

Safety



Service

V. H. McGinnis

Trainmaster and Road Foreman of Equipment
Sub-Divisions 3, 3-A, 3-B, 4, 4-A and 4-B
Salida

K. L. Moriarity

Trainmaster
Sub-Divisions 5, 5-A, 16 and 16-A
Grand Junction

M. J. McGurl

Road Foreman of Equipment
Sub-Divisions 5, 5-A, 16 and 16-A
Salt Lake City

C. J. Graff

Chief Dispatcher
Grand Junction

W. M. Henderson

Second Chief Dispatcher
Grand Junction

ROY F. BLACKBURN
647 East North St.
Eldon, Missouri.

SEP 5 1936

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

Wilson McCarthy and Henry Swan, Trustees

**GRAND JUNCTION
DIVISION**

**TIME-TABLE
No. 111**

Takes Effect Sunday, July 5, 1936

at 12:01 A. M.

Standard Time, 105th Meridian

Superseding Time-Table No. 110

**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

W. R. McPHERSON
Superintendent

WESTWARD

MAIN LINE

SECOND CLASS

FIRST CLASS

Sub-Division 3

STATIONS TIME-TABLE No. 111

JULY 5, 1936

Miles from
Deer

61
California
Fast Freight

35
The Rocket

1
Scene
Limited

15
Passenger

Leave Daily

Leave Daily
Ex. Monday

Leave Daily

Leave Daily

10 05 AM

2 50 AM

2 28 PM

2 45 AM

10 20

3 00

2 35

2 52

10 33

3 08

2 40

2 57

10 54 30

3 23

2 49

3 06

11 05

3 34

2 57

3 15

11 13

3 42

3 02

3 20

11 24

3 51

3 12

3 30

11 34

4 01

3 19

3 37

11 40

4 07

3 24

3 42

12 02 2 PM

4 18

3 33

3 50

12 17

4 33

3 42

3 59

12 24

4 40

3 46

4 04

12 33

4 48

3 51

4 10

12 43

4 58

3 56

4 15

12 56

5 20

4 10

4 27

1 04

5 28

4 16

5 12

1 12

5 36

4 23

5 20

1 35 PM

6 05 AM

4 39 PM

5 33 AM

Trains operate by Signal Indication between Tennessee Pass and Deen.

2 00 PM

6 30 AM

4 56 PM

5 50 AM

2 15

6 45

5 01

5 55

2 37

7 07

5 16

6 10

2 45

7 15

5 22

6 18

2 53

7 23

5 27

6 25

3 15 PM

7 50 AM

5 40 PM

6 38 AM

Arrive Daily

Arrive Daily
Ex. Monday

Arrive Daily

Arrive Daily

5.10
16.8

5.00
17.4

3.12
27.2

3.08
26.9

8	SALIDA	JN*WCTYJN	218.1
	3.3		
	BELLEVIEW		218.4
	5.5		
	BROWN CANON		222.2
	5.1		
	ARENA		227.7
	5.1		
	NATHROP	W	232.8
	3.4		
	MIDWAY		236.2
	4.1		
8V	DUENA VISTA	WON	240.3
	4.4		
	AMERICUS		244.7
	3.0		
	RIVERSIDE		247.7
	4.8		
	PRINCETON		252.0
	5.3		
	YALE	W	257.3
	2.5		
	HARVARD		259.8
	3.5		
	KOBE		263.3
	3.9		
	SNOWDEN		266.5
	4.5		
8Y	MALTA	JWCTON	271.0
	2.5		
	LEADVILLE JCT.	J	273.5
	3.8		
	KEELDAR		277.1
	3.9		
8Z	TENNESSEE PASS	WYN	281.0
	1.0		
	EAST MITCHELL	Double Track	282.0
	2.6		
	WEST MITCHELL	Double Track	284.0
	2.2		
	DEEN		286.8
	1.7		
	PANDO	WY	288.5
	5.5		
8Z	RED CLIFF	D	294.0
	2.1		
	BELDEN		299.1
	1.9		
	REX		299.0
	4.0		
8Z	MINTURN	JWCTON	302.0

(88.9)

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		FIRST CLASS				SECOND CLASS			
		STATIONS		2 Scene Limited	16 Passenger			36 Fast Freight	38 Fast Freight		
		TIME-TABLE No. 111									
		JULY 5, 1936		Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily		
Yard	86.9	a	SALIDA *a*twortyn	1 00 PM	12 09 AM			11 30 AM	9 30 PM		
100	83.6		DELLEVIEW	12 50	11 55			11 15	9 15		
100	79.8		BROWN CANON	12 45	11 49			11 08	9 08		
101	74.3		ARENA	12 36	11 40			10 54 61	8 54		
100	69.2		NATHROP	12 29	11 31			10 44	8 44		
100	65.8		MIDWAY	12 24	11 23			10 38	8 38		
88	61.7	BY	BUENA VISTA WDN	12 19	11 16			10 30	8 30		
100	57.3		AMERICUS	12 12	11 07			10 22	8 22		
100	54.3		RIVERSIDE	12 08	11 01			10 16	8 16		
126	50.0		PRINCETON	12 02 61 PM	11 05			10 08	8 08		
123	44.7		YALE	11 55	11 04			9 58	7 58		
108	42.2		HARVARD	11 51	10 38			9 53	7 53		
100	38.7		KORE	11 46	11 03			9 46	7 46		
100	35.5		SNOWDEN	11 42	11 06			9 30	7 30		
Yard	31.0	MY	MALTA JWCYN	11 35	11 08			9 22	7 22		
	28.5		LEADVILLE JCT.	11 26	9 32			9 16	7 16		
100	24.0		KEELDAR	11 21	9 26			9 08	7 08		
1-109 2-103	21.0		TENNESSEE PASS WYN	11 15 AM	9 20 PM			9 00 AM	7 00 PM		
	20.0	Trains operate by Signal Indication between Deen and Tennessee Pass.									
	17.4										
	15.2										
100	13.5										
	8.0										
	6.9										
	4.0										
Yard											

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				Miles from Leadville Jct.	Capacity of Siding	FIRST CLASS			
					STATIONS									
					TIME-TABLE No. 111									
					JULY 5, 1936									
			15 Passenger								16 Passenger			
			Leave Daily								Arrive Daily			
			4 27 AM	271.0	MY	MALTA	JWCTDN	8.1	Yard		10 18 PM			
			4 35	273.3		EILERS		5.8	Yard		10 07			
			5 00	275.8	Q	LEADVILLE	*JWCTDY	3.3	Yard		10 00			
			5 12 AM	279.1		LEADVILLE JCT.					9 32 PM			
			Arrive Daily			8.1					Leave Daily			
			0.45 10.8			Schedule Time Average Speed per Hour					0.46 10.6			

