

Safety



Service

K. L. Moriarty
Assistant Superintendent
Grand Junction

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

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

L. T. Wright
Trainmaster
Sub-Divisions 5, 5-A, 16, 16-A
Grand Junction

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

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

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

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

J. F. Jones
Second Chief Dispatcher
Grand Junction

Mahlon EBERHARD

**The
Denver and Rio Grande Western Railroad
Company**

Wilson McCarthy and Henry Swan, Trustees

**GRAND JUNCTION
DIVISION**

**TIME-TABLE
No. 118**

Takes Effect Sunday, Sept. 24, 1939

at 12:01 A. M.

Standard Time, 105th Meridian

Superseding Time-Table No. 117

**NOTE IMPORTANT CHANGES IN
TIME-TABLE RULES**

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

**The Management reserves the right to vary
from it at pleasure**

E. A. WEST
General Manager

L. F. WILSON
Assistant General Manager

W. R. McPHERSON
Acting Superintendent
Transportation

J. E. KEMP
Superintendent

WESTWARD

MAIN LINE

SECOND CLASS			FIRST CLASS				Sub-Division 3 STATIONS TIME-TABLE No. 118 SEPTEMBER 24, 1939		Miles from Deaver
61 California Fast Freight	33 Freight	35 The Rocket				1 Scenic Limited	15 Passenger		
Leave Daily	Leave Daily	Leave Daily Ex. Monday				Leave Daily	Leave Daily		
12 20 PM	7 01 AM	2 50 AM				3 08 PM	2 45 AM	S SALIDA JBSKWFYTODN	
12 35 2	7 07	3 00				3 15	2 52	3.3 BELLEVIEW	
12 44	7 14	3 08				3 20	2 56	3.8 BROWN CANON	
12 58	7 28	3 23				3 29	3 05	5.5 ARENA	
1 08	7 38	3 34				3 37	S 3 13	5.1 NATHROP W	
1 16	7 44	3 42				3 42	3 17	3.4 MIDWAY	
1 26	7 52	3 51				S 3 52	S 3 27	4.1 BV BUENA VISTA WDN	
1 36	8 01	4 01				3 59	3 33	4.4 AMERICUS	
1 48	8 07	4 07				4 05	f 3 38	3.0 RIVERSIDE	
2 01	8 15	4 18				4 14	f 3 45	4.3 PRINCETON	
2 17	8 25	4 33				4 24	S 3 54	5.3 YALE W	
2 24	8 30	4 40				4 28	3 58	2.5 HARVARD	
2 33	8 37	4 48				4 34	f 4 03	3.5 KOBE	
2 43	8 43	4 58				4 39	f 4 08	3.2 SNOWDEN	
2 56	8 52	5 20				S 4 54	S 4 18	4.5 MY MALTA JWFYDN	
3 04	8 57	5 28				5 00	5 01	2.5 LEADVILLE JCT. J	
3 12	9 08 36	5 36				5 07	5 09	3.6 KEELDAR	
3 35 PM	9 25 AM	6 05 AM				S 5 24 PM	S 5 21 AM	3.9 PS TENNESSEE PASS WYDN	
Trains operate by Centralized Traffic Control between Tennessee Pass and Deen.									
4 00 PM	9 49 AM	6 30 AM				5 41 PM	5 38 AM	1.0 EAST MITCHELL	
4 15	10 04	6 45				5 46	S 5 43	2.6 WEST MITCHELL	
4 37	10 26	7 07				6 01	S 5 58	2.2 DEEN	
4 45	10 34	7 15				6 07	S 6 05	1.7 PANDO WY	
4 53	10 42	7 23				6 12	f 6 12	5.5 RC RED CLIFF D	
5 35 PM	11 01 AM	7 50 AM				6 25 PM	f 6 25 AM	2.1 BELDEN	
Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday				Arrive Daily	Arrive Daily	1.9 REX	
5.15 16.6	4.00 21.7	5.00 17.4				3.17 26.5	2.57 29.5	4.0 Hd MINTURN BSKWFYTDN	
(86.9)									
Schedule Time Average Speed per Hour									

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

MAIN LINE

EASTWARD

Capacity of Siding	Miles from Minturn	Sub-Division 3 STATIONS TIME-TABLE No. 118 SEPTEMBER 24, 1939										FIRST CLASS				SECOND CLASS			
												2 Scenic Limited		16 Passenger		36 Fast Freight		38 Fast Freight	
												Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily	
Yard	86.9	S SALIDA JBSKWFTYDN										12 45 PM		11 54 PM		11 30 AM		9 30 PM	
98	83.6	3.3 BELLEVUE										12 35 61		11 41		11 15		9 15	
98	79.8	3.8 BROWN CANON										12 31		11 35		11 08		9 08	
101	74.3	5.5 ARENA										12 20		11 26		10 54		8 54	
100	69.2	5.1 NATHROP W										12 14	s	11 17		10 44		8 44	
99	65.8	3.4 MIDWAY										12 10		11 09		10 38		8 38	
89	61.7	4.1 BUENA VISTA WDN										s 12 05 PM		s 11 02		10 30		8 30	
101	57.3	4.4 AMERICUS										11 58		10 53		10 22		8 22	
100	54.3	3.0 RIVERSIDE										11 55	f	10 47		10 16		8 16	
127	50.0	4.3 PRINCETON										11 50	f	10 40		10 08		8 08	
125	44.7	5.3 YALE W										11 43	s	10 30		9 58		7 58	
109	42.2	2.5 HARVARD										11 40		10 24		9 53		7 53	
100	38.7	3.5 KOBE										11 35	f	10 18		9 46		7 46	
101	35.5	3.2 SNOWDEN										11 31	f	10 12		9 30		7 30	
Yard	31.0	4.5 MALTA JWFYDN										s 11 26		s 10 04		9 22		7 22	
	28.5	2.5 LEADVILLE JCT. J										11 19		9 18		9 16		7 16	
100	24.9	3.6 KEELDAR										11 14		9 12		9 08 33		7 08	
1-110 2-104	21.0	3.9 TENNESSEE PASS WYDN										s 11 08 AM	s	9 06 PM		9 00 AM		7 00 PM	
	20.0	1.0 EAST MITCHELL										Trains operate by Centralized Traffic Control between Deen and Tennessee Pass.							
	17.4	2.6 WEST MITCHELL										10 47 AM		8 40 PM		8 24 AM		6 24 PM	
	15.2	2.2 DEEN										10 43	s	8 34		8 18		6 18	
106	13.5	1.7 PANDO WY										10 28	s	8 13		7 58		5 58	
	8.0	5.5 RED CLIFF D										10 23	t	8 03		7 50		5 50	
	5.9	2.1 BELDEN										10 19	f	7 57		7 44		5 44	
	4.0	1.9 REX										10 10 AM		7 45 PM		7 30 AM		5 30 PM	
Yard		4.0 MINTURN JBSKWFTYDN										Leave Daily		Leave Daily		Leave Daily		Leave Daily	
		(86.9)										2.35 33.6		3.23 24.9		4.00 21.7		4.00 21.7	
		Schedule Time Average Speed per Hour																	

