

Hold

The Denver and Rio Grande Western Railroad Company

GRAND JUNCTION DIVISION

TIME-TABLE

No. 101

Takes Effect Sunday, June 9, 1929

at 12:01 A. M.

Standard Time, 105th Meridian

Superseding Time-Table No. 100 and Supplements Thereto

NOTE IMPORTANT CHANGES IN TIME-TABLE RULES

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

The Management reserves the right to vary
from it at pleasure

A. C. SHIELDS
Vice President and
General Manager

L. F. WILSON
Assistant General Manager

R. K. BRADFORD
Superintendent Transportation

HUGH WILSON
Superintendent

J. R. Loftis,
Trainmaster,
Sub-Divisions 4 and 4-A,
Grand Junction.

Walter Allen,
Trainmaster,
Sub-Divisions 5, 16 and 16-A,
Grand Junction.

H. H. Kane,
Road Foreman of Equipment,
Sub-Divisions 4, 4-A, 16 and 16-A,
Grand Junction.

Alex Baxter,
Road Foreman of Equipment,
Sub-Division 5,
Grand Junction.

A. Overlin,
Chief Dispatcher,
Grand Junction.

J. F. Jones,
Second Chief Dispatcher,
Grand Junction.

WESTWARD

MAIN LINE

THIRD CLASS		SECOND CLASS		FIRST CLASS				Sub-Division 4		Miles from Denver	Car Capacity Passing Tracks
83 Local Freight	85 Local Freight	77 California Fast Freight	61 California Fast Freight	1 Scenic Limited	7 Panoramic Special	15 Passenger	3 Passenger	STATIONS			
Leave Tues., Thurs. & Saturday	Leave Sun., Wed., & Friday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	TIME-TABLE No. 101			
								JUNE 9, 1929			
8 40 AM		6 35 PM	3 30 AM	7 45 PM	6 30 ¹⁶ PM	8 15 ⁸ AM	5 35 AM	hd	MINTURN *D\$WCTNY†	302.0	Yard
9 03 ²		6 55	3 48	7 55	6 40	s 8 29	5 45	an	AVON D	307.9	103
9 24		7 25	4 02	8 05	6 50	f 8 47 ²	5 54		WILMOR W	314.3	105
9 40		7 43	4 13	8 12	6 57	s 8 59	6 02	ru	WOLCOTT DN	319.1	East 67 West 102
9 47		7 49	4 20	8 15	7 01	f 9 04	6 06		KENT	321.3	24
9 55		7 55	4 26	8 19	7 05	f 9 09	6 10 ³⁸		ORTEGA	323.6	101
10 14 ⁶²		8 07	4 38	s 8 28	7 14	s 9 22	6 19	gx	EAGLE WN	329.0	88
10 43		8 39 ¹ ₃₆	4 52	8 39 ³⁶ ₇₇	7 25	s 9 36 ⁶²	6 30	gp	GYPSUM D	335.8	100
11 01		8 56	5 00	8 45	7 31	9 45	6 37		LUKE	339.9	90
11 12		9 13 ⁴	5 10 ³⁸	8 50	7 37	f 9 52	6 49 ⁸		DOTSERO	342.7	105
11 37		9 27	5 22	9 04 ⁴	7 48 ³⁶	10 04	7 01		ALLEN	347.7	90
11 50		9 37	5 34	9 11	7 54	f 10 10	7 07	ne	SHOSHONE NO-W	350.5	86
12 12 ³⁴ PM		9 50	5 52	9 22	8 05	f 10 20	7 18 ²		GRIZZLY	355.2	111
12 40		10 02	6 10 ⁸	s 9 35	s 8 17	s 10 37	s 7 37		GLENWOOD W	360.1	47
12 45 PM	7 03 ² AM	10 12	6 25	9 40	8 25 ⁴	10 41	7 41 ⁶²	fu	FUNSTON *BW†NTCY	360.8	Yard
	7 20 ⁶²	10 31	6 49 ²	9 54	8 37	f 10 53	7 53		CHACRA	368.2	100
	7 59 ³	10 48	7 04 ⁶²	10 02	8 44	s 11 07 ³⁴	7 59 ⁸⁵	no	NEWCASTLE WN	372.7	89
	8 30	11 06	7 22	10 12	8 55	s 11 19	8 08	si	SILT D	379.5	90
	8 42	11 18	7 30	10 18	9 01	11 26	8 13		IVES	383.4	62
	9 10	11 27	7 38	s 10 28	9 07	s 11 36	s 8 23	rf	RIFLE YWN	386.6	90
	9 24	11 38	7 49	10 35	9 15	f 11 47 ⁸⁶	8 30		LACY	391.4	90
	9 50	11 50	7 58	10 42	9 22	11 53	8 37		MORRIS	395.3	76
	10 12 ³⁴	12 01 AM	8 08	10 48	9 28	11 59	8 43		DOS	399.5	90
	10 50	12 18	8 30	10 55	9 34	s 12 10 PM	8 49	gv	GRAND VALLEY WCN	404.0	90
	11 16	12 35	8 56 ³	11 02	9 41	f 12 17	8 56 ⁶¹		UNA	408.8	90
	11 36	12 50	9 18	11 10	9 48	12 23	9 03		NIGER	413.0	40
	11 50	1 00	9 34 ³⁴	11 16	9 53	s 12 32	9 08	de	DE BEQUE WN	416.6	95
	12 09 PM	1 10	10 02 ⁸⁶	11 22	10 00	12 38	9 14		GRAVEL	420.7	33
	12 26	1 20	10 10	11 28	10 07	f 12 42	9 19 ³⁴		AKIN	423.6	71
	12 48 ¹⁵	1 41 ³⁸	10 20	11 35	10 14	f 12 48 ⁸⁵	9 25 ⁸⁶		TUNNEL	427.7	103
	1 06	1 58	10 32	11 43	10 22	f 12 56	9 32		GALE	432.6	96
	1 27 ¹⁶	2 12 ⁶²	10 42	11 51	10 30	s 1 06	9 40	rd	PALISADE WN	437.0	90
	2 02	2 30	10 58	11 59	10 39	s 1 14 ¹⁶	9 47	fn	CLIFTON D	442.5	90
				12 04 AM	10 44	1 21	9 51		FRUITVALE	445.3	24
	2 40 PM	3 10 AM	11 30 AM	12 15 AM	10 55 PM	1 35 PM	10 00 AM	jn	GRAND JCT. *BWCTYN†§	449.6	Yard
Arrive Tues., Thurs. & Saturday	Arrive Sun., Wed., & Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
4.05 14.4	7.37 11.7	8.35 17.2	8.00 18.5	4.30 32.8	4.25 33.4	5.20 27.7	4.25 33.4				