WESTWARD

MAIN LINE

SECOND CLASS

FIRST CLASS

Sub-Division 4

STATIONS TIME-TABLE No. 111

JULY 5, 1936

Miles from
Denver

Capacity of Siding

	61 California Fast Freight	77 California Fast Freight	75 California Fast Freight		5 The Panoramic	1 Scenic Limited	15 Passenger	19 Passenger
	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily
	3 30 PM					5 45 PM	7 00 AM	
	3 41					5 55	7 11	
	3 53 ³⁵					6 05	7 22	
	4 03					6 13	7 31	
	4 08					6 17	7 35	
	4 13					6 21	7 39	
	4 23					6 29 ¹⁰	7 53	
	4 37					6 38	8 06	
	4 46					6 44	8 13	
	4 52	2 45 ³⁵ PM	4 45 AM		x 9 32 PM	6 47	8 19	2 05 AM
	5 07	3 00	4 59		9 41	6 56	8 31	2 16
	5 15	3 08	5 07		9 46	7 01	8 41	2 22
	5 34 ¹⁰	3 22	5 20		9 54	7 09	8 50	2 32
	5 50	3 40	5 35		10 04	7 25	9 07	2 55
	5 52	3 45	5 40		10 06	7 27	9 09	2 57 ⁴⁰
	6 06	4 00	5 55		10 15	7 37	9 19	3 07 ³⁴
	6 14	4 08	6 03		10 20	7 42	9 28	3 15
	6 26	4 20	6 15		10 29	7 52	9 39	3 26
	6 33	4 32 ¹⁰	6 22		10 34	7 57	9 44	3 33
	6 39	4 40	6 28		10 38 ²⁰	8 08	9 55	3 50
	6 48	4 48	6 37		10 44	8 14	10 02	3 58
	6 56	4 57	6 45		10 49	8 20	10 08	4 05
	7 04	5 06	6 53		10 54	8 25	10 14	4 12
	7 12	5 16	7 10 ⁶		10 59	8 31	10 24	4 20
	7 21	5 26	7 30		11 05	8 37	10 31	4 27
	7 29	5 36	7 38		11 11	8 43	10 39	4 33
	7 37	5 44	7 46		11 17	8 49	10 46	4 43
	7 45	5 54	7 54		11 22	8 55	10 54	4 49
	7 51	6 01	8 00		11 26	8 59	10 58	4 54
	7 59	6 10	8 08		11 33	9 05	11 05	5 01
	8 09	6 22	8 18		11 39	9 12	11 13 ⁴²	5 10
	8 18	6 32	8 27		11 45	x 9 18 ²⁰	11 24 ³⁶	5 22
	8 30	6 44	8 39		11 51	9 25	11 34	5 34
	8 35	6 50	8 44		11 54	9 28	11 37	5 38
	8 50 ²⁰ PM	7 20 PM	9 00 AM		12 02 ⁴⁰ AM	9 45 PM	11 45 AM	6 00 AM
	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	5.20 27.7	4.35 25.5	4.15 25.3		2.30 43.1	4.00 30.9	4.45 31.1	3.55 27.5

AUTOMATIC BLOCK SIGNALS

nd	MINTURN	*BWCNT	302.0	Yard
ab	AVON	D	307.9	103
	WILMOR	W	314.3	105
ru	WOLCOTT	D	319.1	102
	KENT		321.3	24
	ORTEGA		323.6	101
ok	EAGLE	WDN	329.0	88
op	GYPSPUM	D	335.8	100
	LUKE		339.0	90
dy	DOTSERO	JTN	341.9	150
	ALLEN		347.7	90
	SHOSHONE	W	350.6	86
	GRIZZLY		355.2	111
gn	GLENWOOD	JBNW	360.1	40
	FUNSTON	*WCT	360.8	Yard
	CHACRA		368.2	100
no	NEWCASTLE	DW	372.7	89
sl	SILT	D	379.5	90
	IVES		383.4	82
rl	RIFLE	TWN	386.6	90
	LACY		391.4	90
	MORRIS		395.3	76
	DOS		399.5	90
gv	GRAND VALLEY	WD	404.0	90
	UNA		408.8	90
	NIGER		413.0	40
de	DE BEQUE	D	416.6	95
	GRAVEL		420.7	83
	AKIN		423.6	71
	TUNNBL		427.7	103
	CAMEO		432.6	96
pd	PALISADE	WDN	437.0	90
fd	CLIFTON	D	442.5	90
	FRUITVALE		445.8	
in	GRAND JCT.	*BWCNT	449.5	Yard

(147.0)

Schedule Time
Average Speed per Hour

See Special Time-Table Rule 35, page 14, 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	16	20		40	34	42	36	
	TIME-TABLE No. 111					The Panoramic	Scenic Limited	Passenger	Passenger		Fast Freight	Fast Freight	Fast Freight	Fast Freight	
	JULY 5, 1936					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
147.6	nd	MINTURN	5.9	*BWOHTY		10 10 AM	7 40 PM					5 55 AM		4 30 PM	
141.7	ad	AVON	6.4	D		9 53	7 20					5 39		4 09	
135.3		WILMOR	6.8	W		9 40	7 02					5 23		3 53 01	
130.5	bu	WOLCOTT	7.2	D		9 31	6 50					5 11		3 40	
128.3		KENT	7.5			9 27	6 44					5 06		3 35	
126.0		ORTEGA	7.8			9 23	6 40					5 01		3 30	
120.6	ok	EAGLE	8.8	WDN		9 15	6 29 1					4 49		3 18	
113.8	op	GYPSUM	9.1	D		9 04	6 10					4 29		2 58	
109.7		LUKE	9.5			8 58	6 00					4 21		2 50	
107.7	py	DOTSERO	9.8	JYN	f 8 40 AM	8 55	5 57	12 20 AM			3 50 AM	4 16	2 25 PM	2 45 77	
101.9		ALLEN	10.2		8 31 15	8 46	5 47	12 05 AM			3 36	4 02	2 11	2 31	
99.1		SHOSHONE	10.5	W	8 26	8 41 15	5 42	11 59			3 28	3 54	2 03	2 23	
94.4		GRIZLY	10.9		8 18	8 33	5 34 01	11 50			3 15	3 41	1 50	2 10	
90.5	od	GLENWOOD	11.2	JNWN	8 09	8 24	5 25	11 40			3 00	3 26	1 35	1 55	
88.3		FUNSTON	11.5	*WTCY	8 05	8 19	5 11	11 22			2 57 19	3 24	1 33	1 53	
81.4		CHACRA	11.8		7 56	8 09	4 59	11 10			2 38	3 07 19	1 15	1 35	
76.9	no	NEWCASTLE	12.1	DW	7 51	8 04	4 52	11 04			2 30	2 53	1 07	1 27	
70.1	al	SILT	12.4	D	7 42	7 55	4 40	10 53			2 18	2 41	12 55	1 15	
66.2		IVES	12.7		7 37	7 50	4 32 77	10 45			2 11	2 34	12 48	1 08	
63.0	af	RIFLE	13.0	YWN	f 7 33	7 45	4 27	10 38 5			2 05	2 28	12 42	1 02	
58.3		LACY	13.3		7 25	7 36	4 15	10 26			1 56	2 19	12 33	12 53	
54.3		MORRIS	13.6		7 20	7 31	4 09	10 21			1 47	2 10	12 24	12 44	
50.1		DOS	13.9		7 15	7 26	4 03	10 16			1 39	2 02	12 16	12 36	
45.8	ov	GRAND VALLEY	14.2	WD	7 10 75	7 21 75	3 57	10 10			1 31	1 54	12 08 PM	12 28	
40.8		UNA	14.5		7 04	7 15	3 46	10 02			1 22	1 45	11 59	12 19	
36.6		NIGER	14.8		6 58	7 08	3 38	9 55			1 14	1 37	11 52	12 12	
33.0	de	DE BEQUE	15.1	D	6 53	7 02	3 31	9 49			1 07	1 30	11 45	12 05 PM	
28.9		GRAVEL	15.4		6 48	6 55	3 22	9 41			12 59	1 22	11 37	11 57	
26.0		AKIN	15.7		6 44	6 50	3 16	9 37			12 53	1 16	11 31	11 51	
21.9		TUNNEL	16.0		6 38	6 44	3 08	9 31			12 45	1 08	11 23	11 43	
17.0		CAMEO	16.3		6 31	6 37	3 00	9 24			12 35	12 58	11 13 15	11 33	
12.6	pd	PALISADE	16.6	WDN	6 25	6 31	2 52	9 18 1			12 26	12 49	10 59	11 24 15	
7.1	yo	CLIFTON	16.9	D	6 19	6 25	2 40	9 03			12 15	12 38	10 48	11 08	
4.3		FRUITVALE	17.2		6 16	6 22	2 32	8 57			12 10	12 33	10 43	11 03	
	zn	GRAND JCT.	17.5	J'SWOTENIS	6 10 AM	6 15 AM	2 25 PM	8 50 01 PM			12 02 5 AM	12 25 AM	10 35 AM	10 55 AM	
		(147.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	
		Schedule Time			2.30	3.55	5.15	3.30			3.48	5.30	3.50	5.35	
		Average Speed per Hour			43.1	27.7	28.1	30.8			28.3	26.8	28.1	26.4	