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

WESTWARD

LEADVILLE BRANCH

EASTWARD

FIRST CLASS				Miles from Denver	Sub-Division 3-A STATIONS TIME-TABLE No. 118 SEPTEMBER 24, 1939			Miles from Leadville Jct.	Capacity of Siding	FIRST CLASS		
15 Passenger						16 Passenger						
Leave Daily						Arrive Daily						
		4 18 AM	271.0	MY	MALTA	JWFFYDN	8.1	Yard	10 04 PM			
		f 4 25	273.3		2.3 EILERS		6.8	Yard	f 9 53			
		s 4 50	275.8	Q	2.5 LEADVILLE	JSKWFTYD	3.3	Yard	s 9 46			
		5 01 AM	279.1		3.3 LEADVILLE JCT.	J			9 18 PM			
		Arrive Daily							Leave Daily			
		0.43 11.3							0.46 10.6			
</												

WESTWARD

MAIN LINE

SECOND CLASS					FIRST CLASS					Sub-Division 4				Miles from Denver	Capacity of Siding
		61 California Fast Freight	41 Fast Freight	75 California Fast Freight		1 Scenic Limited	5 Exposition Flyer	19 Mountaineer	STATIONS TIME-TABLE No. 118 SEPTEMBER 24, 1939						
		Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily							
		5 50 PM				6 30 PM			rd	MINTURN	BSK WFTIDN	302.0	Yard		
		6 02				6 40			an	AVON	D	307.9	101		
		6 13				6 50				WILMOR	W	314.3	104		
		6 20				6 58			ru	WOLCOTT	D	319.1	101		
		6 24				7 01				KENT		321.3	23		
		6 28				7 05				ORTEGA		323.6	100		
		6 36				s 7 13			gx	EAGLE	WDN	329.0	87		
		6 47				7 22			gp	GYPSUM	D	335.8	98		
		6 55				7 28				LUKE		339.9	89		
		6 59	2 43 PM	5 27 AM		7 31	2 08 PM	s 2 01 AM	dy	DOTSERO	JYDN	341.9	148		
		7 12	2 56	5 40		7 40	2 17	f 2 12		ALLEN		347.7	89		
		7 20	3 04	5 48		7 45	2 22	f 2 19		SHOSHONE	W	350.5	85		
		7 32	3 16	6 01		7 54	2 30	f 2 29		GRIZZLY		355.2	109		
		7 46	3 30	6 15		s 8 08	s 2 40	s 2 50	gn	GLENWOOD	JW	360.1	39		
		7 49	3 32	6 18		8 10	2 42	2 53 40	fu	FUNSTON	WFSTYKBDN	360.8	Yard		
		8 02	3 45	6 35 6		8 21	2 51	f 3 04 34		CHACRA		368.2	99		
		8 09	3 52	6 42		8 27	2 56	s 3 13	no	NEWCASTLE	WD	372.7	124		
		8 19	4 03	6 51		8 36	3 04	s 3 25	si	SILT	D	379.5	71		
		8 25	4 09	6 57		8 41	3 08	3 31		IVES		383.4	61		
		8 30	4 15	7 02		s 8 50	x 3 12	s 3 42	rf	RIFLE	WIDN	386.6	88		
		8 37	4 23	7 09		8 56	3 18	f 3 49		LACY		391.4	88		
		8 44	4 31	7 29 2		9 02	3 22	f 3 56		MORRIS		395.3	75		
		8 51	4 38	7 36		9 07	3 27	4 03		DOS		399.5	125		
		8 58	4 45	7 43		9 13	3 33	s 4 12	gv	GRAND VALLEY	WD	404.0	108		
		9 05	4 52	7 50		9 19	3 38	4 18		UNA		408.8	88		
		9 12	4 59	7 56		9 25	3 43	f 4 24		NIGER		413.0	39		
		9 19	5 06	8 04		9 31	3 48	s 4 32	de	DE BEQUE	DN	416.6	94		
		9 26	5 13	8 12		9 36	3 53	4 38		GRAVEL		420.7	31		
		9 40 1 20	5 18	8 18		9 40 61 20	3 57	f 4 42		AKIN		423.6	70		
		9 53	5 25	8 25		9 46	4 02	f 4 48		TUNNEL		427.7	101		
		10 02	5 34	8 35		9 53	4 08	f 4 56		CAMEO		432.6	94		
		10 11 PM	5 45 PM	8 43 AM		9 58 PM	4 14 PM	5 08 6 AM		MIDWEST		435.8			
						x 9 59	4 15	s 5 15	pd	PALISADE	WDN	437.0	258		
								s 5 23	fn	CLIFTON	D	442.5	116		
										FRUITVALE		445.3			
						10 11	4 25	5 28		EAST YARD		446.4	Yard		
		11 40 PM	6 10 PM	10 15 AM		10 25 PM	4 37 PM	5 40 AM	jn	GRAND JCT. WFSTYKBDN		449.6	Yard		
		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	(147.6)						
		5.50 25.3	3.27 31.2	4.48 22.4		3.55 37.7	2.29 43.4	3.39 29.5	Schedule Time Average Speed per Hour						