AUTOMATIC BLOCK SIGNALS

Station	Direction	Miles from Denver	Car Capacity
MINTURN	D	302.0	Yard
AVON	D	307.9	103
WILMOR	W	314.3	105
WOLCOTT	DN	319.1	East 67 West 102
KENT		321.3	24
ORTEGA		323.6	101
EAGLE	WN	329.0	88
GYPSUM	D	335.8	100
LUKE		339.9	90
DOTSERO		342.7	105
ALLEN		347.7	90
SHOSHONE	NO-W	350.5	86
GRIZZLY		355.2	111
GLENWOOD	W	360.1	47
FUNSTON	*BW†NTCY	360.8	Yard
CHACRA		368.2	100
NEWCASTLE	WN	372.7	89
SILT	D	379.5	90
IVES		383.4	62
RIFLE	YWN	386.6	90
LACY		391.4	90
MORRIS		395.3	76
DOS		399.5	90
GRAND VALLEY	WCN	404.0	90
UNA		408.8	90
NIGER		413.0	40
DE BEQUE	WN	416.6	95
GRAVEL		420.7	33
AKIN		423.6	71
TUNNEL		427.7	103
GALE		432.6	96
PALISADE	WN	437.0	90
CLIFTON	D	442.5	90
FRUITVALE		445.3	24
GRAND JCT.	*BWCTYN†§	449.6	Yard

(147.6)
Schedule Time
Average Speed per Hour

All other second and inferior class and extra trains must clear the time of trains 34, 36 and 38 five minutes.

MAIN LINE

EASTWARD

Miles from Grand Junction	Sub-Division 4		FIRST CLASS				SECOND CLASS				THIRD CLASS	
	STATIONS		8	2	16	4	38	62	34	36	86	84
	TIME-TABLE No. 101		Panoramic Special	Scenic Limited	Passenger	Passenger	Fast Freight	California Fast Freight	Fast Freight	Fast Freight	Local Freight	Local Freight
	JUNE 9, 1929		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs. & Saturday	Arrive Mon., Wed., & Friday
147.6	Hd	MINTURN *B\$WCTNY† 5.9	8 15 ¹⁵ AM	9 20 AM	7-19-29 6 30 ⁷ PM	10 35 PM	7 20 AM	11 59 AM	3 05 PM	10 20 PM		2 55 PM
141.7	AN	AVON D 6.4	8 00	9 03 ⁸³	6 12	10 21	6 50	11 38	2 40	10 04		2 25
135.3		WILMOR W 4.8	7 45	8 47 ¹⁵	5 51	10 08	6 32	11 14	2 21	9 46		1 53
130.5	RU	WOLCOTT DN 2.2	7 32	8 35	5 35	9 56	6 22	10 58	2 08	9 34		1 29
128.3		KENT 2.3	7 28	8 29	5 27	9 52	6 16	10 49	2 02	9 28		1 17
126.0		ORTEGA 5.4	7 24	8 25	5 21	9 48	6 10 ³	10 40	1 55	9 22		1 05
120.6	OX	EAGLE WN 6.8	7 14	8 13	5 10	9 38	5 48	10 14 ⁸³	1 37	9 05		12 35
113.8	OP	GYPSUM D 4.1	7 01	7 58	4 54	9 25	5 28	9 36 ¹⁵	1 10	8 39 ⁷⁷		12 05 PM
109.7		LUKE 2.8	6 54	7 50	4 44	9 18	5 18	9 05	12 59	8 16		11 47
106.9		DOTSERO 5.0	6 49 ³	7 45	4 39	9 13 ⁷⁷	5 10 ⁶¹	8 55	12 51	8 07		11 37
101.9		ALLEN 2.8	6 39	7 35	4 29	9 04 ¹	4 59	8 36	12 40	7 48 ⁷		11 25
99.1	Ne	SHOSHONE MOW 4.7	6 33	7 29	4 23	8 58	4 52	8 26	12 32	7 33		11 15
94.4		GRIZZLY 4.9	6 22	7 18 ³	4 11	8 46	4 37	8 06	12 12 ⁸³ PM	7 17		11 03
89.5		GLENWOOD W 0.7	s 6 10 ⁶¹	s 7 07	s 3 59	s 8 35	4 25	7 51	11 58	7 04		10 48
88.8	FU	FUNSTON *B†WNTCY 7.4	6 06	7 03 ⁸⁵	3 47	8 25 ⁷	4 23	7 41 ³	11 55	7 02	3 00 PM	10 45 AM
81.4		CHACRA 4.5	5 52	6 49 ⁶¹	f 3 32	8 12	3 50	7 20 ⁸⁵	11 20	6 29	2 10	
76.9	NO	NEWCASTLE WN 6.8	5 45	6 41	s 3 24	8 06	3 40	7 04 ⁶¹	11 07 ¹⁵	6 21	1 45	
70.1	si	SILT D 3.9	5 35	6 31	s 3 11	7 57	3 28	6 40	10 49	6 09	1 10	
66.2		IVES 3.2	5 30	6 25 ⁶²	3 04	7 52	3 21	6 25 ²	10 42	6 01	12 50	
63.0	rf	RIFLE YWN 4.8	5 25	s 6 20	s 2 58	s 7 48	3 14	6 05	10 36	5 54	12 30 PM	
58.2		LACY 3.9	5 18	6 09	f 2 48	7 38	3 06	5 47	10 27	5 46	11 47 ¹⁵	
54.3		MORRIS 4.2	5 12	6 02	2 41	7 32	2 58	5 32	10 20	5 38	11 28	
50.1		DOS 4.5	5 06	5 54	2 34	7 27	2 50	5 20	10 12 ⁸⁵	5 30	11 17	
45.6	gv	GRAND VALLEY WCN 4.3	5 00	5 48	s 2 27	7 21	2 41	5 08	10 04	5 21	11 06	
40.8		UNA 4.2	4 53 ⁶²	5 41	f 2 17	7 14	2 24	4 53 ⁸	9 49	5 04	10 46	
36.6		NIGER 3.6	4 46	5 35	2 10	7 08	2 15	4 28	9 41	4 54	10 30	
33.0	De	DE BEQUE WN 4.1	4 40	5 29	s 2 02	7 02	2 07	4 10	9 34 ⁶¹	4 47	10 20	
28.9		GRAVEL 2.9	4 34	5 23	1 53	6 56	1 57	3 48	9 25	4 37	10 02 ⁶¹	
26.0		AKIN 4.1	4 30	5 19	f 1 49	6 52	1 51	3 30	9 19 ³	4 31	9 48	
21.9		TUNNEL 4.9	4 23	5 12	f 1 43	6 45	1 41 ⁷⁷	3 08	9 01	4 21	9 25 ³	
17.0		GALE 4.4	4 15	5 04	f 1 36	6 37	1 30	2 40	8 50 ⁸⁶	4 10	8 50 ³⁴	
12.6	pd	PALISADE WN 5.5	4 07	4 56	s 1 27 ⁸⁵	6 29	1 20	2 12 ⁷⁷	8 39	4 00	8 24	
7.1	fn	CLIFTON D 2.8	3 58	4 48	s 1 14 ¹⁵	6 22	1 10	1 48	8 28	3 50	7 48	
4.3		FRUITVALE 4.3	3 53	4 43	1 07	6 17						
	jn	GRAND JCT. *BWCTYN†§	3 45 AM	4 35 AM	1 00 PM	6 10 PM	12 50 AM	1 15 AM	8 10 AM	3 30 PM	7 15 AM	
		(147.6)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs. & Saturday	Leave Mon., Wed., & Friday
		Schedule Time	4.30	4.45	5.30	4.25	6.30	10.44	6.55	6.50	7.45	4.10
		Average Speed per Hour	32.8	31.1	26.8	33.4	22.7	12.5	21.4	21.6	11.4	14.1

