

# DENVER & RIO GRANDE RAILROAD.

## EMPLOYEES' TIME-TABLE

# No. 12.

TO TAKE EFFECT 12.01 A. M. NOVEMBER 24, 1889.

STANDARD TIME, 105<sup>th</sup> MERIDIAN.

THIS TIME-TABLE is for the guidance of employes only, and is not intended for the information of the public, or as an advertisement of any train. The Company reserves the right to vary from it at pleasure.

# SPECIAL RULES AND REGULATIONS.

APPLICABLE TO ALL DIVISIONS, AND SUPERSIDING GENERAL RULES AND REGULATIONS, WHICH ARE INCONSISTENT THEREWITH.

RIGHTS OF TRAINS.—East-bound trains have absolute right of track over West-bound trains of the same or inferior class. Trains running on double track will use right hand track.

1. TRAIN WORK.—Trains must be made up systematically in station order, which order will be preserved in taking or leaving cars. In loading freight it must, as far as practicable, be consolidated in full car loads and occupy the least number of cars required, irrespective of other cars having to go empty in the same direction. Conductors must observe the above in loading local freight. Agents at way stations must hold small lots of freight to load on trains instead of loading in cars at station. Agents at district terminals will transfer and consolidate the contents of lightly loaded cars.

2. Not more than two engines must be coupled to one Passenger train. If more power is required, trains must be divided.

3. SPEED OF TRAINS.—Trains must not exceed six miles per hour within the corporate limits of towns or cities.

Special Passenger trains and Light Engines must not exceed the running time of First Class trains, nor Extra Freight and Work trains that of Third Class trains.

4. PASSENGERS ON FREIGHT TRAINS.—Passengers will be carried only on freight trains designated in Division Special Rules, subject to the conditions of General Rules Nos. 174 and 207. Passengers taking freight trains should be informed that cabooses will not be pulled up to platform to take or deliver Passengers or Baggage.

5. AIR-BRAKES.—The automatic air-brake must be used on Passenger trains, and on Broad Gauge Freight trains having cars so equipped, and pressure retaining valves must be applied before descending heavy grades. In Broad Gauge Freight trains, when only a portion of the cars are so equipped, these must be trained next to the engine, and care exercised in taking up slack of train when reducing speed.

The air hose when not coupled between cars must be coupled to dummy coupling provided for that purpose.—See Question No. 1, Air -Brake Instructions.

Straight air will be used on Narrow Gauge Mixed and Freight trains.

Air-brakes must be tested on trains before leaving terminal stations, as required by Air-Brake Instructions.

When double-headers are run the air must be coupled to both engines, and forward engineman must operate the air-brake.

Pushing engines must always have air-brake coupled.

6. CROSSING RULES.—Special rules governing grade crossings do not cancel Rule 94, General Regulations, requiring all trains and engines to stop at such crossings.

## EXPLANATION OF CHARACTERS.

Letters at right of station names indicate telegraph call. Figures under each district and train indicate mileage of district and time used by trains in passing over the same.

N—Day and Night Telegraph Offices.

s—Regular Stop.

●—Coal.

f—Stop on Signals.

□—Telegraph Box.

Y—Wye.

X—Turn Table.

†—Standard Time Clocks.

○—Water.

‡—Stop for Meals.

§—Scales.

B.—Bulletins.

D—Day (only) Telegraph Offices.

†—End of Double Track.

THE FOLLOWING SPECIAL RULES SUPERSEDE ALL GENERAL AND SPECIAL RULES INCONSISTENT THEREWITH WITHIN THE LIMITS NAMED :

### FIRST DIVISION.

7. TRAIN WORK.—Freight trains Nos. 41 and 42 on First District, 47 and 48 on Second District, 53 and 54 between Pueblo and Cuchara Junction, and 45 and 46 on Third District, and 53 and 54 on Fourth District will do way work.

8. PASSENGERS ON FREIGHT TRAINS.—Passengers may be carried on trains 47 and 48 between Pueblo and Salida, on trains 51 and 52 between Pueblo and Canon City, and on trains 53 and 54 between Pueblo and La Veta.

9. SPEED OF TRAINS.—Third class trains between Canon City and Salida will not exceed fifteen miles per hour; on other portions of the Division, twenty-five miles per hour. Fort Worth freight trains will not exceed fifteen miles per hour.

10. CROSSING RULES.—At S. F. and Gulf Crossing No. 1, 3.7 miles from Denver.—D. T. & G. and A. T. & S. F. trains from Denver have right to cross ahead of D. & R. G. trains in either direction. D. & R. G. trains in either direction have right to cross ahead of D. T. & G. and A. T. & S. F. trains toward Denver. At Circle Crossing.—Circle R. R. trains from Denver have right to cross ahead of D. & R. G. trains in either direction. D. & R. G. trains in either direction have the right to cross ahead of Circle R. R. trains toward Denver. At S. P. Crossing on Fort Logan Branch.—D. & S. P. trains from Denver have right to cross ahead of D. & R. G. trains in either direction. D. & R. G. trains in either direction have right to cross ahead of D. & S. P. trains toward Denver. M. P. crossing at mile 119.2.—D. & R. G. trains from Pueblo have the right to cross ahead of M. P. trains in either direction.—M. P. trains in either direction have the right to cross ahead of D. & R. G. trains toward Pueblo. C. R. I. & P. trains, when crossing double tracks at Roswell and Colorado Springs, must be protected by flagging.

#### DOUBLE TRACK:

Between Eighth Street, Denver, and Littleton.  
Pikeview and Kelker.  
Cactus and Pueblo.  
Deuel and Trinidad.

### SECOND DIVISION.

11. TRAIN WORK.—Freight trains 241 and 62 on First District, 237 and 238 between Malta and Red Cliff, and 235 and 236 between Red Cliff and Aspen, will do all way work. In way trains, when there is room in one car for the contents of two or more, freight will be transferred, and the fact reported to Superintendent for disposition of empties. In setting out cars at Red Cliff all except house cars must be left at west switch.

12. SPEED OF TRAINS.—Passenger trains will not exceed schedule time between Brown's Canon and Nathrop, between Pine Creek and Twin Lakes, between Crane Park and Minturn or between Dotsero and Glenwood.

Freight trains will not exceed twelve miles per hour on descending grades between Leadville and Malta, Crane Park and Minturn and Bird's Eye and Dillon. Between other points they will not exceed schedule time, except by special order.

13. WYES.—The Wyes at Malta, Hayden and Minturn must not be blocked with cars. Trains must not side-track on South Park Wye at Buena Vista.

14. CROSSING RULES.—D., S. P. & P. Crossing No. 2 near Nathrop.—D. S. P. & P. trains going west have the right to cross ahead of D. & R. G. trains in either direction. D. & R. G. trains in either direction have the right to cross ahead of D. S. P. & P. trains going east. Colorado Midland Crossing at M. P. 391.5.—Colorado Midland trains toward Aspen have the right to cross ahead of D. & R. G. trains in either direction. D. & R. G. trains in either direction have the right to cross ahead of Colorado Midland trains from Aspen.

### THIRD DIVISION.

15. TRAIN WORK.—Freight trains 341, 342, 351 and 352 will do way work. When train 352 is abandoned, 66 will do way work between Grand Junction and Gunnison.

16. SPEED OF TRAINS.—Trains on mountain or canon sections must not exceed schedule time under any circumstances, and must not exceed eight miles per hour between Sapinero and Lake Junction. On other portions of the Division passenger trains will not exceed thirty miles per hour, and mixed and freight trains, fifteen miles per hour.

All trains approaching Marshall Pass station will reduce speed to four miles per hour at first switch. West-bound trains will take siding. When using tracks other than designated, it must be done under danger signals.

17. CROSSING RULES.—D. S. P. & P. Crossing No. 3, at Gunnison. D. S. P. & P. trains going west have the right to cross ahead of D. & R. G. trains in either direction. D. & R. G. trains in either direction have the right to cross ahead of D. S. P. & P. trains going east.

### FOURTH DIVISION.

18. TRAIN WORK.—Trainmen must not uncouple cars on grade between Chama and Cumbres without first testing hand-brakes and knowing that they will hold.

19. SPEED OF TRAINS.—All trains must consume twenty minutes between Rockwood and Animas River bridge. Trains on mountain or canon sections must not exceed schedule time under any circumstances. Trains must not exceed schedule time from Veta Pass to La Veta; Veta Pass to Placer; Cumbres to Chama, and from Barranca to Embudo. On other portions of the Division passenger trains will not exceed thirty miles per hour, and mixed and freight trains, fifteen miles per hour.

20. PASSENGERS ON FREIGHT TRAINS.—Passengers may be carried on trains 453 and 454 between La Veta and Alamosa and on trains 441 and 442 between Alamosa and Chama, and on trains 451 and 452 between Chama and Durango.

## MILEAGE.

### FIRST DIVISION.

FIRST DISTRICT.....	Denver to Pueblo.....	119.60	
SECOND DISTRICT.....	Pueblo to Salida.....	96.90	
THIRD DISTRICT.....	Pueblo to Trinidad.....	91.00	
FOURTH DISTRICT.....	Cuchara Junction to La Veta.....	21.60	
MANITOU BRANCH.....	Colorado Springs to Manitou.....	5.20	
SILVER CLIFF BRANCH.....	Canon City to West Cliff.....	33.10	
LOMA BRANCH.....	.....	4.30	
ROUSE BRANCH.....	.....	4.60	
CONCHITA BRANCH.....	.....	5.40	
ENGLEVILLE COAL BRANCH.....	.....	6.70	
MILITARY POST BRANCH.....	.....	2.51	
SPURS.....	Lehigh Coal Mine.....	4.56	
	Castle Rock Quarry.....	4.31	
	Douglas Quarry.....	2.43	
	Coal Creek.....	3.00	
	Oak Creek.....	3.10	
	Chandler Creek.....	.40	
	Bessemer.....	3.00	
	Canfield.....	1.01	21.81
	Total.....		412.72

### SECOND DIVISION.

FIRST DISTRICT.....	Salida to Leadville.....	60.90	
SECOND DISTRICT.....	Leadville and Malta to Aspen.....	135.50	
BLUE RIVER BRANCH.....	Leadville to Dillon and beyond.....	35.60	
GRAND RIVER BRANCH.....	Glenwood to Rifle Creek.....	26.30	
LEADVILLE CUT-OFF.....	Leadville to Eagle Junction.....	3.30	
CALUMET BRANCH.....	Hecla to Calumet.....	6.85	
SPURS.....	Iron Silver Mine.....	3.40	
	Leadville Smelters.....	7.00	10.40
	Total.....		278.85

### THIRD DIVISION.

FIRST DISTRICT.....	Salida to Gunnison.....	73.80	
SECOND DISTRICT.....	Gunnison to Grand Junction.....	134.92	
THIRD DISTRICT.....	Grand Junction to State Line.....	35.60	
MONARCH BRANCH.....	Poncha to Monarch.....	15.70	
SAN LUIS BRANCH.....	Mears to Hot Springs.....	28.00	
CRESTED BUTTE BRANCH.....	Gunnison to Anthracite.....	32.00	
LAKE CITY BRANCH.....	Sapinero to Lake City.....	36.70	
OURAY BRANCH.....	Montrose to Ouray.....	35.90	
ABERDEEN BRANCH.....	Aberdeen Junction to Aberdeen Quarry.....	4.50	
SPUR.....	Taylor River.....	.10	
	Total.....		397.22

### FOURTH DIVISION.

FIRST DISTRICT.....	La Veta to Alamosa.....	59.40	
SECOND DISTRICT.....	Alamosa to Chama.....	92.50	
THIRD DISTRICT.....	Chama to Durango.....	107.40	
SILVERTON BRANCH.....	Durango to Silverton.....	45.20	
DEL NORTE BRANCH.....	Alamosa to Wagon Wheel Gap.....	60.40	
ESPANOLA BRANCH.....	Antonito to Espanola.....	91.00	
PLACER IRON MINE.....	.....	.57	
CHAMA LUMBER BRANCH.....	.....	3.16	
TRES PIEDRAS LUMBER BRANCH.....	.....	2.15	
SPURS.....	Durango Smelter.....	1.00	
	Silverton Smelter.....	.53	1.53
	Total.....		463.31

### RECAPITULATION.

FIRST DIVISION.....	412.72
SECOND DIVISION.....	278.85
THIRD DIVISION.....	397.22
FOURTH DIVISION.....	463.31
<b>TOTAL.....</b>	<b>1552.10</b>

## REGISTERING STATIONS.

B †DENVER,	†KELKER,	†CUCHARA JUNCTION,	RIFLE CREEK,	LAKE CITY,	PLACER,
B †FR'T DEPOT, WEST DENVER,	†CACTUS,	B †EL MORO,	†ASPEN,	CIMARRON,	B †ALAMOSA,
for 2d and 3d Class Trains.	B †PUEBLO,	†TRINIDAD,	DILLON,	CERRO SUMMIT,	B †ANTONITO,
MILITARY J.C., for Military Beh. only.	B †FLORENCE, for Coal Cr'k Beh. only.	†MALTA,	PONCHA JUNCTION,	B †MONTROSE,	ESPANOLA,
FT. LOGAN,	OAK CR'K J.C. for Oak Cr'k Beh. only	B †LEADVILLE,	MEARS JUNCTION,	B †GRAND JUNCTION	B †CHAMA,
†LITTLETON,	COAL CREEK,	EAGLE JUNCTION,	MARSHALL PASS,	†OURAY,	B †DURANGO,
†PALMER LAKE,	B †CANON CITY,	TENNESSEE PASS,	†SARGENT,	VILLA GROVE,	SILVERTON,
†PIKE VIEW,	†WEST CLIFF,	RED CLIFF,	B †GUNNISON,	MONARCH,	DEL NORTE.
B †COLORADO SPRINGS,	B †SALIDA,	MINTURN,	B SAPINERO,	†CRESTED BUTTE,	
MANITOU,	†FT. WORTH JUNCTION,	B †GLENWOOD,	LAKE JUNCTION,	†LA VETA,	

## TRAIN-MASTERS AND DISPATCHERS.

FIRST DIVISION.	FIRST DIVISION.	SECOND AND THIRD DIVISIONS.	FOURTH DIVISION.
J. M. WALKER, Train-master.	J. H. ABRAMS, Dispatcher.	T. J. GUINN, Chief Dispatcher.	
F. R. ROCKWELL, Chief Dispatcher.	G. A. GUERTIN, Dispatcher.	WM. RECH, Dispatcher.	F. W. LIVESLY, Dispatcher.
R. S. SEIBERT, Dispatcher.	J. PITTON, Dispatcher.	THOS. KILLEEN, Dispatcher.	F. G. DEW, Dispatcher.
E. G. MCKAY, Dispatcher.	W. H. MOORE, Dispatcher.	A. S. EXTER, Dispatcher.	THOS. BULLOCK, Dispatcher.
	F. M. FOKLEMAN, Dispatcher.		