AUTOMATIC BLOCK SIGNALS

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

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

MAIN LINE

EASTWARD

Miles from Grand Junction	Sub-Division 4			FIRST CLASS				SECOND CLASS			
	STATIONS			6	2	20		40	34	42	36
	TIME-TABLE No. 118			Exposition Flyer	Scenic Limited	Mountaineer		Fast Freight	Fast Freight	Fast Freight	Fast Freight
	SEPTEMBER 24, 1939			Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
147.6	Hd	MINTURN	BSK WFTYDN		10 05 AM				5 35 AM		2 50 PM
141.7	An	AVON	D		9 50				5 20		2 32
135.3		WILMOR	W		9 38				5 06		2 19
130.5	Ru	WOLCOTT	D		9 30				4 56		2 08
128.3		KENT			9 26				4 51		2 02
126.0		ORTEGA			9 22				4 47		1 58
120.6	gx	EAGLE	WDN		f 9 14				4 35		1 48
113.8	gp	GYPSUM	D		9 05				4 19		1 31
109.7		LUKE			8 59				4 11		1 23
107.7	DY	DOTSERO	JTDN	7 22 AM	8 56	s 12 25 AM		3 43 AM	4 06	12 59 PM	1 19
101.9		ALLEN		7 13	8 46	12 15		3 30	3 53	12 46	1 06
99.1		SHOSHONE	W	7 08	8 41	f 12 08 AM		3 22	3 45	12 38	12 58
94.4		GRIZZLY		6 59	8 32	f 11 58		3 09	3 32	12 26	12 46
89.5	gn	GLENWOOD	JW	s 6 50	s 8 23	s 11 48		2 55	3 18	12 12	12 32
88.8	Fu	FUNSTON	WFTYKBDN	6 44	8 17	11 36		2 53 19	3 16	12 10 PM	12 30
81.4		CHACRA		6 35 75	8 08	f 11 25		2 34	3 04 19	11 54	12 14
76.9	No	NEWCASTLE	WD	6 30	8 02	s 11 19		2 27	2 47	11 47	12 07 PM
70.1	si	SILT	D	6 21	7 53	s 11 09		2 18	2 38	11 36	11 56
66.2		IVES		6 16	7 48	11 03		2 12	2 32	11 30	11 50
63.0	rf	RIFLE	WYDN	x 6 12	s 7 43	s 10 58		2 07	2 27	11 25	11 45
58.2		LACY		6 06	7 34	10 47		1 56	2 16	11 18	11 38
54.3		MORRIS		6 01	7 29 75	f 10 40		1 49	2 09	11 11	11 31
50.1		DOS		5 56	7 24	10 32		1 42	2 02	11 05	11 25
45.6	gv	GRAND VALLEY	WD	5 50	7 18	f 10 24		1 35	1 55	10 58	11 18
40.8		UNA		5 44	7 12	10 12		1 27	1 47	10 51	11 11
36.6		NIGER		5 39	7 06	f 10 03		1 20	1 40	10 45	11 05
33.0	De	DE BEQUE	DN	5 34	7 00	s 9 56		1 13	1 33	10 38	10 58
28.9		GRAVEL		5 29	6 55	9 46		1 06	1 26	10 31	10 51
26.0		AKIN		5 25	6 51	f 9 40 61		1 00	1 20	10 26	10 46
21.9		TUNNEL		5 20	6 45	f 9 30		12 53	1 13	10 19	10 39
17.0		CAMEO		5 13	6 38	f 9 23		12 44	1 04	10 10	10 30
13.8		MIDWEST		5 08 19 AM	6 33 AM	9 18 PM		12 37 AM	12 57 AM	10 04 AM	10 24 AM
12.6	pd	PALISADE	WDN		x 6 32	s 9 17		Trains operate by Centralized Traffic Control between Grand Jct. (M. P. 449.0, Seventh St.) and Midwest but at stations where time is shown must not depart ahead of time.			
7.1	fn	CLIFTON	D			s 9 02					
4.3		FRUITVALE									
3.2		EAST YARD									
	Jn	GRAND JCT.	WFTYKBJDN	4 50 AM	6 15 AM	8 50 PM		12 10 AM	12 30 AM	9 40 AM	10 00 AM
		(147.6)		Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily
		Schedule Time		2.32	3.50	3.35		3.33	5.05	3.19	4.50
		Average Speed per Hour		42.5	38.5	30.1		30.3	29.0	32.5	30.5

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

WESTWARD

MAIN LINE

SECOND CLASS

FIRST CLASS

Sub-Division 5

STATIONS

TIME-TABLE No. 118

SEPTEMBER 24, 1939

Miles from
Denver

Capacity of
Siding

SECOND CLASS			FIRST CLASS			Sub-Division 5			Miles from Denver	Capacity of Siding
39 Fast Freight	75 California Fast Freight	61 California Fast Freight	1 Scenic Limited	5 Exposition Flyer	STATIONS TIME-TABLE No. 118 SEPTEMBER 24, 1939					
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
6 00 ³⁶ PM	10 45 AM	12 20 AM	10 40 PM	4 45 PM	Jn	GRAND JCT. WFTYOKBJDN	449.6	Yard		
6 04	10 49	12 24	f10 44	4 49		DURHAM	452.0	113		
6 08	10 53	12 28	f10 47	4 52		RACEY	454.5	67		
6 12	10 57	12 32	f10 50	4 55		RHONE	456.9	88		
6 17	11 02	12 37	s10 58	4 59	R	FRUITA	460.5	80		
6 24	11 09	12 44	s11 06	5 04		LOMA	465.6	69		
6 29	11 14	12 52 ³⁸	s11 14	5 08	Mc	MACK	468.9	99		
6 36	11 21	12 59	f11 20	5 13 ³⁶		RUBY	473.1	168		
6 43	11 28	1 06	f11 27	5 19		SHALE	478.0	101		
6 50	11 36	1 14	11 33	5 25		UTALINE	483.4	107		
6 57	11 43	1 21	s11 41	5 31		WESTWATER	488.4	114		
7 06	11 52	1 32	f11 50	5 37		COTTONWOOD	493.2	49		
7 16	12 01 PM	1 41	f11 58 ³⁸	5 44		AGATE	498.9	76		
7 27	12 09	1 49	f12 06 AM	5 50	CS	CISCO	504.4	89		
7 38	12 21	2 03	f12 16	5 59		WHITE HOUSE	512.0	89		
7 43	12 28	2 11	f12 21	6 03		ELBA	515.9	63		
7 49	12 37	2 20	f12 27	6 08		SAGERS	520.1	80		
8 00	12 49	2 34	f12 34	6 14		VISTA	525.3	76		
8 05	12 55	2 42	s12 46	6 18	Hn	THOMPSON	528.1	88		
8 14	1 04	2 56 ⁶	12 53	6 25		BRENDEL	534.2	99		
8 23	1 13	3 11	f 1 01	6 32	FO	FLOY	540.9	77		
8 31	1 21	3 27 ²	f 1 08	6 39		SOLITUDE	546.9	98		
8 37	1 27	3 33	1 13	6 44		DALY	551.4	98		
8 54	1 46	3 43	s 1 29	6 53	gr	GREEN RIVER	555.2	Yard		
9 07	1 58	3 53	f 1 38	7 00		SPHINX	561.3	99		
9 18 ³⁸	2 10 ³⁶	4 03	f 1 47	7 07		DESERT	568.0	89		
9 29	2 24	4 13	1 58 ⁶	7 15		CLIFF	574.7	100		
9 37	2 32	4 25 ³⁴	f 2 06	7 22	wd	WOODSIDE	580.6	90		
9 48	2 45	4 38	2 23 ²	7 31		GRASSY	586.9	99		
10 02	3 03	4 52	f 2 36	7 41		CEDAR	593.5	86		
10 11	3 12	5 01	2 45	7 49		VERDE	599.4	100		
10 16	3 18	5 07	f 2 51	7 54	MU	MOUNDS	603.2	90		
10 24	3 26	5 15	f 3 00	8 01 ³⁸		FARNHAM	608.7	86		
10 32	3 35	5 23	f 3 08	8 07		WELLINGTON	613.5	110		
10 41	3 44	5 32	s 3 24 ³⁴	8 15	CV	PRICE	619.1	97		
10 46	3 50	5 38	3 29	8 20		MAXWELL	621.8	83		
11 59 PM	5 15 PM	7 00 AM	3 50 AM	8 40 PM	Ra	HELPER	626.5	Yard		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(176.9)					
5.59 29.6	6.30 27.2	6.40 26.5	5.10 34.2	3.55 45.2	Schedule Time Average Speed per Hour					