All other second and inferior class and extra trains must clear the time of trains 34, 36 and 38 five minutes.

WESTWARD

MAIN LINE

SECOND CLASS

FIRST CLASS

Sub-Division 5
STATIONS
TIME-TABLE No. 101
JUNE 9, 1929

SECOND CLASS		FIRST CLASS			Sub-Division 5 STATIONS		Miles from Denver	Car Capacity Passing Tracks
61 California Fast Freight	77 California Fast Freight	7 Panoramic Special	3 Passenger	1 Scenic Limited				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
12 01 PM	4 05 AM	11 05 PM	10 10 AM	12 25 AM	JN	GRAND JCT. *NB†CWT‡§Y 2.4	449.6	Yard
12 10	4 18 2	11 09	f10 15	12 30		DURHAM 2.5	452.0	54
12 16	4 28	11 13	f10 20	12 34		RACEY 2.4	454.5	69
12 22	4 35	11 17	f10 25	12 38		RHONE 3.6	456.9	90
12 31	4 45	11 23 62	s10 32	12 44	R	FRUITA 5.1	460.5	81
12 43	4 59	11 31	s10 40	12 52	MO	LOMA 3.3	465.6	71
12 55	5 12	11 36 38	s10 50	12 58	MC	MACK 4.2	468.9	100
1 05	5 27	11 43	f10 57	1 05		RUBY 4.9	473.1	169
1 17	5 45	11 51	f11 05	1 13		SHALE 5.4	478.0	102
1 30	6 05	11 59	11 14	1 22		UTALINE 5.0	483.4	108
1 41	6 25 34	12 07 AM	f11 23	1 30	WA	WESTWATER 4.8	488.4	116
2 01	6 50	12 15	f11 32	1 39		COTTONWOOD 5.7	493.2	51
2 14	7 05	12 23	f11 40	1 49		AGATE 5.5	498.9	77
2 40	7 27	12 31	s11 50	1 58 8	CS	CISCO 7.6	504.4	90
3 05 36	7 55	12 44	f12 03 PM	2 10		WHITE HOUSE 3.9	512.0	90
3 20	8 10	12 51	f12 10	2 20		ELBA 4.2	515.9	54
3 46 4	8 30	12 59	f12 18	2 29 2		SAGERS 5.2	520.1	81
4 10	8 55	1 10	f12 27	2 38		VISTA 2.8	525.3	77
4 30	9 15	1 18 8	s12 38	x 2 44	HN	THOMPSON 6.1	528.1	90
4 44	9 30	1 30	f12 48	2 55		CRESCENT 6.7	534.2	100
5 00	9 46	1 44 2	f12 59	3 06		FLOY 6.0	540.9	78
5 18	10 05	1 55	f 1 10	3 16		SOLITUDE 4.5	546.9	100
5 28	10 20	2 01	1 18 36	3 26		DALY 3.8	551.4	100
5 45 62 PM	10 45 AM	2 10 AM	1 25 PM	3 35 34 AM	GR	GREEN RIVER *NB†CWY	555.2	Yard
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(105.6)			
5.44 18.4	6.40 15.8	3.05 34.2	3.15 32.5	3.10 33.3	Schedule Time Average Speed per Hour			

All other second and inferior class and extra trains must clear the time of trains 34, 36 and 38 five minutes.

MAIN LINE

EASTWARD

Miles from Green River	Sub-Division 5 STATIONS TIME-TABLE No. 101 JUNE 9, 1929		FIRST CLASS			SECOND CLASS			
			8	2	4	34	36	62	38
			Panoramic Special	Scenic Limited	Passenger	Fast Freight	Fast Freight	California Fast Freight	Fast Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
105.6	JN	GRAND JCT. *NB†CWY§ 2.4	3 35 AM	4 25 AM	6 00 PM	7 45 AM	5 20 PM	12 10 AM	12 20 AM
103.2		DURHAM 2.5	3 26	4 18 77	f 5 51	7 40	5 13	11 55	12 13
100.7		RACEY 2.4	3 22	4 13	f 5 46	7 35	5 08	11 45	12 08
98.3		RHONE 3.6	3 18	4 09	f 5 42	7 30	5 03	11 35	12 03 AM
94.7	R	FRUITA 5.1	3 12	4 04	s 5 36	7 22	4 55	11 23 7	11 55
89.6	MO	LOMA 3.3	3 04	3 56	s 5 25	7 12	4 45	11 07	11 44
86.3	MO	MACK 4.2	2 58	3 52	s 5 17	7 05	4 37	10 55	11 36 7
82.1		RUBY 4.9	2 50	3 46	f 5 07	6 56	4 28	10 40	11 22
77.2		SHALE 5.4	2 42	3 39	f 4 59	6 46	4 18	10 25	11 12
71.8		UTALINE 5.0	2 33	3 29	f 4 48	6 35	4 07	10 05	11 01
66.8	wa	WESTWATER 4.8	2 26	3 22	f 4 40	6 25 77	3 56	9 50	10 50
62.0		COTTONWOOD 5.7	2 19	3 14	f 4 31	6 15	3 46	9 35	10 40
56.3		AGATE 5.5	2 09	3 02	f 4 21	6 01	3 32	9 10	10 26
50.8	CS	CISCO 7.6	1 58 1	2 52	s 4 12	5 50	3 21	8 45	10 15
43.2		WHITE HOUSE 3.9	1 45	2 42	f 3 59	5 34	3 05 61	8 22	9 59
39.3		ELBA 4.2	1 38	2 35	f 3 52	5 26	2 56	8 11	9 51
35.1		SAGERS 5.2	1 31	2 29 1	f 3 46 61	5 17	2 47	7 59	9 42
29.9		VISTA 2.8	1 23	2 19	f 3 37	5 06	2 36	7 44	9 31
27.1	HN	THOMPSON 6.1	1 18 7	x 2 12	s 3 32	5 00	2 30	7 35	9 25
21.0		CRESCENT 6.7	1 07	1 58	f 3 16	4 36	2 08	7 10	9 02
14.3		FLOY 6.0	12 57	1 44 7	f 3 02	4 17	1 50	6 45	8 43
8.3		SOLITUDE 4.5	12 47	1 31	f 2 51	3 59	1 33	6 25	8 25
3.8		DALY 3.8	12 38	1 22	2 42	3 45	1 18 3	6 05	8 10
	GR	GREEN RIVER *NB†CWY (105.6)	12 30 AM	1 15 AM	2 35 PM	3 35 1 AM	1 00 PM	5 45 61 PM	8 00 PM
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Schedule Time	3.05	3.10	3.25	4.10	4.20	5.35	4.20
		Average Speed per Hour	34.2	33.3	30.9	25.3	24.4	19.5	24.4

