# THE DENVER & RIO GRANDE WESTERN RAILROAD SYSTEM

THE RIO GRANDE SOUTHERN RAILROAD COMPANY

SECOND DISTRICT

### No. 103-TIME TABLE-No. 103 GUNNISON DIVISION

Taking Effect Sunday, August 17, 1924, at 12:01 A. M. Standard Time, 105th Meridian.

Superseding Time Table No. 102 and supplements thereto.

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

General Manager.

L. F. WILSON,

General Superintendent of Transportation

L. W. BOWEN,

General Superintendent.

C. B. CARPENTER,

## THE DEMNEY & BIO CEVINDE MEZIEBN KVITKOVO ZAZIEL

WESTWARD

THE BIO CRANDE SOUTHERN BYITHOVD COMBANA MAIN LINE

EASTWARD

	T																									
8.18	Tuesday and Friday	Arrivo																	9.40 #	9.15	8.50	8 . 20 M	Tuesday and Friday	Freight	323	THIRD
61.6	Daily Except Sunday	3.45 1	3.03	2.25	1.45	1.39	1.20		1.00	12.30	12.05 №	11 .45326	11.15	10.55	10:05	9.40	9.23	9.00	8.47	8.25	8.05	7.45 M	Daily Except Sunday	Freight	325	THIRD CLASS
De Pub						0																				SECOND CLASS
OFERTIE	Mon., Wed, and	3.30 1	3.05	2.45 FM		1919				· TAT	7.5									間 加			Mon., Wed. and Friday	Mixed	343	CLASS
10.36	Daily Except Sunday	TIT ES				IJ BIE				OT TO	4 40				問題				1.35 N	1.20	1 1.10	12.55 W	Daily Except Sunday	Passenger	317	FIRST
16,34	Arrive Daily	11.20 W	1 11.03	* 10.49	1 10.32	10.29	1 10.20	1 10.14	1 10.12320	10.00	1 9.44	1 9.27	1 9.15	9.00	1 8.33	8.13	1 8.00	1 7.39	. 7.26	1 7.16	1 7.00	6.45 #	Leave Daily	Passenger	315	FIRST CLASS
TI S		288.64	282.16	276.82	270.39	269,46	265.48	262.94	6 262.05	257.24	252,75	248.51	244.85	240.71	237.57	234.00	231.94	228.32	226.02	223.85	220,10	215.11	D	istani	ce from	Denver
Average Speed per Hour	(73.53)	Gut. GUNNISON BNWCYT	STEELE	PARLIN TOW	BONITA	DOYLE TO	CROOKTON TOW	HAIG	ELKO TG	SJ 1B SARGENT *dwcytta	BUXTON TG	CHESTER TO	SHAWANO TGW	Mp MARSHALL PASS nwette	POCONO	GRAY'S TOWC	KEENE	SHIRLEY W	MEARS JCT. TGWCY	orio	PONCHA JCT. TGY	STB . SALIDA NWCYTH		August 17, 1924	STATIONS TIME TABLE No. 103	Sub-Division 13
89V		MIN.	6.48	11.82	18.25	19.18	23.16	24.05	26.59	31.40	35.89	40.13	43.79	47.93	51.07	54.64	56.70	60,32	62.62	64.79	68.54	73,53	Dis	tance	from C	-
DIO.		Yard	43 f	30 ×	45 f	18 #	26 f	9 (	46 1	100 *	45 [	28 f	37 1	37 #	20 [	46 1	18 f	36	31 *	28 [	27 f	Yard	Passing Tracks		in Cars	Siding
(4.40)	Leave Daily	4.20 ₩	4.38	4.53	5.10	5.13	5.23	5.31	5.33	5.55	6.08	6.28	6.51	7:25	7.38	7.52	8.00	8.14	8.23	8.31	8.45	9.00₩	Arrive Daily	Passenger	316	FIRST
(.30)	Daily Except Sunday	PGAG				SITE!		III.B.I.C	1 100	10 JUS	77 1								11.26 M	11.35	f 11.51	12.05 ₩	Arrive Daily Except Sunday	Passenger	318	CLASS
(.45) 15.76	Mon., Wed, and Friday	9.55 W	10.15	10.40 #	0	1.00				MINT S	33.78					The same of the sa				To all you			Arrive Mon, Wed, and Friday	Mixed	344	SECOND CLASS
STAGE		DE TE				PERSON				SETT					A APPROXIMATION	THE SECOND	9			を						CLASS
16.76	Leave Wednesday and Saturday					SILL					-						No.		3.36 8	4.00	4.25	5.00 M	Arrive Wednesday and Saturday	Freight	324	THIRD
(8.00)	Daily Except Sunday	8.00.4	8.25	8.50	9.25	9.30	9.50		10.12315	10.45	11.20	11.45325	12.25 W	1.05	1.35	2.00	2.20	2.43	2.58	3.11	3.35	4.00 #	Arrive Daily Except Sunday	Freight	326	THIRD CLASS
H.C																										
			4																							

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

SALSS   FIRST CLASS   SECOND CLASS	CLASS   FRIST CLASS   SUPPLIANCE   SUPPLIA	(01) (01) (01) (01) (01) (01) (01) (01)		Z : 43 ***  Arrive  Arrive  Daily Except Tours. Thurs.	2.40	2.16	1.48	BRAME-JOSIG SOMATIS	12.16328	11.35	11 05			9.44	9.40	9.20	Barrier Barrier	Dt. Tu	Freight Mixed	327 351	THIRD CLASS SECON	WESTWARD	MONOR WAS IN THE STATE OF SOME	The Party of the P	No. of the last species in sorter	350 330	THE COUNTY OF STREET	
MAIN LINE	MAIN LINE	ACCOUNTS AND ACCOU	1 2	-				KEPL D BELLE			1		1	E.C.	.00		U.S. 1		Mixed	349	D CLASS	Para Michigan	TO MONTHOOSE		DI TI SECULA	THE TABLE OF	1 posterior de la constante de	MANUAL DEPA
MAIN LINE    FIRST CLASS   SECOND CLASS   STATIONS   STATIONS   STATIONS   STATIONS   STATIONS   STATIONS   STATIONS   STATIONS   States   STATIONS   States   States	MAIN LINE    EASTWARD   Sub-Division   4   8   Sub-Division   4   316   336   350   352	March of Wingsha & Car of	(3.50)	100,100	350.50	10		2.23	16 329.01	_		313.97	307.17	-	12		288.64					1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	45 s 40 miles			23.9	Vec April 1	0
FIRST CLASS   SECOND CLASS   Saling   Miscal	FRST CLASS   SECOND CLASS   General Active particular	AN CONTRACTOR  AND CONTRACTOR	Schedule Time	(62.87)	MONTROSE DWCY		1	166	* CIMARRON TGDWCY		10	LAKE JUNCTION	CAPINERO BECONY	100		100	· GUNNISON NWCXTI	11.48	16			MAIN LINE			A August 1	102	THIRD GOVES	
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	EASTWARD  EASTWARD  SS2  SS2  SS. Thurs. I Salurday  2 - 40 m  2 - 30 m  2 - 30 m  3 - 30 m  3 - 30 m  4 - 30 m  1 - 30 m  2 - 30 m  3 -		(4.20) 15.72	-	Yard	44	60	19 *	33 1	и	31 f			18	12	\$	Yard		Passenger	18		Man The Control of th	Marie Marie					
	WARD WARD WARD WARD WARD WARD WARD WARD		1000	-			The same of the sa	Mar 1 15					1	COURT AND TOTAL VICE	TUTTE		-	1	9	T S	SECOND CLASS	EAST	ALL ANTION OF SEASON	The state of the s	Vinteres 12 1804	THE TANK THE TOTAL THE TANK TH	31 mainlyschalds	