AUTOMATIC BLOCK SIGNALS

MAIN LINE

EASTWARD

Miles from Helper	Sub-Division 5 STATIONS TIME-TABLE No. 118 SEPTEMBER 24, 1939		FIRST CLASS				SECOND CLASS			
			6 Exposition Flyer	2 Scenic Limited			34 Fast Freight	36 Fast Freight	38 Fast Freight	
			Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	
176.9	Jn	GRAND JCT. WESTYOKBJDN	4 40 AM	6 00 AM			8 30 AM	6 00 ³⁹ PM	1 30 AM	
174.5		DURHAM	4 35	f 5 45			8 20	5 46	1 19	
172.0		RACEY	4 32	f 5 42			8 16	5 41	1 15	
169.6		RHONE	4 29	f 5 39			8 12	5 37	1 11	
166.0	R	FRUITA D	4 25	# 5 35			8 07	5 32	1 06	
160.9		LOMA	4 20	s 5 26			8 00	5 25	12 58	
157.6	Mc	MACK DN	4 16	s 5 19			7 54	5 20	12 52 ⁶¹	
153.4		RUBY	4 11	f 5 13			7 47	5 13 ⁵	12 45	
148.6		SHALE	4 04	f 5 07			7 40	4 59	12 38	
143.1		UTALINE	3 57	5 01			7 32	4 51	12 30	
138.1		WESTWATER	3 51	s 4 55			7 25	4 44	12 22	
133.3		COTTONWOOD	3 45	f 4 47			7 17	4 36	12 14 AM	
127.6		AGATE	3 38	f 4 38			7 06	4 24	11 58 ¹	
122.1	Cs	CISCO WYDN	3 32	f 4 31			6 58	4 15	11 43	
114.6		WHITE HOUSE	3 23	f 4 21			6 47	4 03	11 30	
110.6		ELBA	3 18	f 4 16			6 41	3 57	11 24	
106.4		SAGERS	3 13	f 4 11			6 35	3 51	11 18	
101.2		VISTA	3 07	f 4 04			6 27	3 43	11 09	
98.4	Hn	THOMPSON WYDN	3 03	s 4 00			6 22	3 38	11 04	
92.3		BRENDEL	2 56 ⁶¹	3 45			6 07	3 23	10 46	
86.6	FO	FLOY N	2 48	f 3 36			5 52	3 08	10 29	
79.6		SOLITUDE	2 41	f 3 27 ⁶¹			5 38	2 54	10 12	
75.1		DALY	2 36	3 19			5 28	2 44	9 58	
71.3	Gr	GREEN RIVER WFSYKDN	2 31	s 3 13			5 21	2 37	9 48	
66.2		SPHINK	2 14	f 2 56			5 00	2 19	9 27	
58.5		DESERT	2 06	f 2 48			4 50	2 10 ⁷⁵	9 18 ³⁹	
51.8		CLIFF	1 58 ¹	2 40			4 38	1 58	9 06	
45.9	wd	WOODSIDE YDN	1 50	f 2 31			4 25 ⁶¹	1 42	8 54	
39.6		GRASSY	1 42	2 23 ¹			4 17	1 33	8 44	
33.0		CEDAR	1 34	f 2 15			4 06	1 22	8 32	
27.1		VERDE	1 27	2 08			3 56	1 11	8 21	
23.3	Mu	MOUNDS YDN	1 22	f 2 03			3 50	1 05	8 14	
17.8		FARNHAM	1 15	f 1 55			3 41	12 54	8 01 ⁵	
13.0		WELLINGTON	1 09	f 1 49			3 33	12 45	7 47	
7.4	CV	PRICE WYDN	x 1 02	s 1 42			3 24 ¹	12 36	7 38	
4.7		MAXWELL	12 57	1 27			3 10	12 30	7 34	
	RA	HELPER WFSYKBDN	12 50 AM	1 20 AM			3 00 AM	12 20 PM	7 25 PM	
		(176.9)	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	
		Schedule Time	3.50	4.40			5.30	5.40	6.05	
		Average Speed per Hour	46.1	37.9			32.2	31.2	29.1	

