.
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353-359 Fifth Ave.
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PUEBLO, COLO., 139 Central Block,
2nd and Main Sts.
W. M. KIRKPATRICK, City Pass. Agt.
O. M. STANCHFIELD, G. A., F. D.
S. C. BAKER, Agt. Con. Ticket Office
109 West Fourth Street

RENO, NEV., Western Pacific Depot,

325 East 4th Street
G. I. MARTIN, General Agent
J. P. FARLEY, Trav. Frt. & Pass. Agent.

SACRAMENTO, CALIF., 1023 Eighth St.

A. C. POTTER, General Agent
SAINT LOUIS, MO., 726 Pierce Building,
112 North Fourth St.
L. D. GRUBER, General Agent
W. A. PYLE, Trav. Frt. & Pass. Agt.
J. L. COOK, Trav. Frt. & Pass. Agt.
H. I. EDDY, City Freight Agent.

SALT LAKE CITY, UTAH

201 Judge Building
Main and Third South Sts.
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H. M. CUSHING, Dist. Pass. Agt.
R. W. FLANDRO, Commercial Frt. Agt.
J. M. ALDRICH, City Freight Agt.
V. A. TOMPKINS, Traveling Frt. Agt.
340 S. Main St., (Next to Postoffice)

SAN FRANCISCO, CALIF., Ferry Bldg.

J. L. SCOTT, Gen. Agt. Pass. Dept.
G. W. CROSSEN, City Pass. Agent
50 Post Street
E. R. SCHAEFER, City Ticket Agent
961 Mills Building
Bush and Montgomery Sts.
F. L. WAGNER, Traveling Pass. Agt.
202 Robert Dollar Building
311 California Street
W. J. SHOTWELL, Asst. G. Frt. Agt.

SAN JOSE, CALIF., 207 So. First St.

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P. R. TOBIN, T. Frt. & Pass. Agt.
SANTA FE, N. M.
W. M. SCOTT, General Agent
STOCKTON, CALIF.
211 Farmers and Merchants Bldg.
Main and San Joaquin Streets
J. H. METTLER, General Agent
T. J. PAXTON, T. Frt. & Pass. Agt.
W. G. FINNEY, T. Frt. & Pass. Agt.

TRINIDAD, COLO.

D. & R. G. W. Frt Dept
Chestnut and Cedar Sts.
H. G. BEST, General Agt.

FRED WILD, Chief Traffic Officer
Denver

GEORGE WILLIAMS
General Freight Agent
Denver

W. H. CUNDEY
General Passenger Agent
Denver

FRANK A. WADLEIGH, Passenger Traffic Manager
Denver

What to See in Denver

(Cars stop on near side of intersecting streets)



Colorado Museum of Natural History

Erected by private subscription. Weight 70 tons. The arch is 86 feet wide and 65 feet from the street to the highest point. Driveway is 34 feet wide and side wings for pedestrians are each 11 feet wide and 28 feet high. Constructed of combination of metals bronze plated with verd antique finish.

AUDITORIUM—Fourteenth Street between Champa and Curtis Streets. Cost \$700,000. Built by the city. Absolutely fire-proof. The building is 268 feet long by 200 feet wide and has a seating capacity of 12,000. Constructed so as to be converted into a mammoth convention hall, or divided so that one-half can be used as a theatre with seating capacity of 3,145. Free organ recitals every noon except Sunday during the summer; Sunday 3 p. m. A splendid exhibit of Colorado factory, soil and mine products is maintained in the basement.

STATE CAPITOL—Capitol Hill between Colfax and Fourteenth Avenues, overlooking Broadway and the new Civic Center. Built of Colorado granite and finished on the inside with Colorado onyx and bronze. The great dome is gilded and artistically lighted at night. Cost, \$2,800,000, exclusive of site. Grounds cover three squares.

STATE MUSEUM—On Fourteenth Avenue and Sherman Street, across from the Capitol, is the new State Museum, containing a magnificent collection of mineral specimens from Colorado's mines, a wonderful anthropological collection including a unique assortment of utensils, wearing apparel, weapons, etc., of the prehistoric Cliff Dwellers, a War Relic Museum and an exhibit of horticultural products grown in Colorado.