Train between Garland Jet. and Alamana Portage   Fire   Train between Garland Jet. and Alamana Portage   Fire
PHRST   Sub-Division   5   Sub-Division   5   Sub-Division   5   STATIONS   STATIONS   STATIONS   State   St
PHRST   Sub-Division   5   Sub-Division   5   Sub-Division   5   STATIONS   STATIONS   STATIONS   STATIONS   STATIONS   STATIONS   SUB-DIVISION   103   SUB-DIVISION   103   SUB-DIVISION   103   SUB-DIVISION   SUB-D
PHRST   Sub-Division   5   Sub
Class   Clas
Class   Clas
Class   Clas
CLASS   Sub-Division   5   Sub
CLASS   STATIONS   SIGNATION   SAME COLASS   THEO CLASS   THEO CLASS   THEO CLASS   STATIONS   ST
CLASS   Classific   Class   CLASS   Classific   Class   Classific   Class   Classific   Class   Clas
CLASS   CLAS
CLASS   CLASS   CLASS   CLASS   CHASS   CLASS   CLASS   CLASS   CLASS   CLASS   Classific   Class
CLASS   SUB-DIVISION   SALE   CLASS   THIRD CLASS   STATIONS   S
CLASS   SUB-Division   S   Alamosa Base   CLASS   THIRD CLASS   THEO CLASS   STATIONS
CLASS   SUA-DIVISION   5   5   5   5   5   5   5   5   5
CLASS   SUD-Division   5   Sub-Division   5   Sub
CLASS   Sub-Division   5   Sub-Division   5   Sub-Division   5   Sub-Division   5   STATIONS   STATIONS   Sub-Division   5
CLASS   Sub-Division   5   Sub
CLASS   Sub-Division   15   Sub-Division   1
CLASS   Sub-Division   15   Sub-Division   1
CLASS   Sub-Division   15   Sub-Division   1
CLASS   23.7   Sub-Division   15   Salina   Class
CLASS   Sub-Division   15   Sub-Division   1
CLASS   Sub-Division   15   Sub-Division   16   Sub-Division   17   Sub-Division   1
CLASS   Sub-Division   15   Sub-Division   10   Sub-Division   1
CLASS   Sub-Division   15   Sub-Division   1
CLASS   Sub-Division   5   Sub-Division   5   STATIONS   STATION   STATIAN   STATION   STAT
CLASS   Sub-Division   5   Sub-Division   5   Sub-Division   5   STATIONS   STATIONS   STATIONS   STATIONS   STATIONS   STATIONS   STATIONS   STATIONS   STATIONS   States
CLASS   Sub-Division   15   Sub-Division   15   Sub-Division   15   STATIONS   STATIONS   STATIONS   STATIONS   Substitution   States   CLASS   Clas
CLASS   Den   Sub-Division   5   Sub-Division   5   STATIONS   All   STATIONS   All   Class
CLASS   Decided   CLASS   CL
CLASS   Sub-Division   5   Sub-Division   5   Sub-Division   5   STATIONS
Class   Sub-Division   5   Sub
CLASS   Sub-Division   15   Sub-Division   15   Sub-Division   15   STATIONS   STATIONS   THIRD CLASS   CLAS
CLASS   Den   Sub-Division   15   Sub-Division   15   STATIONS   A   CLASS
CLASS CLASS CLASS CLASS CLASS THIRD CLASS CLASS THIRD CLASS CLASS THIRD CLASS CLASS CLASS CLASS CLASS CLASS CLASS CLASS THIRD CLASS Preight Preight Pastery
CLASS   Den   Sub-Division   5   Sub-Division   5   Sub-Division   5   STATIONS   SUBJECT   STATIONS   SUBJECT   STATIONS   STATIONS   SUBJECT   SU
CLASS   CLASS   CLASS   CLASS   THIRD CLASS
FIRST CLASS Den Sub-Division 15 Stang CLASS THIRD CLASS CLAS
FIRST CLASS Den Sub-Division 15 Siding CLASS THIRD CLASS CLASS STATIONS A CLASS CLAS
FIRST CLASS Sub-Division 15 Siding CLASS THIRD CLASS CLASS STATIONS Alamona CLASS CL
FIRST CLASS Denver  Sub-Division 15  STATIONS  TIME TABLE No. 103  Passenger  August 17, 1924  Passenger  Passenger  FIRST  Sub-Division 15  STATIONS  Alamosa  Finest  CLASS  CLASS  THIRD CLASS  CLASS  CLASS  THIRD CLASS  CLASS  CLASS  THIRD CLASS  CLASS  CLASS  Finest
FIRST CLASS Denver Sub-Division 15 Stand CLASS CLASS THIRD CLASS C
FIRST CLASS Sub-Division 15 STATIONS on h Can 318 324 329
FIRST CLASS Sub-Division 15 FIRST THIRD CLASS CLASS CLASS
FIRST
ANY MALES MANAGEMENT