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS		FIRST CLASS		Miles from Denver	Sub-Division 4-A STATIONS TIME-TABLE No. 118 SEPTEMBER 24, 1939		Miles from Dotsero	Capacity of Siding	FIRST CLASS		SECOND CLASS	
41 Fast Freight	75 California Fast Freight	5 Exposition Flyer	19 Mountaineer		20 Mountaineer	6 Exposition Flyer			40 Fast Freight	42 Fast Freight		
Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily		
1 12 PM	3 55 AM	1 02 PM	12 40 AM	128.7	OD	ORESTOD JDN	38.1		1 59 AM	8 29 AM	5 20 AM	2 40 PM
1 14 1 29	4 00 4 15	1 04 1 14	12 42 12 52	129.3	BX	BOND WFSYKBDN	37.5	Yard	s 1 57 1 47	8 27 8 17	5 17 5 02	2 35 2 20
1 40	4 25	1 22	f 1 03	134.9		GLEN	31.9	107	f 1 26	8 07	4 52	2 09
1 56 42	4 38 40	1 32	f 1 15 20	142.1		DELL	24.7	112	f 1 15 19	7 57	4 38 78	1 56 41
2 02	4 44	1 36	s 1 21	144.6		BURNS	22.2	Spur 19	s 1 05	7 53	4 28	1 50
2 10	4 52	1 42 42	f 1 29	148.8		SYLVAN	18.0	104	f 12 56	7 47	4 20	1 42 5
2 23	5 06	1 50	f 1 40	155.3		RANGE	11.5	104	f 12 46	7 37	4 05	1 21
2 27	5 10	1 55	f 1 45	157.7		SWEETWATER	9.1	109	f 12 41	7 34	4 01	1 16
2 37	5 20	2 03	f 1 54	163.2		NICHE	3.6	95	f 12 32	7 27	3 51	1 06
2 43 PM	5 27 AM	2 08 PM	s 2 01 AM	166.8	DY	DOTSERO JYDN		148	s 12 25 AM	7 22 AM	3 43 AM	12 59 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(38.1)			Leave Daily	Leave Daily	Leave Daily	Leave Daily
1.31 30.1	1.32 29.7	1.06 40.8	1.21 32.2			Schedule Time Average Speed per Hour			1.34 27.2	1.07 40.1	1.37 27.9	1.41 26.6

Schedule time and train orders, westward trains from sub-division 4-A will apply at Dotsero depot.

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

All trains except first class will operate between Orestod and Bond under Rule 93.

Pueblo Division westward trains will leave Orestod and Pueblo Division eastward trains will leave Bond without clearance card.

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

WESTWARD

ASPEN BRANCH

EASTWARD

SECOND CLASS		Miles from Denver	Sub-Division 4-B STATIONS TIME-TABLE No. 118 SEPTEMBER 24, 1939		Miles from Aspen	Capacity of Siding	SECOND CLASS
229	Mixed						230
Leave Daily Ex. Sunday							Arrive Daily Ex. Sunday
9 05 AM	360.1	gn	GLENWOOD	WJP	41.2	Yard	2 40 PM
f 9 29	367.9		CATTLE CREEK	P	33.4	20	f 2 16
s 9 55	373.0	ce	CARBONDALE	D	28.3	38	s 2 00
f 10 16	379.4		LEON	P	21.9	23	f 1 24
s 10 30	382.0		EMMA	WP	19.3	24	s 1 15
f 11 05	392.9		WOODY CREEK	WP	8.4	22	f 12 40
11 35 AM	401.3	ns	ASPEN	WYD		Yard	12 10 PM
Arrive Daily Ex. Sunday			(41.2)				Leave Daily Ex. Sunday
2.30 16.5			Schedule Time Average Speed per Hour				2.30 16.5

NO. 229 IS SUPERIOR TO NO. 230

WESTWARD

IBEX BRANCH

EASTWARD

Miles from Denver	Sub-Division 3-B STATIONS TIME-TABLE No. 118 SEPTEMBER 24, 1939		Miles from Ibex	Capacity of Siding	
275.8	q	LEADVILLE	WFSYOTJD	7.0	Yard
276.3		C. & S. CROSSING NO. 12		6.5	
276.3		CHRYSOLITE JCT.	J	6.5	
278.2		GRAHAM PARK JCT.	J	4.6	
279.4		ROY		3.4	24
280.2		WATER TANK		2.6	
280.4		EVANS		2.4	5
280.8		PENN JCT.	J	2.0	
281.8		ALPS JCT.	J	1.0	
282.8		IBEX			Yard
		(7.0)			

WESTWARD MONTROSE BRANCH EASTWARD					WESTWARD NORTH FORK BRANCH EASTWARD				
FIRST CLASS	Miles from Denver	Sub-Division 16 STATIONS TIME-TABLE No. 118 SEPTEMBER 24, 1939			FIRST CLASS	Miles from Denver	Sub-Division 16-A STATIONS TIME-TABLE No. 118 SEPTEMBER 24, 1939		
319					320				
Mountaineer					Mountaineer				
Leave Daily					Arrive Daily				
6 00 PM	351.5	MS	MONTROSE	WFSYKBD	72.7	Yard	9 00 AM		
f 6 10	357.4		MENOKEN		66.8	26	f 8 43		
s 6 20	362.2	HO	OLATHE	D	62.0	20	s 8 32		
f 6 29	367.5		CHIPETA		56.7	27	f 8 18		
s 6 45	372.8	DT	DELTA	WFSYKJBD	51.4	Yard	s 8 08		
f 6 54	377.5		ROUBIDEAU	F	46.7	66	f 7 43		
f 6 59	380.1		STRATTER	F	44.1	35	f 7 37		
f 7 09	384.9		ESCALANTE	F	39.3	26	f 7 29		
f 7 20	390.9		DOMINGUEZ	WF	33.3	43	f 7 18		
f 7 32	397.7		BRIDGEPORT	F	26.5	100	f 7 06		
f 7 41	402.8		DEER RUN	F	21.4	61	f 6 57		
f 7 50	408.0		KAHNAH		16.2	11	f 6 48		
f 7 58	411.8		WHITEWATER	WF	12.4	43	f 6 40		
f 8 08	417.3		UNAWEEP		6.9	26	f 6 30		
8 35 PM	424.2	JN	GRAND JCT.	WFSYKJBD		Yard	6 10 AM		
Arrive Daily			(72.7)				Leave Daily		
2.35 28.1			Schedule Time Average Speed per Hour				2.50 25.7		

WESTWARD SUNNYSIDE BRANCH EASTWARD				
	Miles from Sunnyside	Sub-Division 5-A STATIONS TIME-TABLE No. 118 SEPTEMBER 24, 1939		
		SUNNYSIDE	WFF	17.2
	4.1	COLUMBIA JCT.		13.1
	7.5	WHITE'S		9.7
	17.2	MOUNDS	YJDN	Yard
		(17.2)		

Special Time-Table Rules

SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

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

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

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

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

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

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

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

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

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

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

Westward freight trains arriving Grand Junction will use main track to 5th Street unless instructed to head in on east end of long lead.

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

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

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

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

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

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

3. Train register books are located at:

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

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

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

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

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

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

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

4.

YARD LIMIT STATIONS

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

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

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

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

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

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

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

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

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

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

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

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

Eastward passenger trains at Tennessee Pass will make running test in accordance with Rule No. 11 of the Air Brake Instruction Book.