See Special Time-Table Rule 35, page 14, covering signals, spring switches and operations at Dotsero.

WESTWARD

MAIN LINE

SECOND CLASS

FIRST CLASS

Sub-Division 5

STATIONS

TIME-TABLE No. 111

JULY 5, 1936

Miles from
Denver

Capacity of
Siding

61
California
Fast Freight

77
California
Fast Freight

75
California
Fast Freight

1
Scenic
Limited

5
The
Panoramic

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

9 30 PM

8 00 PM

9 30 AM

9 55 PM

12 10 AM

9 35

8 05

9 35

9 59

12 13

9 40

8 10

9 39

10 02

12 16

9 45

8 15

9 43

10 05

12 19

9 51

8 21

9 49

10 14

12 23

10 00

8 30

9 56

10 22

12 28

10 06

8 36

10 01

10 30

12 32

10 13

8 43

10 08

10 37

12 37

10 21

8 51

10 15

10 44

12 43

10 30

9 00

10 23

10 51

12 49 38

10 38

9 08

10 31

11 00

12 55

10 53

9 23

10 44

11 10

1 03

11 02

9 32

10 52

11 17

1 10

11 10

9 40

11 00

11 26

1 17

11 27

9 58

11 17

11 37

1 26

11 42 1 28

10 05

11 26

11 42 38 61

1 31

11 55

10 17

11 38

11 48

1 36

12 10 AM

10 33

11 52

11 56

1 43

12 17

10 45

12 01 PM

12 07 AM

1 47

12 26

10 54 38

12 10

12 14

1 54

12 35

11 03

12 19

12 22

2 02

12 43

11 11

12 27

12 29

2 09

12 49

11 17

12 33

12 35

2 14

1 10

11 40

1 00

12 50

2 26

1 23

11 59

1 14

1 00

2 35

1 35

12 19 AM

1 26

1 10

2 44 2

1 48

12 40

1 45 36

1 21

2 53

1 56

12 55

1 54

1 28

3 03 6

2 16 2

1 10

2 08

1 38

3 11

2 48 6

1 30

2 28

1 48

3 20

2 58

1 58 1 2

2 40

1 58 2 77

3 27

3 05

2 12

2 50

2 05

3 32

3 13

2 29 6

3 00

2 13

3 39

3 20

2 50

3 10

2 23 6

3 45 34

3 32 34

3 05

3 22

2 38

3 52

3 55 6

3 27 34

3 30

2 42

3 55 61

4 20 AM

4 00 AM

4 00 PM

3 00 AM

4 05 AM

Arrive Daily

Arrive Daily

Arrive Daily

Arrive Daily

Arrive Daily

6.50
25.9

8.00
22.1

6.30
27.2

5.05
34.8

3.55
45.2

GRAND JCT. 2.4

DURHAM 2.5

RACEY 2.4

RHONE 4.5

FRUITA 5.1

LOMA 3.3

MACK 4.2

RUBY 4.9

SHALE 5.4

UTALINE 5.0

WESTWATER 4.5

COTTONWOOD 5.7

AGATH 5.5

CISCO 7.6

WHITE HOUSE 3.9

ELBA 4.2

SAGERS 5.2

VISTA 2.5

THOMPSON 6.1

BRENDEL 6.7

FLOY 6.0

SOLITUDE 4.5

DALY 3.8

GREEN RIVER 6.1

SPHINX 6.7

DESERT 6.7

CLIFF 5.9

WOODSIDE 6.3

GRASSY 6.6

CEDAR 6.9

VERDE 5.8

MOUNDS 5.5

FARNHAM 5.6

WELLINGTON 2.7

PRICE 2.7

MAXWELL 2.7

HELPER 2.7

(176.9)

Schedule Time
Average Speed per Hour

MAIN LINE

EASTWARD

Miles from Bridge	Sub-Division 5		FIRST CLASS				SECOND CLASS			
	STATIONS		2	6			34	36	38	
	TIME-TABLE No. 111		Scenic Limited	The Panoramic			Fast Freight	Fast Freight	Fast Freight	
	JUNE 5, 1936		Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	
176.9	JA	GRAND JCT. "NBICWT"	5 40 AM	5 52 AM			9 00 AM	6 00 PM	1 45 AM	
174.5		DURHAM 2.4	5 29	5 44			8 52	5 52	1 35	
172.0		RACRY 2.5	5 26	5 41			8 48	5 48	1 31	
169.6		RHONE 2.4	5 23	5 38			8 44	5 44	1 27	
166.0	KA	FRUITA 3.6	5 19	5 34			8 39	5 39	1 22	
160.9		LOMA 5.1	5 11	5 29			8 32	5 32	1 15	
157.6	WO	MACK 3.3	5 05	5 25			8 27	5 27	1 10	
153.4		RUBY 4.2	4 57	5 20			8 21	5 21	1 04	
148.5		SHALE 4.9	4 51	5 14			8 14	5 14	12 57	
143.1		UTALINE 4.4	4 45	5 08			8 06	5 06	12 49 5	
138.1		WESTWATER 5.0	4 39	5 02			7 59	4 59	12 40	
133.3		COTTONWOOD 4.8	4 31	4 55			7 51	4 51	12 22	
127.6		AGATE 5.7	4 23	4 48			7 39	4 39	12 09	
122.1	CS	CISCO 5.5	4 16	4 41			7 31	4 31	12 01 AM	
114.5		WHITE HOUSE 7.5	4 07	4 32			7 20	4 20	11 48	
110.6		ELBA 3.9	4 02	4 27			7 14	4 14	11 42 1 61	
106.4		SAGERS 4.2	3 57	4 22			7 08	4 08	11 28	
101.2		VISTA 6.3	3 51	4 16			7 00	4 00	11 20	
98.4	UD	THOMPSON 2.3	3 47	4 12			6 55	3 55	11 15	
92.3		BRENDEL 6.1	3 35	4 05			6 34	3 34	10 54 77	
85.6		FLOY 6.7	3 27	3 57			6 16	3 16	10 36	
79.6		SOLITUDE 6.0	3 19	3 50			6 00	3 00	10 20	
75.1		DALY 4.5	3 13	3 45			5 47	2 47	10 07	
71.3	GR	GREEN RIVER 3.8	3 08	3 40			5 35	2 35	9 55	
65.2		SPHINX 6.1	2 53	3 26			5 06	2 03	9 23	
58.5		DESERT 6.7	2 44 5	3 18			4 57	1 54	9 14	
51.8		CLIFF 6.7	2 33	3 10			4 48	1 45 75	9 05	
45.9	WD	WOODSIDE 5.9	2 24	3 03 5			4 36	1 33	8 53	
39.6		GRASSY 6.3	2 16 61	2 56			4 27	1 24	8 44	
33.0		CEDAR 6.5	2 08	2 48 61			4 16	1 13	8 33	
27.1		VERDE 5.9	1 58 77	2 41			4 06	1 03	8 23	
23.3	MG	MOUNDS 3.8	1 52	2 36			4 00	12 57	8 17	
17.8		FARNHAM 6.5	1 45	2 29 77			3 52	12 49	8 09	
13.0		WELLINGTON 4.3	1 38	2 23 1			3 45 5	12 42	8 02	
7.4	CV	PRICE 5.5	1 30	2 16			3 32 61	12 34	7 54	
4.7	BA	MAXWELL 2.7	1 07	2 12			3 27 77	12 29	7 49	
		HELPER "NBICWT" 4.7	1 00 AM	2 05 AM			3 18 AM	12 20 PM	7 40 PM	
		(176.9)	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	
		Schedule Time	4.40	3.47			5.42	5.40	6.05	
		Average Speed per Hour	37.9	45.5			31.0	31.2	29.1	