W. A. DEUEL,  
Supt. First Division, Pueblo.

R. M. RIDGWAY,  
Supt. Second and Third Divisions, Salida.

A. C. RIDGWAY,  
Ass't Supt. Second and Third Divisions, Salida.

COLE LYDON,  
Supt. Fourth Division, Alamosa.

J. J. BURNS,  
Supt. Transportation, Denver.

S. T. SMITH,  
General Manager,  
Denver.

FIRST DIVISION.—Denver to Fort Logan and Littleton.—FIRST DISTRICT.

WESTWARD

N. G. B. G.	Third Class					Second Class	MILES FROM DENVER.	TIME-TABLE <b>12</b> November 24, 1889.	First Class									
	45 El Moro Freight	43 Pueblo and Mo. Pac. Fast Freight	41 Local Freight	69 C., R. I. & P. Fast Freight	67 S. G. Trinidad Fast Freight	61 Colorado Fast Freight			27 Suburban Passenger	25 Suburban Passenger	23 Suburban Passenger	21 Suburban Passenger	17 C. R. I. & P. Chicago Mail	11 St. Louis and Canon City Express	7 Trinidad and Durango Express	5 Pueblo Express	3 Leadville As- pen & Ore. Express	1 Pacific Coast Express
	Leave Daily Exc. Sunday A.M.	Leave Daily Exc. Sunday P.M.	Leave Daily Exc. Sunday A.M.	Leave Daily Exc. Sunday P.M.	Leave Daily P.M.	Leave Daily P.M.			Leave Daily P.M.	Leave Daily P.M.	Leave Daily A.M.	Leave Daily Exc. Sunday A.M.	Leave Daily P.M.	Leave Daily P.M.	Leave Daily P.M.	Leave Daily P.M.	Leave Daily P.M.	Leave Daily A.M.
							N DENVER Dn	4.30	1.15	10.00	7.20	4.25	2.00	11.00	4.00	8.15	8.15	
							15TH STREET	4.31	1.16	10.01	7.21			11.01				
							N 11TH STREET Xn	4.33	1.18	10.03	7.23			11.03				
							10TH STREET	4.34	1.19	10.04	7.24			11.04				
989† §0733	11.45	10.30	7.10	6.30	8.30	7.00	† 8TH ST. W. DENVER	4.35	1.20	10.05	7.25	4.28	2.03	11.05	4.03	8.18	8.18	
	11.46	10.36	7.11	6.31	8.31	7.01	7TH STREET	4.36	1.21	10.06	7.26			11.06				
	11.47	10.37	7.12	6.32	8.32	7.02	WAZEE STREET	4.37	1.22	10.07	7.27			11.07				
	11.48	10.38	7.13	6.33	8.33	7.03	HOLLADAY STREET	4.38	1.23	10.08	7.28			11.08				
	11.49	10.39	7.14	6.34	8.34	7.04	LARIMER STREET	4.39	1.24	10.09	7.29			11.09				
	11.50	10.40	7.15	6.35	8.35	7.05	LAWRENCE STREET	4.40	1.25	10.10	7.30	4.30	2.05	11.10		8.20	8.20	
	11.51	10.41	7.16	6.36	8.36	7.06	CURTIS STREET	4.41	1.26	10.11	7.31			11.11				
	11.53	10.42	7.17	6.37	8.37	7.07	13TH AVENUE	4.42	1.27	10.12	7.32			11.12				
	11.54	10.43	7.18	6.38	8.38	7.08	12TH AVENUE	4.43	1.28	10.13	7.33			11.13				
484X §00351	11.55	10.45	7.20	6.40	8.40	7.09	D BURNHAM Fs	4.45	1.30	10.15	7.35	s 4.35	s 2.10	s 11.15	s 4.10	s 8.25	s 8.25	
	11.58	10.49	7.26	6.43	8.45	7.15	1.5 S.F.&G.CROSSINGS No. 1	4.48	1.34	10.19	7.39	4.38	2.13	11.18	4.13	8.28	8.28	
	12.08	10.55	7.32	6.48	8.52	7.28	1.9 CIRCLE CROSSING.	4.53	1.38	10.24	7.43	4.42	2.16	11.22	4.17	8.32	8.32	
	12.20	11.02	7.39	6.53	9.01	7.35	2.3 PETERSBURG.	4.58	1.43	10.28	7.49	4.46	2.22	11.27	4.22	8.37	8.37	
30 20	12.22	11.04	7.41	6.54	9.03	7.38	0.5 MILITARY JUNC.	4.59	1.44	10.30	7.50	4.47	2.23	f 11.28	4.23	8.38	8.38	
							0.7 MILITARY PARK	5.02	1.48	10.33	7.53							
							0.1 D.,S.P.&P. CROSS'G No. 1	5.03	1.49	10.34	7.54							
							1.5 FORT LOGAN Fn	5.07 5.09	1.55 1.57	10.38 10.40	7.58 8.00							
							1.5 D.,S.P.&P. CROSS'G No. 1	5.13	2.02	10.43	8.04							
							0.1 MILITARY PARK	5.14	2.03	10.44	8.05							
							0.7 MILITARY JUNC.	5.17	2.06	10.48	8.11							
F3 77	12.33	11.13	7.48	7.18	9.10	7.45	2.1 N + LITTLETON F	5.22	2.12	10.54	8.16	4.52	2.27	11.32	4.27	8.42	8.42	
	P.M. Arrive Daily Exc. Sunday	P.M. Arrive Daily Exc. Sunday	A.M. Arrive Daily Exc. Sunday	P.M. Arrive Daily Exc. Sunday	P.M. Arrive Daily	P.M. Arrive Daily	(10.5)	P.M. Arrive Daily	P.M. Arrive Daily	A.M. Arrive Daily	A.M. Arrive Daily Exc. Sunday	P.M. Arrive Daily	P.M. Arrive Daily	P.M. Arrive Daily	P.M. Arrive Daily	P.M. Arrive Daily	A.M. Arrive Daily	
	(0.48)	(0.43)	(0.38)	(0.48)	(0.40)	(0.45)		(0.52)	(0.57)	(0.54)	(0.56)	(0.27)	(0.27)	(0.32)	(0.27)	(0.27)	(0.27)	

EASTBOUND TRAINS HAVE ABSOLUTE RIGHT OF TRACK OVER WESTBOUND TRAINS OF THE SAME OR INFERIOR CLASS, with the exception of SUBURBAN TRAINS in either direction, which will have ABSOLUTE right of track over ALL trains and yard engines between Union Depot and Littleton. All trains will protect against Suburban Trains on single track between 8th Street, West Denver, and Union Depot. No Train will leave Denver without special order or clearance ticket. Second and Third-class trains will not leave West Denver without special order or clearance ticket. Suburban Trains will stop at all stations between Burnham and Littleton.

Meeting point for Trains Nos. 11 and 26 is on double track between Military Junction and Littleton.

FIRST DIVISION.—Littleton to Fort Logan and Denver.—FIRST DISTRICT.

EASTWARD

First Class										TIME-TABLE 12 November 24, 1889.	MILES FROM PUEBLO	Second Class		Third Class					CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS. B. G. N. G.
2 Atlantic Express	4 Oregon Aspen and Leadville Ex.	6 Pueblo and Denver Accom.	8 Durango and Trinidad Express	12 St. Louis and Canon City Express	18 C. R. I. & P. Chicago and Kan. Cy. Mail	22 Suburban Passenger	24 Suburban Passenger	26 Suburban Passenger	28 Suburban Passenger			62 Colorado Fast Freight	68 S. G. Trinidad Fast Freight	70 C. R. I. & P. Fast Freight	42 Local Freight	44 Mo. Pac. and Pueblo Fast Freight	46 El Moro Frt. and Coal		
Arrive Daily P.M.	Arrive Daily A.M.	Arrive Daily Noon.	Arrive Daily A.M.	Arrive Daily P.M.	Arrive Daily A.M.	Arrive Daily Exc. Sunday A.M.	Arrive Daily A.M.	Arrive Daily P.M.	Arrive Daily P.M.	STATIONS AND SIDINGS.	Arrive Daily A.M.	Arrive Daily A.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Monday A.M.	Arrive Daily Exc. Sunday P.M.			
7.45	7.00	12.00	6.00	1.00	10.10	9.20	11.50	3.20	6.15	N DENVER Dn	119.6								
	6.59		5.59		10.09	9.19		3.19	6.13	15TH STREET									
	6.57		5.57		10.07	9.17		3.17	6.12	N 11TH STREET Xn									
	6.56		5.56		10.06	9.16		3.16	6.11	10TH STREET									
7.42	6.55	11.57	5.55	12.57	10.05	9.15	11.45	3.15	6.10	+ 8TH ST. W. DENVER	118.9	8.25	9.30	12.30	5.20	5.30	9.30	733 08 989	
	6.54		5.54		10.04	9.14		3.14	6.09	7TH STREET		8.24	9.29	12.29	5.19	5.29	9.29		
	6.53		5.53		10.03	9.13		3.13	6.08	WAZEE STREET		8.23	9.28	12.28	5.18	5.28	9.28		
	6.52		5.52		10.02	9.12		3.12	6.07	HOLLADAY STREET		8.22	9.27	12.27	5.17	5.27	9.27		
	6.51		5.51		10.01	9.11		3.11	6.06	LARIMER STREET		8.21	9.26	12.26	5.16	5.26	9.26		
	6.50		5.50		10.00	9.10		3.10	6.05	LAWRENCE STREET		8.20	9.25	12.25	5.15	5.25	9.25		
	6.49	11.54	5.49	12.54	9.59	9.09		3.09	6.04	CURTIS STREET		8.19	9.24	12.24	5.14	5.24	9.24		
	6.48	11.53	5.48	12.53	9.58	9.08		3.08	6.03	13TH AVENUE		8.18	9.23	12.23	5.13	5.23	9.23		
	6.47	11.52	5.47	12.52	9.57	9.07		3.07	6.02	12TH AVENUE		8.17	9.22	12.22	5.12	5.22	9.22		
s 7.35	s 6.45	s 11.50	s 5.45	s 12.50	s 9.55	9.05	11.40	3.05	6.00	D BURNHAM Fs	117.4	8.15	9.20	12.20	5.10	5.20	9.20	351 00 X484	
	7.32	6.42	11.47	5.42	12.47	9.52	11.36	3.02	5.58	S.F.&G.CROSSINGS No.1 1.5	115.9	8.09	9.15	12.15	5.05	5.15	9.15		
7.28	6.38	11.43	5.38	12.43	9.48	8.58	11.32	2.58	5.55	CIRCLE CROSSING 1.9	114.0	8.03	9.06	12.08	4.53	5.10	9.10		
7.23	6.33	11.38	5.33	12.38	9.43	8.52	11.27	2.53	5.52	PETERSBURG 2.3	111.7	7.57	8.57	12.01	4.46	5.02	9.01		
7.22	6.32	11.37	5.32	12.37	9.42	8.50	11.26	2.51	5.51	MILITARY JUNC. 0.5	111.2	7.55	8.55	11.59	4.40	5.00	8.59	20 30	
							8.47	11.24	5.49	MILITARY PARK 0.7	111.9								
							8.46	11.23	5.48	MILITARY PARK 0.1	112.0								
							8.42	11.20	5.45	D,S.P.&P.CROSS'G No.1 1.5	112.0								
							8.40	11.18	5.43	D FORT LOGAN Fh 1.5	113.5								
							8.35	11.13	5.39	D,S.P.&P.CROSS'G No.1 1.5	112.0								
							8.34	11.12	5.38	MILITARY PARK 0.1	111.9								
							8.31	11.09	5.36	MILITARY JUNC. 0.7	111.2								
7.18	6.28	11.33	5.28	12.33	9.38	8.26	11.04	2.23	5.32	N + LITTLETON F 2.1	109.1	7.48	8.42	11.52	4.27	4.52	8.42	77 83	
P.M. Leave Daily	A.M. Leave Daily	A.M. Leave Daily	A.M. Leave Daily	P.M. Leave Daily	A.M. Leave Daily	A.M. Leave Daily	A.M. Leave Daily	P.M. Leave Daily	P.M. Leave Daily	(10.5)		A.M. Leave Daily	A.M. Leave Daily	A.M. Leave Daily	P.M. Leave Daily	A.M. Leave Daily	P.M. Leave Daily		
(0.27)	(0.32)	(0.27)	(0.32)	(0.27)	(0.32)	(0.54)	(0.46)	(0.57)	(0.43)			(0.37)	(0.48)	(0.38)	(0.53)	(0.38)	(0.48)		

EASTBOUND TRAINS HAVE ABSOLUTE RIGHT OF TRACK OVER WESTBOUND TRAINS OF THE SAME OR INFERIOR CLASS, with the exception of SUBURBAN TRAINS in either direction, which will have ABSOLUTE right of track over ALL trains and yard engines between Union Depot and Littleton. All trains will protect against Suburban Trains on single track between 8th Street, West Denver, and Union Depot. Suburban Trains will stop at all Stations between Littleton and Burnham. Meeting point for Trains Nos. 11 and 26 is on double track between Military Junction and Littleton.

FIRST DIVISION—Littleton to Pueblo—FIRST DISTRICT.