Westward freight trains will stop at Pando to cool wheels and inspect train. Eastward freight trains will stop at Kobe to cool wheels and inspect train unless stop is made at Snowden or Harvard for other reasons, in which case inspection can be made at either of these points and it will not be necessary to stop at Kobe for this purpose.

5-I. The members of train crews must assist inspectors in inspecting the air brake equipment as well as the general condition of the train, before leaving Tennessee Pass, and put same in safe operating condition before descending the grade. After brakes have been released on passenger cars, and before Westward trains start from this station, retainers must be turned up.

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

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

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

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

6-A. Westward dwarf signal at Minturn located in connection with spring switch at M. P. 301.5 will display yellow indication either when spring switch is lined in normal position for yard lead track or lined for eastward main track. This signal will display red indication when switch points are partially open.

A. B. S.

6-B. Westward signal No. 6255, located at end of two main tracks Helper, has two signals on mast, top signal governing westward movements to the eastward track when the crossover located at end of two main tracks is reversed, lower signal governing restricted route through crossover to the westward track.

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

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

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

6-F. Rule 510 is modified as follows:

"Between Minturn and Tennessee Pass eastward passenger trains may pass 'stop and proceed' signal when the 'G' is illuminated, in the same manner as freight trains."

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

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

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

Westward positive A.B.S. No. 1667, Sub-Division 4-A, has two signals on mast; top signal governs westward movements from Sub-Division 4-A to Sub-Division 4 when spring switch at Mile Post 166.8 is lined for main track movement to Sub-Division 4; lower signal governs westward movements on main track to connection with siding; thence on siding to "End of Block" sign.

Westward trains Sub-Division 4-A entering Sub-Division 4 main track must remain in the rear of A.B.S. 1667 unless upper signal 1667 is in clear or approach position.

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

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

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

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

Towerman at Tennessee Pass controls all Positive Automatic Block Signals.

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

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

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

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

East switches, tracks No. 1 and No. 2 at Tennessee Pass are Remote Control switches and normally operated by towerman, Tennessee Pass.

Switches at West end of Tennessee Pass are operated by carmen or trainmen under direction of the towerman, the following audible signals governing:

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

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

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

Passenger trains.....1 long blast

Fruit and stock trains....2 short blasts (counting three between each blast for space)

Other freight trains.....3 short blasts (count two for space).

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

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

Following Remote Controlled Switches are normally operated by dispatcher, Grand Jct.: Crossover switches East Yard; Switch at East Yard connecting yard lead to long lead; East end long lead, M. P. 445.0; East and West end Clifton siding; West end Palisade siding; Crossover switches East of Depot, Palisade; Midwest (East end Palisade siding).

All other main track switches are manually operated.

Eastward Stop and Proceed Signal 4492, located just east of passenger station, Grand Junction, repeats the indication of Eastward Positive Signal 4490, located at 7th Street.

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

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

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

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

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

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

Passenger trains.....1 long blast

Symbol freight trains....2 short blasts

Other freight trains.....3 short blasts.

7. Persons accompanying livestock or other freight will be carried on any freight trains handling such live stock or freight, when holding proper transportation, and when permission to accompany same is covered by contract. Passengers on freight trains should be informed that cabooses will not be pulled up to platform to receive or deliver passengers or baggage. Employees holding passes will be carried on any freight trains to and from points at which trains stop when passes are stamped: "Good on Freight Trains."

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

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

7-B. Extra freight trains are ordinarily operated as follows:

Between Helper and Sunnyside

Eastward, Mondays, Wednesdays and Fridays. Departing about 7:30 A.M.

Westward, Tuesdays, Thursdays and Saturdays. Departing about 6:00 A.M.

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

Sub-Division	Miles	Description	Side or Overhead
13	215.1	Salida Yard—Bridge 215.14	Side and overhead
3		Salida Yard tracks L-131-132 class engines	Side
3	225.1	West Brown Canon—rock cut	Side
3	225.2	West Brown Canon—Bridge 225.27	Side
3	225.8	West Brown Canon—rock cut	Side
3	240.2	Buena Vista—Bridge 240.21	Side
3	246.4	West Americus Bridge 246.43	Side
3	254.0	West Princeton—Bridge 254.01	Side
3	271.0	Malta—Train Order Signal	Side
3	271.0	Malta—Coal chute	Side
3	281.5	Tennessee Pass Tunnel	Side and overhead
3	282.1	East Mitchell—A. B. S. 2822-W	Side
3	284.5	West Mitchell—A. B. S. 2845-E	Side
3	286.7	Deen Tunnel	Side and overhead
3	286.9	Deen—A. B. S. 2870-W	Side
3	288.4	Pando—Water Column E. B. Track	Side
3	288.6	Pando—Water Column E. B. & siding	Side
3	291.3	West Pando—Bridge 291.34 E.&W.	Side
3	294.2	Red Cliff—Overpass E. & W.	Side
3	294.3	West Red Cliff—Bridge 294.25 E. & W.	Side
3	294.3	West Red Cliff—Bridge 294.47 E.	Side
3	296.1	Belden Tunnels—Eastward track	Side and overhead
3	296.4	West Belden—Bridge 296.45-E	Side
3	297.6	Rock Creek Tunnel—Eastward track	Side and overhead
3-B	275.8	Ibex Branch—Snow Sheds	Side and overhead
4	303.4	Minturn—Bridge 303.40	Side and overhead
4	321.2	Kent—Bridge 321.23	Side
4	350.0	Shoshone Tunnel No. 1	Overhead
4	351.0	Shoshone Tunnel No. 2	Overhead
4	359.0	Glenwood Tunnel	Overhead
4	360.1	Glenwood—Water Column Main and siding	Side
4	360.2	Glenwood—Viaduct	Overhead
4	360.3	Colorado River Bridge 360.30	Side and overhead
4	360.7	Funston Coal chute, main and E. B. siding	Side
4	372.7	New Castle Stock Track—Stock chute	Side
4	372.8	New Castle—Bridge 372.82	Side
4	372.8	New Castle siding—Bridge 372.82-S	Side
4	444.2	West Clifton—Bridge 444.25	Side
4-B	373.0	Carbondale Siding—Stock chute	Side
4-B	382.0	Emma Siding—Stock chute	Side
4-B	387.3	Bates Siding—Stock chute	Side
4-B	392.9	Woody Creek Siding—Stock chute	Side
5	460.5	Fruita Siding—Stock chute	Side
5	471.9	Ruby Tunnel	Overhead
5	487.7	East Switch Westwater—Bridge 487.71	Side
5	554.7	Green River—A.B.S. 5546 and 5547	Side
5	580.6	East Switch Woodside—Bridge 580.58	Side
5	595.8	West Cedar—Bridge 595.78	Side
5	609.5	West Switch Farnham—Bridge 609.51	Side
5	612.0	West Farnham—Bridge 612.02	Side
5	619.7	West Switch Price—Bridge 619.67	Side
16	362.2	Olathe Siding—Stock chute	Side
16	373.2	West Switch Delta—Bridge 373.22	Side
16	378.4	West of Roubideau—Bridge 378.38	Side
16	378.9	West of Roubideau—Bridge 378.91	Side
16	400.1	Bridgeport Tunnel	Side and overhead
16	423.5	East End Grand Jct. Yard—Bridge 423.52	Side and overhead
16-A	380.2	West of Austin—Bridge 380.19	Side and overhead
16-A	380.8	Austin Siding—Stock chute	Side
16-A	398.6	East of Hotchkiss—Bridge 398.66	Side and overhead