All other second and inferior class and extra trains must clear the time of trains 34, 36 and 38 five minutes.

WESTWARD		ASPEN BRANCH			EASTWARD	
SECOND CLASS	Miles from Denver	Sub-Division 4-A		Miles from Aspen	Car Capacity Passing Tracks	SECOND CLASS
229		STATIONS				230
Mixed		TIME-TABLE No. 101				Mixed
Leave Daily		JUNE 9, 1929				Arrive Daily
7 50 AM	360.1	GLENWOOD	TGW	41.2	Yard	3 20 PM
f 8 14	367.9	CATTLE CREEK	TG	33.4	12	f 2 50
s 8 49	373.0	CARBONDALE	TGD	28.3	38	s 2 25
f 9 09	379.4	LEON	TG	21.9	23	f 1 45
s 9 29	382.0	EMMA	TGW	19.3	17	s 1 27
f 10 09	392.9	WOODY CREEK	TGW	8.4	6	f 12 51
11 10 AM	401.3	ASPEN	BTGWYD		Yard	12 20 PM
Arrive Daily		(41.2)				Leave Daily
3.20		Schedule Time				3.00
12.3		Average Speed per Hour				19.2

229 IS SUPERIOR TO 230

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS		FIRST CLASS 7-19-29		Miles from Denver	Sub-Division 16			Miles from Grand Junction	Car Capacity Passing Tracks	FIRST CLASS 7-19-29		SECOND CLASS	
361	Freight	321 Passenger	315 Passenger		STATIONS	TIME-TABLE No. 101	JUNE 9, 1929			316 Passenger	322 Passenger	362 Freight	Arrive
Leave Tues., Thurs., & Saturday		Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Tues., Thurs., & Saturday	
6 00 PM			2 50 PM	351.5	ms	MONTROSE *B†TGNWCY§ 5.9	72.7	Yard		1 05 PM		4 00 AM	
6 30			f 3 02	357.4		MENOKEN 4.8	66.8	26	f	12 49		3 25	
7 10			s 3 12	362.2	ho	OLATHE 5.3	62.0	20	s	12 38		3 01	
7 30			f 3 22	367.5		CHIPETA 5.3	56.7	27	f	12 25		2 20	
8 20		10 45 AM	s 3 35	372.8	dt	DELTA *B†TGNWCY 4.7	51.4	Yard	s	12 15 PM	4 07 PM	1 50	
8 38		f 10 58	f 3 45	377.5		ROUBIDEAU 2.6	46.7	66	f	11 56	f 3 57	12 35	
8 50		f 11 04	f 3 51 ³²²	380.1		STRATTER 4.8	44.1	35	f	11 50	f 3 51 ³¹⁵	12 20 AM	
9 10		f 11 15	f 4 02	384.9		ESCALANTE 6.0	39.3	26	f	11 42	f 3 37	11 55	
9 35		f 11 31 ³¹⁶	f 4 15	390.9		DOMINGUEZ 6.8	33.3	43	f	11 31 ³²¹	f 3 24	11 30	
10 05		f 11 45	f 4 30	397.7		BRIDGEPORT 5.1	26.5	35	f	11 16	f 3 10	11 01	
10 30		f 11 56	f 4 41	402.8		DEER RUN 5.2	21.4	61	f	11 07	f 2 59	10 30	
10 55		f 12 07 PM	f 4 53	408.0		KAHNAH 3.8	16.2	11	f	10 57	f 2 48	10 05	
11 25		f 12 15	f 5 03	411.8		WHITEWATER 5.5	12.4	43	f	10 50	f 2 40	9 50	
11 50		f 12 26	f 5 16	417.3		UNAWEEP 6.9	6.9	26	f	10 39	f 2 29	9 30	
12 30 AM		12 45 PM	5 35 PM	424.2	jn	GRAND JCT. *B†NWCY§		Yard	10 20 AM	2 10 PM		9 00 PM	
Arrive Wed., Fri., & Sunday		Arrive Daily	Arrive Daily			(72.7)			Leave Daily	Leave Daily		Leave Mon., Wed., & Friday	
6.30 11.2		2.00 25.7	2.45 26.4			Schedule Time Average Speed per Hour			2.45 26.4	1.57 26.3		7.00 10.4	