UNITED STATES MINT—West Colfax Avenue and Delaware Street. Began coinage February 1, 1908. Gold coined from date of opening to Dec. 31, 1923, \$213,865,300.00; Silver, \$80,766,540.00; Minor coins, \$7,070,215.00; Mexican, 50 centavos 6,199,239 pieces; Colombia, 1 centavos 20,000,000 pieces, 2 centavos 15,000,000. Newest and most modern of the government money factories.

POSTOFFICE—The New Postoffice occupies an entire block bounded by Eighteenth, Nineteenth, Stout and Champa Streets and is one of the finest postoffice buildings in the United States. The building exclusive of furnishings, cost \$2,498,000.00, the exterior being built of Colorado white marble. In addition to the Postoffice Department, the Federal courts, offices of the U. S. District Attorney and the U. S. Marshal, Land Office, Forest Office, Geological Survey and other branches of the Government are housed in this building.

PUBLIC LIBRARY—West Colfax Avenue between Acoma and Bannock Streets. Contains 245,523 volumes and has a capacity for 300,000 volumes. Corinthian style of architecture.

COURT HOUSE—Occupies entire square bounded by Fifteenth, Sixteenth and Tremont Streets and Court Place.

CHAMBER OF COMMERCE BUILDING—Located on Champa Street between Sixteenth and Seventeenth Streets. Is the home of the Denver Civic and Commercial Association, which is made up of fifteen bureaus representative of the general business interests of the city.

PUBLIC BATH HOUSE—Twentieth and Curtis Streets. Has a fine swimming pool.

CITY PARK—Contains 470 acres beautifully improved. Has two lakes, the largest containing 19 acres; the most extensive zoo in the Inter-Mountain West; fine aviary, children's playground. A unique attraction is an electric fountain in the center of the large lake, which displays its beautiful prismatic colors every evening in summer. The flower beds are a revelation. Reached from business district by cars which travel along Fifteenth, Sixteenth, Seventeenth and Curtis Streets.

WASHINGTON PARK—With its splendid bathing beach and rolling lawns, is one of the beautiful sight places of the city. Reached from the business district by South Gaylord and Louisiana cars going south on Fifteenth Street.

COLORADO MUSEUM OF NATURAL HISTORY—Located in City Park, containing a \$1,000,000 exhibit of the fauna of Western America, comprising groups of polar, grizzly, glacier, barren-ground and black bears, groups of moose, white sheep, Rocky Mountain sheep, caribou, buffalo, antelope, elk, deer, and the smaller game; also game birds and a wonderful collection of birds' eggs, mineral, fossil, and other exhibits of deep interest. In the mineral department is an exhibit of leaf, wire and crystalline gold that is actually worth \$50,000, but the value as a museum attraction is several times that sum. It is known as the John F. Campion collection.

CHEESMAN PARK—A beautiful "breathing spot" covered with a magnificent lawn, in the center of which, on an elevation, is the Cheesman Memorial, built of Colorado white marble.

STREET LIGHTING—The business section, particularly Fourteenth, Fifteenth, Sixteenth, Seventeenth and Eighteenth Streets, is artistically lighted by electricity. The plan is different on each street.

STOCKYARDS—Covers forty acres. Annual Stock Show is held in the Stadium located at the yards. This building has one of the largest show rines in the world. Twelve packing houses are also located at the stockyards.

AMUSEMENT PARKS—The summer amusement parks are attractive and each has its special features.

Lakeside, Denver's "White City"—Has a large number of up-to-date devices and attractions, and a splendid bathing beach. Berkeley cars.

Elitch's Gardens—Contains numerous attractions and cool, inviting shade. Berkeley and West Thirty-Eighth Avenue cars.

ELECTRIC LINES—Denver has 210 miles of electric street-car line and 63 miles interurban railway, affording most convenient access to all parts of the city and surrounding country.

CITY HALL—Located at the corner of Fourteenth and Larimer Streets. Contains also the Police Department and Fire Department headquarters.