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

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

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

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

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

TERRITORY	Passenger MPH	Freight MPH
Sub-Division 3:		
Salida-Tennessee Pass	60	40
Tennessee Pass to Rex	22	15
Rex to Minturn	30	20
Minturn to Tennessee Pass	30	20
Sub-Division 3-A	25	15
Sub-Division 4 and 4-A:		
Minturn-Funston	55	45
Except on curve east end of Bridge 360.30, Glenwood	25	25
Dotsero-Orestod	55	45
Funston-Grand Junction	65	45
Except M. P. 412-M. P. 436	55	45
Passenger trains will use not less than 32 minutes between Dotsero and Glenwood.		
Sub-Division 4-B:.....	20	20
Sub-Division 5:		
Grand Junction-Mack	65	45
Mack-Thompson	55	45
Thompson-Green River	65	50
Green River-Helper	55	45
Ballard & Thompson Branch	6	6
Sub-Division 16:		
Montrose-Delta	40	30
Delta-Grand Junction	40	20
Sub-Division 16-A:		
Delta-Bridge 380.19	40	30
Bridge 380.19-Payne	30	20
Payne-Somerset	30	15
All Sub-Divisions, except where specific restrictions in certain territories require lower speed:		
Through turn-outs equipped with remote control switches: Midwest (east end Palisade siding); West end Palisade siding; East end long lead M. P. 445.0	25	25
Through other turn-outs equipped with remote control switches	15	15
Through turn-outs equipped with spring switches except when lower speed is specified by time- table or slow board	25	25
Through turn-outs all spring switches Salida	8	8
Through turn-outs spring switches Pando and west end siding Dotsero	15	15
On straight track when trailing through spring switches	30	30
In or out of other turn-outs	15	15
Approaching and thru Interlockers	25	20
Over Railroad Crossings not Interlocked	25	20

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

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

9-B. City ordinances speed limits as follows:

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

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

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

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

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

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

Engines heavier than C-48 class will not be permitted to cross Bridge 215.14 on narrow gauge main line Salida Yard.

10. Company Surgeons are located as follows:

Geo. H. Curfman, Chief Surgeon, Denver			
G. W. Larimer	Salida.	A. G. Taylor	Grand Junction.
C. R. Fuller	Salida.	H. M. Tupper	Grand Junction.
G. L. Robinson	Salida.	G. C. Cary (Eye)	Grand Junction.
L. E. Thompson; Eye, Ear, Nose & Throat	Salida.	R. A. Raso	Grand Junction.
V. B. Ayers	Buena Vista.	L. A. Hick	Delta.
J. C. Strong	Leadville.	Lawrence Hick, Jr.	Delta.
H. W. Houf	Minturn.	J. F. Tilden	Olathe.
A. C. Sudan	Kremmling	J. A. Spring	Montrose.
J. H. Cole	Bond.	N. A. Brethouwer	Montrose.
W. W. Crook	Glenwood.	A. H. Gould	Paonia.
C. W. Shull	Glenwood.	J. E. McConnell	Somerset.
B. E. Nutting	Glenwood.	Jas. S. Orr	Fruita.
W. R. Tubbs	Carbondale.	E. H. Walker	Thompson.
W. H. Twining	Aspen.	F. R. King	Green River.
O. F. Clagett	Rifle.	B. J. Voss	Sunnyside.
F. H. Weidlein	Palisade.	Chas. Ruggeri	Price.
		A. R. Demman	Helper.

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

10-B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS.
When a personal injury occurs on a train, a message must be sent to the Superintendent and Claim Department showing the kind of transportation injured person holds, giving number of ticket or pass, desti-

nation of party, and if injured party is stopping over en route, state where stop-over will be made, and address at point of stop-over. Message should show whether or not injured party is coach or pullman passenger, and if pullman passenger, name of pullman should be given. Telegraph Accident Report (Form 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).

Names of Passengers (Form 4009).

Ejectment (Form 3926).

Inspection (Form 4012).

Fire Report (Form 4119).

Stock Report (Enginemen—Form 3511).

Stock Report (Sectionmen—Form 4117).

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

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

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

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

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

CONDITIONAL TRAIN STOPS

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

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

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

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

11-D. Nos. 5 and 6 will stop at Rifle and Price to pick up or discharge pay passengers to and from Denver.

11-E. Nos. 19 and 20 will stop on flag at Highway Crossing East of Eagle River Bridge Dotsero.

12. SPRING SWITCHES:

Miles from Denver	Location Spring Switches	Normal Position
213.8	Barrel	Westward main track
215.6	Salida	Eastward main track
216.3	West Switch Salida Yard	Main track
282.0	East Mitchell	Westward main track
284.6	West Mitchell	Eastward main track
286.8	Deen	Westward main track
288.5	East Switch Pando	Eastward main track
289.6	West Switch Pando	Westward main track
301.5	Minturn	Yard lead track
302.2	Minturn	Eastward main track
303.6	Minturn	Main track
166.8	Dotsero—Sub-Division 4-A	Main track Sub-Division 4-A
166.8	Dotsero—Sub-Division 4-A	Siding
342.0	Dotsero Jct. Sub-Division 4-A	Main track
343.4	Dotsero—West Switch	Sub-Division 4
354.6	East Switch—Grizzly	Main track
450.9	West Switch—Grand Junction	Main track
533.8	West Switch—Brendel	Main track
540.9	East Switch—Floy	Main track
546.4	East Switch—Solitude	Main track
625.6	Helper	Westward main track
625.7	Helper	Independent Lead

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

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

Miles from Denver	Points	Miles from Denver	Points
214.9	Facing	296.3	Facing
215.0	Trailing	296.4	Trailing
215.1	Facing	297.9	Trailing
282.9	Trailing	298.0	Facing
283.0	Facing	301.5	Trailing
294.0	Facing	301.6	Facing
294.4	Trailing	302.0	Trailing

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

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

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

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

16. Track No. 1 at Malta is westward siding.

Track No. 1 at Funston is westward siding.