WESTWARD

CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS. N. G. B. G.	Third Class						Second Class	MILES FROM DENVER.	TIME-TABLE <b>12</b> November 24, 1889.	First Class									
	45 El Moro Freight	43 Pueblo and Mo. Pac. Fast Freight	41 Local Freight	69 C. R. I. & P. Fast Freight	67 S. G. Trinidad Fast Freight	63 C. R. I. & P. Freight	61 Colorado Fast Freight			17 C. R. I. & P. Chicago Mail	15 C. R. I. & P. Chicago Express	13 C. R. I. & P. Chicago Mail	11 St. Louis and Canon City Express	7 Trinidad and Durango Express	5 Pueblo Accom.	3 L'dville, As- pen & Oregon Exp.	1 Pacific Coast Express	01 Ft. Worth Mail	
	Leave Daily Exc. Sunday P.M.	Leave Daily Exc. Sunday P.M.	Leave Daily Exc. Sunday A.M.	Leave Daily Exc. Sunday P.M.	Leave Daily P.M.	Leave Daily A.M.	Leave Daily P.M.			Leave Daily P.M.	Leave Daily P.M.	Leave Daily A.M.	Leave Daily P.M.	Leave Daily P.M.	Leave Daily P.M.	Leave Daily P.M.	Leave Daily A.M.	Leave Daily P.M.	
83 90	<b>12.33</b>	11.13	<b>7.48</b>	<b>7.18</b>	9.10		7.45	10.5	N+ <b>LITTLETON</b> Fs	4.52			2.27	11.32	<b>4.27</b>	<b>8.42</b>	<b>8.42</b>		
58 0 45	1.00	11.37	<b>8.15</b>	7.40	9.30		<b>8.07</b>	17.4	ACEQUIA 6.9	5.06			2.40	11.47	f 4.39	8.57	f 8.56		
62 58	1.15	11.50	8.40	<b>7.53</b>	9.40		8.19	20.8	TOLUCA 3.4	5.14			2.48	11.56	4.47	9.06	9.03		
3 0 m P 77 21.3 Lc.	1.29	12.02	<b>9.17</b>	8.06	9.52		8.30	24.7	N SEDALIA 3.9	5.22			f 2.55	f 12.04	f 4.54	f 9.15	<b>s 9.17</b>		
60 0 56	1.45	<b>12.14</b> 12.19	9.38	8.20	10.04		8.43	28.9	PLATEAU 4.2	5.30			<b>3.03</b>	<b>12.14</b>	5.02	9.25	9.23		
69 Y 4	2.00	12.29	9.55	8.34	10.15		8.55	32.7	N CASTLE ROCK 2.5	5.38			s 3.11	s 12.22	s 5.09	s 9.34	s 9.35		
66 0 Dg 34	2.09	12.37	10.05	8.42	10.23		9.03	35.2	DOUGLAS 3.3	5.43			3.16	12.28	f 5.14	f 9.39	f 9.42		
61 57	<b>2.22</b>	12.48	<b>10.20</b> <b>10.34</b>	8.53	10.32		9.14	38.5	GLADE 4.7	5.51			3.22	12.37	5.20	9.47	9.52		
88 0 81	2.40	1.07	11.02	9.05	10.45		9.28	43.2	N LARKSPUR 3.9	<b>6.00</b>			f 3.31	f 12.47	f 5.29	f 9.58	<b>s 10.05</b>		
97 91	2.56	1.22	<b>11.25</b>	9.18	10.57		9.40	47.1	GREENLAND 5.2	<b>6.08</b>			3.39	f 12.56	f <b>5.36</b>	10.07	f <b>10.15</b>		
142 X 0 134	3.16	1.44	11.45 12.05	9.36	11.12		9.57	52.3	N PALMER LAKE 3.7	6.19			f 3.50 3.55	1.10 1.15	f 5.48 <b>5.53</b>	f 10.20 10.30	f 10.30 10.40		
100 94	3.30	<b>2.00</b>	12.25	9.48	11.23		10.08	56.0	D MONUMENT 2.3	6.27			f 4.03	f 1.24	f 6.01	f 10.38	f 10.49		
66 62	3.39	2.14	<b>12.37</b>	9.55	11.30		10.16	58.3	BORST 3.7	6.32			4.07	1.29	6.06	10.43	<b>10.55</b>		
127 0 118	<b>3.54</b>	2.35	12.56	10.07	11.41		10.28	62.0	N HUSTED 3.6	6.39			f <b>4.13</b>	f <b>1.38</b>	f 6.14	f 10.52	f 11.04		
62 59 s	4.09	2.55	1.14	10.19	11.52		10.39	65.6	EDGERTON 5.3	6.46			4.20	f 1.47	f 6.22	10.59	f 11.11		
111 105	<b>4.28</b> 4.33	<b>3.20</b>	1.38	10.34	12.06		10.55	70.9	N + PIKEVIEW 2.0	6.56			s <b>4.28</b>	s 1.59	s 6.33	s 11.10	s 11.21		
485 0 Y \$420	4.41	3.28	1.48	10.40	12.12		11.02	72.9	N ROSWELL 2.3	7.00			4.32	2.04	6.37	11.14	<b>11.25</b>		
125 118	<b>4.57</b>	<b>3.35</b> <b>3.45</b>	2.00 <b>2.20</b>		<b>12.30</b>	8.50	11.10	75.2	D COLO. SP'GS 4.7	7.05	7.25	7.30	4.37 4.40	2.10 2.15	6.42 6.45	11.20 11.25	11.30 11.35		
40 0 37	5.06	3.58	2.42		12.42	<b>9.03</b>	11.23	79.9	N + KELKER 3.9		s 7.33	s 7.38	s <b>4.49</b>	s 2.23	s <b>6.53</b>	s 11.33	s 11.42		
62 58	5.23	<b>4.13</b>	3.04		12.56	9.21	<b>11.40</b> 11.45	83.8	D WIDEFIELD 4.8		7.40	7.46	f 4.55	2.30	7.00	<b>11.40</b>	f 11.50		
91 0 96	5.40	4.26	3.28		1.12	<b>9.40</b> <b>9.56</b>	11.59	88.6	FOUNTAIN 5.6		7.49	7.55	f 5.03	<b>2.38</b>	f 7.07	11.48	f 11.58		
104 95	6.00	4.44	3.56		1.32	10.13	12.14	94.2	N BUTTES 5.1		7.59	8.06	f 5.13	f 2.49	f 7.16	11.59	f 12.08		
60 0 56	<b>6.20</b>	4.59	<b>4.11</b>		<b>1.52</b> <b>2.05</b>	10.30	12.32	99.3	WIGWAM 6.4		8.08	<b>8.14</b>	f 5.21	<b>2.58</b>	7.24	12.08	f 12.16		
40 37	6.39	5.17	4.42		<b>2.30</b> <b>2.43</b>	10.48	12.54	105.7	N PINON 6.3		<b>8.19</b>	<b>8.26</b>	f 5.30	3.08	7.33	12.19	f <b>12.26</b>		
11 10	6.59	5.36	5.08		3.02	11.04	<b>1.12</b>	112.0	N + CACTUS 5.4		s 8.30	s 8.39	s 5.41	s 3.20	s <b>7.42</b>	s 12.30	s 12.38		
	<b>7.15</b>	5.50	5.30		3.20	11.20	<b>1.20</b>	117.4	DUNDEE 0.8		8.40	8.50	<b>5.50</b>	3.30	7.50	12.40	12.50		
	7.19		5.32		3.22	11.22	1.23	118.2	D 8th ST., PUEBLO J 0.5		8.42	8.52	s 5.52	s 3.32	s 7.52	s 12.42	s 12.52		
	7.25		5.35		3.25	11.25	1.26	118.7	<b>CULF JUNCTION</b> 0.2		8.45	8.55	5.55	3.35	7.55	<b>12.45</b>	12.55	<b>1.25</b>	
								118.9	S.F. & G. CROSSINGS No. 2 0.3										
								119.2	M. P. CROSSING 0.4										
138 1041 0 Y \$X	7.30 8.00	<b>6.00</b>	<b>5.40</b>		3.30 3.45	<b>11.30</b>	<b>1.30</b> <b>1.50</b>	119.6	N + PUEBLO Sb		8.50	<b>9.00</b>	f 6.00 6.30	3.40 3.55	8.00	<b>12.50</b> <b>1.05</b>	f <b>1.00</b> <b>1.25</b>	f 1.30 1.50	
	P.M. Arrive Daily	A.M. Arrive Daily	P.M. Arrive Daily	P.M. Arrive Daily	A.M. Arrive Daily	A.M. Arrive Daily	A.M. Arrive Daily		109.1		P.M. Arrive Daily	P.M. Arrive Daily	P.M. Arrive Daily	P.M. Arrive Daily	P.M. Arrive Daily	A.M. Arrive Daily	P.M. Arrive Daily	P.M. Arrive Daily	
	(6.57)	(6.47)	(9.52)	(8.22)	(6.20)	(2.40)	(5.45)				(2.13)	(1.25)	(1.30)	(3.33)	(4.08)	(3.33)	(4.08)	(4.18)	(0.05)

No West-bound train shall leave Littleton, Kelker, or Pueblo without special order or clearance ticket. Trains Nos. 13, 15 and 63 will not leave Colorado Springs without special order or clearance ticket. All trains will approach Culf Junction under full control, expecting to find Ft. Worth trains occupying cross-over. Ft. Worth trains in using cross-over at Culf Junction will do so under full protection of flagmen. No. 18 will take siding at meeting point with No. 1.

FIRST DIVISION—Pueblo to Littleton—FIRST DISTRICT.

EASTWARD

First Class										TIME-TABLE		Second Class	Third Class						CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	
02 Ft. Worth Mail	2 Atlantic Express	4 Oregon, Aspen and Leadville Ex.	6 Pueblo and Denver Accom.	8 Durango and Trinidad Express	12 St. Louis and Canon City Express	14 C., R. I. & P. Chicago Mail	16 C., R. I. & P. Chicago Express	18 C., R. I. & P. Chicago and Kan. Cy. Mail	12 November 24, 1889.	MILES FROM PUEBLO	62 Colorado Fast Freight	64 C., R. I. & P. Freight	68 S. G. Trinidad Fast Freight	70 C. R. I. & P. Fast Freight	42 Local Freight	44 Mo. Pac. and Pueblo Fast Freight	46 El Moro Freight and Coal	B. G.	N. G.	
Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily A.M.	Arrive Daily A.M.	Arrive Daily A.M.	Arrive Daily A.M.	Arrive Daily P.M.	Arrive Daily A.M.	Arrive Daily A.M.	STATIONS AND SIDINGS.	Arrive Daily A.M.	Arrive Daily P.M.	Arrive Daily A.M.	Arrive Daily Exc. Sunday A.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Monday A.M.	Arrive Daily Exc. Sunday P.M.				
	7.18	6.28	11.33	5.28	12.33			9.38	N + LITTLETON F 109.1	7.48		8.42	11.52	4.27	4.52	8.42	77	88		
f	7.04	6.12	11.20	5.15	12.21			9.27	ACEQUIA 6.9 102.2	7.24		8.15	11.33	3.55	4.25	8.07	49	58		
	6.58	6.04	11.11	5.06	12.14			9.20	TOLUCA 3.4 98.8	7.11		8.03	11.23	3.38	4.12	7.53	58	6		
s	6.50	5.56	11.04	4.59	12.07			9.17	N SEDALIA 3.9 94.9	6.58		7.52	11.12	3.22	3.59	7.34	77	88		
	6.42	5.47	10.55	4.50	11.59			9.04	PLATEAU 4.2 90.7	6.44		7.43	11.00 10.55	3.03	3.43	7.15	56	60		
s	6.35	5.38	10.46	4.41	11.52			8.56	N CASTLE ROCK 3.3 86.9	6.30		7.31	10.38	2.47	3.29	6.55	44	69		
f	6.30	5.32	10.41	4.36	11.47			8.51	DOUGLAS 2.5 84.4	6.21		7.24	10.33	2.37	3.19	6.45	36	66		
	6.25	5.25	10.34	4.29	11.40			8.44	GLADE 3.3 81.1	6.09		7.16	10.20	2.22	3.06	6.30 6.25	57	61		
s	6.15	5.15	10.24	4.19	11.32			8.34	N LARKSPUR 4.7 76.4	5.53		7.03	10.05	2.00	2.50	6.00	81	86		
f	6.08	5.06	10.15	4.10	11.25			8.25	GREENLAND 3.9 72.5	5.40		6.51	9.53	1.41	2.35	5.36	91	97		
f	5.58 5.53	s 4.54	f 10.05 10.00	s 4.00	f 11.15 11.10			s 8.15	N PALMER LAKE 5.2 67.3	5.20		6.40	9.37	1.15 1.05	2.15	5.07	134	142		
f	5.44	f 4.44	f 9.52	f 3.50	f 11.00			8.07	D MONUMENT 3.7 63.6	5.04		6.17	9.25	12.47	2.00	4.49	94	100		
	5.39	4.38	9.47	3.45	10.55			8.03	BORST 2.3 61.3	4.52		6.09	9.18	12.37	1.52	4.35	62	66		
f	5.31	f 4.27	f 9.39	f 3.37	f 10.47			7.55	N HUSTED 3.7 57.6	4.32 4.27		6.01	9.05	12.18	1.38	4.13 3.54	118	127		
f	5.23	f 4.16	9.32	3.30	f 10.40			7.47	EDGERTON 3.6 54.0	4.14		5.47	8.54	12.00	1.22	3.30	59	6		
s	5.12	s 4.02	s 9.22	s 3.20	s 10.30			s 7.38	N + PIKEVIEW 5.3 48.7	3.55		5.28	8.37	11.35	1.00	2.55	105	111		
	5.07	3.56	9.18	3.16	10.25			7.34	N ROSWELL 2.0 46.7	3.45		5.20	8.30	11.25	12.50	2.45				
	5.02 4.57	3.50 3.45	9.13 9.10	3.10	10.20 10.17	7.05	7.25	7.30	D COLO. SP'GS 4.8 44.5	3.35	10.00	5.10 4.55	11.10 10.45	12.40 12.30	2.35 2.20	4.50	485			
s	4.49	s 3.37	s 9.03	s 3.00	s 10.10	s 6.53	s 7.17		N + KELKER 3.9 39.7	3.12	9.46	4.34	10.27	12.00	2.04	118	125			
f	4.40	3.28	f 8.57	2.51	10.03	6.45	7.10		D WIDFIELD 4.8 35.8	2.57	9.32	4.13	10.08 10.03	11.40	1.47	37	40			
f	4.31	3.19	8.50	2.38	f 9.56	6.38	7.01		FOUNTAIN 5.6 31.0	2.43 2.38	9.16	3.52	9.40	11.00	1.30	58	62			
f	4.21	f 3.08	8.42	f 2.17	f 9.47	6.28	6.51		N BUTTES 5.1 25.4	2.07	8.57	3.26	8.47 8.42	10.38	1.07	96	91			
f	4.11	2.58	8.35	2.05	f 9.38	6.20	6.42		WIGWAM 6.4 20.3	1.52	8.40	3.03 2.58	8.14	10.10	12.48	95	104			
f	4.00	2.43	8.26	1.54	f 9.29	6.10	6.31		N PINON 6.3 13.9	1.32	8.19	2.30	7.40	9.53	12.26	56	60			
s	3.49	s 2.27	s 8.17	s 1.35	s 9.19	s 6.00	s 6.19		N + CACTUS 5.4 7.6	1.12	7.42	2.02	7.01	9.30	12.00	37	40			
	3.40	2.15	8.10	1.20	f 9.10	5.50	6.10		DUNDEE 0.8 2.2	12.50	7.15	1.40	6.40	9.10	11.40	10	11			
s	3.38	s 2.13	s 8.08	s 1.18	s 9.08	5.48	6.08		D 8TH ST. PUEBLO 0.5 1.4	12.48	7.11	1.38	6.38	9.08	11.38					
1.25	3.35	2.10	8.05	1.15	9.05	5.45	6.05		CULF JUNCTION 0.5 0.9	12.45	7.05	1.35	6.35	9.05	11.35					
									S.F. & G. CROSSINGS No. 2 0.3 0.7											
									M. P. CROSSING 0.4 0.4											
1.20 12.55	3.30 3.10	2.05 1.50	8.00	1.10 12.55	9.00 8.50	5.40	6.00		N + PUEBLO 0.4 Sb	12.40 12.20	7.00	1.30 1.10	6.30	9.00 8.30	11.30 11.00	1006	133			
P.M. Leave Daily	P.M. Leave Daily	A.M. Leave Daily	A.M. Leave Daily	A.M. Leave Daily	A.M. Leave Daily	P.M. Leave Daily	A.M. Leave Daily	A.M. Leave Daily	(109.1)	A.M. Leave Daily	P.M. Leave Daily	A.M. Leave Daily	A.M. Leave Daily Exc. Sunday	A.M. Leave Daily Exc. Sunday	P.M. Leave Daily Exc. Sunday	A.M. Leave Daily Exc. Sunday				
(0 05)	(3.48)	(4.23)	(3.33)	(1.18)	(3.33)	(1.25)	(1.25)	(2 08)		(7 12)	(3.00)	(7.12)	(3.22)	(9.57)	(7.52)	(9.12)				

