# THE DENVER & RIO GRANDE WESTERN RAILROAD SYSTEM

T. H. BEACOM, RECEIVER

THE RIO GRANDE SOUTHERN RAILROAD COMPANY

SECOND DISTRICT

## No. 102-TIME TABLE-No. 102 CUNNISON DIVISION

Taking Effect Sunday, October 7, 1923, at 12:01 A. M. Standard Time, 105th Meridian

Superseding Third Division Time Table No. 101 and Rio Grande Southern Time Table No. 66.

NOTE IMPORTANT CHANGES IN TIME TABLE RULES

For the exclusive guidance of Employes, not for the information of the Public. The Management reserves the right to vary from it at pleasure.

I. H. LUKE, General Manager.

L. F. WILSON,

General Superintendent of Transportation.

L. W. BOWEN,
General Superintendent.

J. W. MARTZ,

Superintendent

WESTWARD EVITROVD COMEVMA THE RIO CRANDE SOUTHERNIAN EASTWARD

THIRD CLASS

SECOND CLASS

FIRST CLASS

Leave Tuesday and Friday

Mon., Wed. and 348 Fitting

12.55M 1.10

Wr00'9

8 : B

PONCHA JC.

64.79 68.54

28 27

9.15

1 11.51 11.35 12.05m

Tracks Yard

9.30M

Passenger
Arrive
Daily
Except Sund

Arrive ednesday and Saturday 5.00PM 4.25

Arrive Daily Exc. Sunday

4.00 3.36FM

> 2.56 3.20 3.45mm

2.43

2.28

1.45

Freight

Freight

324

326

THIRD CLASS

1.20 1.35M

6.31

6.41

226.02

MEARS JC. TOWOY

817
Denver, Alamoss and Durango Passenger
Leave Daily
Except Sunday

Time Table No. 102

Sub-Division 13

STATIONS

Capac-lty in cars

FIRST CLASS

SECOND CLASS

318

844 Miled

Freight 323

Freight

325

9.15 8.50 8.20M

8.10 8.32 7.50

7.30M

8.40M

80.8

7.15

281.94

6.54

7.28

234.00 228.32 223,85 220.10

GRAYS 3.57 POCONO 3.14

TGWC

46 18

8.32 8.30

8.08 7.55

66.70

36

8.44 9.01

8.53

11.26M

240.71 287.67

Mp MARSHALL PASS nwette

47.93

51.07 54.64 60.32 62,62

48.79

37 20 87

11.50 11.00

12.45

12.15FM 11.30 334 10.40 9.50 9.25 8.45

. 9.15

257.24 252.75

8) : B SARGENT dweytte

8.59 8.30 7.48

8.42

248.61 244.85

CHESTER 4.24 BUXTON 4.49 SHAWANO

35.89

40.13

81.40

56

6.20

H.B.

11.05 10.00 10.30 11.30 12.10M 12.50 1.20

6.33

6.53 7.16

5.58

24,05 26.59

8

9.27

262.05

9.33

262.94

1.05

9.44

9.47

270.89 209.46 9.35 25 266.48

HAIO
CROOKTON
8,98
DOYLE
DOYLE

19.18 28.16

5.38

1155

9.35 315

5.48 5.56

18.25 6.48

> 45 18 26 46 45 28

10.04 10.35.

276.82

PARLIN

TOW

30

5.19 5.35

Gn : GUNNISON BNWOYTS

2.10

1.30

2.48

2.05 1.45N 2.30%

T. H. BEACOM, RECEIVER

T AN WELLE

Arrive Tuesday and Friday (1.20) 8.18

Arrive Daily Exc. Sunday (8.00)

Mon, Wed. and Friday (.45) 15.76

Arrive Daily (cept Sund (.40) 16.36

Average Speed per Hour

(4.40) 4.50M Leave Daily 5.06

Leave Daily Except Sun (.39)