OVERLAND PARK—Municipal camping grounds, 160 acres. Reached by Suburban trains of the Denver & Rio Grande Western Railroad.

FORT LOGAN—United States Military Post, located southwest of Denver, ten miles from Union Depot. Reached by suburban trains of the Denver & Rio Grande Western.

SIGHT-SEEING TRIPS—Denver has a well equipped sight-seeing company operating automobiles, leaving Union Station and principal hotels at regular intervals. A trip of unusual interest resulting four hours by automobile. Is through the celebrated Municipal Mountain Parks.

What to See in Ogden

OGDEN—Population, 40,000. Second city of the Intermountain country. Terminus of the Denver & Rio Grande Western Railroad, also of most of the other roads entering this section. Leading railroad center of the Intermountain region. Also leads in meat packing, stockyards, canning, grain, flour-milling and food manufacturing industries. Many scenic attractions are easily reached from Ogden.

PARKS—City Park includes three acres in the heart of the business district. Lorin Farr Park contains playgrounds, base-ball park, dance hall, picnic groves, swimming pools and similar resort features. No admission charged to park. Free city auto camp grounds.

LESTER PARK AND LIBERTY PARK—Each ten acres in residential district, and Artesian Park, where thirty-four large artesian wells furnish the city's water supply.

OGDEN CAÑON—In the heart of the mountains. One of the most beautiful spots

What to See in Salt Lake City

(Cars stop on near side of intersecting streets)

SALT LAKE CITY—Population, 125,000. The capital and largest city of Utah. Beautifully situated between the Wasatch Range and Great Salt Lake.

TEMPLE SQUARE—A 10-acre block, walled and beautifully parked, at Main and South Temple Streets; contains Mormon Temple, Tabernacle, Assembly Hall and Bureau of Information for visitors.

THE TEMPLE—A massive granite structure, where the sacred ceremonies of the Mormon Church are performed. Visitors are not admitted. Cost, \$4,000,000.00 and took forty years to build. The granite was quarried in Little Cottonwood Cañon and hauled twenty miles by ox team. The building is 186x99 feet. Walls are 18 feet thick at the base. The Temple has three spires on the west end and three on the east, on the highest of which stands a statue of the Angel Moroni, who is said to have revealed the plates of the Book of Mormon to the Prophet Joseph Smith.

THE TABERNACLE—Noted for its peculiar architecture and remarkable acoustics. It is 250x150 feet and covered by a self-supporting dome roof, resembling the shell of a turtle. Seating capacity, 10,000.

THE TABERNACLE ORGAN—The sweetest toned organ in the world. The console has 270 different appertunances, consisting of stops, couplers, etc. The organ contains between seven and eight thousand pipes, ranging in length from two inches to thirty-two feet and capable of thousands of tonal variations. Free organ recitals are given in the Tabernacle at 12:00 noon (except Sundays.)

COMMERCIAL CLUB AND CHAMBER OF COMMERCE—Situated on Exchange Place, one-half block east of the Post Office. One of the finest buildings in the United States, owned and occupied exclusively by a commercial organization. Headquarters of the Commercial Club Publicity Bureau, which furnishes information about Utah's resources and opportunities. Call for information when visiting.

EAGLE GATE—Spanning State Street at South Temple. Formerly the gateway to the private grounds of Brigham Young and leads to City Creek Cañon and the new State Capitol.

STATE CAPITOL—On an eminence at the head of State Street, overlooking the city. Built of Utah granite and marble at a cost of \$2,500,000. Completed in 1915.

BEEHIVE HOUSE—Formerly the official residence of the President of the Mormon Church. Adjoins Eagle Gate on South Temple Street.

LION HOUSE—Adjoins Beehive House. Formerly the private home of Brigham Young; now used by the Latter-day Saints University.

L. D. S. CHURCH OFFICES—Just west of Lion House. Deseret Gymnasium, Presiding Bishop's Building and Latter-day Saints University, all Mormon institutions, are situated in the same square, to west and north.

BRIGHAM YOUNG MONUMENT—Main Street and South Temple, center of the street. Erected by Mormons and non-Mormons in honor of Brigham Young and the Pioneers of 1847.