WESTWARD

NORTH FORK BRANCH

EASTWARD

SECOND CLASS		FIRST CLASS 7-19-29		Miles from Denver	Sub-Division 16-A			Miles from Delta	Car Capacity Passing Tracks	FIRST CLASS		SECOND CLASS	
363	Freight	321 Passenger	364 Freight		STATIONS	TIME-TABLE No. 101	JUNE 9, 1929			322 Passenger	364 Freight	Ar. Mon., Wed., Fri.	Ar. Mon., Wed., Fri.
Lv. Tues., Thurs., Sat.		Leave Daily							Arrive Daily				
10 00 AM		8 40 AM		415.3	su	SOMERSET B†DWCY 4.4	42.5	Yard	6 10 PM		4 30 PM		
10 30		f 8 51		410.9		BOWIE 5.0	38.1	3	f	5 57	3 30		
11 00	Paonia to Delta	s 9 09		405.9	sw	PAONIA 2.3	33.1	30	s	5 47	2 25		
11 20		f 9 15		403.6		COBURN 5.9	30.8	13	f	5 35	1 40		
12 10 PM		s 9 33		397.7	hk	HOTCHKISS 4.5	24.9	27	s	5 20	1 20		
1 00		f 9 47		393.2		LAZEAR 0.6	20.4	10	f	5 04	12 40		
1 05		f 9 49		392.6		ROGERS MESA 7.1	19.8	34	f	5 02	12 35 PM		
1 35		f 10 09		385.5		PAYNE 4.7	12.7	33	f	4 43	11 55		
2 00		s 10 21		380.8	ax	AUSTIN 1.0	8.0	17	s	4 32	11 25		
2 05		f 10 23		379.8		SAXTON 7.0	7.0	39	f	4 28	11 10		
3 00 PM		10 40 ³⁶⁴ AM		372.8	dt	DELTA *B†NWCY		Yard	4 10 PM		10 40 ³²¹ AM		
Ar. Tues., Thurs., Sat.		Arrive Daily				(42.5)			Leave Daily		Lv. Mon., Wed., Fri.		
5.00 8.5		2.00 21.3				Schedule Time Average Speed per Hour			2.00 21.3		5.50 7.5		

Special Time-Table Rules

SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

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

- 1-A. 229 is superior to 230.
- 1-B. All other second and inferior class and extra trains must clear the time of trains 34, 36 and 38 five minutes.
2. No train will leave Delta without a clearance.
3. Train Register Books are located at:
- | | | |
|------------------------------|----------------|-------------|
| Minturn | Grand Junction | Montrose |
| Funston (Branch trains only) | Delta | Green River |
| Aspen | Somerset | |
- Register stations are shown in body of the Time Table in full-faced type.

3-A. Conductors must register the number of their helper engines with their trains.

4. YARD LIMIT STATIONS:

Minturn	Emma	Green River	Paonia
Eagle	Woody Creek	Delta	Bowie
Glenwood	Palisade	Olathe	Somerset
Funston	Grand Junction	Montrose	
Aspen	Mack	Austin	
Carbondale	Thompson	Hotchkiss	

4-A. Rule 93 is modified as applied to first class trains on Sub-Division 16 between Passenger Station and east end of Colorado River Bridge, Grand Junction Yard. First class trains will run at restricted speed, looking out for switch engines and inferior class trains.

5. First-class trains moving against the current of traffic on double track must move within yard limits prepared to stop, unless the main track is seen or known to be clear. In case of collision responsibility rests entirely with the approaching train or engine.

6. Sub-Division 4.

Use of retainers Minturn to Wilmor: As many retainers as considered necessary in the judgment of the engineer and conductor to properly control the train will be used.

In applying retainers, commence at the head end of train; alternating retainers every ten miles, and in changing position of retainers, speed of train will be reduced to fifteen (15) miles per hour while change is being made. In operating retainers, if any individual car is found to have wheels overheating, retainers must be turned to release position until wheels have had sufficient time to cool.

Sub-Division 5.

On Ballard and Thompson Branch, all retainers must be used on descending grades.

7. All railroad crossings at grade are protected by interlocking signals, except as follows:

Sub-Division	M. P.	Location	Crossing	Remarks	Operated by
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7-A. A. B. S. Rules Nos. 501 to 518, inclusive, are in effect between Minturn and Palisade. First Signal Westbound Minturn A. B. S. No. 3037. First Signal Eastbound Palisade A. B. S. No. 4380.

7-B. Where Automatic Block Signals are in use on double track, switch lights will not be maintained on trailing point switches; nor on facing point switches which are within a distance of 250 feet in advance of the signal.

Where tracks are signaled for normal and reverse direction movement switch lights will not be maintained on switches which are within a distance of 250 feet in advance of the signal.

In A. B. S. territory trains moving against the current of traffic on double track not signaled for reverse direction movement, must approach all facing point switches prepared to stop unless the switch is seen or known to be properly set for the main track.

8. Persons accompanying live stock or other freight will be carried on any freight trains handling such live stock or freight, when holding proper transportation, and when permission to accompany same is covered by contract. Pas-

sengers on freight trains should be informed that cabooses will not be pulled up to platform to receive or deliver passengers or baggage. Employees holding passes will be carried on any freight trains to and from points at which trains stop when passes are stamped: "Good on Freight Trains."

8-A. Passengers may be carried on the following freight trains:

Nos. 83 and 84 between Minturn and Funston.
Nos. 85 and 86 between Funston and Grand Junction.

9. Trainmen must not uncouple cars on grades without first testing hand brakes and knowing they will hold. Cars placarded "Explosives" or "Inflammables" must not be cut off while in motion.

10. All employees are hereby notified that there are coal chutes, buildings, platforms and other structures located on the main line and on sidings, also structures and platforms belonging to private corporations and persons located on industrial sidings and spurs that WILL NOT CLEAR a man riding on the side or on the top of a car; and all employees must protect themselves from injury in passing such structures.

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through or under the below named bridges or viaducts, and necessary precautions must be used by all employees to protect themselves from injury from overhead structures at said points while riding on top of cars.

Sub-Div.	Mile	Description	Side or Overhead
4.....	303.4	Br. 303-A.....	Side and overhead.
4.....	350.0	Shoshone Tunnel No. 1.....	Overhead.
4.....	351.0	Shoshone Tunnel No. 2.....	Overhead.
4.....	359.0	Glenwood Tunnel.....	Overhead.
4.....	360.2	Glenwood Viaduct.....	Overhead.
4.....	360.3	Br. 360-A.....	Side and overhead.
4.....	360.7	Funston Coal Chute.....	Side.
4.....	428.5	Beaver Tail Tunnel.....	Overhead.
4.....	441.9	Viaduct.....	Overhead.
4-A.....	371.8	Br. 371-B.....	Side and overhead.
5.....	471.9	Ruby Tunnel.....	Overhead.
5.....	554.2	Br. 554-A.....	Side and overhead.
16.....	373.3	Br. 373-A.....	Side.
16.....	378.4	Br. 378-A.....	Side.
16.....	379.0	Br. 378-C.....	Side.
16.....	400.1	Bridgeport Tunnel.....	Side and overhead.
16.....	423.6	Br. 423-A.....	Side and overhead.
16-A.....	380.2	Br. 380-A.....	Side and overhead.
16-A.....	398.2	Br. 398-A.....	Side and overhead.