No East-bound train shall leave Pueblo, Cactus, or Pikeview without special order or clearance ticket. All trains will approach Culf Junction under full control expecting to find Ft. Worth trains occupying cross-over. Ft. Worth trains in using cross-over at Culf Junction, will do so under full protection of flagmen. Train No. 70 will not leave Roswell without special order or clearance ticket. Train No. 18 will not leave Colorado Springs without special order or clearance ticket. No. 18 will take siding at meeting point with No. 1.

FIRST DIVISION—Pueblo to Salida—SECOND DISTRICT.

WESTWARD

CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS. N G B. G.	Third Class			Second Class		MILES FROM DENVER.	TIME-TABLE <b>12</b> November 24, 1889.		First Class		
		51 S. G. Canon City Coal & Stone	49 Through Freight	47 Local Freight	61 Colorado Fast Freight		STATIONS AND SIDINGS.		11 Denver and Canon City Accom.	3 L'dville, As- pen & Oregon Express.	1 Pacific Coast Express.
		Leave Daily Exc. Sunday A.M.	Leave Daily Exc. Sunday P.M.	Leave Daily Exc. Sunday A.M.	Leave Daily A.M.		Leave Daily P.M.	Leave Daily P.M.	Leave Daily A.M.	Leave Daily P.M.	
1338X §Y ○ ● 1041		7.45	9.00	7.00	1.30 1.50	119.6	N	<b>PUEBLO</b> Sb	6.00 6.30	12.50 1.05	1.00 1.25
57 53		8.09	9.26	7.17	2.06	124.4		GOODNIGHT	f 6.40	1.16	1.36
62 59		8.20	9.40	7.26	2.15	127.0		VEGAS	f <b>6.46</b>	1.21	1.43
46 43		<b>8.31</b>	9.56	7.36	2.24	129.8		MEADOWS	f 6.52	<b>1.28</b>	1.50
58 ○ 54		8.54	10.28	7.56	2.43	135.1	N	SWALLOWES Wa	f <b>7.04</b>	1.40	f 2.03
62 58		9.11	<b>10.55</b>	<b>8.10</b>	3.00	140.1		CARLILE	f 7.15	1.51	<b>2.13</b>
71 48		9.22	11.12	8.30	3.10	143.0	D	BEAVER Bk	f 7.21	f 1.58	f <b>2.20</b>
6 ○						146.2		BRIDGE 3			
						146.3		A., T. & S. F. CROSSING No. 1.			
60 56		9.40	11.40	9.00	3.28	148.3		ADOBE	f 7.34	2.08	2.32
483 Y ○ 439		9.55 10.05	12.04	9.20 9.50	3.42	152.5	N	<b>FLORENCE</b> Fe	s 7.43	s 2.17	s <b>2.41</b>
		10.10	12.08	9.54	3.46	153.4		OAK CREEK JUNC.	f 7.45	2.19	2.43
						155.0		A., T. & S. F. CROSSING No. 2.			
60 56		10.17	<b>12.25</b>	10.04	3.56	156.6		RENO	f 7.52	2.26	2.50
215 X § ○ ● 202		10.30	12.45 1.00	10.20 <b>10.50</b>	4.10 4.25	160.6	N	<b>CANON CITY</b> On	8.00	2.35 2.40	s 2.59
			1.07	10.57	4.30	162.0		BURNITO		2.42	3.01
55			1.08	10.58	4.31	162.4		<b>CLIFF JUNCTION</b>		2.43	3.02
21			1.26	11.16	4.42	165.4		GORGE		2.51	3.10
63 ○			1.53	11.43	5.03	170.7	N	PARKDALE Pd		3.11	f <b>3.30</b>
63			2.22	12.14	5.23	176.4		SPIKE BUCK		3.26	f 3.44
27 ○			2.47	<b>12.38</b>	5.40	181.0		ECHO		3.37	3.55
77 ●			3.10	1.04	5.58	185.6	D	TEXAS CREEK Xc	f 3.47	f 4.07	
95 ○			3.47	<b>1.45</b>	6.24	192.7	N	COTOPAXI Co	f 4.05	s 4.26	
62			<b>4.21</b> 4.26	2.20	6.48	199.1		VALLIE		<b>4.21</b>	f 4.43
76 ○			4.56	2.51	7.08	204.6	D	HOWARD Ha	f 4.33	f 4.57	
62			5.21	3.18	<b>7.30</b>	209.4		SWISSVALE	f 4.46	f 5.10	
26			5.48	3.48	7.42	214.5		CLEORA	f 5.00	f 5.24	
492 X § Y ○ ●			6.00	4.00	7.50 8.15	216.5	N	<b>SALIDA</b> S		5.05 5.25	f <b>5.30</b> 6.00

(2.45) (9.00) (9.00) (6.00) (1.30) (4.00) (4.05)

No train shall leave Pueblo or Canon City without special order or clearance ticket.  
 Pueblo yard limits have been extended to Mile Post 121 West. All Second and Third class trains, Irregular trains and Light engines will reduce speed to six miles per hour in yard.



FIRST DIVISION—Salida to Pueblo—SECOND DISTRICT.

EASTWARD

First Class			TIME-TABLE <b>12</b> November 24, 1889.			Second Class			Third Class			CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS. B. G. N. G.
2 Atlantic Express	4 Oregon, Aspen and Leadville Ex	12 Canon City and Denver Accom.	STATIONS AND SIDINGS			MILES FROM SALIDA	62 Colorado Fast Freight	48 Local Freight	50 Through Freight	52 S.G. Florence Stone & Coal		
Arrive Daily P.M.	Arrive Daily A.M.	Arrive Daily A.M.				Arrive Daily A.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.			
3.30 3.10	2.05 <b>1.50</b>	<b>9.00</b> 8.50	N	<b>PUEBLO</b>	Sb	96.9	12.40 12.20	4.00	8.20	7.30	1041	●Y \$X 1338
3.00	1.39	f 8.40		4.8 GOODNIGHT		92.1	12.00	3.36	7.55	7.00	53	57
2.55	1.34	f 8.36		2.6 VEGAS		89.5	11.50	3.23	7.44	<b>6.46</b>	59	62
2.49	<b>1.28</b>	f <b>8.31</b>		2.8 MEADOWS		86.7	11.38	3.08	7.30	6.34	43	46
f <b>2.38</b>	f 1.14	f 8.19	N	5.3 SWALLOWES	Wa	81.4	11.16	<b>2.43</b> <b>2.38</b>	<b>7.04</b>	6.12	54	○ 58
f 2.27	1.03	f <b>8.10</b>		5.0 CARLILE		76.4	<b>10.55</b>	<b>2.13</b>	6.42	5.52	53	62
f <b>2.20</b>	f 12.55	f 8.04	D	2.9 BEAVER	Bk	73.5	10.43	1.47	6.29	5.40	48	71
				3.2 BRIDGE 3		70.3						6
				0.1 A., T. & S. F. CROSSING No. 1.		70.2						
2.08	12.43	f 7.56		2.0 ADOBE		68.2	10.24	1.10	6.04	5.20	56	60
s <b>1.58</b>	s 12.34	s 7.47	N	4.2 <b>FLORENCE</b>	Fe	64.0	10.07	12.40 12.00	5.45 5.30	<b>5.00</b> <b>1.40</b>	429	○ Y 483
1.56	12.32	f 7.44		0.9 OAK CREEK JUNC.		63.1	10.03	11.55	5.23	1.35		
				1.6 A., T. & S. F. CROSSING No. 2.		61.5						
1.49	<b>12.25</b>	f 7.38		1.6 RENO		59.9	9.50	11.45	5.08	1.25	56	60
s 1.40	s 12.15	7.30	N	4.0 <b>CANON CITY</b>	On	55.9	9.25	11.30 <b>10.50</b>	4.45 4.30	1.10	202	●○\$X 215
1.38	12.12			1.4 BURNITO		54.5	9.19	10.43	4.21			
1.37	12.11			0.4 <b>CLIFF JUNCTION</b>		54.1	9.18	10.42	4.20			55
1.28	12.01			3.0 GORGE		51.1	9.03	10.30	3.59			21
s 1.03	f 11.41		N	5.3 PARKDALE	Pd	45.8	8.42	10.06	<b>3.30</b>			○ 63
12.49	f 11.26			5.7 SPIKE BUCK		40.1	8.20	9.43	3.03			63
<b>12.38</b>	11.14			4.6 ECHO		35.5	8.00	9.24	2.41			○ 27
s 12.28	f 11.02		D	4.6 TEXAS CREEK	Xc	30.9	7.40	9.04	2.20			● 77
s 12.10	f 10.44		N	7.1 COTOPAXI	Co	23.8	7.10	8.36	<b>1.45</b>			○ 95
f 11.53	10.27			6.4 VALLIE		17.4	6.44	8.10	1.09			62
f 11.40	f 10.13		D	5.5 HOWARD	Ha	11.9	6.22	7.44	12.39			○ 76
f 11.28	f 10.00			4.8 SWISSVALE		7.1	6.02	<b>7.30</b>	12.12			62
11.15	9.46			5.1 CLEORA		2.0	5.40	7.07	11.41			26
11.10 11.00	9.40 9.30		N	2.0 <b>SALIDA</b>	S		<b>5.30</b> 4.30	7.00	11.30			●○Y \$X 492
A.M. Leave Daily	P.M. Leave Daily	A.M. Leave Daily	(96.9)				P.M. Leave Daily	A.M. Leave Daily Exc. Sunday	A.M. Leave Daily Exc. Sunday	P.M. Leave Daily Exc. Sunday		
(4.00)	(4.10)	(1.20)					(6.50)	(9.00)	(8.50)	(6.20)		

No train shall leave Salida, Canon City or Pueblo without special order or clearance ticket.  
 Pueblo yard limits have been extended to Mile Post 121 West. All Second and Third class trains, Irregular trains and Light engines will reduce speed to six miles per hour in yard.

FIRST DIVISION—Pueblo to Trinidad—THIRD DISTRICT.

WESTWARD

N. G.	CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS. B. G.	Second Class								MILES FROM DENVER	TIME-TABLE		First Class	
		45	53	43	015	013	011	67	12		7	01		
		El Moro Frt. and Coal	Alamosa Local Freight	Rouse Frt. and Coal	Ft. Worth Frt. & Coal	Ft. Worth Coal	Ft. Worth Freight	Trinidad Fast Freight	November 24, 1889.		Durango and Trinidad Express	Ft. Worth Mail		
		Leave Daily Exc. Sunday P.M.	Leave Daily A.M.	Leave Daily Exc. Sunday A.M.	Leave Daily Exc. Sunday P.M.	Leave Daily Exc. Monday A.M.	Leave Daily A.M.	Leave Daily A.M.		STATIONS AND SIDINGS.	Leave Daily A.M.	Leave Daily P.M.		
1388 X 2 Y 10 41		7.30 8.00	7.00	6.00 6.45				3.30 3.45	119.6	N	<b>PUEBLO</b> Sb	3.40 3.55	1.30 1.50	
65	61	8.13	7.11	6.56	7.20	5.50	10.25	3.54	121.8	N	<b>BESSEMER JUNC.</b> B s	4.01	1.55	
62	59	8.28	7.22	7.07	7.32	6.04	10.44	4.07 4.12	124.4		MESA	4.07	2.01	
129	121	8.52	7.41	7.26	7.52	6.26	11.06	4.31	128.3	N	SAN CARLOS Ac f	4.16	2.10	
72	67	9.33	8.06	7.48	8.20	6.56	11.35	4.53	133.7		VERDE	4.30	2.22	
58	54	10.14	8.37	8.19	8.54	7.32	12.10	5.20	140.6	D	SALT CREEK Ks f	4.45	2.36	
63	59	10.40	9.04	8.54	9.25	8.06	12.46	5.45	146.3	N	GRANEROS Rs s	5.00	2.50	
62	59	10.55	9.23	9.14	9.48	8.30	1.05	6.01	150.4		LARIMER	5.10	3.00	
93	86	11.37	10.00	9.47	10.30	8.58	1.31	6.30	157.3	N	HUERFAO Uf f	5.26	3.14	
41	38	12.10	10.30	10.17	11.22	9.30	2.00	7.00	164.4		APACHE	5.43	3.30	
240 Y 225		12.40	11.00 11.25	10.50 11.10	11.45	9.50	2.20	7.20 7.30	169.3	N	<b>CUCHARA JUNC.</b> Cu f	5.55 6.25	3.40	
61	57	1.00		11.35	11.52	10.25	2.40	7.48	174.3		TUNA	6.37	3.50	
125	213	1.16		12.01	12.09	10.49	2.53	8.01	178.2	N	<b>ROUSE JUNCTION</b> Rx f	6.45	4.00	
40	37	1.24			12.17	10.59	3.00	8.07	180.2		TIOGA	6.50	4.04	
61	57	1.46			12.42	11.27	3.22	8.26	185.7		BOAZ	7.02	4.15	
124	116	2.02		1.00	11.46	3.36	8.38	8.38	189.5	N	APISHAPA Sh s	7.11	4.24	
83	77	2.24		1.34	12.12	3.57	8.58	8.58	195.0		BARNES	7.24	4.37	
53	50	2.40		2.01	12.32	4.20	9.10	9.10	198.7	D	<b>CHICOSA JUNCTION</b> Ci s	7.33	4.47	
387 X 2 365		3.10		2.50	1.09	5.05 5.10	9.40 9.50	9.40 9.50	206.3	N	<b>EL MORO</b> Mo s	7.50	5.05	
									206.6		A. T. & S. F. CROSSING No. 3			
					3.18	1.18	5.28	10.03	207.2		DEUEL.	7.53	5.08	
104	99				3.30	1.30	5.40	10.15	210.6	N	<b>TRINIDAD</b> Da	8.00	5.15	
		A.M. Arrive Daily Exc. Monday	A.M. Arrive Daily	P.M. Arrive Daily Exc. Sunday	A.M. Arrive Daily Exc. Monday	P.M. Arrive Daily Exc. Monday	P.M. Arrive Daily	A.M. Arrive Daily			(91.0)	A.M. Arrive Daily	P.M. Arrive Daily	
		(7.10)	(4.00)	(5.16)	(8.10)	(7.40)	(7.15)	(6.50)				(4.05)	(3.25)	