B.55as Leave Mon. Wed and bylday (189) 12.02

Wednesday and Saturday (1.24) 7.79

9.15 9.54M

> 8.35 9.16

7.45AN 8.10 9.10

335

Management reserves the right to vary from it

9dT

E. ASITEON

	Exe, Sunday (6-46)	Arrive Duily	12.20m	11.56	11.28	10.50	9.56	9.15	8.45	8.20	8.15	7.50	7.20	7.00	Crabbins	6.4	Leave Daily Exc. Sunday	Freight	827	THIRD			2000	me dugge		TOPTOPALANTO
	nday	57M316	OPM	6	8	0 18	6	0	Cilc		On C	0 3	0	0		6.40AN	Dally	ghe	77	THIRD CLASS						
	LE	9 3.7	The same of	1. M 2023				THE PERSON NAMED IN	3.400	3.30m							Leave Tuesday, Leave Monday, Thurs, and Sat. Wed and Friday	Lake City Mixed	851	SECOND CLASS	WESTWARD			DMT TANK		
	Arrive Monday, Wed, and Friday		Baso -	THE PERSON	Series of the series			THE PERSON NAMED	12.25%	12.157				The state of the s			Leave Monday,	Lake City Mixed	349	CLASS	RD	Ottom	Wine Table	BAYA TOTAL		ORBYE BE
	Arrive Dally	2.25M	2.21	1 2.07	1.55	1 12.60	12.30	1 12.06M	44 22 3	1 11.45	1 11.22	1 11.04	1 11.02	1 10.61		10.404	Leave Daily	Marshall Pass Route	91	FIRST CLASS				Merell Month		
		361.51		7 346.36	15	10.628	328	1		313.97	307.17	300.08			288.64	288.64		Dist.	+		2000 g		Bus	STATE OF		
Average Speed per Hour	62.87	Meta MONTROSE DWOY	PAIRVIEW	CEDAR ORBER TOWY	CERRO SUMMIT TOY	Rn CIMARRON TGDWCY	CRYSTAL	CURECANTI	LAKE JUNCTION	Sa :SAPINER	CEBOLLA TG	KEZAR -	4.69	5.88 OROSSING	STAD NOSINNOS GTT	N-B	October 7, 1928	Time Table No. 102	Stations	Sub-Division 14	M STA			Contractor Contractor		
per House		i	0.10	T.	-	TGDWCY 22.50	23.99	TG 80.66	TION 88.78	OBTGRDY 87.54		100	52.86		1	-		No. 102			MAIN LINE					BERLAN
The said of the	Ť	Yard	1	42	19	38	14	81	Ì	59	47	20	12 1	1	87 Yard					Canala State						1
, see 199	Leave Daily	12.25FM	12.45	\$ 1.03	1.38 315	2.000	2.25	2.47	3.09	3.15	3.84	1 3.58	4.10		4.45M	Arrive Daily	Express	Marshall	FIRST CLASS							Threshop
Wol. and Friday	Leave Monday,				The state of the s				11.304	11.40M	A CONTRACTOR	THE WORLD	The state of the s	- Supple	THE PROPERTY OF	Wed and Friday	Mixed	350	MILITY GERAR D	ALCO FORM	Manager Aren		M Table No. M	STATIONS OF STATE AND ADDRESS		NATA LINE
Thurs., Sat. (10) 4.88			Section of the sectio						2.40%	2.50M			1000	We month on	9543	Thurs., Sat.		352	SECOND CLASS	99.75	EASTV		E u			
			THE REAL PROPERTY.						1000	The state of the s	The state of the s	The state of	10000	1 STON	1 Salas	CORCUE TO		TO SECOND	LASS	204	EASTWARD					
· · · · · · · · · · · · · · · · · · ·		10000							TO SECTION ASSESSMENT	The state of the s	of 25 Name	8.00	T WAY	Warden	大田の日   1   1   1   1   1   1   1   1   1	+ 10000	O STATE OF THE PARTY OF THE PAR	ESTONE	пит пи	TOTAL OF THE PARTY	TO 20 0 40m		March March	apprage	The state of the s	on Newton T 18
Ecc. Sunday (7.13)	9.00AM	9.10	9.30	10.00	10.50 #	12.30M3H	1238	110	1.55	2.30	3.00	3.10	3.36		4.15m	Arrive Daily Exc. Sunday	Freight	328	THIRD CLASS		de la					