											CLASS	SECOND			WESTWARD	1000											CLASS	CECOND		WESTWARD															SECOND		WESTWARD
		235.40	232.99	10.722		01.006	1	Dist	ance	e fr	om	Den	ver			BARRAS					253,56			D	istan	e fr	om I	Denve								279.22	279.12	278.30	273.70	265.74	262,69	г	listan	ce fro	om Des	aver .	
Sehedule Time	(15.30)	MONARCH T	2AI	86.9	0.91 TE	PONCHA JUNG		Suguet 11 1927	August 17 1994	TIME TABLE No. 103	STATIONS	Sub-Division 13-A			MONARCH BRANCH				Average Speed per Hour	(8.22)	OKIENT	AE WC	VIII A CROWE	Division in the second	August 17, 1924	TIME TABLE No. 103	STATIONS	Sub-Division 15-A	10.50	ORIENT BRANCH			100-101	Average Speed per Hour	(16.53)	END OF TRACK	COTTONWOOD T	MILL	CRESTONE	TRAVIS	MI MOFFAT DWY	Applies Bally	August 17, 1924	TIME TABLE No. 103	Sub-Division 15-B STATIONS	THIRD	ONESTONE BRANCH
			2.41	8.39	00.01		D	ista	nce	fro	m M	Ions	rch	0		THESE					T	8.22	T		fre	Distrom (	ance Orien			2000	100		CUSIO						5.52	13,48	Y 16.53		Dis Er	tance	from Track	No.	No.
		Yard	Yard	20	1		Passing	H. R.	The second		Capacity	Siding								100	0	47	Tracks	Passing			Capacity in Cars			CE-UNI									225	O-CH	Yard	Passing Tracks			Siding Capacity in Cars		PART OF STREET
			Name of the last		Complete of the latest of the	TO STORY OF THE PARTY OF THE PA		18, 6, 1		district.	CLASS	SECOND			EASTWARD	CVITAMEL			The state of the s	3 mast	1 3 6		N. E		D- 0		CLASS		1 6 1	EASTWARD			The state of the s						Month of the last		STATES OF	Comp.	The second		SECOND	STEE STEE	EASTWARD
					Page 1			00000	SECOND	1				WESTWARD	40	No. 345	9.78	(1.50)	Tues., Thurs.	9.05	1 8.50	1 8.05	7.50	1.33	7.15 M	and paturds	Tues, Thurs.	Mixed	245	SECOND	SECOND SECOND	Mistrary	WESTWARD	6	9.69	Friday	Mon Wed	2.40 1	1.40	1.05 PM	12 1 N.O.	Mon., Wed. Friday	Mixed	343	SECOND	Delt Crine	WESTWARD
of the		307.23	305.22	304.04	1		fi	Di	star De	100	r			õ	THE	No. 345 is superior to No. 346.	-		4.5	306.57		1	-	1	12	+		from	istar	15	1 2.00		RD		7.07		-				294.96	and	1	Distar	sce		RD
		00			1			-	!			III III		2		rior to N		ľ	1	74	A	-	1	1	Gu	-			1				BA		2	-		82	36	16	96	ij		m De	TO SECOND		-
Average Speed per Hour.	(3.19)	KUBLER MINE	COOPER SIDING	CASILETON Y	1	The street	August 17, 1924	TIME TABLE NO. 103	CANDITALE	STATIONS	Sub-Division 13-E	THE CANCELLE		<b>KUBLER BRANCH</b>	1 EEC0310	to. 346.	Average Speed per Hour	Schedule Time	(17.93)	BALDWIN	2.63 WY	18	3.48	2.83 2.83	0.40 0.40	CAT PURCH AND AND	SON DESIGNATION OF THE PERSON	August 17, 1924	TIME TABLE No 108	STATIONS	Troom Section	m Standards a	<b>BALDWIN BRANCH</b>	CENTRE AL	Average Speed per Hour.	THE PROPERTY.	DIVID	W	Y	PITKIN WY	QUARTZ	en'n'	August 17, 1924	TIME TABLE No. 103	Sub-Division 13-B	Rymbu (1)	PININ BRANCH
			2.01	3.19	1	101	fı	Di	stan Ku	ble	,	- N				WEATH		-			2.53	1	9.11	21.44	VI 44	70		from	istaz Ba	ice Idwin	É	100	N/S	Auth v		200	STAG:	K	T		18.14	182.00	fro	Distan	ice irlin	O dua:	INDI
88	266	60	18	99	Tracks	Passing		2000	In Cars	Capacity		0		100	-72					60	100	15	00	63	15	egene	Patring	G.	1000	Siding				C.			Will D	9	2	108	38	Passing Tracks		an Carr	Siding Capacity		
	and leave	2000	つと一種の	7 1 11	34.0			CENTO	SECOND			West 3	Control	EASTWARD	THE PERSON NAMED IN		9.35	(3.15)	Tues. Thurs.	9.10.4	19:25		111.15	111.30	12.25 PM	and Seturday	Arrive Tues., Thurs.	Mixed	316	SECOND	2.53	4884 L	EASTWARD	3.05	(1.40) 9.20	Friday	Loave	10.554	11.35	12.35 N	#1.00 M	Mon, Wed, and Friday	Mixed	ME	SECOND		EASTWARD
		13/W)			11	400 . 400 3		1	-	1	-	B	100	1		BRANCH	1		1		11							13.00	(2.45)	Tues, Thurs Mon. Wed.	6.00 14	15.10	14.25	14.15	3.15%	-	Tues., Thurs.		Mixed	27.	SECON		WES		ETHER OF		
		HELLINGIDE	HOUSE.	LOME	-	Calden 1 4m		-		115 1000	1		1			E BB	ı	CLASS	-	-01		WESTWARD		1	line S	P.	40	12.26	12 55 EDG	Mon W	4.05 W	13.10	12.25	12.15	1.108		Mon. Wed.	1	Mixed	240	SECOND CLASS		WESTWARD		P		
		THE	11/24 P	KEK	-	Total Print	327.70	327,03	00.00	0 705	322.13	316.90	316.29	1		0	Distant I	410	10	d wind	101	WARD	19.80		1027-0	66.0	1111年	0	T Au	od.	5 FW 350.53				-	313.97	day	11	4	tane	21			307	CITYRE		
		10 · 0				N. Oct. St.		-								CELL CO	7					FLO							ľ		53	2	82	8	-	97 Sa	İ			i	Vez		FAR		PECONID		0
- Inches		10 M 61 8	11 01 B T	Average Speed per Hour,	Schedule Time	(11.41)	END OF TRACK WT		2.56	KEBLER XEBLER	ROGERS W	FLORESTA JUNCTION	RESIEDBUILE TEdwey	Of Yell	SHIGHT	August 17, 1924	TIME TABLE No. 108	STATIONS	Sub-Division 13-D	Author Deist		FLORESTA BRANCH	4-30	4590	4 (500.1	2 82	3.35	Average Speed per Hour.	Selectula Trans	(36.56)	LAKE CITY TOWCY	YUMAN 10 80	GATE VIEW	MADERA W	LAKE JUNCTION	SAPINERO (BTODO)	10-20	August 17, 1924	TIME TABLE No. 103	STATIONS	Sub-Division 14-A	Old med	LANE CITY BRANCH	387	12		GRAWTEEN.
								0.17	2,10	0 10		10.71	11.41			. fro			of Tr	nek								H	-			- 1	20.71	GIT	100	36.56		fro	Die m L	tano ake	e City		1		(82		
9		100	200	500		187		2	1	94		79	Yard	Tracks	Passing	-	TI	Capacity in Cars				EAS									Yard	-		Ç1			Passing Tracks	1		in Cars	Siding				LHEBO CTYRE		
	-	0	6 7	7		ľ		1		DA.		号		V.13,	SEC.			CLASS	CECON			EASTWARD						12.26	and Friday	Mon., Wed	9.25#	10.15	11.00	(11.15	12.20%		Mon. Wed.	O. H.C.	350	350	SECON		EAS		2318		
									1		-				1			-''C	1									11.91	F land Sat	Leave Leave Mon., Wed. Tues, Thurs.	M 11.30m	-		-	2.30%		Arrive L. Tues., Thurs.		352	2	SECOND CLASS		EASTWARD				
																												Sec. 2	Irds	D.O.	3	2	2	2	× 1		2 11 2	100	-	-	S		1				

Patendary   Pate	Time   Table   No.   103	(0.30) Schedule Time. 14.00 Average Speed per Hour.	nily	45.1 D Do TELLURIDE	43.7 S	8.05 41.7	38.6	7.45 8 37.8 D MI VANCE JUNCTION		Mile		371 STATIONS	CLASS Sub-Division 17-A	TELLURIDE		(8.00) 9.23 (1.55)	Arrive Daily Arrive Daily	5·15W 10.00W	JET STANKE IN	4.50 1 9.25	882	1	1	•	2.40		1.20	1.10	12.40	12:01 %	11.30	11.20	10:33		9.15 M	Leave Daily Leave Daily	Freight Mixed	LANE CHU	SECOND CI
Sub-Division 17   Sides   State   St	SUB-DIVISION 17   SIGN   STATIONS   STATIONS   STATIONS   STATIONS   August 17, 1924   Mile   Inches   Inches		Leave		25	10 f	6,6 22	YC 7.3 75	Passing Tracks		from '	Tellurid		BRANCH	13.75	(2.45)	1			- Ba				-	7.45%						-	-				Leave Daily	Passenger	371	FIRST CLASS
WESTWARD   FIRST CLAN	Miles from Ricco   Salesty   STAY   Salest   Salesty		Les	7.0	111/4	1 CAN	No.	160	TO TO					EASTWARD	Average Speed per Hour.	Sebadula Time	(66.2)	DBTG"I Ro RICO	COKE OVENS	GALLAGHER 4.8	LIZARD HEAD	TROUT LAKE	1	AMES AMES	D MI VANCE JUNCTION	1			D PV		LEOPARD CREEK	DALLAS DIVIDE		The Part		83			
	ALUME ALUME ALUME ALUME ALUME FEANKLIN FERRING R.G. R.G. R.G.					164.1			Dista	ance f	rom R		R	187.942			Yard	2.6	5.7	10.5	13.6	19.5	1	24.9	28.4 75 7.30 AM	27 1 7.48	7 1 7.54	7 1 7.57	8.10	8.50	52.9 62 1 9.08	56.6 11 1 9.24	18 1 9.35	33 1 9.453910	06.2 Yard 10.00 M	Passing Tracks		from R	Siding