WESTWARD

MAIN LINE

EASTWARD

SECOND CLASS		FIRST CLASS		Miles from Denver	Sub-Division 4-A STATIONS TIME-TABLE No. 111 JULY 5, 1936		Miles from Dotsero	Capacity of Siding	FIRST CLASS		SECOND CLASS	
77 California Fast Freight	75 California Fast Freight	5 The Panoramic	19 Passenger		20 Passenger	6 The Panoramic			40 Fast Freight	42 Fast Freight		
Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily		
12 25 PM	2 55 AM	8 30 PM	12 46 AM	128.7	ORESTOD	ND	38.1		1 32 AM	9 42 AM	5 25 AM	4 00 PM
12 30	3 00	8 32	12 50	129.3	BOND	*NWCT	37.5	Yard	1 30	9 40	5 20	3 55
1 00	3 15	8 37	12 59		5.6				1 25	9 35	5 06	3 41
1 20	3 27	8 45	1 11 PM	134.9	GLEN		31.9	105	1 11 PM	9 26	4 55	3 30
1 37	3 41	8 56	1 23	142.1	DELL		24.7	110	12 59	9 15	4 41	3 16
1 44	3 47	9 00	1 28	144.6	BURNS		22.2	Spor 19	12 55	9 11	4 35	3 10
1 52	3 56	9 06	1 35	148.8	SYLVAN		18.0	105	12 48	9 05	4 26	3 01
2 06	4 12 40	9 15	1 45	155.3	RANGE	W	11.5	105	12 38	8 56	4 12 75	2 47
2 12	4 18	9 18	1 48	157.7	SWEETWATER		9.1	110	12 34	8 53	4 08	2 43
2 32 42	4 28	9 26	1 57	163.2	NICHE		3.6	96	12 25	8 45	3 57	2 32 77
2 45 PM	4 45 AM	9 32 PM	2 05 AM	166.8	DOTSERO	JNY		150	12 20 AM	8 40 AM	3 50 AM	2 25 PM
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		38.1				Leave Daily	Leave Daily	Leave Daily	Leave Daily
2.20 20.8	1.50 24.1	1.02 40.1	1.10 32.7		Schedule Time Average Speed per Hour				1.12 34.1	1.02 40.1	1.55 28.2	1.35 28.2

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

See Special Time-Table Rule 35, Page 14, 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		Miles from Aspen	Capacity of Siding	SECOND CLASS	
229 Mixed			TIME-TABLE No. 111 JULY 5, 1935				230 Mixed	
Leave Daily Ex. Sunday							Arrive Daily Ex. Sunday	
9 00 AM	360.1	GN	GLENWOOD	JN/NWGW	41.2	Yard	3 25 PM	
1 9 24	367.9		CATTLE CREEK	TE	33.4	20	1 2 55	
9 59	373.0	CO	CARBONDALE	TKD	28.3	38	2 35	
10 19	379.4		LEON	TE	21.0	23	1 2 01	
10 39	382.0		EMMA	TEW	19.3	17	1 1 50	
11 19	392.9		WOODY CREEK	TEW	8.4	13	1 1 16	
11 59 AM	401.3	NW	ASPEN	TEWTD		Yard	12 45 PM	
Arrive Daily Ex. Sunday			(41.2)				Leave Daily Ex. Sunday	
2.50 13.9			Schedule Time Average Speed per Hour				2.40 15.4	

NO. 229 IS SUPERIOR TO NO. 230

WESTWARD

IBEX BRANCH

EASTWARD

Miles from Denver	Sub-Division 3-B		Miles from Ibex	Capacity of Siding
STATIONS				
TIME-TABLE No. 111				
JULY 5, 1936				
275.8	Q	LEADVILLE	7.0	Yard
276.3		C. & S. CROSSING NO. 12	6.5	
276.3		0.0 CHRYSOLITE JCT.	6.5	
278.2		1.9 GRAHAM PARK JCT.	4.0	
279.4		1.2 ROY	3.4	24
280.2		0.8 WATER TANK	2.6	
280.4		0.2 EVANS	2.4	5
280.8		0.4 PENN JCT.	2.0	
281.8		1.0 ALPS JCT.	1.0	
282.8		1.0 IBEX		Yard
(7.0)				