No train shall start on its run or leave a Registering Station, nor shall 44 leave Rouse Junction without a special order or clearance ticket. Maximum speed allowed Ft. Worth Freight trains 15 miles per hour. Trains will approach Trinidad cut-off under full control. No. 46 will take side track at Graneros for Nos. 43 and 53.

FIRST DIVISION—Trinidad to Pueblo—THIRD DISTRICT.

EASTWARD

First Class			TIME-TABLE <b>12</b> November 24, 1889.	STATIONS AND SIDINGS.	MILES FROM TRINIDAD.	Second Class								CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	B. G.	N. G.					
02 Ft. Worth Mail	8 Denver Express.	12				68 Denver Fast Freight	012 Ft. Worth Frt. & Coal	014 Ft. Worth Coal	016 Ft. Worth Frt. & Coal	44 Rouse Frt. & Coal	54 Pueblo Local Fr't	46 El Moro Frt. & Coal	Arrive Daily P.M.				Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily P.M.
Arrive Daily P.M.	Arrive Daily A.M.																				
1.20 12.55	1.10 12.55			N	PUEBLO 2.2	Sb	91.0	1.30 1.10					9.00 6.00	7.10	11.30 11.00				1041 ● ○ Y § X 1838		
s 12.50	s 12.50			N	BESSEMER JUNC. 2.6	B	88.8	1.02	2.55	3.40	10.50	5.53	7.01	10.53					61	65	
12.44	12.46				MESA 3.9		86.2	12.51 12.46	2.37	3.24	10.34	5.45	6.51	10.44					59	62	
f 12.36	f 12.38			N	SAN CARLOS 5.4	Ac	82.3	12.32	2.10	3.02	10.08	5.30	6.34	10.27					121	○	129
f 12.24	f 12.28				VERDE 6.9		76.9	12.11	1.44	2.34	9.33	5.14	6.12	10.03					67		72
f 12.10	f 12.14			D	SALT CREEK 5.7	Ks	70.0	11.39	1.13	2.00	8.54	4.42	5.44	9.35					54		58
s 11.58	s 12.00			N	GRANEROS 4.1	Rs	64.3	11.11	12.46	1.30	8.18	4.14	5.20	9.04 8.54					59	Y	63
11.49	11.50				LARIMER 6.9		60.2	10.55	12.28	1.05	7.50	3.49	5.05	8.30					59		62
f 11.35	s 11.37			N	HUERFANO 7.1	Uf	53.3	10.30	12.02	12.38	7.10	3.14	4.35	8.06					86	○	93
11.19	f 11.22				APACHE 4.9		46.2	10.06	11.35	12.10	6.28	2.40	4.03	7.40					38		41
s 11.10	11.10 10.55			N	CUCHARA JUNC. 5.0	Cu	41.3	9.50	11.15 11.00	11.45	6.00	2.20	3.40 3.35	7.20 7.10					225	● ○ Y	240
10.58	f 10.43				TUNA 3.9		36.3	9.27	10.25	11.05	5.37	1.55		6.37					57		61
f 10.49	f 10.29			N	ROUSE JUNCTION 2.0	Rx	32.4	9.11	10.08	10.45	5.20	1.30		6.18					213		125
f 10.44	f 10.24				TIOGA 5.5		30.4	9.03	10.00	10.37	5.12			6.10					37		40
10.30	10.10				BOAZ 3.8		24.9	8.43	9.38	10.15 10.10	4.46			5.42					57		61
f 10.21	s 10.01			N	APISHAPA 5.5	Sh	21.1	8.31	9.22	9.49	4.24			5.24					116	○	124
f 10.08	f 9.48				BARNES 3.7		15.6	8.10	8.58	9.20	3.57			4.57					77		83
f 9.57	s 9.34			D	CHICOSA JUNCTION 7.6	Ci	11.9	7.58	8.34	9.00	3.34			4.37					50		53
s 9.40	s 9.15			N	EL MORO 0.3	Mo	4.3	7.30 7.20	7.50	8.15	2.53			4.00					365	● ○ § X	357
					A., T. & S. F. CROSSING No. 3. 0.6		4.0														
9.37	9.10			†	DEUEL 3.4		3.4	7.15	7.40	8.00	2.45										
9.30	9.00			N	† TRINIDAD	Da		7.00	7.15	7.35	2.30								99		104
A.M. Leave Daily	P.M. Leave Daily				91.0			P.M. Leave Daily	A.M. Leave Daily	P.M. Leave Daily Exc. Sunday	P.M. Leave Daily Exc. Sunday	P.M. Leave Daily Exc. Sunday	P.M. Leave Daily Exc. Sunday	P.M. Leave Daily Exc. Sunday	A.M. Leave Daily Exc. Sunday						
(3.25)	(3.55)							(6.10)	(7.40)	(8.05)	(8.20)	(4.30)	(3.30)	(7.00)							

No train shall start on its run or leave a Registering Station, nor shall 44 leave Rouse Junction, without special order or clearance ticket. Maximum speed allowed Fort Worth freight trains 15 miles per hour. East-bound Freight Trains must be kept fifteen minutes apart in leaving Graneros; the "red signal" will be displayed for fifteen minutes after the departure of each train or section, and no clearance ticket must be given to following Freight trains until the expiration of that time. No. 46 will take side track at Graneros for Nos. 43 and 53.

FIRST DIVISION—FOURTH DISTRICT AND BRANCHES.

FOURTH DISTRICT—Cuchara Junction and La Veta.

N. G.		WESTWARD		MILES FROM DENVER.	TIME-TABLE <b>12</b> November 24, 1889.	MILES FROM LA VETA.	EASTWARD		N. G.	
		Second Class	First Class				First Class	Second Class		
		53 Alamosa Local Freight	107 Durango and Durango Mail				108 Durango and Denver Mail	54 Pueblo Local Freight		
240	Y	225	11.00 11.25	169.3	N	21.6	11.10 10.55	3.40 3.35	213	225
172	2	235	11.50 12.05	175.9	D	15.0	10.36	3.05 2.55	31	
23	O		12.31	183.0		7.9	10.15	2.30		
125	X	225	1.00 2.40	190.9	D		9.55 9.50	2.00 1.30	279	
			P.M. Arrive Daily				P.M. Leave Daily	P.M. Leave Daily		
			(1.35)				(1.00)	(1.35)		

ROUSE BRANCH.

N. G.		WEST.		MILES FROM DENVER.	TIME-TABLE <b>12</b> November 24, 1889.	MILES FROM ROUSE.	EAST		N. G.	
		Second Class	Second Class				Second Class			
				178.2	D	4.6	ROUSE JC.	Rx	213	225
				180.6		2.2	SILVER LAKE		31	
				181.1		1.7	CONCHITA JC.			
				182.8	D		ROUSE	R	279	
							(4.6)			

CONCHITA BRANCH.

N. G.		WEST		MILES FROM DENVER.	TIME-TABLE <b>12</b> November 24, 1889.	MILES FROM SANTA CLARA.	EAST		N. G.	
		Second Class	Second Class				Second Class			
				181.1		5.4	CONCHITA JUNC.		235	172
91				186.5			SANTA CLARA MINE			
							5.4			

LOMA BRANCH.

N. G.		WEST		MILES FROM DENVER.	TIME-TABLE <b>12</b> November 24, 1889.	MILES FROM PICTON.	EAST		N. G.	
		Second Class	Second Class				Second Class			
				175.9	D	4.3	WALSSENS	Wn	235	172
				180.2	D		PICTON	Bn		
							4.3			

No train shall leave Cuchara Junction or La Veta without special order or clearance ticket.

FIRST DIVISION—Colorado Springs and Manitou—MANITOU BRANCH.

N. G.		WESTWARD					MILES FROM DENVER.	TIME-TABLE <b>12</b> November 24, 1889.	MILES FROM MANITOU.	EASTWARD					N. G.				
		Second Class		First Class						First Class		Second Class							
				55 Freight	37 Denver Express.	35 Denver and Pac. Cst. Ex.				33 Pueblo Express	31 St. Louis Express.	32 Pacific Coast Express	34 Denver Express	36 Denver and St. Louis Ex.			38 Pueblo Express	56 Freight	
485	Y	420	7.45	6.50	5.05	9.15	11.35	75.2	D	COLO. SP'CS.	Cs	5.2	10.10	9.05	4.30	6.40	7.30		
35		31	7.54	6.56	5.11	9.21	11.41	76.1		HULBERT		4.3	10.04	8.59	4.24	6.34	7.21		
8		7	8.03	7.01	5.16	9.26	11.46	77.8	D	COLO. CITY	Cy	2.6	9.59	8.54	4.19	6.29	7.12		
20		18	8.07	7.03	5.18	9.28	11.48	78.5		KENMUIR		1.9	9.57	8.52	4.17	6.27	7.08		
35		32	8.11	7.07	5.22	9.32	11.52	79.7		GARDEN of the GODS		0.7	9.53	8.48	4.13	6.23	7.04		
42	Y	37	8.15	7.10	5.25	9.35	11.55	80.4	D	MANITOU	Ma		9.50	8.45	4.10	6.20	7.00		
			A.M. Arrive Daily Exc. Sunday	P.M. Arrive Daily	P.M. Arrive Daily	A.M. Arrive Daily	A.M. Arrive Daily			(5.2)			A.M. Leave Daily	A.M. Leave Daily	P.M. Leave Daily	P.M. Leave Daily	A.M. Leave Daily Exc. Sunday		
			(0.30)	(0.20)	(0.20)	(0.20)	(0.20)						(0.20)	(0.20)	(0.20)	(0.20)	(0.30)		

No train shall leave Colorado Springs or Manitou without special order or clearance ticket.



SECOND DIVISION--Leadville and Salida--FIRST DISTRICT.

CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WESTWARD						MILES FROM DENVER.	TIME-TABLE 12 Nov. 24, 1889.	MILES FROM LEADVILLE.	EASTWARD						
	Third Class	Second Class				First Class				First Class	Second Class			Third Class		
	241 Local Freight	238 Red Cliff Mixed	236 Aspen Mixed	221 Mixed Freight	61 Mixed Colorado Fast Freight	203 Leadville and Aspen Mail & Ex.				204 Leadville and Denver Mail & Ex	62 Mixed Local Freight	222 Mixed Fast Freight	235 Aspen Mixed	237 Red Cliff Mixed	242 Through Freight	
NG.	Leave Daily Exc. Sunday A.M.	Leave Daily Exc. Sunday A.M.	Leave Daily P.M.	Leave Daily P.M.	Leave Daily A.M.	Leave Daily A.M.	Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily A.M.	Arrive Daily A.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday A.M.				
492 X \$ Y O	9.50			6.00	7.50 8.20		5.05 5.25	N SALIDA S	60.9	9.40 9.20		4.30	10.20		4.45	
39	10.10			6.13	8.30		5.32	BELLEVIEW	57.4	9.11		4.15	10.10		4.25	
33	10.27			6.25	8.39	s	5.39	D BROWN CAN'N Bo	53.8	f 9.03		4.00	10.00		4.05	
22	10.32			6.28	8.42		5.41	HARPS	52.8	9.01		3.55	9.57		3.59	
37 □ Hc Y C	10.39			6.34	8.49		5.45	HECLA JUNC.	51.5	f 8.56		3.47	9.51		3.50	
99 O	11.18			7.08	9.20	f	6.06	NATHROP	43.0	f 8.32		3.05	9.20		3.09	
	11.21			7.10	9.23	s	6.08	D.S.P. & P. CROS. No. 2	42.2	s 8.30		3.02	9.18		3.04	
34	11.39			7.25	9.34		6.14	MIDWAY	38.6	8.20		2.45	9.03		2.41	
113 O	11.54			7.37	9.44	s	6.20	N BUENA VISTA Bv	35.5	s 8.11		2.31	8.50		2.22	
38	12.14			8.00	10.02	f	6.30	AMERICUS	31.2	f 8.00		2.11	8.34		1.55	
40	12.30			8.14	10.15	f	6.38	RIVERSIDE	27.8	f 7.52		1.57	8.21		1.34	
43	12.48			8.31	10.31	f	6.49	PINE CREEK	23.7	f 7.42		1.40	8.07		1.10	
72	1.15			8.55	10.55	s	7.09	D GRANITE Ga	18.2	s 7.26		1.15	7.45		12.38	
33	1.26			9.03	11.02	f	7.15	TWIN LAKES	16.2	f 7.21		1.05	7.37		12.24	
23 Y	1.46			9.17	11.14	f	7.23	HAYDEN	12.3	f 7.13		12.49	7.23		12.01	
33	2.04			9.27	11.26	f	7.30	CRYSTAL LAKE	8.7	f 7.05		12.33	7.10		11.39	
225 \$ Y O 170	2.26 2.37	10.00 10.10	8.40 8.50	9.40	11.40	s	7.39	N MALTA My	5.1	s 6.55		12.15 12.05	6.55 6.50	12.01 11.30	2.47 2.37	11.08
60	2.52	10.20	9.08	9.50	11.50	f	7.46	EILBR	3.0	f 6.48		11.50	6.40	11.13	2.26	10.49
441 X \$ Y O 185	3.05	10.30	9.15	10.00	12.01	f	7.55 8.25	N LEADVILLE Q		6.40 6.10		11.35	6.30	11.00	2.15	10.30
	P.M. Arrive Daily Exc. Sunday	A.M. Arrive Daily Exc. Sunday	P.M. Arrive Daily	P.M. Arrive Daily	P.M. Arrive Daily	A.M. Arrive Daily		(60.9)		P.M. Leave Daily		A.M. Leave Daily	A.M. Leave Daily	A.M. Leave Daily	P.M. Leave Daily Exc. Sunday	P.M. Leave Daily Ex Saturd y
	(5.15)	(0.20)	(0.25)	(4.00)	(3.41)	(2.30)				(2.40)		(4.55)	(3.50)	(0.30)	(0.22)	(6.15)

CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WEST		MILES FROM DENVER.	TIME-TABLE 12 Nov. 24, 1889.	MILES FROM DILLON.	EAST	
	Second Class	Second Class				Second Class	Second Class
	263 Leadville and Dillon Mixed	264 Pueblo and Denver Mixed				263 Glenwood & Rifle reek Mixed	234 Leadville & Denver Mixed
441 O Y \$ X	9.00	277.4	N LEADVILLE Q	35.9	5.00		
24 O	f 9.25	282.6	BIRD'S EYE	30.7	f 4.38		
17 Bi □ m P 287	f 10.10	290.4	FREMONT PASS	22.9	f 4.05		
40 ●	s 10.26	293.8	ROBINSON	19.5	s 3.45		
86 O Y	s 10.40	295.9	D KOKOMO Om	17.4	s 3.25		
35 O □ Wh	s 11.15	302.1	WHEELER	11.2	s 2.55		
13	f 11.45	309.6	FRISCO	3.7	f 2.15		
160 Y	12.01	313.3	D DILLON Dx		2.00		
	P.M. Arrive Daily Exc. Sunday		(35.9)		P.M. Leave Daily Exc. Sunday		
	(3.01)				(3.00)		

CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WEST		MILES FROM DENVER.	TIME-TABLE 12 Nov. 24, 1889.	MILES FROM CALUMET.	EAST	
	Second Class	Second Class				Second Class	Second Class
	263 Leadville and Dillon Mixed	264 Pueblo and Denver Mixed				263 Glenwood & Rifle reek Mixed	234 Leadville & Denver Mixed
441 O Y \$ X	9.00	277.4	N LEADVILLE Q	35.9	5.00		
24 O	f 9.25	282.6	BIRD'S EYE	30.7	f 4.38		
17 Bi □ m P 287	f 10.10	290.4	FREMONT PASS	22.9	f 4.05		
40 ●	s 10.26	293.8	ROBINSON	19.5	s 3.45		
86 O Y	s 10.40	295.9	D KOKOMO Om	17.4	s 3.25		
35 O □ Wh	s 11.15	302.1	WHEELER	11.2	s 2.55		
13	f 11.45	309.6	FRISCO	3.7	f 2.15		
160 Y	12.01	313.3	D DILLON Dx		2.00		
	P.M. Arrive Daily Exc. Sunday		(35.9)		P.M. Leave Daily Exc. Sunday		
	(3.01)				(3.00)		

CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WEST		MILES FROM DENVER.	TIME-TABLE 12 Nov. 24, 1889.	MILES FROM RIFLE CREEK.	EAST	
	Second Class	Second Class				Second Class	Second Class
	263 Glenwood & Rifle reek Mixed	233 Leadville & Denver Mixed				263 Glenwood & Rifle reek Mixed	234 Leadville & Denver Mixed
441 O Y \$ X	9.00	277.4	N LEADVILLE Q	35.9	5.00		
24 O	f 9.25	282.6	BIRD'S EYE	30.7	f 4.38		
17 Bi □ m P 287	f 10.10	290.4	FREMONT PASS	22.9	f 4.05		
40 ●	s 10.26	293.8	ROBINSON	19.5	s 3.45		
86 O Y	s 10.40	295.9	D KOKOMO Om	17.4	s 3.25		
35 O □ Wh	s 11.15	302.1	WHEELER	11.2	s 2.55		
13	f 11.45	309.6	FRISCO	3.7	f 2.15		
160 Y	12.01	313.3	D DILLON Dx		2.00		
	P.M. Arrive Daily Exc. Sunday		(35.9)		P.M. Leave Daily Exc. Sunday		
	(3.01)				(3.00)		

No Trains shall leave Salida, Malta, Leadville, Dillon, Glenwood or Rifle Creek without special order or clearance ticket. Trains 235, 236, 237 and 238 reverse their rights between Malta and Leadville. No siding at New Castle. WATER TANKS AT MILE 251 AND MILE 260.

SECOND DIVISION—Leadville and Aspen—SECOND DISTRICT.

WESTWARD				TIME-TABLE				EASTWARD				CAR CAPACITY OF SIDINGS, LOCATION OF COALES, WATER, FUEL AND TURNING STATIONS.	
Second Class		First Class		MILES FROM DENVER.	STATIONS AND SIDINGS.	MILES FROM ASPEN.	First Class		Second Class		BG		NG.
237 Red Cliff Mixed	235 Aspen Mixed	203 Leadville and Aspen Mail and Express	204 Leadville and Denver Mail and Express				236 Aspen Mixed	238 Red Cliff Mixed					
Leave Daily Exc. Sunday P.M.	Leave Daily P.M.	Leave Daily A.M.	Arrive Daily P.M.			Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily Exc. Sunday A.M.					
		7.55 8.25	6.40 6.10	277.4	N LEADVILLE 3.3 Q	135.8					185	Y X 441	
		*	*	272.3	N MALTA 3.0 My	135.5		8.50 8.40	10.10 10.00		170	Y X 225	
	2.37 2.47	11.30 12.01			EAGLE JUNCTION 3.6	132.5	s 5.58					□ Aj	
	s 2.59	s 12.13			KEELDAR 2.5	128.9	f 5.46					□ Kd 10	
	f 3.15	f 12.31			CRANE PARK 2.0	126.4	f 5.38					○ 19	
	f 3.30	f 12.45			TENN. PASS 4.1 Ps	124.4	s 5.31		7.25 7.18	9.07 8.57		34	
	3.43 3.48	1.00 1.15			MITCHELL 6.8	120.3	f 5.15					□ Mc 47	
	f 4.13	f 1.39			PANDO 2.0	113.5	f 4.50					□ Py 41	
	f 4.50	f 2.07			DUGANS 3.2	111.5	f 4.44					16	
	f 4.59	f 2.15			RED CLIFF 2.9 Rc	108.3	4.25 4.20		5.38 5.33	7.30		● ○ X 68	
	5.20	2.35 2.45			BELDEN 0.5	105.4	f 4.09					70	
		f 3.05			ROCK CREEK 5.3	104.9	f 4.07					3	
		f 3.09			MINTURN 6.1 Mi	99.6	3.49 3.46		4.40 4.20			● ○ Y X 30	
		3.42 4.20			AVON 6.2	98.5	f 3.29					48	
		f 4.43			ALLENTON 4.8	87.3	f 3.14					○ 36	
		f 5.03			WOLCOTT 2.4 Ru	82.5	f 3.04					32	
		f 5.18			SHERWOOD 7.6	80.1	f 2.56		2.56			24	
		f 5.26			RIO AGUILA 6.9	72.5	f 2.40					○ 31	
		f 5.49			GYPSUM 6.3 Gp	65.6	s 2.24					● 66	
		s 6.10			DOTSERO 7.8	58.8	f 2.10					□ Dy 27	
		f 6.30			SHOSHONE 9.9	51.0	f 1.44		12.44			27	
		f 7.03			CLENWOOD 7.5 Gs	41.1	1.15 1.45		11.50 11.10			● ○ X 320	
		7.40 8.10			CATTLE CREEK 5.2	33.6	f 12.23					32	
		f 8.45			CARBONDALE 6.4 Ce	28.4	s 12.08					○ 90	
		9.10 9.20			LEON 2.6	22.0	f 11.50					41	
		f 9.45			EMMA 3.1	19.4	f 11.43					○ 31	
		f 10.04			C. M. CROSSING 7.8	16.3	s 11.35						
		s 10.22			WOODY CREEK 5.9	8.5	f 11.12					○ 34	
		f 11.10			CONCENTRATOR 2.6	2.6	f 10.53					23	
		f 11.44			ASPEN Ns		10.45					34 ○ X 277	
		12.01											
		P.M. Arrive Daily Exc. Sunday	A.M. Arrive Daily	P.M. Arrive Daily	(135.8)		A.M. Leave Daily		A.M. Leave Daily Exc. Sunday				
		(2.33)	(12.00)	(7.25)			(7.25)	(12.25)	(2.30)				

No train shall leave Leadville, Malta, Red Cliff, Glenwood or Aspen without special order or clearance ticket.  
 \*Trains 203 and 204 do not run via Malta. The Switch at Eagle Junction must be left set and locked for Leadville via the Cut-off.  
 Water Tanks, 2 miles east of Pando and 4 miles west of Dotsero.

THIRD DIVISION—Salida and Gunnison—FIRST DISTRICT.

CAR CAPACITY OF SIDINGS, LOCATION OF SCALERS, WATER, FUEL AND TURNING STATIONS.	WESTWARD						MILES FROM DENVER.	TIME-TABLE		MILES FROM GUNNISON.	EASTWARD						
	Third Class		Second Class		First Class			12			First Class		Second Class		Third Class		
	341 Local Freight	373 Villa Grove Mixed	363 Monarch Mixed	65 California Fast Freight.	3 Salt Lake and Oregon Express	1 Pacific Coast Express		November 24, 1889.			2 Atlantic Express	4 Oregon and Salt Lake Express	66 California Fast Freight.	364 Denver Mixed	374 San Luis Mixed	342 Local Freight	
Leave Daily Exc. Sunday A.M.	Leave Daily Exc. Sunday A.M.	Leave Daily Exc. Sunday A.M.	Leave Daily A.M.	Leave Daily A.M.	Leave Daily P.M.	STATIONS AND SIDINGS.		Arrive Daily A.M.	Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.				
492 X § O Y ●	6.40	8.20	9.00	9.30	5.05 5.25	5.30 6.00	216.5	N	<b>SALIDA</b>	S	73.8	11.10 11.00	9.40 9.30	5.00	4.00	4.15	7.40
54 Y O	7.00	s 8.40	s 9.20	9.48	s 5.40	s 6.13	221.5	D	<b>PONCHA JUNC.</b>	Pn	68.8	s 10.48	s 9.18	4.40	3.42	3.57	7.20
11	7.27			10.13	f 6.00	6.33	226.0		OTTO		64.3	10.31	8.59	4.11		3.30	6.49
50 Y O ●	7.35	s 9.15		<b>10.25</b>	s 6.06	s <b>6.39</b>	227.4	D	<b>MEARS JUNC.</b>	Mr	62.9	s <b>10.25</b>	s 8.53	4.02		3.20	<b>6.39</b>
25 O	7.50			10.40	f 6.16	6.49	229.8		SHIRLEY		60.5	10.16	f 8.44	3.49			6.23
19	8.12			11.06	6.31	7.05	233.4		KEENE		56.9	10.01	8.29	3.26			5.57
46 O ●	8.26			11.20	f 6.40	7.14	235.6	D	<b>GRAY'S</b>	Gy	54.7	9.52	f 8.20	3.13			5.43
19	8.52			11.46	6.55	7.29	239.0		POCONO		51.3	9.37	8.05	2.51			5.18
62 X O ●	<b>9.22</b> 9.37			12.10 12.25	7.10 7.20	<b>7.45</b> <b>7.52</b>	242.2	N	<b>MARSHALL PASS</b>	Mp	48.1	<b>9.22</b> 9.15	<b>7.50</b> 7.40	2.30 2.20			4.55 4.40
38 O	10.05			12.55	f 7.41	8.13	246.4		SHAWANO		43.9	8.55	f 7.17	1.47			4.09
32 ●	10.30			<b>1.20</b>	f 8.02	f 8.30	250.1	D	<b>CHESTER</b>	7	40.2	f 8.40	f 7.01	<b>1.20</b>			3.44
45	11.00			1.48	f <b>8.22</b>	8.50	254.5		BUXTON		35.8	<b>8.22</b>	f 6.40	12.55			3.15
155 X Y O ●	11.20 <b>12.15</b>			2.05 <b>2.25</b>	f 8.35 9.00	9.02 9.07	258.9	N	<b>SARGENT</b>	Sg	31.4	8.10 8.05	6.28 6.23	12.35 <b>12.15</b>			2.55 <b>2.25</b>
46	12.37			2.43	f 9.10	9.18	263.7		ELKO		26.6	7.55	6.12	11.57			2.00
28 O	12.53			2.56	f 9.18	9.27	267.2		CROOKTON		23.1	7.48	f 6.03	11.43			1.41
13	1.12			3.09	f 9.26	f 9.35	271.1		DOYLE		19.2	f 7.39	f 5.56	11.28			1.21
45	<b>1.17</b>			3.13	f 9.28	9.37	272.1		BONITA		18.2	7.37	5.53	11.25			<b>1.17</b>
60 O	1.47			3.37	s 9.41	f 9.51	278.5	D	<b>PARLIN</b>	Pa	11.8	f 7.25	s 5.39	11.00			12.50
42	2.12			3.55	f 9.52	10.03	283.8		MOUNDS		6.5	7.14	f 5.27	10.40			12.30
363 X § Y O ●	2.40			<b>4.20</b> <b>4.50</b>	<b>10.05</b> <b>10.15</b>	10.18 10.28	290.3	N	<b>CUNNISON</b>	Gu		7.00 6.40	5.13 <b>4.43</b>	<b>10.15</b> <b>9.50</b>			12.05
	P.M. Arrive Daily Exc. Sunday	A.M. Arrive Daily Exc. Sunday	A.M. Arrive Daily Exc. Sunday	P.M. Arrive Daily	A.M. Arrive Daily	P.M. Arrive Daily			(73.8)		A.M. Leave Daily	P.M. Leave Daily	A.M. Leave Daily	P.M. Leave Daily Exc. Sunday	P.M. Leave Daily Exc. Sunday	P.M. Leave Daily Exc. Sunday	
	(8.00)	(0.55)	(0.20)	(6.50)	(4.40)	(4.18)					(4.00)	(4.17)	(6.45)	(0.18)	(0.55)	(7.35)	

No train shall leave Salida, Marshall Pass, Sargent or Gunnison without special order or clearance ticket.