Patendary   Pate	Time   Table   No.   103	(0.30) Schedule Time. 14.00 Average Speed per Hour.	nily	45.1 D Do TELLURIDE	43.7 S	8.05 41.7	38.6	7.45 8 37.8 D MI VANCE JUNCTION		Mile		371 STATIONS	CLASS Sub-Division 17-A	TELLURIDE		(8.00) 9.23 (1.55)	Arrive Daily Arrive Daily	5·15W 10.00W	JET STANKE IN	4.50 1 9.25	882	1	1	•	2.40		1.20	1.10	12.40	12:01 %	11.30	11.20	10:33		9.15 M	Leave Daily Leave Daily	Freight Mixed	LANE CHU	SECOND CI
Sub-Division 17   Sides   State   St	SUB-DIVISION 17   SIGN   STATIONS   STATIONS   STATIONS   STATIONS   August 17, 1924   Mile   Inches   Inches		Leave		25	10 f	6,6 22	YC 7.3 75	Passing Tracks		from '	Tellurid		BRANCH	13.75	(2.45)	1			- Ba				-	7.45%						-	-				Leave Daily	Passenger	371	FIRST CLASS
WESTWARD   FIRST CLAN	Miles from Ricco   Salesty   STAY   Salest   Salesty		Les	7.0	111/4	1 CAN	No.	160	TO TO					EASTWARD	Average Speed per Hour.	Sebadula Time	(66.2)	DBTG"I Ro RICO	COKE OVENS	GALLAGHER 4.8	LIZARD HEAD	TROUT LAKE	1	AMES AMES	D MI VANCE JUNCTION	1			D PV		LEOPARD CREEK	DALLAS DIVIDE		The Part		83			
	ALUME ALUME ALUME ALUME ALUME FEANKLIN FERRING R.G. R.G. R.G.					164.1			Dista	ance f	rom R		R	187.942			Yard	2.6	5.7	10.5	13.6	19.5	1	24.9	28.4 75 7.30 AM	27 1 7.48	7 1 7.54	7 1 7.57	8.10	8.50	52.9 62 1 9.08	56.6 11 1 9.24	18 1 9.35	33 1 9.453910	06.2 Yard 10.00 M	Passing Tracks		from R	Siding

		106.7 Smalley 113.5 Soution	38.2 Dium	56.5 Murphy 59.3 Timber	36.4 Bulkerfly	33.0 Vanadium 35.3 Lime	18.8 Wade 25.3 Omega	14.6 Noel 17.1 Sams	250.80 Deparate	melter	369.03 Mayfield 373.84 Dallas Wye	356.15 Vernal	14A 337.63 Kellogs No. 2	305.84 Green Canon	13E 292.57 Vidala Spur 13E 299.00 Lebmans Spur 13E 205.00 Wallace Spur	318.48 Irwin	314.87 Bulkley 315.59 Littell		293.41 Hsy Spur 297.09 Haymaker	290.17 Ashley 250.24 Enders Spur	280.24 Bank	A 222.00 Charconi	239.67 Davenport	343.45 West Portal	297.13 Hall's Spur 342.51 La Jane	Aberdeen Spur	254.33 Jackson Spur 285.91 Haverly	215.47 West Salids 250.80 Tank No. 7		ION NAMES	- 111	ADDITIONAL SIDINGS AND SPURS NOT SHOWN IN REGULAR TIME TABLES	
	Branch  Branch  West End  West End  West End  West End  West End  West End	Ea	PE	East	DD:	<b>4</b>	401	011	900	20 East End 12 East End	214	Will	3 East End	ni) e	1 192	3 East End	100	190	77			East End	2 West End		76.	5 East End		10 West End	1	TIONS		NOT SHOWN	
sched  pount reduc twe: If sents weigh count a fra	freigh creas corda grade	Durango	Manage	Gleneon	Dolores	Dolores	Vance Juneage	Vance Junction	Placerville	Placerville	Ridgway	Montrose	Sapinero	Crystal Creek	Montroes	Castleton Castleton	Gunnison	Crested Butte	Paritos	Gunnison	Orient	Villa Grove	Villa Grove	Moffat	Alamosa	Mears Junction	Mayaville.	Poncha Junction	Poncha Junction			From	
schedules, or for any other reasons which passed and ratings are shown in M lbs. or thousands of All ratings are shown in M lbs. or thousands of pounds; two M lbs. equal one ton; so that, if necessary to reduce these ratings to tons, they should be divided by two; conversely, to reduce tons to M lbs, multiply by two, two; consputing tonnage, the adjustment factor represents the number of Ms 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.	hese ratings ar it trains. Chie is or decrease to nee with stand s, conditions of	Cims	Clana	Millwood	Glentos	Rieo		Telluride	-	Dallas Divide	Dallas Divide	Ridgway	Lake City	Gunnison	Cerro Summit	Cerro Summit	Castleton	Floresta	Created Butte	Sargent	Villa Grove	Orient	Round Hill	Villa Grove	Moffat-both ways	Poncha Pass	Monarch	Maysville	Marshall Pass	W. L. H.D.		To	
r any other rease are shown in lbs. equal one to things to tons, th , to reduce tons t or of Ms which s car, loaded or e Tonnage hauled car.	o the usi f Dispute hese ratin ling instr power, ne				8	311.00	200.30	1	20.00	7	180000	311 185		01-10	0 1	100	3-00	300 000	660 1320	1000 2000	2113	and a new			385				187 374			Class of Engine 148 No. of Engines 470-479	
they should be adjusted a shall be rempty.	hers are used in their uctions, to				10000			+		10.							04	290	0 630 1260	950 1900	1		280 560	8301660	203040002000	183 366			183 366	Tons		Class of Engine 125 No. of Engines 450-464	AL
that, if necessals, or thouse that, if necessals, or thouse the divided by the strength of the caboo exceed the respective to the strength of the caboo exceed the respective to the strength of the strength	ratings f authorized r discretion adjust for maintainin				14	(A) No.		1			A feel we							275	30 870 1140	00 875 1750	mar W		250	500 1040	10 2000 4000	173 3			173	8 173 346		Engine 112 No. of Engines 432	- 0
sands of essary to lyded by y by two. or reprethe total cose shall rating by	or dead to in- a in ac- r slack g stock		100	1000	TO STATE OF THE PARTY OF THE PA	STATE OF THE PARTY			VICA	CELER	MOSE	Control of the	-	The same	CORES	TO THE OWNER.	Section 1	190	40 410 820	50 625 1250		1	175	40 380 760	1560	346 113 226	MINITED BY CHECK		113	46 113 226	Tone	Engine 93 No. of Engines 430, 431	
When When 35 cars 45 " 45 " Monarc	Ms to facili On 4%	230 4	230 4		230 4				115 2		115 20			The same	Sales and	NAME OF TAXABLE PARTY.	0	0		0		0.47			1		-dub		POR I	ewor	Tone Me	Engine 85 No. of Engines RGS 20, 22, 25	. 3
2.9½"  1 equipped are coal or stock are stock are in stock are in mixed 1 in empties ha Jct. to S	E: Ratings filitate und 6 grades, e 1-9½" Con	460 210 4	10	210	460 210 4	280	350 160 320	145	230 106 212	160	230 106 212			570 1140	106 212	8	270 540	0	360 720	145 290	460 920	106 212	160 320	300 600	480 96	106 21	88 17	120 240	106 212	106	Tons Ms	Engine 72-71-70 No. of Engines 417-429 554, 555	20000
2-9½" 60 "800 "800 "800 "800 "800 "800 "800	NOTE: Ratings are temporarily shown in tons and to facilitate understanding of new arrangement.  On 4% grades, engines equipped with 1.9½" Compressor 30 Cars 575 Tons 1.11" 650 "	10 420 185 370	210 420 185 3	185	420 185 3	250	20 140 280	130	92		12 92 184	205	20 420 840	590 260 520	24-ces/3		155 310	150		0 120 240	0 400 920	92	0 140 280	0 300 600	480 960 480 960 420 840	0 1190 2380	76	100		2 92 184	Tons Ms	Engine 70 No. of Engines 400-411 RGS 40,	Clared
Sig." C.C. Sig." C.C. Sig." C.C. Sig." C.C. Sig." C.C. Sig." C.C. Sig. C.C.	of new arr pped with Cars 575	70 160 320	370 160 320	160	370 160 3	220	120	105	79	120	79	180	370	20 225 450	79	79	0 140 280	130	290 580	0 110 220	440	79	0 120 240	0 270 540	420 840	011202240	65	89			Tons Ms	Engine 60 No. of Engines 200-286 RGS 3-17	Class of
air Compr g 1150 tor g 1150 tor " "	angement.	20 145 290		145		205	110	100	67	185	67		340	50 250 500	67	87	150		0 270 540	120 240	300	67	0 110 220	230	390	0 950 1900	56	18	8 67 134		Tons Ms	Engine 47 No. of Engines 106-177	Class of
essor,	and	3	3	3	3	ωω	100		-	370 3	, 12	3	CI .	4	-	-	3	2 2	4	ы	0 0 0	-	83		O1	12		to	1 2	-	Tons Ms	Adjust- ment Factor	
		a	0	0	G	0 0	4	4 Durango	600 P	6 Hesperus	(5) (15)	6 Rico	Telluride	Placerville		VIIIa Grove	Ridgway		Sapinero	Marshall Pass	Stations		# TO 12 Y	-	~	21,					SI .	1 1	
									7-15 AM-11-15 PM	8:00 AM-6:00 PM	8:00 AM-6:00 PM	7:15 AM-4:15 PM	6:30 AM-3:30 PM	7:30 AM-4:30 PM	8:00 AM-5:00 PM	9:30 AM-6:30 PM	8:30 AM-5:30 PM	8:45 AM-5:45 PM 8:00 AM-12 Midnight	9:30 AM-6:30 PM	Continuous 8:00 AM-12 Midnight 8:00 AM-12 Midnight	Regular Hours	-	OPEN HOURS OF TELEGRAPH OFFICES				THIRD GENER						
								4:00 PM-6:00 PM	8:30 AM-10:30	9:30 AM-10:30	11:30 AM-1:30	9:30 AM-10:30	6:30 AM-8:30 8:00 AM-9:00	5:30 AM-8:30 AM 6:45 PM-7:45 PM	12:45 PM-2:45	4:45 PM-6:45 I				8:00 AM-12 Midnight 8:00 AM-12 Midnight		Sunday and I	RAPH OFF										