11. The following signs indicate:

- s—Regular stop.
- f—Flag stop to receive or discharge passengers or freight.
- x—Conditional Stop under Rule 14.
- ¶—Meals or lunch.
- N—Day and night telegraph office.
- NO—Night (only) telegraph office.
- D—Day (only) telegraph office.
- DN—Part day and part night telegraph office.
- Tg—Telegraph station.
- C—Coal station.
- W—Water station.
- Y—Wye.
- T—Turntable.
- §—Scale.
- B—Bulletin.
- †—Standard clock.
- *—Sand.

12. The speed of trains should be so restricted that absolute safety will be assured, and the maximum speed will ordinarily be that necessary to make the schedule. Except in territory specified below, enginemen and conductors may moderately increase the speed above that required by the schedules when the necessity arises, if in their judgment it be safe and prudent, bearing in mind that safety in operation is to be given first consideration, and always giving due consideration to track and surrounding conditions. At no time, however, should a speed exceeding 55 miles per hour be made with passenger trains, or a speed exceeding 30 miles per hour be made with freight trains on the main line, except Fruit and Stock Specials 61 and light engines may make 35 miles per hour; and on branch lines, 30 miles per hour with passenger trains and 20 miles per hour with freight trains. Speed restrictions governing freight trains will govern the speed of all light engines.

12-A. Slow boards painted yellow, with the required numerals in black, are located 1,400 feet in advance of certain locations where the speed of trains is permanently restricted. The upper numerals denote the maximum speed in miles per hour allowable for passenger trains, and the lower for freight trains, but in no wise abrogate nor modify special rules, train orders nor instructions further restricting the speed of any or all trains. Where two or more restricted areas are close together, but one pair of slow boards is used. Enginemen should restrict the speed of train until, in their judgment, the entire train has passed the restricted territory, when normal speed may be resumed. The reverse side of slow board is painted green and indicates a point fourteen hundred feet beyond the restricted territory, and will serve as a guide to enginemen in resuming normal speed.

12-B. The specific restrictions shown below cover certain territories where conditions make a specific limited speed necessary, and these restrictions, also any other special speed restrictions, must be complied with:

	Passenger MPH	Freight MPH
Sub-Division 4:		
Passenger trains.....	55	
1400 Class Engines.....	30	30
Mallet Engines.....	35	
Sub-Division 5:		
Passenger trains.....	55	
1400 Class Engines.....	30	30
Mallet Engines.....	35	
Bridge 554-A, 1400, 1500, 1600, 1700, 3400 and 3500 class engines.....	10	10
3600 class engines.....	5	5
Ballard and Thompson Branch.....	6	6
Sub-Division 4-A:	20	20
Sub-Division 16:		
Between Grand Junction and Whitewater.....	30	20
Between Whitewater and Stratton.....	40	30
Between Stratton and Delta.....	30	20
Between Delta and Olathe.....	40	30
Between Olathe and Montrose.....	30	20
Sub-Division 16-A:	30	20
Slow boards at Shale cut near M. P. 402 and slow boards between M. P. 413 and 414.....	12	8
All Sub-Divisions, except where sub-division re- strictions in certain territory require lower speed:		
Through Spring Switches.....	25	25
In or out of other turn-outs.....	15	15
Approaching and thru Interlockers.....	25	20
Over Railroad Crossings not Interlocked.....	25	20
Engines backing up.....	15	15
Trains hauling dead engines with side rods up.....		25
Trains hauling dead engines with side rods all down.....		15
Trains hauling dead engines with one pair wheels swinging.....		10
Steam Derricks.....		25

12-C. City ordinances speed limits as follows:

	Miles per Hour
Gypsum (light engines).....	10
Grand Valley.....	30
Palisade.....	15
Grand Junction.....	10
Montrose.....	15

13. Company surgeons are located as follows:

J. F. Roe, Chief Surgeon, Denver, Colo.

N. Dymenberg.....	Minturn.	G. C. Cary (Eye).....	Grand Junction.
P. T. Rucker.....	Eagle.	A. W. McArthur.....	Delta.
W. W. Crook.....	Glenwood.	L. A. Hick.....	Delta.
R. B. Porter.....	Glenwood.	J. W. Wilhoit.....	Olathe.
W. R. Tubbs.....	Carbondale.	J. A. Spring.....	Montrose.
W. H. Twining.....	Aspen.	C. G. Brethouwer.....	Montrose.
O. F. Claggett.....	Rifle.	W. H. Lewis.....	Hotchkiss.
F. H. Wiedlein.....	Palisade.	H. W. Hazlett.....	Paonia.
J. N. Weddell.....	De Beque.	J. E. McConnell.....	Somerset.
H. R. Bull.....	Grand Junction.	Jas. S. Orr.....	Fruita.
K. Hanson.....	Grand Junction.	E. H. Walker.....	Thompson.
E. H. Peterson.....	Grand Junction.	F. R. King.....	Green River.
E. H. Munro.....	Grand Junction.		

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

13-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS. Personal injuries, when train is not derailed, by message to Superintendent, who will promptly advise Claim Department. Telegraph Accident Report (Form 3884) must be made at once as per instructions thereon. Mail reports of all accidents and casualties must be promptly made, using the following forms, according to the instructions thereon and in the Book of Rules:

Personal Injury Report (Form 3922 or 3407, as appropriate).
Names of Passengers (Form 4009).
Names of Witnesses (Form 4000).
Ejectment (Form 3926).
Inspection (Form 4012).
Fire Report (Form 4119).
Stock Report (Enginemen—Form 3511).
Stock Report (Sectionmen—Form 4117).

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

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

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

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

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

14. Nos. 1, 2, 3 and 4 will stop at all stations to discharge through pay passengers from connections at Denver, Colorado Springs, Pueblo or at Provo, Salt Lake and Ogden, holding tickets destined to or permitting stop-overs at any station.

14-A. No. 1 will stop at Thompson to discharge pay passengers from Glenwood and east and to pick up pay passengers for Price and west, and to discharge perishables.

14-B. No. 2 will stop at Thompson to discharge pay passengers from Price and west and pick up pay passengers for Glenwood and east.

14-C. Nos. 15 and 16 will stop on flag at Edwards, Antlers and Cameo.

14-D. No. 3 stops at Eagle and Gypsum to pick up pay passengers destined Glenwood or the Aspen Branch, and at all stations for pay passengers for points west or south of Grand Junction. No. 4 stops at all stations to discharge pay passengers from points west or south of Grand Junction.