Train 374 must not leave Mears Junction, nor 364 leave Poncha Junction without special order or clearance ticket.

Water Tank 7, 2 miles east of Buxton.



THIRD DIVISION—Gunnison and Grand Junction—SECOND DISTRICT.

WESTWARD							MILES FROM DENVER.	TIME-TABLE <b>12</b> November 24, 1889.	MILES FROM GRAND JUNCTION.	EASTWARD						CAR CAPACITY OF SIDINGS LOCATION OF SCALES, WATER FUELAND TURNING STATIONS.
Third Class		Second Class		First Class						First Class		Second Class		Third Class		
	<b>351</b> Local Freight	<b>333</b> Lake City Mixed	<b>65</b> California Fast Freight	<b>3</b> Salt Lake and Oregon Express	<b>1</b> Pacific Coast Express					<b>2</b> Atlantic Express	<b>4</b> Oregon and Salt Lake Express	<b>66</b> California Fast Freight	<b>334</b> Denver Mixed	<b>352</b> Local Freight		
	Leave Daily Exc. Sunday A.M.	Leave Daily Exc. Sunday P.M.	Leave Daily P.M.	Leave Daily A.M.	Leave Daily P.M.		Arrive Daily A.M.	Arrive Daily P.M.	Arrive Daily A.M.	Arrive Daily Exc. Sunday A.M.	Arrive Daily Exc. Sunday P.M.					
	7.15		<b>4.20</b> <b>4.50</b>	<b>10.05</b> <b>10.15</b>	10.18 10.28	290.3	N	<b>CUNNISON</b> Gu	134.9	7.00 6.40	5.13 <b>4.43</b>	<b>10.15</b> <b>9.50</b>	9.05	• O Y X 363		
						291.3		1.0								
						291.3		D., S. P. & P. CROSSING No. 3								
	7.37		5.13	f 10.28	f 10.42	295.4		<b>ABERDEEN JUNC.</b>	129.8	f 6.27	f 4.29	9.30	8.41			
	7.40		5.16	f 10.30	10.44	296.2		0.8	129.0	6.25	f 4.27	9.27	8.38	48		
	8.06		5.40	f 10.44	10.59	301.7		RIDGWAY	125.5	6.11	f 4.12	9.05	8.12	29		
	<b>8.37</b>		6.12	f 11.01	11.17	308.8		5.5	116.4	5.54	f 3.53	<b>8.37</b>	7.40	46		
	9.12 9.27	3.40	<b>6.43</b>	s 11.19	s 11.37	315.7		7.1	109.5	s 5.35	s 3.33	8.12	11.00	157		
	9.32	3.45	6.48	s 11.24	s 11.42	316.4		6.9	108.8	s 5.30	s 3.28	8.07	10.55	6.38		
	10.00		7.14	f 11.45	12.03	322.5		0.7	102.7	5.12	f 3.07	7.44	6.11	31		
	10.29		7.42	12.09	12.28	329.2		<b>LAKE JUNC.</b>	96.0	4.51	2.43	7.19	5.43	14		
	10.37 10.52		7.50 8.10	f 12.15 12.40	12.34 12.40	330.6		6.1	94.6	4.46 4.41	f 2.38 2.33	7.12 6.52	5.35 5.20	108		
	11.32 11.47		8.55 9.00	s 1.06	s 1.09	336.3		1.4	88.9	s 4.15	s 2.04	6.12 6.05	4.35 4.23	19		
	12.27		9.45	f <b>1.33</b>	1.40	342.9		5.7	82.3	3.45	f <b>1.33</b>	5.25	3.34	42		
	12.45		10.05	1.49	1.54	348.0		6.6	77.2	3.31	1.19	5.03	3.13	47		
	<b>1.05</b> <b>1.55</b>		10.25 10.35	<b>2.05</b> <b>2.15</b>	2.08 2.18	353.2		5.1	72.0	3.18 3.13	<b>1.05</b> <b>12.55</b>	4.40 4.30	<b>2.52</b> <b>1.55</b>	248		
	2.20		10.57	f 2.32	2.30	359.0		<b>FAIRVIEW</b>	66.2	2.55	f 12.41	4.06	1.29	43		
	<b>2.44</b>		11.15	f <b>2.44</b>	<b>2.41</b>	364.0		5.2	61.2	<b>2.41</b>	f 12.30	3.46	1.07	38		
	3.05		11.37	f 2.58	2.51	369.1		CRYSTAL CREEK	56.1	2.28	f 12.18	3.26	12.45	44		
	3.30		12.02	s 3.12	s <b>3.03</b>	374.4		1.4	50.8	s 2.14	s 12.06	<b>3.03</b>	12.20	75		
	3.49		12.24	f 3.25	3.15	379.1		5.3	46.1	2.01	f 11.55	2.41	12.01	42		
	4.00		12.35	3.32	3.22	381.7		DELTA Dt	43.5	1.55	<b>11.50</b>	2.29	<b>11.50</b>	34		
	4.21		12.58	f 3.45	3.35	386.4		4.7	38.8	1.41	f 11.37	2.05	11.28	43		
	4.46		<b>1.25</b> <b>1.37</b>	f 4.01	s 3.51	392.3		DUNCAN	32.9	f <b>1.25</b>	s 11.23	<b>1.37</b>	11.05	32		
	5.15		2.04	f 4.20	4.10	399.2		5.9	26.0	<b>1.08</b>	f 11.05	<b>1.08</b>	10.37	55		
	5.35		2.23	4.32	4.21	403.9		DOMINGUEZ Mz	21.3	12.55	10.54	12.48	10.17	47		
	5.57		2.44	f 4.46	4.35	409.1		4.7	16.1	12.41	f 10.41	12.26	9.55	23		
	6.13		2.59	s 4.56	f 4.45	412.9		5.2	12.3	f 12.31	s 10.32	12.10	9.40	40		
	6.37		3.22	5.11	5.00	418.3		KAHNAH	6.9	12.16	10.18	11.48	9.17	44		
	7.05		3.50	f 5.30 6.00	5.20 5.30	425.2		3.8		11.59 11.50	f 10.00 9.30	11.20	8.50	230		
	P.M. Arrive Daily Exc. Sunday	P.M. Arrive Daily Exc. Sunday	A.M. Arrive Daily	P.M. Arrive Daily	A.M. Arrive Daily			<b>GRAND JUNC.</b> Jn		P.M. Leave Daily	A.M. Leave Daily	P.M. Leave Daily	A.M. Leave Daily Exc. Sunday	A.M. Leave Daily Exc. Sunday		
	(11.50)	(0.05)	(11.00)	(7.15)	(6.52)			(134.9)		(6.41)	(6.43)	(10.30)	(0.05)	(12.15)		

No train shall leave Gunnison, Cimarron, Cerro Summit, Montrose or Grand Junction without special order or clearance ticket.  
West-bound trains will not leave Sapinero without special order or clearance ticket.

Water Tanks at Elk Creek, 5 miles west of Kezar, and at Mile 322.

THIRD DIVISION BRANCHES.

SAN LUIS BRANCH.

Table for San Luis Branch showing time-table for November 24, 1889, with stations including Mears Junc, Poncha Pass, Round Hill, Davenport, Villa Grove, and Hot Springs.

ABERDEEN BRANCH.

Table for Aberdeen Branch showing time-table for November 24, 1889, with stations including Aberdeen Junc and Aberdeen.

CRESTED BUTTE BRANCH.

Table for Crested Butte Branch showing time-table for November 24, 1889, with stations including Gunnison, D.S.P. & P. Cros. No. 4, Almont, Jack's Cabin, Glaciers, Crested Butte, and Anthracite.

MONARCH BRANCH.

Table for Monarch Branch showing time-table for November 24, 1889, with stations including Poncha Junc, Maysville, Garfield, and Monarch.

LAKE CITY BRANCH.

Table for Lake City Branch showing time-table for November 24, 1889, with stations including Sapinero, Lake Junc, Grabiola, Jose, Gate View, Youman, and Lake City.

OURAY BRANCH.

Table for Ouray Branch showing time-table for November 24, 1889, with stations including Montrose, Ouray Junction, Ft. Crawford, Hotchkiss, Eldredge, Dallas, Orvis, Piedmont, Lake Hughes, and Ouray.

No train shall leave Poncha Junction, Monarch, Mears Junction, Villa Grove, Gunnison, Crested Butte, Sapinero, Lake City, Montrose or Ouray without special order or clearance ticket.

Water Tank at Cow Creek, between Eldredge and Dallas, at Silver Creek between Maysville and Garfield and 2 miles East of Gate View.

FOURTH DIVISION—La Veta and Chama—FIRST AND SECOND DISTRICTS.

WESTWARD						MILES FROM DENVER.	TIME-TABLE <b>12</b> November 24, 1889.	MILES FROM CHAMA.	EASTWARD						CAR CAPACITY OF SIDINGS, LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.		
Third Class			First Class						First Class			Third Class					
	441 Local Freight	453 Alamosa Local Freight		107 Denver and Durango Mail	107 Denver and Alamosa Passenger					108 Alamosa and Denver Passenger	108 Durango and Denver Mail		454 Pueblo Local Freight	442 Local Freight			
	Leave Daily Exc. Sunday A.M.	Leave Daily Exc. Sunday P.M.		Leave Daily Exc. Sunday A.M.	Leave Daily A.M.		Arrive Daily P.M.	Arrive Daily Exc. Sunday P.M.		Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.						
		1.00 2.40			7.35 7.40	190.9	N	<b>LA VETA</b>	X	151.9	9.55 9.50		2.00 1.30			● ○	125
					f 8.20	199.3		OJO		143.5	f 9.20		12.45			○	13
		3.50			8.32	202.0		MULE SHOE		140.8	9.08		12.30				28
		4.20			s 8.48	205.6	D	VETA PASS	Va	137.2	s 8.48		12.05			X	33
		4.35			8.56	207.3		BLANCA		135.5	8.40		11.48			○	32
		5.05			s 9.15	212.5	D	PLACER	Pr	130.3	s 8.12		11.10			● ○	X 55
		5.40			9.32	219.5		TRINCHERA		123.3	7.52		10.20				31
		6.10			s 9.45	226.2	D	GARLAND	Ft	116.6	s 7.35		9.45			○	37
		7.10			f 10.08	238.3		BALDY		104.5	f 7.10		8.30			○	39
		8.10			10.26	246.8		HAYES		96.0	6.52		7.45				35
	7.00	8.30		10.55	† 10.35	250.3	N	<b>ALAMOSA</b>	As	92.5	6.45	† 6.25	7.30	7.20		● ○ Y § X	211
						255.6		HENRY		87.2							6
	8.05			f 11.33		264.7	D	LA JARA	Jr	78.1	f 5.50		6.20			○	29
	9.10 9.40			12.10 12.15		279.0	D	<b>ANTONITO</b>	Na	63.8	5.17 5.12		5.22 5.00			● ○ Y	91
	10.35			12.45		289.5		LAVA		53.3	4.42		4.00			○	26
	11.10			f 1.15		298.1		BIGHORN		44.7	f 4.14		3.10				29
	11.55			s 1.38		304.8	D	SUBLETTE	Su	38.0	s 3.52		2.25			● ○	23
	12.20			s 1.55		309.2		TOLTEC		33.6	s 3.35		1.55			○	26
	1.00			s 2.32		317.1	D	OSIER	Bc	25.7	s 3.05		1.00			● ○	X 61
	1.25			f 2.50		320.8		LOS PINOS		22.0	f 2.50		12.36			○	17
	2.20			s 3.20		329.3	D	CUMBRES	Br	13.5	s 2.20		11.55			● ○ Y	X 30
	2.32			3.30		331.0		COXO		11.8	f 2.10		11.40				18
	2.55			f 3.45		334.2		CRESCO		8.6	f 1.52		11.00			● ○	18
	3.30			4.08		338.7		LOBATO		4.1	1.30		10.20				28
	4.00			† 4.30 4.50		342.8	D	<b>CHAMA</b>	Ch		1.10 12.50		9.40			● ○ Y	X 116
	P.M. Arrive Daily Exc. Sunday	P.M. Arrive Daily Exc. Sunday		P.M. Arrive Daily Exc. Sunday	A.M. Arrive Daily			(151.9)			P.M. Leave Daily	P.M. Leave Daily Exc. Sunday	A.M. Leave Daily Exc. Sunday	A.M. Leave Daily Exc. Sunday			
	(9.00)	(5.50)		(5.35)	(2.55)						(3.05)	(5.15)	(6.00)	(9.40)			

No train shall leave La Veta, Alamosa or Chama, without special order or clearance ticket.

FOURTH DIVISION—Chama and Durango—THIRD DISTRICT.