WESTWARD					MAIN LINE					EASTWARD					WESTWARD					NORTH FORK BRANCH					EASTWARD				
FIRST CLASS		Sub-Division 16		FIRST CLASS		Sub-Division 16-A		FIRST CLASS		Sub-Division 5-A		FIRST CLASS		Sub-Division 5-A		Sub-Division 16-A		FIRST CLASS		Sub-Division 16-A		FIRST CLASS		Sub-Division 16-A		FIRST CLASS		Sub-Division 16-A	
319		STATIONS		320		STATIONS		320		STATIONS		320		STATIONS		TIME-TABLE No. 111		320		TIME-TABLE No. 111		320		TIME-TABLE No. 111		320		TIME-TABLE No. 111	
Passenger		TIME-TABLE No. 111		Passenger		TIME-TABLE No. 111		Passenger		TIME-TABLE No. 111		Passenger		TIME-TABLE No. 111		JULY 5, 1936		Passenger		JULY 5, 1936		Passenger		JULY 5, 1936		Passenger		JULY 5, 1936	
Leave Daily		Miles from Denver		Arrive Daily		Miles from Grand Junction		Arrive Daily		Miles from Sunnyside		Arrive Daily		Miles from Malta		Miles from Delta		Arrive Daily		Miles from Delta		Arrive Daily		Miles from Delta		Arrive Daily		Miles from Delta	
6 00 PM		351.5	ME	MONTROSE		72.7	Yard	9 15 AM		415.3	SW	SOMERSET		42.5	Yard	415.3		SOMERSET		42.5	Yard	415.3		SOMERSET		42.5	Yard	415.3	
6 10		357.4		MENOKEN		68.8	26	8 57		410.9		BOWIE		38.1	3	410.9		BOWIE		38.1	3	410.9		BOWIE		38.1	3	410.9	
6 20		362.2	HO	OLATHE		62.0	20	8 47		405.9	NW	PAONIA		33.1	30	405.9		PAONIA		33.1	30	405.9		PAONIA		33.1	30	405.9	
6 29		367.5		CHIPETA		56.7	27	8 35		403.6		COBURN		30.8	13	403.6		COBURN		30.8	13	403.6		COBURN		30.8	13	403.6	
6 45		372.8	DI	DELTA		51.4	Yard	8 25		397.7	NK	HOTCHKISS		24.9	27	397.7		HOTCHKISS		24.9	27	397.7		HOTCHKISS		24.9	27	397.7	
6 54		377.5		ROUBIDEAU		45.7	68	8 01		393.2		LAZEAR		20.4	10	393.2		LAZEAR		20.4	10	393.2		LAZEAR		20.4	10	393.2	
6 59		380.1		STRATTER		44.1	35	7 56		392.0		ROGERS MESA		19.8	34	392.0		ROGERS MESA		19.8	34	392.0		ROGERS MESA		19.8	34	392.0	
7 09		384.9		ESCALANTE		39.3	26	7 48		385.5		PAYNE		12.7	33	385.5		PAYNE		12.7	33	385.5		PAYNE		12.7	33	385.5	
7 20		390.9		DOMINGUEZ		33.3	43	7 38		380.8	AX	AUSTIN		8.0	17	380.8		AUSTIN		8.0	17	380.8		AUSTIN		8.0	17	380.8	
7 32		397.7		BRIDGEPORT		26.5	100	7 26		379.8		SAXTON		7.0	39	379.8		SAXTON		7.0	39	379.8		SAXTON		7.0	39	379.8	
7 41		402.8		DEER RUN		21.4	61	7 17		372.8	DI	DELTA		Yard		372.8		DELTA		Yard		372.8		DELTA		Yard		372.8	
7 50		409.0		KAHNAH		16.2	11	7 08				(42.5)						(42.5)						(42.5)					
7 58		411.8		WHITEWATER		12.4	43	7 00																					
8 08		417.3		UNAWEEP		6.9	26	6 50																					
8 35 PM		424.2	JN	GRAND JCT.		Yard		6 30 AM																					
Arrive Daily				(72.7)				Leave Daily																					
2.35		Schedule Time		2.45				2.45																					
28.1		Average Speed per Hour		20.4				20.4																					

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 double track 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. Schedule time and train orders westward trains from Sub-Division 4-A will apply at Dotsero Depot.
2. No. 15 will leave Malta without clearance when no operator is on duty. No. 16 will leave Leadville Jct. without clearance.
- 2-A. There is no train order signal at Leadville, Tennessee Pass or Delta. No train will leave these stations without clearance except all trains will leave Leadville and Delta without clearance when no operator is on duty.
- 2-B. Trains to or from Sub-Division 4-A will leave Dotsero without clearance when no operator is on duty.
- 2-C. Trains will leave Aspen without clearance.
3. Train register books are located at:

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

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.

3-B. Conductors on Nos. 15 and 16 will register both arriving and departing time, in registers at Malta and Leadville Jct., for the information and guidance of crews on inferior trains between these points on Sub-Division 3.

3-C. 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.

3-D. 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.

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

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

YARD LIMIT STATIONS

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

Second and inferior class and extra trains and yard engines will move within these yard limits in compliance with rule 93 of the rules and regulations of the Operating Department.

4-B. 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, and within yard limits, Delta.

First class trains must move within these 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.

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. 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 twelve (12) 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.

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

6-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.

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

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

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

6-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 freight or mixed trains.

6-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.

6-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. 15 of the Air Brake Instruction Book.

Westward freight trains will stop at Pando and eastward freight trains will stop at Kobo to cool wheels and inspect train.

6-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 trains start from this station, retainers must be turned up.

6-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 made for sliding wheels.

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

7. Trains approaching the following crossings at grade, which are not protected by signals or derails, must stop at a point designated by stop board and not proceed until sure that track is clear. (See general Rule 98.)

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

7-A. Switch lights in A. B. S. territory are maintained only on switches where required for yard operation and to protect facing point switches in reverse direction movement on double track not signalled for reverse movement.

In A. B. S. territory trains moving against the current of traffic on double track not signalled 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; facing point spring switches must be inspected on the ground. Unless otherwise provided Automatic Block Signals govern trains moving only with the current of traffic.

In the event several automatic block signals are damaged or destroyed, or become inoperative, such signals will be taken out of service by train order in the following form:

"Effective _____ (time) _____ (date) _____ A. B. S. Nos. _____ between _____ (station) _____ and _____ (station) _____ will be taken out of service."

Under this order, trains will operate just the same as they do in non-A. B. S. territory. When such signals are taken out of service, all lights will be put out and the signal heads turned at right angle to the track.

7-B. Rule 505-A is revised as follows:

"Automatic Block Signals are designated by number plates located on the mast below the signal. Positive automatic block signals have an additional red light or glass reflecting marker indicating the letter 'P', placed above or below the signal. Trains passing a Positive Automatic Block Signal automatically set to STOP all block signals governing train movements from the next opposing Positive Automatic Block Signal."

7-C. Rules 509, 509-A and 509-B are revised as follows:

509. Trains stopped and proceeding by a "stop" signal, must not exceed a speed of eight miles per hour to the next clear or approach A.B.S. expecting to find a train in the block, broken rail, obstruction or switch not properly lined. In all cases, a flagman must precede the train through an intervening tunnel. It must be known that all facing point switches are properly lined for the main track; facing point spring switches must be inspected on the ground.

509-A. When a train is stopped by a "positive stop" signal, it may proceed when the signal is cleared, or when it is authorized to proceed. In case of failure of means of communication, it may proceed when preceded by a flagman.

If it is possible for an opposing train to be in the block, the Dispatcher may authorize the train to proceed by issuing the following train order:

"Proceed under flag protection and according to Rule 509."

When it is known to the Dispatcher positively there is no opposing train between the two communicating points, the following train order should be issued:

"Proceed according to Rule 509."

In case of a work train in the block, the following train order may be issued:

"Proceed according to Rule 509 looking out for Work Extra _____ in the block."

509-B. When a train is stopped by a "stop and proceed" signal, it may proceed when the signal is cleared, or if not immediately cleared, at once under the flagman 509 except when proceeding under Rule 509-A under flag protection, the flagman must precede the train to the next clear or approach signal.

7-D. Rule 517 of "Automatic Block Signal Rules, 1927" is revised as follows:

"A train which is to take siding may pass stop and proceed signal at 'Stop' to enter siding at restricted speed, provided the switch is known to be lined for the siding and the track to the switch is known to be clear."