15. Normal position of switch at end of double track. Minturn M. P. 302.2, for eastward track.

15-A. Spring switches are designated by "Spring Switch" signs.

The normal position of these switches is as shown below. Maximum speed of trains through turn-outs will be the maximum speed of trains as specified in current time table.

Trains stopping on spring switches while trailing through, must not make back-up movement or take slack until switch has been thrown by hand.

Running switches or dropping cars will not be permitted over spring switches.

When necessary to throw a spring switch by hand the switch should be operated slowly, keeping a steady pressure on the handle of the switch stand, and the employe handling the switch must remain adjacent to same until he locks it in normal position.

Miles from Denver	Location Spring Switches	Normal Position
302.2	Minturn	Eastward Main Track
303.6	West Lead—Minturn	Main Track

16.

17. The following are auxiliary lines:

(See Rule 14-T and 14-U).	
Glenwood.....	Sub-Division 4-A.
Grand Junction.....	Sub-Division 16.
Delta.....	Sub-Division 16-A.

The following special instructions, Rules 18 to 23, inclusive, in connection with the Rules and Regulations of the Operating Department, 1924, supersede all previous rules and instructions inconsistent therewith:

18. Rule 11 is revised as follows:

"A train finding a fusee burning red on or near its track must stop, and wait until it has burned out before proceeding, at restricted speed for a distance of at least one-half mile, or in Automatic Block Signal territory, to the next Automatic Block Signal.

"A red fusee should be used when safety requires a train be stopped.

"A yellow fusee is a signal to run at restricted speed for a distance of at least one-half mile, or in Automatic Block Signal territory, to the next Automatic Block Signal.

"A yellow fusee should be used where safety will permit."

19. Second paragraph of Rule 104-E is revised to read as follows:

"A train taking a siding must not be stopped for a trainman to close the switch, nor may the switch be closed, until the train is entirely clear of main track."

20. Add Rule 220-B as follows:

"220-B Train orders and MB's relating to track conditions, unless annulled, must be respected by conductors and enginemen on all trips made during the tour of duty on which such orders are received."

21. First paragraph of Rule 221 is amended to read:

"Except at stations where all trains are required to obtain a clearance card, a fixed signal must be used at each train order office, which shall indicate 'stop' when there is an operator on duty, except when changed to indicate 'proceed' to allow a train to pass when there are no train orders for any train in the same direction. Where other than two-position or three-position semaphore is used, the signal must not be changed to indicate 'proceed' when there is a train order for a train in either direction. A train must not pass the signal while 'stop' is indicated, without a clearance card. The signal must be returned to indicate 'stop' as soon as a train has passed. It must be fastened at 'proceed' only when no operator is on duty."

22. Add to instructions following Example 3 of Form G:

"Work extras, whether required to protect or not protect against extra trains, must clear the time of the extra five minutes."

23. Add to instructions following Form K:

"It will be necessary to obtain the annulment of a schedule or section but once, provided conductor and enginemen have a copy in their possession on each trip."

24. In making back-up movements over street crossings in yards, a trainman must ride on rear footboard or rear step of engine, except where crossing watchman is on duty.

25. Trains handling loaded Coke Racks must not exceed a speed of 25 miles per hour. Coke Racks must not be handled in Nos. 61 and 77.

Extracts from Revised Statutes of Utah

MOVEMENT OVER RAILROAD CROSSINGS

Section 447. All locomotives, with or without trains, before crossing the main track at grade of any other railroad, must come to a full stop at a distance not exceeding four hundred feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle shall be sounded at the moment of starting; provided, that whenever interlocking signal apparatus and derailing switches are adopted, such stops shall not be required. Every person in charge of a locomotive, for any neglect to observe the provisions of this section, shall be deemed guilty of a misdemeanor, and the corporation shall be liable for all damages which any person may sustain by reason of such neglect.

EMPLOYEES TO WEAR OFFICIAL BADGES

Section 452. Every conductor, baggage master, brakeman, or other employe of said railroad company employed in a passenger train, or at stations for passengers, shall wear upon his hat or cap, or in some conspicuous place on the breast of his coat, a badge indicating his office or station, and the initial letters of the name of the company by which he is employed; and no collector or conductor, without such badge, shall demand or be entitled to receive from any passenger, any fare, or ticket, or exercise any of the powers of his office or station, or interfere with any passenger or property.

FREIGHT CARS NOT TO BE PLACED IN PASSENGER TRAINS

8203. (4203.) Placing freight car in rear of train. Every person who, in making up or running railroad trains, places or runs, or causes to be placed or run, any freight car in the rear of passenger cars is guilty of a misdemeanor, and, if loss of life or limb results from such placing or running, is guilty of felony. The term "freight car" as used in this section does not include a baggage, express or mail car.

Tracks not shown as Stations in Time-Table

SUB-DIVISION	NAME	Mile	Car Capacity	Switch Connection
4.....	Dowds.....	303.4	5	West End
4.....	Edwards.....	312.1	15	East End
4.....	Sherman.....	325.5	3	West End
4.....	Bain.....	331.8	4	East End
4.....	Higby.....	353.4	7	West End
4.....	Deveraux.....	363.0	2	West End
4.....	South Canon.....	365.2	3	East End
4.....	Doll.....	376.3	6	East End
4.....	Antlers.....	382.3	16	Both Ends
4.....	Nada.....	385.7	13	East End
4.....	Rulison.....	396.9	7	West End
4.....	Cameo.....	433.2	78	East End
4.....	Plateau Valley.....	433.3	36	Both Ends
4.....	Midwest.....	435.8	47	West End
4.....	Savoy.....	436.7	40	West End
4.....	Bridges.....	440.2	21	Both Ends
4-A.....	Flour Mill.....	362.8	4	East End
4-A.....	Red Canon.....	364.1	3	East End
4-A.....	Kiggin.....	370.6	5	East End
4-A.....	Adnaw.....	376.1	6	Both Ends
4-A.....	Hooks.....	380.4	5	East End
4-A.....	Saco.....	384.3	9	West End
4-A.....	Wingo.....	385.1	9	West End
4-A.....	Rose.....	386.8	5	East End
4-A.....	Bates.....	387.3	6	Both Ends
4-A.....	Mellor.....	395.7	4	Both Ends
16.....	Roe.....	357.0	20	Both Ends
16.....	Frost.....	359.4	8	Both Ends
16.....	Casner.....	364.7	8	West End
16.....	Sage.....	370.5	10	West End
16.....	Campbell.....	375.8	6	West End
16-A.....	Beet Track.....	374.0	20	Both Ends
16-A.....	Saunders.....	377.3	7	Both Ends
16-A.....	Read.....	379.1	12	Both Ends
16-A.....	Bell Creek.....	400.5	12	East End
16-A.....	Elberta.....	401.4	15	East End
16-A.....	Hadley.....	404.5	12	Both Ends
16-A.....	Roberts.....	407.1	8	Both Ends
16-A.....	Underwood.....	408.0	4	East End
16-A.....	Morgan.....	409.1	3	Both Ends
16-A.....	Juanita Jet.....	412.0	50	West End
16-A.....	Blackburn.....	412.1	20	East End
16-A.....	Coal Mines.....	416.1	173	East End