	4-				*				
	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	patro	(974)	75588		1000			
						- Aug			
	11.10	Arrive Tuesday and Friday	3.55	2.35	1.30	11.48 12.10m	9.40J 10.20 10.57	328 Freight Leave Tuesday and Friday	#
		4.20m Friday	6 6	0 8	0 0 0	13	9.40AN 10.20 10.57 ans	8 Pht	WESTWARD
			3 4		100	310			VAR
		4	-			13121			0
	26 20 20 20 20 20 20 20 20 20 20 20 20 20	Arrive Daily Except Sunday	4.22	3.52	3.08	2.38	1.35M 1.55 2.08	817 Benver, Alarnosa and Durango Passenger Leave Dully Except Sunday	
		Statement of the last				0	2 2		
三 五种的种类	S «DAN	300.44	286.84	200	262.69	A STATE OF THE PARTY OF THE PAR		-57	ver
		As I		Gr	E	MINIM	N N	Tim	
	rage Special	(85.88)	MOSCA 7.27 McGINTY	GIBSON 5.97 HOOPER	MIRAGE 5.68 MOFFAT	VILLA GROVE DWG	MEARS JUNC. PONCHA PASS BOUND HILL 6.16	Sub-Division 15  STATIONS  Time Table No. 102  October 7, 1923	MAIN LINE
	o Time. ed per Ho	SA :BN	NTY	SON O7	AGE 68	GROVE OT SPR	A PASS	b-Division STATIONS Table No.	LINI
	Average Speed per Hou.	ALAMOSA :BNWCYTE (85.83)		0	YWZ	VILLA GROVE DWCY ERAL HOT SPRINGS	SALIDA BOWTYTGN  IEARS JUNO. WOY ONCHARS Y ROUND HILL WY 6.16	102	10
			13.60	26.14	-	61.45	A STATE OF THE PARTY OF THE PAR	Dist. from Alamos	10,
		Yard	47	47	TETP.	47		Siding Capacity in cars	
					1.13		1-1-1	THE RESERVE OF THE PARTY OF THE	
	28	7.50AM Leave Daily Except Sunday	8.25	9.19	9.54	10.41	11.26m 11.12	FIRST S18 318 Denve, Alamons and Duranger Pansenger Arrive Dully Except Sunday	
	12 2 2 2 2	9 -					2 ×	A LOOP	EAS
TO THE REAL PROPERTY OF THE PARTY OF THE PAR	MOOD NOON			Manual	200.00	a H		THIR	EASTWARD
		Leav	10		5 5	Sarrour TAPRIO		THIRD CLASS  32  Preiz  Arrive and Satu	RD
	10 10 10 10 10 10 10 10 10 10 10 10 10 1	9.00AM Leave Wed, and Saturday	10.12	11.48	12.50 12.20m	1.52 1.23	3.30mm 3.12 2.50	Saya  Arrive Wed.  And Saturday	
		4 1	3 3 1	Arr Exq		Skal-I	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
No. 20 00 00 00 00 00 00 00 00 00 00 00 00	WESTY	No. 3	9.17	1 1.554M Arrive Daily Except Sunday	10.30	9.05	Leave Daily accept Sunday 8.0048 8.15	THIRD CLASS 329 Freight	WES
Arriva 122	2 A	29 is sı	Did.	181-1	33			7 0-	WESTWARD
Created Minute M	SS RD	perior	(2.20) 15.95	5.10m Arrive Dally	4.10		2.50PH 2.50PH 2.52	FIRST CLASS 319 Ouray Passenger	RD
Corsical Correct Corre	ance Denver	No. 329 is superior to No. 330.			377.08		8 8 8	stance from Denver	
6 8	RES	330.		41 Ay	08 Wy	12 8 8	51 Ms		
GUNNISON IBNWOYTS  GUNNISON IBNWOYTS  ALOSSOT  FLORESTA, JUNCTION  ANTIRACITE  (31.05)  Nebadde Time.  Average Speed per Host.	TED BUTTE BRA Sub-Division 13-C		Average Speed per Hour.		Tribs	bs 0.5		Sub-Division 14-B STATIONS Time Table No. 102 October 7, 1923	OUR
UNNISON ISN ALOSSOT JACK'S CAIN GLACIES STED BUTTE GLACIES SATE BOTT RESSTA JUNOT R	BUTTE:		Speed I	7.33 OURAY (35.90)	PIEDMONT	COLONA 2.00 ELDREDGE 7.86	MONTROSE 13 OURAY JUNG. TAGONDA HERE	b-Division 14  STATIONS  le Table No.  October 7, 1923	Y BR
me Table No. 102 October 7. 1923  QUNNISON IBNWGYTS ALOSOT JACKS CABIN W GLACHERS RESIED BUTTE DWGYS 5.70 ORBSTA JUNGTION ANTHROITE (31.06)  ANTHROITE (31.06)  Nearly Speed per Bost	BR./		er Hour,		100 G-2750 Small	GE GE	MONTROSE HEDWOY OURAY JUNG. OURAY JUNG.	Sub-Division 14-B STATIONS Fime Table No. 10: October 7, 1923	OURAY BRANCH
88.4.2.2.8 8.4.2.2.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1	NCH			LOMO	DWCX		1 1 1	02 B	
S 4 10 15 12 15 15 15 Anthr	e from acite			The second of the second	10.83	28.57	35.25 Di	stance from Ourny	
Sales Vard 25 f f f vard 388				Yard	Yard s	20 1	100	Siding Capacity in Cars	
348 Darwe Mired Mired Arrive Daily 4.00m 2.55 2.30 2.07 1.50m Leave Daily (2.10) (2.10)	E.A.	4.210	15.95	9.454M		11.32	Marie Land	FIRST CLASS 320 Denver	Į į
ady on the state of the state o	EASTWARD		-	Es.	33	0 0 0		SS SST	EASTWARD
	ARD		12.67	1.00m Leave Dally	2.00	3.12 2.50 2.35	Arrive Dally Except Sunda 3.50M 3.40	THIRD CLASS 330	ARD
			The state of the s	E I		51 0 14	Pil Pil	- 00	Limbo