7-E. Rule 510 of "Automatic Block Signal Rules, 1927" is revised as follows:

"A Grade Signal is a 'STOP AND PROCEED' signal with an additional indication mounted below and to the right of the signal, and when illuminated will show the letter 'G' to modify the automatic block signal restriction. In the absence of the illuminated 'G' which indication will appear only under certain conditions, the train will be governed by 'STOP AND PROCEED' signal. When the 'G' is illuminated, freight trains may pass the 'STOP AND PROCEED' signal and proceed at a speed not to exceed eight miles per hour to the next A. B. S., expecting to find a train in the block, a broken rail, obstruction, or switch not properly set. Passenger trains must STOP even though the 'G' be illuminated, and be governed by the 'STOP AND PROCEED' signal, except between Minturn and Tennessee Pass, and between Helper and Thistle, passenger trains may pass 'STOP AND PROCEED' signal when the 'G' is illuminated in the same manner as freight trains."

7-F. Westward signal No. 6255, located at end of double track Helper, has two signals on mast, top signal governing westward movements on main track and lower signal governing westward movements to the eastward track when the cross-over located at end of double track is reversed.

7-G. Between Vista and Thompson there is no intermediate A.B.S. Train occupying main track at Vista between A.B.S. 6258 and the signal overlap sign will hold A.B.S. 6258 and positive A.B.S. 5272 at east end Thompson in stop position.

7-H. 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.

7-I. In all instances where it is necessary to use tracks or crossovers which converge with a main track immediately in advance of an A. B. S., the indication of the A. B. S. given prior to the operation of any switches must be observed when using that main track.

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

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. 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."

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

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

Between Grand Junction and Glenwood
Eastward, Mondays, Wednesdays and Fridays. Departing A. M.
Westward, Tuesdays, Thursdays and Saturdays. Departing A. M.

Between Glenwood and Minturn
Tuesdays, Thursdays and Saturdays.
Eastward, departing A. M.
Westward, departing P. M.

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.

9. Cars placarded "Explosives" must not be cut off while in motion, and other cars must not be dropped against them.

Trainmen must not uncouple cars on grades without first testing hand brakes and knowing they will work.

10. 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	225.3	West Brown Canon—rock cut	Side
3	240.2	Buena Vista—Bridge 240.21	Side
3	240.4	West Americus Bridge 246.43	Side
3	252.0	Princeton Siding—Stock Chute	Side
3	254.0	West Princeton—Bridge 254.01	Side
3	266.9	Snowden—Old C. M. Abutment	Side
3	271.0	Malta—Water Column	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. 282.2 W	Side
3	284.5	West Mitchell—A. B. S. 284.5-E	Side
3	286.7	Deen Tunnel	Side and overhead
3	286.9	Deen—A. B. S. 287.0-W	Side
3	288.4	Pando—Water Column E. B. Track	Side
3	288.6	Pando—Water Column E. B. & passing track	Side
3	291.3	West Pando—Bridge 291.34 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	301.6	Minturn—A. B. S. 301.6	Side
3-B	275.8	Ibex Branch—Snow Sheds	Side and overhead
4	303.4	Minturn—Bridge 303.40	Side and overhead
4	321.2	West Wolcott—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 passing tracks	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. passing	Side
4	372.7	New Castle siding—stock chute	Side
4	372.8	New Castle—Bridge 372.82	Side
4	372.8	New Castle siding—Bridge 372.82-S	Side
4	386.6	Rifle—Water Column, main line and siding	Side
4	444.2	West Clifton—Bridge 444.25	Side
4-B	371.7	Carbondale—Bridge 371.72	Side and overhead
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	580.6	East Switch Woodsie—Bridge 580.58	Side
5	580.6	Woodsie Siding—Stock chute	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 619.07	Side

Sub-Division	Miles	Description	Side or Overhead
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 Jet. 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

All employees are also hereby notified that there are coal chutes, buildings, platforms and other structures located on tracks, other than the main track and sidings, that will not clear a man riding on the side of a car or engine or on the top of a car; and all employees must protect themselves from injury in passing such structures.

11. The following signs indicate:

- s—Regular stop.
- f—Flag stop to receive or discharge passengers or freight.
- x—Conditional stop under Rule 14.
- l—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.
- J—Junction Point.
- l—Scale.
- B—General Orders and 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, engineers 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 sixty-five miles per hour be made with passenger trains, or a speed exceeding forty-five miles per hour be made with freight trains on the main line.

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. Engineers 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 1,400 feet beyond the restricted territory, and will serve as a guide to engineers, in resuming normal speed.

Speed restrictions governing freight trains will govern the speed of light engines unless otherwise provided in Rule 12-B.

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:

Sub-Division	3:	Passenger MPH	Freight MPH
Between Salida and Tennessee Pass	35	40
Mallet Engines	35	35
Tennessee Pass to Rex	22	15
Rex to Minturn	30	20
K-59 Class Engines	55	
Sub-Division 3-A:	25	15
Sub-Division 4:		
Between Minturn and Palisade	55	
1400 Class Engines	35	35
Mallet Engines	35	35
On curve east end of bridge 360.30, Glenwood	25	25
K-59 Class Engines	55	

No train will exceed schedule time of Nos. 5 and 6 between Palisade and Dotsero.

Sub-Division 4-A:	55	
Mallet Engines	35	35
Sub-Division 4-B:	20	20

Sub-Division 5:	Passenger MPH	Freight MPH
Between Helper and Mack.....	55	
1400 Class Engines.....	40	40
Mallet Engines.....	35	35
K-59 Class Engines.....	55	
Ballard and Thompson Branch.....	6	6
Sub-Division 5-A:.....		12
Sub-Division 16:.....	40	20
Sub-Division 16-A:.....	30	15
Slow boards at Shale cut near M. P. 402 and slow boards between M. P. 413 and 414.....	12	8
Between M. P. 390½ and 391.....	10	10
Between M. P. 395 and 1000 feet east.....	10	10
All Sub-Divisions, except where specific restric- tions in certain territories require lower speed:		
Over all spring switches, except when lower speed is specified by timetable or slow board.....	25	25
Through turn-out all spring switches Salida.....	8	8
Through turn-outs ends of double track East Mit- chell, West Mitchell and Deen.....	22	15
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, Shovels, Clam Shells, Short Scale Test Cars, Ditchers and Pile Drivers moving on own wheels also K. & J. and Western Air dumps and loaded system coke racks.....		25

12-C. City ordinances speed limits as follows:	Miles per Hour
Buena Vista.....	25
Grand Valley.....	30
Palisade.....	15
Grand Junction.....	25
Montrose.....	15
Prairie.....	20

12-D. 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-75, F-81, L-131 and L-132 class engines must not be moved on wye at Price.

L-131 and L-132 class engines must not be moved west of road crossing on high line track at Silt nor placed on Nada Spur, M. P. 385.7.

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.