First track north of coal chute at Funston is eastward siding.

Depot track No. 2 at Grand Junction is siding for passenger trains.

Track No. 1 at Green River is eastward siding for freight trains.

Depot siding at Green River is westward siding for freight trains and siding for passenger trains. Westward freight trains must remain clear of crossover located just west of depot when passenger trains meet at this point. No. 4 track must not be blocked with cars.

17. Switch leading to spur track from west leg of wye at Pando must be left lined for the spur track.

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

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

Tracks Not Shown as Stations in Time-Table

SUB-DIVISION	NAME	Mile	Car Capacity	Switch Connection
3.....	Tie Plant.....	216.8	381	East End
3.....	Mitchell.....	283.5	8	Disconnected
3.....	Bonner.....	287.1	4	East End
3.....	Knight.....	295.1	5	East End
4.....	Dowd.....	303.4	5	West End
4.....	Edwards.....	312.1	15	East End
4.....	Sherman.....	325.5	3	West End
4.....	Bain.....	331.8	4	East End
4.....	Higby.....	353.4	7	West End
4.....	Deveraux.....	363.0	2	West End
4.....	South Canon.....	365.2	3	East End
4.....	Doll.....	376.3	9	East End
4.....	Antlers.....	382.3	16	Both Ends
4.....	Nada.....	385.7	13	Disconnected
4.....	Rulison.....	396.9	7	West End
4.....	Savoy.....	436.7	40	West End
4.....	Bridges.....	440.2	21	Disconnected
4-A.....	Tie.....	133.7	7	West End
4-B.....	Flour Mill.....	362.8	4	East End
4-B.....	Red Canon.....	364.1	3	East End
4-B.....	Kiggin.....	370.6	5	East End
4-B.....	Adnaw.....	376.1	6	Both Ends
4-B.....	Hooks.....	380.4	5	East End
4-B.....	Saco.....	384.3	9	East End
4-B.....	Wingo.....	385.1	9	West End
4-B.....	Rose.....	386.8	5	East End
4-B.....	Bates.....	387.3	6	Both Ends
4-B.....	Mellor.....	395.7	4	Both Ends
16.....	Roe.....	357.0	20	Both Ends
16.....	Frost.....	359.4	8	Both Ends
16.....	Casner.....	364.7	8	West End
16.....	Sage.....	370.5	10	West End
16.....	Campbell.....	375.8	6	Disconnected
16-A.....	Beet Track.....	374.0	20	Both Ends
16-A.....	Saunders.....	377.3	7	Both Ends
16-A.....	Bell Creek.....	400.5	12	West End
16-A.....	Hadley.....	404.5	12	Both Ends
16-A.....	Roberts.....	407.1	8	Both Ends
16-A.....	Juanita Jct.....	412.0	50	East End
16-A.....	Coal Mines.....	416.1	173	East End

Open Hours of Office of Communication

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

LOCAL WATCH INSPECTORS

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

Adjusted Tonnage Ratings

FROM	TO	Class L-131 L-132 Engines 3600-3619	Class L-107 Engines 3500-3509	Class L-105 Engines 3700-3709	Class L-95 Engines 3400-3415	Class F-81 Engines 1400-1409	Class M-75 Engines 1600-1609	Class M-68 Engines 1800-1804	Class M-64 M-67 Engines 1501-1510 1521-1530 1700-1713	Class K-59 Engines 1200-1213	Class C-48 Engines 1131-1199	Class P-44 Engines 800-805	Class C-38-39-41 Engines 901-925 1000-1029	Adjust- ment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Salida.....	Tennessee Pass.....	3000	2650		2000		1800	1580	1600	1210	1070	1010	940	4
Minturn.....	Tennessee Pass.....	1350	1100		950		780	540	685	550	450		420	2
Grand Jct.....	Glenwood.....	5100	4850	4500	3700		3350	3220	3000	2400	2000	1750	1750	6
Glenwood.....	Minturn.....	3300	2950	2650	2400		2000	1870	1700	1500	1200	1075	1130	4
Glenwood.....	Bond.....	3500			2550				1825	1600	1280	1150		6
Grand Jct.....	Mounds.....	4400		3500		2925	2525	2400	2315	1790	1630			5
Mounds.....	Helper.....	4600	3850	3700	3400	3150	2750	2600	2500	1970	1630			5
Helper.....	Woodside.....	6000	5300	4600	4550	4100	3670	3300	3300	2390	2100			7
Woodside.....	Green River.....	4400		3700		3380	3020	2600	2700	2040	1870			6
Green River.....	Grand Jct.....	4400		3550		2925	2525	2400	2315	1790	1630			5
Mounds.....	Whites.....		2190		1900					1010	850		700	3
Whites.....	Sunnyside.....		1325		1030					530	450		350	2
Grand Jct.....	Delta.....									4000	3320		2720	10
Delta.....	Montrose.....									1950	1570		1280	5
Delta.....	Somerset.....										1520		1240	5
Somerset.....	Rogers Mesa.....										2830		2380	8
Glenwood.....	Leon.....													4
Leon.....	Aspen.....													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.

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

Ice trains—55 cars.

90 loaded cars.

100 loads and empties mixed.

100 empties.

Not to exceed 10 flat cars loaded with steel rails.

SIGNAL MAINTAINERS

Headquarters	Signal District	
	From	To
Salida.....	ABS 1837	2212 Inc.
Buena Vista.....	ABS 2213	2638 Inc.
Tennessee Pass.....	ABS 2639	2896 Inc.
Minturn.....	ABS 2897	3138 Inc.
Eagle.....	ABS 3139	3419
Glenwood.....	ABS 3419	3674 Inc.
Rifle.....	ABS 3675	4034 Inc.
DeBeque.....	ABS 4035	4358 Inc.
Grand Jct.....	ABS 4359	4574 Inc.
Mack.....	ABS 4575	4990 Inc.
Thompson.....	ABS 4991	5408 Inc.
Green River.....	ABS 5409	5862 Inc.
Price.....	ABS 5863	6250 Inc.
Helper.....	ABS 6251	6394 E&W Inc.

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