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			200,40	900.00	20000	997.01	220.10	ı	_		CLASS			Westward					- Constant	PA BAC	046 94	Dist		SECOND De	aver	Westward				=	ZZ-GLZ	279.12	278.30	273.70	265.74	262.69		Di	st. fro	CLASS om De		Westward
	Average Speed per Hour.	(16.30)		2.41	5.98	a Tinasavn			October 7 1923		Stations	Sub-Division 13-A		MONARCH BRANCH			Average Speed per Hour	(O.aa)		VILLA GROVE WO			. 102	Stations	Sub-Division 15-A	ORIENT BRANCH			Average Speed per Hour.	(10.03)	END		MILL W			MI MOFFAT DWY 16.53	A LANGE TO SERVICE TO	October 7, 1928	102	Stations Enack	Sub-Division 15-B	CRESTONE BRANCH
			rara	+		-	-	Passing Tracks			Capacity		-			Trent B		Jan.	10.1	1	14	Passing		Capacity		11.10	73730	NEXT .				9		25	5	Yard	Passing Tracks		888	Capacity in Cars		
	200	-				120 III			Mixed	342	CLASS			Eastward			Tara per	- 200	The state of the s	000	1		1	SECOND	300	Eastward								A STATE OF THE PARTY OF THE PAR			detay		98	CLASS		Eastward
								CLASS			Westward	THE PERSON NAMED IN	No. 345		88.8	Arrive Tues., Thurs, & Sat.	8.05M	1 8.50	t 8.05	1 7.50	1 7.35		7.15M	Leave Tues., Thurs. & Sat.	Mixed	CLASS			Westward		The second second		10.22	Wed. & Fri.	1.40M	12.45	12.10M		Leave Mon., Wed, & Fri.	848 Mired	SECOND	Westward
	The Table	No. of	307.23	305.22	304.04	t	Dis	tand	ver		Trans.		is superio		- H	No. of the	306.57	304.04	300.94	297.46	295.13		288.64	•	Dista rom D	nce	100		DAME.			Marine Marine	- 0.0 Ker	20170	270.82	285.36	292.10	294.96	276	Dista rom I	nce Denver	
at the state of th	Schodule Time. Average Speed per Hour	(910)	KITRI ER MINE		CASTLETON	October 7, 1928	Time Table No. 102	Stations	Sub-Division 13-E		KUBLER BRANCH	BONAGE BOXEOU	No. 345 is superior to No. 346.		Average Speed per Hour	(17.93)	BALDWIN	CASTLETON WY	HINKLES	TEACHOUT	WYLLES SPUR	=	Gu GUNNISON NTWCY!	October () Tago	Time Table No. 102	Stations	Sub-Division 13-E		BALDWIN BRANCH	44.9	1003	TOTAL PROPERTY.	Average Speed per Hour.	(41.91)	PARLIN WY	×	ΥΨΥ	QUARTZ 2.80	October 7, 1923	Time Table No. 102	Sub-Division 13-B Stations	PITKIN BRANCH
		TIDE.		-	3,10	×	1 3	tane Kul	23	Market Mark		TENTE			No Military		10	2.53	5.63	9.11	11.44	- Auto	17.93	6	Dista	11.8	123		H LIVIN	li li li	D CERTIN		A ALEMA		S VA YA	8.54	-	18,14		3 15	Parlin	Mil
		The state of the s	8	18	99	Passing Tracks		in Can CLASS	-		Eastward				9.35	Thurs. & Sat.	80 9.10M	98 1 10.45	11 1 11.00	8 f 11.15	3 f 11.80		Yard 12.25FM	Tracks Thurs, & Sat.	-132	CLASS			Eastward	THE PARTY NAMED IN	WASTON Y	A CLAND	9.20	Wed. & Fri.	36 10.004	1	10	38	Tracks Arrive Mon., Wed. & Fri.	Mixed	Siding SECOND CLASS	Eastward
	Anna and	TROIS NO.	THE THE STATE OF	THE TABLE	Committee	907 700	327.53	324.97	322.13	TO STATE OF THE PARTY OF THE PA	316.29		fre	Dista om D	CLASS	GNOOPS		Westward		1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11 X:1/6		E 00.7	Par in land	18.00 12.26	at. Wed.	Arrive Tues. Arrive Mon.	2 200	f 4.50 f 1.40	-	3.40M 12.25M 314.78	818.97	Thurs., Sat. Wed. and Fri.	Tay.	H	351 349 stan	_	SECOND CLASS	2770	W GRIWATU	INTE	
		W 0000	Schedule Time	Dan (Line)	Barry of America	OLIT OLIT	Total Park	2.84 KEBLER				LVBD.	October 7, 1923	Time Table No. 102	Stations	Sub-Division 13-D	TO-01	THURESTA BRANCE	DON V da V modau Ia	1000	1 20 20 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	080 080	5'll's	270	Average Speed per Hour	Schodale Time	(30.56)		0		T.	SAPINERO IBTODOY	NO WHEN THE PERSON	October 7, 1923	Time Table No. 102	0	Stations	Sub-Division 14-A	ser - rear	HARE CLIL BRAINCE	TARE CHIEF THE ANA	CWARD
	H	I I					0.17				11.41	Di	stan	oe fre			r									11 11		AG:OI	20.71	100	35.75	36.50			Di rom l		ce City			Þ		MESS
		1	10000				66	21		1	Yard	Tuning .		-	in Carrie	11		þ	d							Wed		Vard S	-	1	1	59	Tracks Wed.			35	Capacity in Cars			P.A.	4	
	To be desired to the second		Marie Land	No.				200							CLASS	ECOND		Dast-ward					,		12.26 1	11/2	e Mon Les	9.20	14	1-	11.301		Wed. and Fri. Th		-	350		SECOND CLASS		Pastwaru		
			1		1		1	4	1						100	1									11.91	Thurs., Sat.	T ove	12.30	1.16	1.30	2.40M	1	Thurs., Sat.		Mirror	352		LAS			1	