13. Company Surgeons are located as follows:

J. F. ROE, Chief Surgeon, Denver	
Geo. H. Curfman.....	Salida.
G. W. Larimer.....	Salida.
C. R. Fuller.....	Salida.
L. E. Thompson; Eye, Ear, Nose & Throat.....	Salida.
V. B. Ayers.....	Buena Vista.
J. C. Strong.....	Leadville.
W. W. Crook.....	Glenwood.
R. B. Porter.....	Glenwood.
W. R. Tubbs.....	Carbondale.
W. H. Twining.....	Aspen.
O. F. Claggett.....	Rifle.
F. H. Weidlein.....	Palisade.
A. G. Taylor.....	Grand Junction.
H. M. Tupper.....	Grand Junction.
G. C. Cary (Eye).....	Grand Junction.
L. A. Hick.....	Delta.
Lawrence Hick, Jr.....	Delta.
J. A. Spring.....	Montrose.
C. G. Brethouwer.....	Montrose.
A. H. Gould.....	Paonia.
J. E. McConnell.....	Somerset.
Jas. S. Orr.....	Fruita.
E. H. Walker.....	Thompson.
F. R. King.....	Green River.
M. T. Johnson.....	Sunnyside.
Chas. Ruggeri.....	Price.
A. R. Demman.....	Helper.

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. When a personal injury occurs on a train, a message must be sent to the Superintendent and Claim Department showing the kind of transportation injured person holds, giving number of ticket or pass, destination of party, and if injured party is stopping over enroute, 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 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 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.

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 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.

14. Nos. 1, 2 and 5 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.

14-A. No. 5 will stop at Burns, Dotsero, Rifle and Price to discharge pay passengers from Denver.

14-B. No. 6 will stop at any station west of Grand Junction to discharge pay passengers, mail, express or baggage from Western Pacific points, and will stop at any station east of Grand Junction to pick up pay passengers ticketed through to points on foreign lines.

14-C. 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.

14-D. 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.

14-E. Nos. 15 and 16 will stop on flag at Mile Post 283.7, Edwards, Antlers and Rulison.

14-F. Nos. 19 and 20 will stop on flag at Antlers and Rulison and at Highway Crossing East of Eagle River Bridge Dotsero.

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

The normal position of these switches is as shown below.

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. When switch is opened by hand it must be closed by hand.

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
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	Passing Track
342.0	Dotsero Jct. Sub-Division 4-A	Main track Sub-Division 4
448.4	East Switch—Grand Junction	Main Track
625.6	Helper	Westward Main Track
625.7	Helper	Independent Lead

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

15-B. Location of Crossovers on double track:

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

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

17. 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

The following special instructions, Rules 18 to 28, 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. Rule 86 is revised as follows:

"Unless otherwise provided, an inferior train must clear the time of a superior train in the same direction not less than 5 minutes but must be clear at the time a first class train in the same direction is due to leave the next station in the rear where time is shown.

"Where automatic block is continuous between stations, inferior trains must clear superior trains in the same direction sufficiently to give clear signal indication in the rear.

"In narrow gauge territory an inferior train must clear the time of a superior train, in the same direction not less than five minutes."

20. Rule 92 is revised as follows:

"A train must not leave a station in advance of its schedule leaving time."

21. Add to Rule 99 as follows:

"In Automatic Block Signal territory, when a train is stopped by a 'Stop and Proceed' signal, under conditions of momentary duration, the train may proceed in accordance with A. B. S. Rule 509-B, after the engineer has sounded whistle signal 14 (b), has received a proceed signal from train crew, and acknowledged same as provided by Rule 14 (g). The flagman must be on the ground at the rear, prepared to protect if train does not immediately proceed. When conditions require, fuseses must be used to protect the train.

"Except as herein provided, all provisions of Rule 99 must be complied with."

22. Second paragraph of Rule 104-E is revised 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."

23. Rule 109 is revised as follows:

"Engine men must exercise good judgment in making stops for fuel and water, cutting engine off when necessary to avoid rough handling or damage to equipment. Where grade conditions warrant, hand brakes must be set."

24. 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 engine men on all trips made during the tour of duty on which such orders are received."

25. 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."

26. 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."

27. Add to instructions following Form K:

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

28. Add to instructions Form T:

"Trains receiving this order will register by registering ticket at station named and operator will record same in train register."

29. When spreaders are handled in trains other than work extras, they must be heaved in working direction.

Where wreckers, clam shells or other derricks are moved the boom should be trained in trailing direction.

30. Not more than two men will be permitted on the leading footboard of a switch engine at the same time, one on each side of the drawbar.

31. Track No. 1 at Malta is westward passing track.

Track No. 1 at Funston is westward passing track.

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

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

Track No. 3 at Green River is westward passing track for freight trains.

Track No. 4 at Green River is eastward passing track for freight trains.

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

31-B. Crossover switch on crossover leading from westward main track to house track at Minturn must be left lined for the house track.

32. Rule 208-A is modified to the extent that it will not be necessary for operators at Glenwood to place torpedoes on the rail when there is a "31" order to be delivered.

33. Trains arriving Salda on Sub-Division 13 must check register in Telegraph Office against first class trains on Sub-Divisions 2 and 3 before occupying standard gauge main tracks.

When signalled by Yardmaster in Salda Yard to do so, No. 316 may occupy eastward main track in front of Trainmaster's office without checking register against eastward first class trains on Sub-Division 3.

33-A. Narrow gauge trains departing from Salda 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.

34. A. B. S. AND OPERATION BY SIGNAL INDICATION, TENNESSEE PASS—DEEN.

The limits of operation by signal indication are designated by signs.

Within these limits trains will be operated by indication of Automatic Block Signals and signals controlled from Tennessee Pass Tower, and the superiority of trains will be void, except when a section of double track is used as single track under Train Order Form S. Except as otherwise provided herein, A. B. S. rules govern.

When a train or engine is stopped by a positive Stop signal, it may proceed when the signal is cleared, or when it is authorized to proceed by the signalman. The authority must be written and repeated by the conductor or engineman and record made by signalman.

A train must not make a reverse movement without the proper positive signal indication, except under flag protection when authorized by the signalman.

If head end of train passes a signal at end of siding or double track and then reverse movement is made so that it is again in the rear of the signal, the signalman must be notified at once.

34-A. Between Tennessee Pass and Deen, Rules 97, 97-B and 97-C of "Rules and Regulations of the Operating Department, 1924," are modified to permit the movement of extra trains and work extras by clearance card, except when a section of double track is used as single track under Train Order Form S, proper train orders must be issued.

Classification and marker signals will not be removed through these limits.

Operation by signal indication does not dispense with the use or observance of other signals whenever or wherever they may be required.

Trains or engines having work to perform, must inform the signalman at Tennessee Pass the amount of time necessary to secure signalman's permission before entering the block in which the work is to be performed. If, for any reason, a train or engine is unduly delayed, the signalman at Tennessee Pass must be communicated with at once.

The signalman at Tennessee Pass controls the signals at east end Tennessee Pass, west end Tennessee Pass, East Mitchell, West Mitchell and end of double track at Deen.

When a mast has two signals, the top signal governs normal movements on the main track and the lower signal governs movements to siding.

Trains moving from siding to main track and from double track, when moving against the current of traffic, to single track, will be governed by signal, over or to the right of the track.

Movements on sidings are not protected by Automatic Block Signals between clearance points.

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 signalman 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 or clear indication.

34-B. Audible annunciator is located three thousand feet west of the double track 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.....	One long blast.
Fruit and Stock Trains.....	Two short blasts (counting three between each blast for space).
Other freight trains.....	Three short blasts (count two for space).