ű)

### ADJUSTED TONNAGE RATINGS

From	То	Class Eng 14 No. Engi 470-	ine 8 . of ines	Class Engi 12 No. Engi 450-	of ines	Class Eng 11 No. Engi 43	ine 2 of ines	Class Engi 93 No. Engi 430,	ine 3 of ines	Class Engi 85 No. Engir RGS 22,	of nes 20,	Class Engi 72-71 No. Engin 417 554,	ne l-70 of nes 429	Class Engi 70 No. Engi 400- RGS	of nes 411 40,	Class Engi No. Engin 200-2 RGS:	of nes 286	Class Engi No. Engi 166-	of nes	Adju me Fac	tor
		Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Tons	Ms	Committee of the Commit	-	Tons	Ms	Tons	10 p. 65 c. 65	Tons	-
Poncha Junction	Marshall Pass	187	374		District Co.	-	346	113	226	-		106	212	92	184	79	158	67	134	_	2
Buxton	Marshall Pass	187	374		-	-	346	113	226	PARTE		106	212	92	184	79	-	67	134	-	2
Poncha Junction	Maysville				1000000							120	240	105	210	89	-	81	162		4
Maysville	Monarch	-					100	5.000	Jujes	dub		88	176	75	150	65	Section 1	56	112	-	2
Mears Junction	Poncha Pass			183	366	173	346	113	226	4	- 7	106	212	-	STATE OF THE PARTY OF	79	-	67	134	_	2
Alamosa	Moffat-both ways	6-04		200000	4060	10 mm gr	4000	1560	3120	W.	4	1190	2380	1190	2380	1120	-	-	1900	_	24
Moffat	Villa Grove	-200		-	1660	-	1660	A 100 CO	1200		1	480	960	480	960		10000000	-	_	_	10
Villa Grove	Round Hill	0000		100000	1040	-	1040	-	760	BITTE		300	600	300	600	270	-	-		-	8
Round Hill	Poncha Pass			280	1000	-	500	175	350			160	320	140	-	-	-	-	-	-	4
Villa Grove	Orient	CHARLES	1111	453	1			100.40	15.35	+28		106	212	-	-57.00000	-	100	-	134		2
Orient	Villa Grove	210		16.04		14	fuito!	7 10 -3	2019	1	H C	460	920	100000000000000000000000000000000000000	-	Introduction's	or distance of the last	-	- 1220000	-	10
Gunnison	Sargent	1000	2000	950	1900	875	1750	625	1250	KISE.		555	1110	-	1010	-		-		-	10
Parlins	Pitkin								To late			145	290	-	-	-	-	-	-	-	4
Gunnison	Crested Butte	660	1320	630	1260	B70	1140	410	820			360	-	-	-	-	-	-	-	-	8
Crested Butte	Floresta	300	600	290	580	275	550	190	380			170	-	-	-	-	-		-		4
Gunnison	Castleton	CU-	F	- 646	13		1	6371	125			270	-	-	-	-	-	1	-	-	8
Castleton	Baldwin	8 Fr	1	86	198			(CD)	THE F	2		180	-		-	-	-		-	-	8
Crystal Creek	Cerro Summit	77.5		V.E	10			Sto:	11.39	Tital		106	morto-director	-	-	-	100000	-	-	-	2
Montrose	Cerro Summit	01>		1 20	10	1	4	123	1030	1	100	108	-	17.00	-		-		1	-	2
Crystal Creek	Gunnison	37			10			Ent.	(50)V	orce?		A CONTRACTOR	1140	-	1040	-	-				
Sapinero	Lake City	000							165			295	-	-	_	-	450		_	-	-
Montrose	Ridgway	GIL	Id S	I CAN					2.8	1		460	-	-	-	-	-	-	-	-	-
Ridgway	Ouray	234	A.	1014	100	4		3-63-6	12.35 12.35		-	230	-		-	-	-	A SHARP COLUMN			-
Ridgway	Dallas Divide	000	15	Late	-10	E . IV	A.K.	_ R	Distri	115	-	-	-	-	-	-	-	-		-	-
Placerville	Dallas Divide	10.50	112		1 43		1000	252	THE R	175	-	-	-	-	-	700000000000000000000000000000000000000		And in column 2 is not to be a second		-	-
Placerville	Vance Junction	100	1	Carl.				1	STAST	285	1	-	-	10000	-	-	-	-	-	-	-
Vance Junction	Telluride	1					Yes a		PA.	115	-	-	-	-	-	-		-	-	-	-
Vance Junction									1000	160	-	-	-		-	_	-	-	-	-	-
Rico	Lizard Head	Wh.	74			5 6		-	5.5	175	-		-	-	-	-	-	no bedicated		-	-
Dolores	Rico	00	14			M. K	"	aw	150	310	-	-	-		-	and the latest to	-	-	-	-	_
Dolores	Glencos	(63		N Late		4-1	2	3 (95)	101	325	100000	-	-	-	-	-	-	-	-		_
Gleneon	Millwood	100		1 1 1				SD	COLF	230	-		-	-	-	-	-	Date of the last	-		-
Mancos	Millwood	451		1				9	TR	230	-		-	-	-	-	-	-	10000		-
Mancos	Cima	114						101	100	230	-	-	-	1	_		-	-			_
Durango	Cims		1			18 1		1993	三 天瓜	230	0 48	0 210	42	0 18	5 37	0 16	0 32	0 14	5 29	01 3	SALK!

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, conditions of power, necessity for maintaining stock schedules, or for any other reasons which justify.

All ratings are shown in M lbs., or thousands of pounds; two M lbs. equal one ton; so that, if necessary to reduce these ratings to tons, they should be divided by two; conversely, to reduce tons to M lbs., multiply by two.

In computing tonnage, the adjustment factor represents the number of Ms 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.

NOTE: Ratings are temporarily shown in tons and Ms to facilitate understanding of new arrangement.

On 4% grades, engines equipped with 1-91/2" Compressor 30 Cars 575 Tons 1-11" " 45 " 650 " 2-91/2" 800 60

When equipped with one 812" C.C. air Compressor, 35 cars coal or other heavy loading 1150 tons 45 " stock and other light loading "

" mixed loads and empties 45

75 Cars-2000 tons

" empties Poncha Jct. to Salida and Buxton to Sargent

Monarch-Maysville 500 tons.

### SPECIAL TIME TABLE RULES

## SUPERSEDING GENERAL RULES AND REGULATIONS WHICH ARE INCONSISTENT THEREWITH

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

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

Eastward trains are superior to Westward trains of the same class.

No. 345 is superior to No.