# SPECIAL TIME TABLE RULES—Continued

17	IdA	13D	13D	13C	13C	13	13	13	13	13	PANTA TATA
52.6	343.18	327.55	327.51	820,60	320,55	241A	240A	238A		226.44	Tarrer.
Snow Shed, Lizard Head	Irrigating Flume	Upper Tramway, Floresta	Lower Tramway, Floresta	Upper Tramway, Crested Butte	Lower Tramway, Crested Butte	Snow Shed on Marshall Pass	Bridge 226B, at Mears Junction	THE STREET WAS IN THE PARTY OF			

22. Rule 6 of the Rules and Regulations of Operating Department is revised as follows:

"On the employes' time table the words 'daily, 'daily, except Sinday', etc., printed at the head and foot in connection with a train, indicate how it shall be run." The following signs indicate:

Regular stop.

f—Fing stop to receive or discharge passengers
—Meals or linch.
N—Day and night telegraph office.
NO—Night (only) telegraph office.
D—Day (only) telegraph office.
D—Day (only) telegraph office.
TO—Telegraphone station.
TO—Coal station. Or freight.

Water station.

T-Turntable. Standard clock,

23. Maximum speed limit shown below must not be exceeded. Other speed restrictions must be fully compiled with. ENGINEMEN MUST USE GOOD JUDGMENT AND HANDLE TRAINS AT A SPEED THAT WILL INSURE ABSO-LUTE SAFETY.

Sub-division 14-B Sub-division 15	Sub-division 14-A	Sub-division 13-B	Sub-division 18
Ourny to Eldredge	Sub-division 14-Created Butte to Gunnison	Except. Marshall Pass to Tank 7 Marshall Pass to Poncha Junction  Marshall Pass (first switch)  Pikin to Parlin  5	TERRITORY Passenger Tangeni: Curr 30 25
55 25	15 25	922	25
55 25	355 20 20 20 20 20	2222	20
95 22 25 22	255 55	55.55	Freight Tangent: Curve 20 15

All Sub-divisions		Sub-division 17-A Sub-division 18	Sub-division 17
Except where sub-division restrictions in certain territory require lower speed Engines backing up. In or out of turnouts. Dead engines with side rods down. Steam Derricks, Pile Driver, Ditchers, etc. Steam Derricks, Ditchers, etc., with boom not supported.	Except, Vard, coke ovens switch. 3 Durango Yard, coke ovens switch. 20 Cima to MP 105. 20 Millwood to MP 105. 20 Millwood to MP 118.5. 20	Lisard Head to Ames 20 Lisard Head to M. P. 58 20 Except, Keystone to Anderson 15	Except, 80 Except, 15 Dallas Divide to Hagens 15 Over Leonard Bridge 8 Through town of Pacerville 6 Over bridges between Matterhorn and
12	8888	252222	6 6 8 5 26
10 12	2222	25255	2
5 5555	2222	22222	6 8 6 5

### 3220000 E 1 Mile Time of Performance 1/4 Mile 858288F SPEED TABLE 1 Mile Speed Per Hour 00000000 M Mile 2228BR Time of Performance 1/2 Mile I Mile 882886

Surgeons are located as follows:

	2.		-			I			000							
H. A. LINGENFELTER. Durango	17	H C	C H	T. F	UV	ANG	W C	8. F.	W. V	B. B. SLICK Ridgway	0	S	J. R	3. 1	EO.	
E	0	L	I. 1	H	LH	US	R	CU	V. R	81	BI	CHI	. E	F	H	
NG	LAB	BEL	IDI	WO	r	TA	USS	MM	WO	LICE	RET	ERM	115	ÀR	C	
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ungo	ncos	ores	ride	useu	1050	utte	ison	City	ray	WAY	rose	086	Hor	lida	lida	

24-A. Hospitals are located as follows: Sallda, D. & R. G.; Durango, Mercy.