34-C. REMOTE CONTROL AND HAND-THROW SWITCHES.

East switches to passing tracks Nos. 1 and 2 at Tennessee Pass are remotely controlled and operated by signalman at Tennessee Pass.

To operate a remote control switch by hand, permission with time limit must be secured from signalman. When time limit has expired, or when work is completed, the selector lever restored to the switch machine position, and the selector and hand-throw lever locked, the signalman must be so notified.

Written instructions governing the operation of remotely controlled switches are posted in adjacent telephone booth.

Enginemen must not accept hand signals as against fixed signals in making movements over a remote control switch, unless the selector, yellow lever, has been placed in the hand-throw position.

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

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

To operate main track hand-throw switches, or crossover switches leading to main track, permission must be secured from signalman.

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

35. 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, facing point spring switches must be inspected on the ground.

36. Audible annunciator is located 500 feet west of west switch, Niehe, 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.

Tracks not shown as Stations in Time-Table

OPEN HOURS OF TELEGRAPH OFFICES

SUB-DIVISION	NAME	Mile	Car Capacity	Switch Connection
3	Tie Plant	216.8	381	East End
3	Mitchell	283.5	8	East End
3	Bonner	287.1	4	East End
3	Knight	295.1	5	East End
3	Black Iron Spur	295.2	8	West End
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	Deversaux	363.0	2	West End
4	South Canon	365.2	3	East End
4	Doll	376.3	6	East End
4	Antlers	382.2	16	Both Ends
4	Nada	385.7	13	East End
4	Rulison	396.9	7	West End
4	Midwest	435.8	47	West End
4	Savoy	436.7	40	West End
4	Bridges	440.2	21	Both Ends
4-B	Flour Mill	362.8	4	East End
4-B	Red Canon	364.1	3	East End
4-B	Kiffin	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	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	West End
16-A	Elberta	401.4	15	West End
16-A	Hadley	404.5	12	Both Ends
16-A	Roberts	407.1	8	Both Ends
16-A	Underwood	408.0	4	West End
16-A	Morgan	409.1	3	Disconnected
16-A	Juanita Jet	412.0	50	East End
16-A	Blackburn	412.1	20	Disconnected
16-A	Coal Mines	416.1	173	East End

Station	Week Day Hours	Sunday and Holiday Hours
Salida	Continuous	Continuous
Buena Vista	9:00 AM to 5:00 PM	9:00 AM to 5:00 PM
	10:00 PM to 6:00 AM	10:00 PM to 6:00 AM
Malta	6:30 AM to 10:30 PM	6:30 AM to 10:30 PM
Leadville	4:00 AM to 1:00 PM	4:00 AM to 6:00 AM
Tennessee Pass	Continuous	Continuous
Red Cliff	5:50 AM to 2:50 PM	Closed
Minturn	Continuous	Continuous
Avon	7:00 AM to 4:00 PM	Closed
Walcott	9:00 AM to 6:00 PM	Closed
Eagle	7:30 AM to 11:30 PM	7:30 AM to 11:30 PM
Gypsum	7:45 AM to 4:45 PM	Closed
Dotsero	Continuous	Continuous
Orestod	Continuous	Continuous
Glenwood	Continuous	Continuous
New Castle	8:00 AM to 5:00 PM	Closed
Silt	8:00 AM to 5:00 PM	Closed
Rifle	Continuous	Continuous
Grand Valley	8:00 AM to 5:00 PM	9:45 AM to 11:45 AM
DeBeque	7:30 AM to 11:30 PM	7:30 AM to 11:30 PM
Palisade	Continuous	Continuous
Clifton	8:00 AM to 5:00 PM	Closed
Grand Junction	Continuous	Continuous
Fruita	7:00 AM to 4:00 PM	Closed
Mack	Continuous	Continuous
Cisco	11:00 PM to 3:00 PM	11:00 PM to 3:00 PM
Thompson	Continuous	Continuous
Green River	Continuous	Continuous
Woodside	1:00 AM to 10:00 AM	1:00 AM to 10:00 AM
Mounds	1:00 AM to 10:00 AM	1:00 AM to 10:00 AM
Price	12:01 AM to 4:00 PM	12:01 AM to 4:00 PM
Helper	Continuous	Continuous
Carbondale	9:00 AM to 6:00 PM	Closed
Aspen	8:00 AM to 5:00 PM	Closed
Delta	8:00 AM to 5:00 PM	8:00 AM to 10:00 AM
Olathe	8:30 AM to 5:30 PM	8:30 AM to 10:00 AM
Montrose	9:00 AM to 6:00 PM	4:00 PM to 6:00 PM
Austin	9:00 AM to 6:00 PM	Closed
Hatch	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
A. C. 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-95 Engines 3400-3415	Class F-81 Engines 1400-1409	Class M-75 Engines 1500-1509	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 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	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Salida.....	Tennessee Pass.....	3000	2650	2000		1800	1600	1210	1070	940			4
Minturn.....	Tennessee Pass.....	1350	1100	950		780	685	550	450	420			2
Grand Jet.....	Glenwood.....	5100	4850	3700		3350	3000	2400	2000	1750	1270	1070	6
Glenwood.....	Minturn.....	3300	2950	2400		2000	1700	1500	1200	1130	650	600	4
Glenwood.....	Bond.....	3500		2550			1825	1600	1280		700		6
Grand Jet.....	Mounds.....	4400			2925	2525	2315	1790	1630				5
Mounds.....	Helper.....	4600	3850	3400	3150	2750	2500	1970	1630				5
Helper.....	Woodside.....	6000	5300	4550	4100	3670	3300	2380	2100				7
Woodside.....	Green River.....	4400			3380	3020	2700	2040	1870				6
Green River.....	Grand Jet.....	4400			2925	2525	2315	1790	1630				5
Mounds.....	Whites.....		2190	1900				1010	850	700			3
Whites.....	Sunnyside.....		1325	1030				530	450	350			2
Grand Jet.....	Delta.....						4090	3320	2720	2100	1440		10
Delta.....	Montrose.....							1950	1570	1280	975	830	5
Delta.....	Somerset.....								1520	1240	1000	800	5
Somerset.....	Rogers Mesa.....								2330	2380	1750	1450	8
Glenwood.....	Leon.....											660	4
Leon.....	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.

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

Ice trains—55 cars.

90 loaded cars.

100 loads and empties mixed.

100 empties.

Not to exceed 10 flat cars loaded with steel rails.

SIGNAL MAINTAINERS

Headquarters	Signal District	
	From	To
Salida.....	ABS 2124	2332 Inc.
Buena Vista.....	ABS 2333	2670 Inc.
Tennessee Pass.....	ABS 2671	2898 Inc.
Minturn.....	ABS 2897	3138 Inc.
Eagle.....	ABS 3139	3419
Glenwood.....	ABS 3419	3674 Inc.
Rifle.....	ABS 3675	4034 Inc.
DeBeque.....	ABS 4035	4368 Inc.
Grand Jet.....	ABS 4369	4660 Inc.
Westwater.....	ABS 4661	5046 Inc.
Thompson.....	ABS 5047	5464 Inc.
Green River.....	ABS 5465	5862 Inc.
Prairie.....	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 derauling 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."