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

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

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

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

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

YARD LIMIT STATIONS: Salida, Poncha Junction, Mears Junction, Gray's, Marshall Pass, Shawano, Buxton, Sargent, Crooktou. Parlin, Gunnison, Sapinero, Cimarron, Montrose, Ridgway, Ouray, Created Butte, Poncha Pass, Round Hill, Villa Grove, Moffat, Alamosa, Vance Junction, Rico, Dolores, Gleucoe,

Within yard limits, the main track may be used protecting against first class trains. Second and inferior class and extra trains must more 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 stations protected by yard limit boards, in stormy or forgry weather, or where the view is obscured and whose the head or rear end of their train is so stimated that it cannot be seen by approaching train FOR A DISTANCE OF 1000 FEET must be protected according to Rule 99. This will not resileve the approaching train any manner from responsibility under with the second process of the second process. will not relieve the approaching train in any existing yard limit rules.

6. When a train is decoured it must not leave the station at which it returns to 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 neither siding nor fixed signals, it applies to the place where trains is received or discharged.

is outside 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 are occu-ples 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 8. A switch must not be closed for main track while a train, engine. or car

be used by the inferior the superior train, if arriving first, must set the switch to train in entering the siding.

 When running over track or bridges under slow order, the conductor must have a man on the stops 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 slow order has been passed.

ductor or rear brakeman who must be in position to in order to further promote safe operation of our trains, it is the duty immen, sectionmen and bridgemen, station employes, pumpers and all others e duty will permit, to place themselves in a position to discover any un-or unsafe condition about passing trains, and give suitable signal to conreceive and iscover any un-e signal to con-l act upon such

11. On approaching a station at which a train should stop or take the siding to melt 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 fall to acknowledge it, the conductor must stop the train. Conductors on passenger trains will use signal 16 (d) for this pursuit of the conductor must state that the conductor must state the state of the state

12. Rule 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-tain the cause."

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

Operators at open telegraph offices will block trains accordingly, holding train order signals at "stop" the required time for this purpose. carrying passengers must keep at least ten minutes behind it, 13. Unless some form of block signals is used, trains must keep at least minutes apart, except in closing up at stations. A train following a train

on descending grades. They must, however, see that brakes are thoroughly tested and put in proper condition timmediately 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 made check of speed, to be sure that engineer has the check and handling has full control of the air. It is also importative that every trainman be in his proper party to take instant brakeman and the conductor must be in the cupola watching their train, with brake child anything occur at any point on descending grades. The real brakeman and the conductor must be in the cupola watching their train, with brake childs at hand so they can give assistance the instant anything goes wrong. The head brakeman is also required to place himself in readness 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.

14-A. 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 Marshall Pass, Pencha Pass, Orient Mines, Cerro Summit, Monarch Mines, Cerried Quarry, Dalias Divide, Telluride, Lizard Hedd, Millwood, Cinn and Perrie's Peak, and put same in safe operating condition before descending the grade.

14B. During the test of air brakes at these stations, and while the air is applied, brakemen must turn up all retaining valves to ascertain their condition, and it any are found inoperative or any other defect in air brake equipment is discovered which can not be promptly repaired, inspector must apply the usual Air Brake breiect Card to the needle beam of the ear, specifying nature, of defect Petton 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 ice, or other foreign substances between, or adhering to, faces of brake shoes and wheel treads. Brakemen must test the hand brakes on all the cars before trains leave these stations. Particular attention must be devoted to all rods and brake connections, brake shoes and lovers, key bolls and split keys, and to all draft gear.

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

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

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

14.F. Trainmen must assist in holding freight trains with the hand brakes; hand brakes on 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 the train.

On all trains standing on grades where it is necessary to keep brakes applied, hand brakes must be set, and air brakes released and auxiliaries charged up to the maximum pressure. Hand brakes, in such cases, must not be released without first notifying the Engineer.

14G. Trainmen must assist in holding passenger trains with hand brakes on cars where the retaining valves are not in proper working order; or other ears in either freight or passenger trains, if found necessary, in order to keep train under perfect control, and be prepared to stop the train should the air fall.

14-f. Engineers must exercise every precaution to prevent parting of trains on heavy grades. In case of trouble with brakes on a train in descending grades, the train must be stopped, a careful and complete inspection made, and efects remedied where it is possible for the train crew to do so and report made of same. the train 14-H. At least one member of the train made for sliding wheels. on both ascending and descending grades, and a close observance crew must be on the rear end 00

14.J. In the handling of freight trains down Poncha Pass, Orient, Monarch Branch, Marshall Pass, Gerro Sammit, Koystone Hill east side of Dallas Divide, and Calumet Branch, but one (1) car having non-air or inoperative air brakes will be permitted to descend in solid coal or ove trains, and not more than two (2) cars with non-air or inoperative air brakes in merchandise or mixed trains. All trains will stop at Dallas Divide, Lizard Head, Millwood and Clina for inspection of train and test of air brakes, and they must be in proper working condition before descending grades.

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

are in good working order. 14-L. Where locomotives are equipped with Water Brakes, be sure that these

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

except as follows: 15. All railroad crossings at grade are protected by Interlocking Signals.

Sub-Division M. P. Location 215.11 Salida Divn. Unprotected Operated by

board and not proceed until sure that track is clear. (See General Rule 98) Trains 16. Passenger equipment must not be handled in switching, unless the air is approaching this crossing must stop at a point designated by

service on all cars, and must not be cut off when moving.

reight train handling such live stock or cluer freight will be carried on any freight train 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. Employes holding passes will be carried on any freight train to and from points at which trains stop when passes are stamped—"Good on "Feeded Trains". passes are stamped: "Good on Freight Trains."

Passengers may be carried on the following trains: 225, 325, 327, and 328 between Sargest and Montrose, 323 and 329 between Salida and Almonea, and on 599 and 329 between Ridge and Durango.

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

is revised as follows: 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 lamps 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 track, when green light must be displayed to the front and rear. On double track when a train is turned out against the current of trains, green light to the front, a green light to the rear on the side next to the main track on which the current of trains is in the displayed to the rear on the opposite side. At night, an additional red light will be displayed to the rear on freight trains in the enbose 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 running against the current of train con double track. Trains while standing on main track at night must also display a red light in center of rear platform."

partment is 20. Paragraph 4, Rule 5, revised 21.5 follows: of the Rules and Regulations of the Operating De-

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

21. All employes are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on stdings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spure, that VILL NOT CLEAR a man riding on the side of a car; and all employes must protect themselves from inture in massive side of a car; and 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, snow 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 ton of cars.

### SPECIAL TIME TABLE RULES-24. Company Surgeons are located as follow Continued

		2 (2)	110	10 Se			
1	100	octto	0 (0	dang	CURE		,
À			ATTHE L CA.	100	2/10		TOTAL TOTAL
5,001	17	30	36	0	80 ES	60 64	AL VA
dono		ALIE .	STORE	OC	5		TOTA
272		0	207	Srobe	a de		
200	52.6	27.5	20.6	241	238A 240A	25.4	
1	0	5077		5	Pome	*	
rever?			frat	HOR.	1		
7.0	20 1	li,	Pare	Sroot	S do	co to	,
	MOU	ppe	ppe	DOW	now	now	
Trailer.	She	7	1-1	She	She	She	
	d, L	MIN		d o	ed or	d 01	
No lo	izar	Y	3	a on	n M	MI	
Total .	H	Flor	CT	Cres	arsh	Mean	
25	ad	esta	osto	all F	MIN F	100	
Sel fee	H.	D ur	В	Butt	Pass	Bas	
0	Posterior.	ODB .	atte	900	Snow Shed on Marshall Pass Snow Shed on Marshall Pass	100	
Tenent President an indicator wortheart . W. L.	0.00	W.III	Der Der	anta	-	17	
	Tores	all a	THE PARTY	D C	-	TV	
	1	F H.	BW	TO TO		HEL	
						O	

"On the employed time table the world 'daily, 'daily, except. Sunday', etc., printed at the head and foot in connection with a train, indicate how it shall be run." The following signs indicate: 22. Rule 6 of the Rules and Regulations of Operating Department is revised as follows:

I-Meals or lunch. of 1997 f-Flag stop to receive or discharge passengers or freight Westward freight trains will stop

NO Night (only) telegraph office, about its another to become the at N-Day and night telegraph office.