SIGNAL MAINTAINERS

Headquarters	Signal District	
	From	To
Minturn	ABS 2897	ABS 3074 Inclusive
Eagle	ABS 3075	ABS 3394 Inclusive
Glenwood	ABS 3395	ABS 3686 Inclusive
Rifle	ABS 3685	ABS 4044 Inclusive
De Beque	ABS 4043	ABS 4380 Inclusive

Adjusted Tonnage Ratings

FROM	TO	Class L-125 Engines 3600-3609	Class L-107 Engines 3500-3509	Class L-95 Engines 3400-3415	Class F-81 Engines 1400-1409	Class M-75 Engines 1600-1609	Class M-64 M-67 Engines 1501-1510 1521-1530 1700-1713	Class K-55 Engines 1200-1213	Class C-48 Engines 1131-1199 Super- heated	Class C-38-39-41 Engines 901-925 1000-1029	Class T-29 Engines 762-793	Class C-28 Engines 630-691	Adjust- ment Factor
		Tons	Tons	Tons	Tons	Tons $\frac{1}{2}$	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Grand Jct.....	Glenwood.....	5100	4850	3700		3350	3000	2400	2000	1750	1270	1070	6
Glenwood.....	Minturn.....	3500	2950	2670		2000	1825	1500	1220	1130	770	660	4
Grand Jct.....	Green River..				2925	2500	2300	1790					5
Green River..	Grand Jct.....				2925	2500	2300	1790					5
Grand Jct.....	Delta.....								3320	2720	2100	1440	10
Delta.....	Montrose.....								1570	1280	975	830	5
Delta.....	Somerset.....								1520	1240	1000	800	5
Somerset.....	Rogers Mesa..								2830	2380	1750	1450	8
Glenwood.....	Carbondale...											660	4
Carbondale...	Aspen.....											400	3

TONNAGE RATINGS

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

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

OPEN HOURS OF TELEGRAPH OFFICES

	Week-Day Hours	Sunday and Holiday Hours		Week-Day Hours	Sunday and Holiday Hours
Minturn.....	Continuous	Continuous	Loma.....	9:45 a. m. to 6:45 p. m.	9:45 a. m. to 11:45 a. m. 4:30 p. m. to 6:30 p. m.
Avon.....	8:30 a. m. to 5:30 p. m.	8:30 a. m. to 5:30 p. m.	Mack.....	Continuous	Continuous
Wolcott.....	8:30 a. m. to 5:30 p. m.	8:30 a. m. to 10:30 a. m. 3:30 p. m. to 5:30 p. m.	Westwater.....	9:00 a. m. to 6:00 p. m.	9:00 a. m. to 6:00 p. m.
Eagle.....	Continuous	Continuous	Cisco.....	9:00 a. m. to 5:00 p. m. 11:30 p. m. to 7:30 a. m.	9:00 a. m. to 5:00 p. m. 11:30 p. m. to 7:30 a. m.
Gypsum.....	9:00 a. m. to 6:00 p. m.	9:00 a. m. to 11:00 a. m.	Thompson.....	Continuous	Continuous
Shoshone.....	9:00 p. m. to 5:00 a. m.	9:00 p. m. to 5:00 a. m.	Green River.....	Continuous	Continuous
Funston.....	Continuous	Continuous	Carbondale.....	7:30 a. m. to 4:30 p. m.	8:00 a. m. to 10:00 a. m. 2:00 p. m. to 4:00 p. m.
New Castle.....	6:30 a. m. to 2:30 p. m. 2:45 p. m. to 10:45 p. m.	6:30 a. m. to 2:30 p. m. 2:45 p. m. to 10:45 p. m.	Aspen.....	8:00 a. m. to 4:00 p. m.	11:00 a. m. to 1:00 p. m.
Silt.....	8:15 a. m. to 5:15 p. m.	10:50 a. m. to 12:50 p. m. 1:50 p. m. to 3:50 p. m.	Delta.....	9:00 a. m. to 5:00 p. m.	9:00 a. m. to 5:00 p. m.
Rifle.....	Continuous	Continuous	Montrose.....	8:30 a. m. to 4:30 p. m. 6:00 p. m. to 2:00 a. m.	8:30 a. m. to 4:30 p. m. 6:00 p. m. to 2:00 a. m.
Grand Valley.....	7:30 a. m. to 3:30 p. m. 6:00 p. m. to 2:00 a. m.	7:30 a. m. to 3:30 p. m. 6:00 p. m. to 2:00 a. m.	Olathe.....	8:30 a. m. to 5:30 p. m.	12:30 p. m. to 3:30 p. m.
De Beque.....	7:50 a. m. to 3:50 p. m. 7:00 p. m. to 3:00 a. m.	7:50 a. m. to 3:50 p. m. 7:00 p. m. to 3:00 a. m.	Austin.....	8:00 a. m. to 5:00 p. m.	9:30 a. m. to 11:30 a. m. 3:00 p. m. to 5:00 p. m.
Palisade.....	8:00 a. m. to 4:00 p. m. 5:00 p. m. to 1:00 a. m.	8:00 a. m. to 4:00 p. m. 5:00 p. m. to 1:00 a. m.	Hotchkiss.....	8:30 a. m. to 5:30 p. m.	8:30 a. m. to 10:30 a. m. 2:30 p. m. to 5:30 p. m.
Clifton.....	9:00 a. m. to 6:00 p. m.	12:15 p. m. to 2:15 p. m.	Paonia.....	7:30 a. m. to 4:30 p. m.	7:50 a. m. to 9:50 a. m. 2:30 p. m. to 4:30 p. m.
Grand Junction.....	Continuous	Continuous	Somerset.....	8:00 a. m. to 5:00 p. m.	8:00 a. m. to 10:00 a. m. 3:00 p. m. to 5:00 p. m.
Fruita.....	9:00 a. m. to 6:00 p. m.	9:00 a. m. to 11:00 a. m. 4:00 p. m. to 6:00 p. m.			