24.B. PROMPT REPORT MUST BE MADE OF ALL ACCIDENTS. Personal injuries, when train is not wreaked, by message to Superintendent, who will promptly advise Claim Department. Federsph Accident Réport (Form 3834) 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).

Ejectment (Form 3926).

Inspection (Form 4012).
Fire Report (Form 4119).
Stock Report (Enginemen—Form 3511).
Stock Report (Sectionmen—Form 4117).

24C. SURGICAL ATTENTION. (Plassengers and Employes.) Whenever passengers or employes are injured, everything must be done to care for them properly, either calling the company's nearest Surgeon to treat them (and if seriously injured, calling the nearest competent Surgeon to be had, until the Company's Surgeon can get to the place of accident), or if they are able to be moved, taking them to the nearest place at which the Company has Surgeon and turning, them over to him for care and treatment. If other than a Company Surgeon is called, he is to be advised that he is called for first attention only, beyond which the Company assumes no responsibility for his bill.

(Others.) When persons not employes or passengers (for example, persons in increasings, trespassers, outsiders at work around depots 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.

24D. 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.

24-E. When any wreck, collision of trains, or any collision of trains with rehicles or pedestrians, resulting in loss of life or injury to persons in Colorado, the superior officer, signit or employe on the ground at time of such accident shall immediately postly the Public Utilities Commission, Capitol Building, Derver, 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 Agains will accept and so transmit same, assessing charges therefor against the Railroad Account.

25. Alder, at MP 236.9 is mail station for Nos. 317 and 318.

Lake City Branch trains when more than 15 minutes late will protect against main line trains between Sapinero and Lake Junction.

 Rio Grande Southern employes will be governed by General Regulations in effect on the Denver and Rio Grande Western Railroad System. Rules and

28. Trains arriving at Marshall Pass will use loft hand track as main line. Normal position of main line switch east of Marshall Pass is for westbound trains and switch west of Marshall Pass is for eastbound trains.

A. S. EXTER
G. D. BALES
R. L. GARDNER
D. KERSEY
GUNNISON

C. A. HENKEL

Trainmaster, Sub-Divisions: 13, 14, 15, 13-A, 13-B, 13-C, 13D, 13-E, 14-A, 14-B, 15-A, 15-B

C. B. CARPENTER

RIDGWAY

Trainmaster, Sub-Divisions: 17, 17-A, 18, 18-A, 18-B, 18-C

B. H. DECKER Chief Dispatcher GUNNISON

J. S. POPE

GUNNISON

Road Foreman of Equipment SALIDA

	1	(0.35)	(0.30)			Average Speed per Hour		(0.30)	19.51		
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		1 7.59	7.29	25 [	1.4	SAN MIGUEL	43.7	1 7.25	1 5.55	PACIFIC DAY	
		1 8.05	7.36	10 1	3.4	ENGLEREN	41.7	1 7.20	1 5.50		
O STATE OF THE PARTY OF THE PAR			BOACK .	22	6.6	ANDERSON	88.6				
		8.30 M	7.55M	75	7.8	D VANCE JUNCTION YOM	37.8	7.00 #	5.25 N	200	
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AND DESCRIPTIONS	8.25	4.06	1790 To 199 VIII	12	10.6	GALLAGHER 4.8	55.7		10.00	4.86	
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## ADDITIONAL SIDINGS AND SPURS NOT SHOWN IN REGULAR TIME TABLES

From

To

Class of Engine 148
No. of Engines 470-479

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Vance Junction Dallas Divide Dallas Divide

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Lirard Head

These ratings are the maximum tonings ratings for drag freights or for the slowest speed train which is or-minarily run on each sub-division. Chief dispatchers are authorized to modify these ratings for time freights of for cold weather in accordance with instructions hither to issued and are also subtorized to reduce these rati-ings in their own discretion to allow for condition of power or necessity of maintaining stock schedules or for other reasons which justify such reduction.

Cima Millwood

Cima Millwood Gleneoe

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In computing toniage, 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. Toniage hauled may exceed the rating by a fraction of a car.

All engines equipped with one pump tons down a 4% grade. Engines equipped will handle 800 tons down a 4% grade. d with handle 575 h two pumps

## MAXIMUM ADJUSTED TONNAGE RATINGS

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TOTAL				100	-	O. I. A. I.	- der	2000

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### TIME TABLE RULES

# SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

Department, reading: Definition appearing on Page 9, Rules and Regulations of the Operating

"DISTRICT—A part of a division so designated on the time table" is hereby abrogated. That part of a division heretofore designated as a DIS will hereafter be designated as a SUB-DIVISION. as a DISTRICT

Westward trains of the same class.

is superior to No.

A train must not leave its initial station on any sub-division without unless otherwise prescribed by time table rule.