Day (only) telegraph office.

except we replayed:

DN—Port day and part night telegraph office.
TG—Telegraphone station. C-Coal station.

The manufacture of the dots and states at the state of th

TA. Persons accompanying live about to the value of the persons accompanying the about to accompanying and the persons accompanying to accompany the persons of the persons of the persons are persons as a second to the persons are persons and the persons are persons as a person of the persons are persons and persons are persons as a person of the persons are persons as a person of the persons are persons as a person of the persons are persons and persons are persons as a person of the persons are persons as a person of the persons are persons as a person of the person of the persons are persons as a person of the persons are persons as a person of the p

23. 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, exchanged 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 prudin the barring in mind that safety in operation is to be given first consideration, and always giving due consideration to track and surrounding consistence. At no time, however, about a speed exceeding 55 miles for hour be made with plassenger trains or a speed exceeding 55 miles for hour be made with plassenger trains or a speed exceeding 55 miles for hour be made with plassenger trains or a speed of the constant of the plant of the plant trains.

The specific restrictions shown below cover certain territories where conditions, such as curves, grades, etc., make a specific limited speed necessary, and these restrictions, also any other special speed restrictions, must be complied, with

	COL CYYNDR LOYJUN	the to p	100
N . 5	arshall brough rough wer bri uurango bdivis li sub- tions i tions i ngines lor out or out or out or out or out or out of the bold of the b	15 10 %	-0
22	20 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	0 11	72
Dirt.	shall Pass, ough fown ough fown of r bridges be ango yard- division 188 division 188 sub-division ones in certai ines backing rout of Tuy ins handling de engines we dengines we dengines we dengines we dengines we	100	103
	mall Pass, first sight form of Place in Calculation of the control	B-C	
11.0	BOX HER DE TO DE OFFEE	200	
F3 5	Pass, fown of fown of the pass, fown of the pass	祖田三年の日	13
20	200 H P P P P P P P P P P P P P P P P P P	300 27 0	- 31
75.3	1. 20 d d d d d d d d d d d d d d d d	11. 15. 3	100
877		100	3
5.19	Pass, town liges be yard- on 180 invision reertain acking of Tu andling tines we dries we dries we werricked	12 12 1	45
201	(first switch of Placerville) of Placerville) etwen Ames Coke overs Coke overs Coke overs Cokener B ms, except w ms, excep	45. 8	- 50
52.4	first switch first switch first switch first switch first switch twen Ame Coke oven Coke oven Coke oven twen count first switch first switch dead engine th one pair filst boom ades , with boom ades	( to ( to ( to )	
20	Pla Pla Pla Call Call Call Call Pla exce exce exce exce exce exce exce exc	The int an	- 21
5.4	100 to 100 2.2 2 . 2 2 9 2 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	11,750.8	-22
	. FPEC. 10 70 0 P.	HILL SHE	
		3	
		100 to 100 to	100
2.3	SHESS	25	: 6
53		0	1
	ass, (fint switch) own of Placeryll ses between Amis and Coke oversion recording to Calumet B ristons, except w serian terriories ching up ding dead engine the with side rots are with one pair w ristons, except who are formed.	Territory	10
de 7		1	
100	CARLA TAREST	· 西江王	
		A CLUB A	-
	mentall Pass, first switch) through fown of Pleocytillo was private free or ment witch hdvsson 18 C Calumet Branch hdvsson 18 C Calumet Branch least-divisions, except where specific restri- tions in certain territories require lower specific grass backing up. or out of Turnouts, ands finalling dead engines with side rods up ead engines with side rods all down ead engines with side rods all down blitchers, Etc., with boom supported  10 % to 3 % grades.	425 60 7	. 10
200	og se se en	2 4 2	O.E.
Er 4	THE RESERVE OF THE PARTY OF THE	15 5	- 21
	0 8 3 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	G 1: 5	ELM.
	0	2 2 2 2	
E 8	erhorn fit res ver spe rods u	E. Carrie	10
55 A	DE	EDO	100
	THE OF THE PERSON	E 200	3
55.7	5 to 1 to 1 to 2 to 1 to 2 to 1	7 5 40	27
55.0	[1] [1] [2] [2] [2] [2] [2] [2] [2] [2] [2] [2	STAN S	28
X Z	THE THE PARTY OF T	210000	
20-0			
		12 1	84
3	rankall Pass, (first switch) rough fown of Placerville, to bridges between Armes and Matterhorn grangy "ard Coke owens switch. bidyssen 18C Calumet Branch sub-divisions, except where specific restric- ions in certain territories require lower specid, graes backing up. or out of Turousts, or out of Turousts, or out of Turousts, or otherwise with side rods all down, all engines with side rods all down, all engines with side rods all down, and engines with side rods all down, bitchers, Etc., with boom supported. 0% to 3% grades.	1011	1
OLL	B	100	MARK
COL	B 1 A B 2 A	TO I	14001
FOR E	Man and an	no n	TABLE OF
100 01	Thought to the state of the sta	Pas	OF LANK
MIG COL	Shot she all the control of the cont	Pass	THE PERSON
ANTE COL	And able to the property of th	Passen M	2877 BUJ
TOD BILLY	Legh, mental in the history was a proper to the history or thand or the history or the history or the history or the history o	Passeng M.	2821 203 0
DELANTS COL	Legh, mental in the history was a proper to the history or thand or the history or the history or the history or the history o	Passenge M. P	NO COS 148E
SET OF COL	Thus shie of the state of the s	Passenger M. P.	DRIG THE TUBE
o https://oce.	Legh, mental in the history was a proper to the history or thand or the history or the history or the history or the history o	Passenger 1	MERIC COS 148E
to hilyhis con	Legh, mental in the history was a proper to the history or thand or the history or the history or the history or the history o	Passenger Tr M. P. H	CHEST OF TARE
E TO DELYNTS CO.	Legh, mental in the history was a proper to the history or thand or the history or the history or the history or the history o	Passenger Tra M. P. H.	Difference con 148E
THE THE DELIVERS CO.	Legh, mental in the history was a proper to the history or thand or the history or the history or the history or the history o	Passenger Train	THE THE BEST OF THE PARTY
the to british so	Legh, mental in the history was a proper to the history or thand or the history or the history or the history or the history o	Passenger Trains M. P. H.	THEY BUT SHERWITH C
SHE TO THANKS COL	Legh, mental in the history was a proper to the history or thand or the history or the history or the history or the history o	Passenger Trains M. P. H.	THE DESIGNATION OF
Anny to trivite con	Legh, mental in the history was a proper to the history or thand or the history or the history or the history or the history o	Passenger Trains M. P. H.	THE THE PROPERTY OF A
COURTE IN THAT SEE CO.	Legh, mental in the history was a proper to the history or thand or the history or the history or the history or the history o	Passenger Trains J. M. P. H.	a' ID mirrente roe Lanz
Plonegue to bulante con	Legh, mental in the history was a proper to the history or thand or the history or the history or the history or the history o	Passenger Trains F. M. P. H.	TAY TO INTERNATE CUE LAND
pelonging to highle con	Legh, mental in the history was a proper to the history or thand or the history or the history or the history or the history o	Passenger Trains Fro	TATE OF THE PROPERTY OF TANK
percentage to higher con	Legh, mental in the history was a proper to the history or thand or the history or the history or the history or the history o	Passenger Trains Frei M. F. H.	GETA, ID DIMERRIO COS 148E
the perousing to halvile con	Legh, mental in the history was a proper to the history or thand or the history or the history or the history or the history o	Passenger Trains Freig M. P. H. KM	THETA, ID INGREDIO INC. 148E.
the pelonging to inlaste con	the solit of the property of the control of the con	Passenger Trains Freigh	BELYSLA TO INTRODUC ING 149E
STEP Delonging to private con	the solit of the property of the control of the con	Passenger Trains Freight M. P. H. M. P.	DELIGIA TO DISPOSE COS 149E
Column pelonging to harde con	Legh, mental in the history was a proper to the history or thand or the history or the history or the history or the history o	Passenger Trains Freight 'I M. P. H. M. P.	THE RELEGIATION THE PROPERTY OF TABLE
Column pejousing to halante con	the solit of the property of the control of the con	Passenger Trains Freight Tr M. P. H. M. P. F	ER DELECTA TO DIFFERENCE COG LAND
allocate pelonging to intails con	the solit of the property of the control of the con	Passenger Trains Freight Tra M. P. H. M. P. H.	BE DELIGERA TO DEPRENE OF THE PART
pintionms psionsing to intalls con	the solit of the property of the control of the con	Passenger Trains Freight Train M. P. H. M. P. H.	I' BY THERETA' ID HIGHERTO CHE LAND
Distinct assection in the set of the	the solit of the property of the control of the con	Passenger Trains Freight Trains M. P. H. M. P. H.	THE TRACKETS TO DESCRIBE TO THE PARTY
d bjerjoims psjongijis to lajanje sou	the solit of the property of the control of the con	Passenger Trains Freight Trains M. P. H. M. P. H.	THE BETTERETS TO DEPEND OF TAME
nd birtioline pelonging to hitarie con	the solit of the property of the control of the con	Passenger Trains Freight Trains M. P. H. M. P. H.	LATE BY DELKELS TO THE BREE COS LAND