TOMB OF BRIGHAM YOUNG—In the private burial ground of Brigham Young, on First Avenue; no longer used as a cemetery.

SALT LAKE THEATER—At the corner of State and First South Streets. Built by Brigham Young in 1862; is the fifth oldest standing theater in the United States and is still used as a theater, playing high-class road attractions. Other theaters are: Orpheum, Fantages, Loew's State (vaudeville), Wilkes, (stock) and Paramount-Empress, American, Gem, and Kinema (movies).

CITY AND COUNTY BUILDING—Beautiful gray-stone structure occupying ten acres square on State Street, at Fourth South.

SALT LAKE BEACH—Located fifteen miles west of the city on the shores of Great Salt Lake; famous the world over for the salt water bathing. The waters of Great Salt Lake are unique in that the human body floats like a cork. No other bathing place like it in the world. Dancing, boating, amusements, and picnics are also features of the resort. Regular resort season from May 30th to September 1st. Fast electric trains operate throughout the year with special service in the tourist season. Depot less than a block from the D. & R. G. W. Station.

NIBLEY PARK—Located five miles southeast of the city, reached by electric street cars. Contains a public golf links. Boating, dancing, picnicing, etc.

BONNEVILLE PARK—Five minutes trolley ride from center of the city. The largest dancing pavilion in the city. Home grounds Salt Lake baseball team, Pacific Coast League.

LAGOON—Located seventeen miles north of the city in the farming district. Fresh water bathing, dancing, picnicing, etc. Reached by an electric line. Depot corner West Temple and South Temple Streets, one-half block west of Temple Square.

LIBERTY PARK—A beautiful one hundred acre park in the heart of the city, easily reached by electric street cars. Also contains zoo.

FORT DOUGLAS—U. S. Military Post located on the bench of the Wasatch Mountains, three miles east of the city. Reached by electric cars.

WARM SPRINGS—Located in extreme northwestern part of the city. Natural hot sulphur baths.

THE SEENING SALT LAKE COMPANY—Complete sight-seeing trip by trolley car and automobile. Official guide service, 27 West South Temple Street, opposite Tabernacle gate.

WASATCH-BONNEVILLE BOULEVARD—Sixty-five miles of scenic splendor revealing an ever-changing vista of Salt Lake Valley, Salt Lake City and Great Salt Lake.

CITY CREEK CAÑON—A beautiful arroyo leading from the heart of the city, a block from Eagle Gate, into the Wasatch Mountains. A delightful stroll from the business district; a fine auto drive.

EMIGRATION CAÑON—Rift in the mountains through which Brigham Young and the Pioneers first came into the Valley of Great Salt Lake. Pine Crest, a Swiss Chalet inn, is perched in the cañon.

BIG COTTONWOOD CAÑON AND LITTLE COTTONWOOD CAÑON—15 miles southeast of the city and offering some of the most picturesque mountain scenery in the world. Wonderful mountain lakes and streams are found in these cañons. Hotels and cottage accommodations at Brighton.

BINGHAM, THE WORLD'S GREATEST COPPER MINING CAMP—Twenty-five miles from Salt Lake on the Denver & Rio Grande Western. Mountains of copper are being torn down by means of high rail-road engines, men and machinery, all in plain view from the picturesque cañon in which the town of Bingham is situated.



Plan of Salt Lake City Street Naming

in the country. Hermitage Hotel, a fine summer resort, is located seven miles from Ogden in the heart of the Cañon. Fine fishing in the Ogden River. Cañon offers many fine camp sites. Is reached by electric car line and by excellent paved boulevard. Bathing at Hermitage and Sanitarium.

CLUBS—Elks Club has built a magnificent new colonial building at 25th and Grant Ave.

MASONIC TEMPLE—Located on Washington Avenue, between 25th and 26th Streets.

WEBER CLUB AND CHAMBER OF COMMERCE—Situated in the Fred J. Kiesel Building, Twenty-fourth Street and Hudson Avenue.

UNIVERSITY CLUB—On top floor, 26th and Washington Avenue.