Telluride, Rico, Dolores, Mancos, Durango. Alamosa, Villa Grove, Crested Butte, Salida, Ridgway, Placerville, Vance Junction, Train Register Books are located at: Mears Junction, Marshall Pass, Sar-ake City, Cimarron. Montrose, Gunnison, Sapinero for branch only, Ouray,

Register stations are shown in body of the Time Table type. At such stations, conductors must personally register otherwise provided by Time Table Rules or train orders. their trains TIDIL FACED unless

Ticket and operator will record same in train register. 4.A. A train relieved from registering by time table rule, or be cleared of register by train order. Conductor will register train order, will by Registering

4-B. Conductors must register the number of their helper engines with their

YARD LIMIT SPATIONS: Salda, Poncha Junction, Mers Junction, Grays, Marshall Pass, Shawano, Buxton, Sargent, Crookton, Patlin, Cumison, Sapinero, Cimarron, Montrose, Ridgway, Ouray, Crested Butte, Poncha Pass, Round Hill, Villa Grove, Moffat, Alamoss, Vance Junction, Rico, Dolores, Gieucos, Manoes and Durango.

Within yard limits, the main track may be used protecting against first class trains. Second and interfor class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear. However, trains while standing within yard limits or statious protected by yard limit boards, in stormy or loggy weather, or where the view is obscured and where the head or rear end of their train is so situated that it cannot be seen by approaching train FOR A DISTANCE OF 1,000 FEET must be protected according to Rule 98. This will not relieve the approaching train in any manner from responsibility under existing yard limit rules.

When a train is detoured it must not leave the station at which it returns its own rails, without a "31" running order.

7. Unless otherwise indicated, the time of a train at any station on time table applies to the switch where an inferior train takes the siding, where there is no siding, it applies to the place from which fixed signals are operated. Where there is nother siding nor fixed signal, it applies to the place where traine is received or discharged.

8. A switch must not be closed for main track while a train, engine, or are so utside of clearance point of the siding. Neither switch of a cross-over between two main tracks must be closed for a main track while a train, engine or car occuples such a cross-over. A train entering a siding or moving through a cross-over between main tracks must not stop to pick up a man at switch while any part of train is between switch and clearance point of siding or between switches of the

At point of meeting the superior train, if arriving first, must set the switch to

be used by the inferior train in entering the siding.

9. When running over track or bridges under slow order, the conductor must have a man on the steps of the last car of a passenger train and on top of the last car of a freight train who will give proceed signal when the point covered by the slow order has been passed.

10. In order to further promote safe operation of our trains, it is the duty of trainmen, sectionmen and all others whose duty will permit, to place themselves in a position to discover any unusual or maste condition about passing trains, and give suitable signal to conductor or rest physicanan who must be in position to receive and act upon such ductor or rest physicanan.

to meet or be passed by another train, the conductor must give the engineman a stop signal and the engineman must acknowledge the signal by one short blast of the whistle. The signal should be given immediately after the station whistle is sounded, and should the engineman fail to acknowledge it, the conductor must stop the train. Conductors on passenger trains will use signal 16 (d) for this pur-On approaching a station at which a train should stop or take the siding

> supplemented as follows: 14 (K) of the Rules and Regulations of the Operating Department

"If not answered by a train, the train displaying signals must stop and ascer-the cause."

"Enginemen must whistle classification signals to both engine and caboose. Trainmen at caboose will answer by hand or lamp signal."

carrying passengers must keep at least ten minutes behind it. five minutes apart, except Unless some form of block signals is used, trains must keep at least nutes apart, except in closing up at stations. A train following a train

Operators at open telegraph offices will block trains accordingly, holding train order signals at "stop" the required time for this purpose.

14. During zero weather, it will not be necessary for trainmen to ride on top on descending grades. They must, however, see that brakes are thoroughly tested and put in proper condition inmediately before descending and they will be required to ride on top after train has started from the summit until after, the engineer has made first application of air, and has ende check of speed, to be sure that engineer by such check and handling has full control of the air. It is also imperative that every trainman be in his proper place ready to take instant brake online anything occur at any point on descending grades. The rear brake conds at hand so they can give assistance the instant anything goes wrong. The head brakeman is also required to place hunself in readiness in a similar manner and no excuse will be taken from the conductor for failure to see that his brakemen and himself are properly placed.

The trainmen should also watch the air gage in the caboose and if they find engineer is losing air pressure in making reductions, or losing control of train, will take necessary action to assist with brakes so that the engineer can recharge to the full train line and reservoir pressure.