										ı.					2		-	
>	L	H	>	C.	H	P	A	H	₽.	1	Ħ,	9	H	C	9	3	N	
2	-	0	#	-	4	9	6	-	H	9	Ħ	Q	TO	H	-	Ö	35	
*	-	2			d i	٢	딮	4	0	.1	•	0	Ö		3		8	
H	3	E	5	H	Ħ	×		2	ä	Ħ	SI	BH	Ξ	E	-	H	H	
ō	A	8	8	E	×		Z	8	S	9	C	Ę	Ħ	Ħ	\$	_	1	Š
BB	2	9	D	Ď.	6	2	ā	SE	ħ	Š	Z	H	E	Ξ	£	ď	8	į
9	2	ä	:	:	Ξ	Y	5	Ë	S	z	8	0	R	Ħ	E	2	2	
8	3	9	:	٠	Ē	0	ž	8	S	8	:	9	Ħ	٤	20	E	5	4
ř	쉳	7		٠	3	爱	2	?	:	.0	:	H	Ħ	:	Ž.	2	8	
24	'n	2		:	8	ė	ŝ	ã	:	35	8	27	Z	:	ř		4	į
S	ĕ		:	3	i.	Ş.		Ä	:	3	8	:		9	8	8	3	
3	S			9	3	ž	÷	7	Œ	.9				:	è		17	
ă		3		5	5		8	Ş			3	:	5	:	Ÿ.	:	30	
ě	ā	1		i		2	8	5			É	×	:	:	Š.	:	0	i Ž
9	10	.0		÷	ij.	ã,	3		i.	á	:		3	:	Ē	•	CO.	
.0	3	*6	٠		E.	Đ,	2				:	9		:	ž.		2	
ě		20	•	÷		ė	80	*				:	•	:	ď.	1	S.	
ŝ				0	7	٩	3	Š.	:			:		:	31	÷	5	
S	Š.	9	:	Ė.	5	2	ā		3	H	5		:	÷	Ė	:	É	
ä	2			ė	2	ž	2	÷	10	i		:			ě.	:	49	
-8		3	٠	1	ő.	ě	ž	8		, i		:	٠	:	2	:	9	
ä				3	į.	ě	4	0			:	:		3	Ē	÷	3	
		2		4	3	*	Ŷ,	5			5		3	÷	7	:	3	
		ě		2	1	*	ż	\$				:		ä	ě	:	3	
		j		8	9	ě	8	Š,	÷		e		4	2		3	G.	
ě			0	á	1	1	8	ò		1	ž.			S	Ē		8	
:		.0		ġ.	3	÷	è.	P.	3				3	ø	44	:	1	
	3	Ä	:		÷	8	Š.	ĕ				:	5	ž	è	:	CO	
8	2	-	8	1	2	*	2	8			8	÷		ž.		9	M	
				ġ.	3	*	2	8	1				1		ž.	:		
3	Ų,			1		ň	18	Ġ	in					7	2		7	
ė		-	Te	10	Þ	×	8	Gu	a K		2	Mo	ON				-	
H	12	ŏ	E	E	an	20	H	붐	0	9	gp	E	É	Sa	80	Sa	H	
5	no	20	70	긒	100	102	=	180	C	Ħ	MO	103	207	10	He	Ho	5	
0	8	80	8	0	2	B	8	ň	4	4	4	0	6	20	4	2	MEBUT BUILES VILLBANDS GOSDINS JOHO SON THE WEET INCOME!	
											ŝ				Ľ		3	
_	_	_	_	-	-	-	_	-	-	-	-	_	_	_	_	_	-	-

A. M. ROBENNELTER.

24. Hospitals are located as follows: Shifa, D. R. R. G. Durango, Mercy, 24. Hospitals are located as follows: Shifa, D. R. R. G. Durango, Mercy, 24. Hospitals are located as follows: Shifa, D. R. R. G. Durango, Mercy, 24. Hospitals are located as follows: Shifa, D. R. R. G. Durango, Mercy, 24. Hospitals are located by message to Superindedat, who will impromptly artise (him pepartment, Telegraph Acqueut Report Form 383) must be made at once as per instructions thereon, Mall reports of all accidants and carnalities must be promptly made, using ut following forms, according to the instructions thereon and in the Book of Rules.

Fire Report (Form 3282)

Stock Report (Form 4012)

Stock Report (

SUPERSEDING GE

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

"DEFINICY -- A part of a division berefolore designated as a DISTRICY

England trains are superior to Westward trains of the same class.

3.6. No. 346 is superior to No. 346. 2.6. No. 346 is superior to No. 346.

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

4. Train Register Books are located at: Mears Junction, Marshill Paus, Sar-gent, Lake Cir., Cinarry, Norteen Gunnien, Saphiero (for braide only), Curry, Almona, Villa Grove, Corteel Blatte, Sulfac, Rügray, Placerville, Vance Junction, Telluride, Rico, Dolores, Mancos, Durango,

Register stations are shown in body of the Time Table in FULL EAGED cobravity register their builts unlies type. As such settlems, conductors quality registers their builts unlies observes provided by the other facilities and their sections.

4-A. A fair relieved from replacing to the table role or trainered for desired of negleter by train release. Conductor will repeat by Registering be district of register will record aume in tent register.

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

SPEED TABLE

The County of th	Designation of the control of the co
828888°	H Mile 14 Mil
8788881. 8787821.	ie i Xine
00000000000000000000000000000000000000	Hour W Mr

When a train is decoursed it much not leave the station at which it reduces own rails, without a "31" running order.

is no stilles, it supplies to the place from which fixed algents are operated. Where is no the place where traffic is re-Thines otherwise indicated, the time of a train at any station on time table applies to the switch where there

8. A seriod must not be closed for main track while a train, engine, or our between the between the content of the admire. Multiple of the conserver two must not stop of each of the main tracks must be conserved to make the content of the admire between the content of the admire the content of the content

2. When running over track or bridges under slow order, this conductor At point of meeting the supering the adding first must set the switch to

10. In order to during whomels such opening on receive and act upon of the duty of the order to during the promote such opening as position of the will promise and all officences, nations and substantian conditions to discover any mount or mastle condition to place themselves in a position to obtain a condition to otherwise and all others and and discover any mount of the substantial of the the has slow order than bean passed.

W. H. BALLS W. T. MILLER

A. J. BRODERICK.

Trainmaster, Sub-Divisions: 13, 14, 15, 13-A, 13-B, 13-C, 13D, 13-E, 14-A, 14-B, 15-A, 15-B to full GUNNISON.

G. M. IIILIS.

Road Foreman of Equipment for board and a sound be about the SALIDA.

F. E. PEAKE, Sub Divisions 17, 17-A, 18, 18-A, 18-B, 18-C Ohiel Dispatcher and the Control of the RIDGWAY and the Control of t

GUNNISON