TO CONDUCTORS, ENGINEERS, BRAKEMEN AND INSPECTORS

14-A. The members of train crows must assist inspectors in inspecting the air
brake equipment as well as the general condition of the train, before leaving
Marshall Pass, Poucha Pass, Orient Mines, Cerro Summit, Monarch Mines, and
Garfield Quarry, and put same in safe operating condition before descending the

14-B. During the test of air brakes at these stations, and while the air is applied, brakemen must turn up all readming valves to ascertain their condition, and if any are found inoperative or any other detect in air brake equipment is discovered which can not be promptly repaired, imspector must apply the usual Air Brake Defect Card to the needle beam of the car, specifying nature of defect Piston travel must be adjusted to four (4) inches on freight cars and five (5) inches on passenger cars. In adjusting piston travel care must be exercised to see that there is no snow or tee, or other foreign substances between, or adhoring to, faces of brake shoes and wheel treads. Brakemen must test the fand brakes on all the cars before trains leave these stations. Farticular attention must be devoted to all reds and brake connections, brake shoes and levers, key boits and easie there seems. split keys, and to all draft gear. while the air is in their condition,

14-C. In making tests of brakes, engineers will give full pressure, effort must be made by inspectors and trainment to locate and remedy or kinked hose, or any leaks in air pipes and connections. remedy defective

are required to perform this duty. At any of the above points where inspectors are not located, train crews

start from these stations, retainers must After brakes have been released sed on passenger cars, and before trains be turned up.

14-F. Trainmon must assist in holding freight trains with the hand brakes; hand brakes an about one-fourth of the train to be set to act as retainers in case of air failure. Usually hand brakes should be set on cars at or near the head of

cither freight or perfect control, and be prepared to stop the train should the air fall. Trainmen must assist in holding passenger trains with hand the retaining valves are not in proper working order; or other cars in the passenger trains, if found necessary, in order to keep train under tro, and be prepared to stop the train should the act of the property of the pro

011 At least one member of the train crew must on both ascending and descending grades, and for sliding wheels. be on the rear end i a close observance 00

141. Engineers must exercise every precaution to prevent parting of trains heavy grades. In case of trouble with brakes on a train in descending grades, train must be stopped, a careful and complete inspection made, and defect, train exit is the property of same, redied where it is possible for the train erew to do so and report made of same. 14-J. In the handling of freight trains down Poncha Pass, Orient, Monarch nch, Marshall Pass and Cerro Summit, but one (1) car having non-air or

inoperative air brakes will be parmitted to descend in solid coal or ore trains, and not more than two (2) cars with non-air or inoperative air brakes in merchandise or mixed trains.

14-K. Pushing or helping engines cludes air signals on passenger trains. Butt always have air coupled. This

F good working order. Where locomotives are equipped with Water Brakes, be sure that these

14-M. Eastward freight trains will stop 10 minutes at Mears Junction; west-ward freight trains will stop 10 minutes at Chester to cool wheels and Inspect train. All trains must stop at Cerro Summit for inspection of train and brakes. Westward freight trains will stop at Cedar Creek 10 minutes to cool wheels and inspect train.

15. All railroad crossings except as follows:
Sub-Division M. P. Loca at grade are protected by Interlocking Signals,

M. P. Location 215.11 288.64 Salida Divn. C. & S. Remarks Unprotected Unprotected Operated by

Trains board and I not proceed u these crossings must stop at a point designated until sure that track is clear. (See General Rule

right to cross shead of trains on Baldwin branch. CROSSING RULES AT GUNNISON,-Trains on La Veta tracks have

service on all 16. Passenger equipment must cars, and must not not be handled in switching, unless be cut off when moving. the air

17. Persons accompanying live stock or other freight will be carried on any freight train 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 bagages. Employes holding passes will be carried on any freight train to and from points at which trains stop when passes are stamped: "Good on Freight Trains."

Passengers may be earried on the following trains: 321, 322, 325 and 328 between Sargent and Montrose, 322 and 328 between Saulta and Almosa, and on 390 and 331 between Rico and Darango.

18. "Frainmen must not uncouple cars on grades without first testing hand brakes and knowing they will hold. Cars placarded "High Explosives" or "Inflam-mables" must not be cut off while cars are in motion.

is revised as 19. Rule No. 19 of the Rules and Regulations of the Operating Department

"The following signals will be displayed one on each side of the rear of every train, as markers, to indicate the rear of the train. By day marker hamps not lighted; by night lighted markers displaying green to the front and side and red to the rear, except when the train is clear of the main trace, when green lights must be displayed to the front and rear. On double track when a train is turned out against the current of trailic, green lights must be displayed to the front, a green light to the rear on the side next to the main track on which the current of traffic is in the direction the train is moving, and a red light to the rear on the side next to the main track on which the current of trains in the caboese cupola which must be turned to show green to the front and rear as soon as train is clear of the main track or when train is prunning against the current of traffic on double track. Trains while standing on main track at night must also display a red light in center of rear platform."

partment Paragraph 4, Rule 5, of the Rules and Regulations of is revised as follows: the Operating

"Where there are one or more trains scheduled to meet or pass a train at any station, attention is called to it by small figures denoting train or trains to be

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

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