CAR CAPACITY OF SIDINGS, LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WESTWARD						MILES FROM DENVER.	TIME-TABLE		MILES FROM DURANGO.	EASTWARD														
	Third Class							12			First Class			Third Class											
	451 Local Freight							107 Denver and Durango Mail			108 Durango and Denver Mail			452 Local Freight											
	Leave Daily Exc. Sunday A.M.							Leave Daily Exc. Sunday P.M.			Arrive Daily Exc. Sunday P.M.			Arrive Daily Exc. Sunday P.M.											
												STATIONS AND SIDINGS													
116 X Y O ●						7.30	4.30 4.50	342.8	D	<b>CHAMA</b> Ch	107.4	f	1.10 12.50			5.40									
17 O						8.00	f 5.07	347.9		WILLOW CREEK	102.3	f	12.34			<b>5.07</b>									
33						8.30	f 5.24	352.7		4.8															
80 § O						9.30	s 5.53	362.2	D	MONERO Ro	88.0	s	11.55			2.30									
31 Y						9.55	s 6.08	365.5	D	AMARGO Fc	84.7	s	11.40			1.50									
27						10.35		372.0		6.5			11.15			1.12									
46 □ Jo O						11.00	f 6.45	376.4		4.4		f	11.00			12.50									
24						12.00	f 7.15	385.4		9.0		f	10.30			<b>12.00</b>									
41						12.42	f 7.45	393.8		8.4		f	10.03			11.22									
40 O ●						1.25	s 8.12	402.3	D	ARBOLES Ao	47.9	s	9.36			10.45									
19						2.03		409.5		7.2			9.11			10.10									
28 O						2.42	f 9.03	417.7		8.2		f	8.44			9.35									
22 ● O 44						3.20	s 9.26	424.4	D	IGNACIO Ig	25.8	s	8.24			9.04									
31 O						4.08	f 10.03	436.0		11.6		f	7.47			8.05									
26 □ Bz						5.00	f 10.32	444.6		8.6		f	7.19			7.35									
302 X § O ●						5.30	10.50	450.2	D	<b>DURANGO</b> Du			7.00			7.10									

P.M. Arrive Daily Exc. Sunday (10.00) P.M. Arrive Daily Exc. Sunday (6.00) (107.4) A.M. Leave Daily Exc. Sunday (5.50) A.M. Leave Daily Exc. Sunday (10.30)

No train shall leave Chama or Durango without special order or clearance ticket.

Gato Water Tank at Mile Post 389.

FOURTH DIVISION BRANCHES.

DEL NORTE BRANCH.

CAR CAPACITY OF SIDINGS, LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WEST		MILES FROM DENVER.	TIME-TABLE <b>12</b> November 24, 1889.	STATIONS AND SIDINGS.	MILES FROM W. W. GAP.	EAST	
	Second Class						Second Class	
		467 Del Norte Mixed					468 Denver Mixed	
		Leave Daily Exc. Sunday A.M.				Arrive Daily Exc. Sunday P.M.		
211 X 2 Y O ●		11.05	250.3	D	ALAMOSA As	60.5	6.00	
					10.9			
26	f	11.45	261.2		PARMA	49.6	f 5.30	
					6.4			
42 O	s	12.10	267.6	D	MONTE VISTA Mv	43.2	s 5.00	
					13.9			
48 Y ●		1.00	281.5	D	DEL NORTE De	29.3	4.15	
					15.2			
21 O			296.7		SOUTH FORK	14.0		
					14.0			
24 Y			310.7		W. W. GAP			
					(60.4)			
		P.M. Arrive Daily Exc. Sunday (1.55)				P.M. Leave Daily Exc. Sunday (1.45)		

ESPANOLA BRANCH.

CAR CAPACITY OF SIDINGS, LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WEST		MILES FROM DENVER.	TIME-TABLE <b>12</b> November 24, 1889.	STATIONS AND SIDINGS.	MILES FROM ESPANOLA.	EAST	
	Second Class						Second Class	
		477 Denver and Santa Fe Mixed					478 Santa Fe and Denver Mixed	
		Leave Monday, Wednesday, Friday P.M.				Arrive Tuesday, Thursday, Saturday P.M.		
		12.30	279.0	D	ANTONITO Na	91.0	5.00	● O Y 91
					11.2			
	f	1.05	290.2		PALMILLA	79.8	f 4.20	31
					7.0			
	f	1.30	297.2		VOLCANO	72.8	f 3.55	18
					9.2			
	f	2.05	306.4		NO AGUA	63.6	f 3.25	O 21
					7.1			
	f	2.32	313.5	D	TRES PIEDRAS Pf	56.5	f 3.00	O Y 122
					3.6			
		2.44	317.1		STEWART JUNC.	52.9	2.46	□ Ws 18
					2.0			
	f	2.52	319.1		CONNELL	50.9	f 2.39	10
					4.0			
	†	3.08	323.1		SERVILLETA	46.9	† 2.25 2.05	O 18
					11.8			
	f	3.52	334.9		CALIENTE	35.1	f 1.25	15
					8.7			
	s	4.25	343.6	D	BARRANCA Ba	26.4	s 12.55	Y 33
					7.4			
	s	5.05	351.0	D	EMBUDO Md	19.0	s 12.15	● O 31
					8.0			
	f	5.40	359.0		ALCALDE	11.0	f 11.40	O 19
					6.1			
	f	6.02	365.1		CHAMITA	4.9	f 11.17	28
					4.9			
		6.20	370.0	D	ESPANOLA No		11.00	● O Y 31
					(91.0)			
		P.M. Arrive Monday, Wednesday, Friday (5.50)				A.M. Leave Tuesday, Thursday, Saturday (6.00)		

SILVERTON BRANCH.

CAR CAPACITY OF SIDINGS, LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WEST		MILES FROM DENVER.	TIME-TABLE <b>12</b> November 24, 1889.	STATIONS AND SIDINGS.	MILES FROM SILVERTON.	EAST	
	Second Class						Second Class	
		487 Silverton Mixed					488 Denver Mixed	
		Leave Daily Exc. Sunday A.M.				Arrive Daily Exc. Sunday P.M.		
302 X 2 O ●		7.30	450.2	D	DURANCO Du	45.2	5.20	
					6.3			
2	f	7.55	456.5		HOME RANCH	38.9	f 4.53	
					2.3			
10	f	8.05	459.3		TRIMBLE	36.1	f 4.41	
					1.9			
14 O	f	8.13	461.2		HERMOSA	34.2	f 4.33	
					6.6			
25 Y	s	8.55	467.8	D	ROCKWOOD Rw	27.6	s 3.48	
					9.2			
14 O	f	9.50	477.0		CASCADE	18.4	f 2.58	
					4.0			
14 O ●	f	10.10	481.0		NEEDLETON	14.4	f 2.37	
					8.1			
14 □ Kp Y	f	11.05	489.4		ELK PARK	6.0	f 1.52	
					6.0			
22 Y O ●		11.40	495.4	D	SILVERTON Sv		1.20	
					(45.2)			
		A.M. Arrive Daily Exc. Sunday (4.10)				P.M. Leave Daily Exc. Sunday (4.00)		

Needleton Water Tank at Mile Post 483.  
Cascade Water Tank east of Mile Post 475.

No train shall leave Alamosa, Del Norte, Antonito, Espanola, Durango or Silverton without special order or clearance ticket.  
The position of telegraph station signal at Antonito governs main line trains only.  
Water Tank between Mile Posts 320 and 321.

## SPECIAL RULINGS.

**No. 1.**—Cancelled.—Covered by Ruling No. 3.

**No. 2.**

DENVER, COLO., February 2, 1888.

Question has been raised and ruling asked on the following:

No. 21 has order to run ahead of No. 3 to a certain station, but becomes disabled before arriving at the station named, and is overtaken by No. 3 carrying signals for second section; No. 21 can see nothing of second section. Shall No. 21 go to next telegraph station and report to Superintendent or wait for second section?

A claims that he would protect himself, go to next telegraph station and report to Superintendent.

B claims that he would wait for second section, because bridge and trackmen might take his train for the second section.

C claims that he would pursue course named by A, but would leave a flagman to wait for second section.

**RULING.**

B is correct. The delayed train must wait for the second section, for the reason that the Superintendent might arrange a meeting point between the second section and another train.

**No. 3.**

DENVER, COLO., February 13, 1888.

Ruling No. 1 is hereby cancelled and the following is substituted for same.

Question has been raised and ruling asked on the following:

"A train receives a positive meeting order (Form A), but before reaching the point named, becomes 12 hours late, consequently losing its Time-table rights as per rule 107. Does the order expire with rights of train, or does it hold good until fulfilled?

B claims the order dies with the train.

A claims the order holds good."

**RULING.**

A is correct. The order holds good and governs trains interested until fulfilled, superseded or cancelled, but would not give the train, which has lost its Time-table rights, the right to proceed except under danger signals, (see Rule 154) as it should not be assumed that other trains would not be met before reaching the meeting point.

**No. 4.**

DENVER, COLO., February 17, 1888.

Question has been raised and ruling asked on the following:

Under Rule 74, when a train turns out to meet or be passed by another train, should the tail lights in all cases be turned or removed, and the headlight covered?

A claims that when meeting another train, tail lights should not be turned, but that headlight must be covered; while, if train is to be passed, headlight should not be covered, but tail lights must be changed to show green to rear.

B claims that when a train turns out to meet or be passed by a superior train, the headlight must always be covered and if train is to be passed, the tail lights must be turned, also.

**RULING.**

A is correct, regardless of the rights of the other train; but headlight must not be covered nor tail lights changed until train is on siding and track is clear.

**No. 5.**

DENVER, COLO., February 17, 1888.

Question has been raised and ruling asked on the following:

Under Rule 119 shall the signal of Conductor be given by bell cord, as per Rule 51, or by hand, as per rule 60?

A claims that either signal may be used.

B claims that the bell-cord signal must be given at terminal stations in order to test it before starting.

**RULING.**

B is correct. The bell-cord signal may be given at any time, but it must always be used to start trains from terminal stations, or from any other point where signal appliance has been disconnected, and must be done from the rear platform of the last car in the train.

**No. 6.**

DENVER, COLO., February 18, 1888.

Question has been raised and ruling asked as to whether it was the intention of Rule 225 that the Section Foreman should personally examine his section daily, or whether he could detail a competent trackman for this duty.

**RULING.**

The Foreman may designate a competent man to perform this duty, and it should be done in the morning, when practicable; but this does not relieve the Foreman from responsibility for the safe condition of his section.

**No. 7.**

DENVER, COLO., February 18, 1888.

Question has been raised and ruling asked on Rule 85, as follows:

First: Can a train, not having the right of track, which is to take siding at meeting point with a train of the same class, back in before the other train arrives, if protected by flag?

Second: Is it the intention of the rule that the train shall send out flagman before passing the first switch or the switch to be used in backing in.

A claims that, before passing the first switch, he would send out flagman and, when properly protected, would pull by and back in.

B claims that he would pull up to farther switch and send out flagman, but would not attempt to back in until opposing train had arrived.

C claims that upon reaching first switch he would send out flagman, but would not pass it until arrival of opposing train.

**RULING.**

Rule 85, as printed in Book of Rules and Regulations, is not clear, and the following is issued as a substitute:

"When trains of the same class meet on single track, the train not having the right of track must take the siding and be clear of the main track before the leaving time of the opposing train. When necessary to back in on the siding, before passing the first switch, a flagman must be sent out in the direction of the opposing train, as per Rule 99."

Under the rule, as changed, A is correct.

Superintendents will be furnished with slips, upon which is printed the modified rule as above. These slips should be pasted over the old rule, on page 16 of Book of Rules and Regulations.

**No. 8.**

DENVER, COLO., March 14, 1888.

Question has been raised and ruling asked on Rule No. 112.

First: Which train shall leave the flagman?

Second: How long must the flagman remain at his post to notify opposing trains?

A claimed, and Examining Committee on First Division ruled, that the train carrying signal must leave the flagman, who, after departure of second section, will be picked up by the first train bound in same direction.

B claimed and Examining Committee on Second Division ruled, that the first section must leave the flagman who will be picked up by second section which will leave its flagman to be picked up by first train following.

C claimed, and Examining Committee on Third and Fourth Divisions ruled, that the second section must leave the flagman to notify opposing trains, and that he must remain until his train becomes twelve hours late, unless relieved by order of the Superintendent.

**RULING.**

Ruling of Third and Fourth Divisions is approved.

The last section will leave the flagman, who must remain until his train becomes twelve hours late, or until relieved by order of the Superintendent.

The Superintendent, however, after the Conductor has reported at the next telegraph office, as required in rule 112, should instruct the first train passing to pick up the flagman.

**No. 9.**

DENVER, COLO., June 2, 1888.

Question has been raised and ruling asked on Rule 48, which reads as follows:

"One long followed by two short blasts of the whistle is a signal to be given by trains on single track, when displaying signals, to call the attention of trains to the signals displayed."

A claims that this signal should be given only by enginemen when carrying green signals, and that it is not necessary, nor required, that it shall be given when carrying white signals.

B claims that the signal should be given by enginemen when carrying either green or white signals (Rules 36 and 37), which should be answered by two short blasts of the whistle, as per Rule 42.

**RULING.**

B is correct; enginemen of engines carrying green or white signals must call attention to such signals when meeting or passing other trains, and the enginemen of trains being passed must answer such signal by two blasts of the whistle (Rule 42) to denote that the signal is observed. The engineman giving the signal must know that it is properly answered, and if it is not will stop and notify his conductor, who will ascertain the reason and report the facts to the Superintendent by telegraph, confirming the same in written report.

Conductors of trains carrying signals will stop, if necessary, to make certain that signals are understood.

When two engines or trains meet, both carrying signals, each will give the signal and answer, except when there is more than one engine attached to the train, when enginemen of leading engines only (Rule 71) will give and answer signals.

**No. 10.****RULING.**

DENVER, COLO., September 27, 1889.

Rule 7 is hereby modified with the suffix:

"7a. The selection of employes for station, train and engine service, should be persons who are of good character, with reliable references. No person shall be employed in such service who cannot read and write. Minors must not be employed in the above service, except upon written release of their parents and guardians."

**No. 11.****RULING.**

DENVER, COLO., September 27, 1889.

Rule 34, as printed in Book of Rules and Regulations, is cancelled, and the following issued as a substitute:

"Each train running after sunset, or when obscured by fog or other cause, must display the head light in front, and passenger trains two red lights, all other trains three red lights in the rear. Yard engines must display two green lights, instead of red, except when provided with a headlight on both front and rear."

**No. 12.****RULING.**

DENVER, COLO., Sept. 27, 1889.

Rule 36, as printed in Book of Rules and Regulations, is cancelled, and the following issued as a substitute:

"Two green flags by day, two green lights and two green flags by night, displayed in the places provided for that purpose, on the front of an engine, denote that the train is followed by another train, running on the same schedule, and entitled to the same Time Table rights as the train carrying the signals."

No. 13. RULING.

DENVER, COLO., September 27, 1889.

Rule 37, as printed in Book of Rules and Regulations, is cancelled, and the following issued as a substitute :

"Two white flags by day, two white lights and two white flags by night, displayed in the places provided for that purpose, on the front of an engine, denote an irregular train. These signals must be displayed by all irregular trains, but not by yard engines."

No. 14.

Regarding Rules 96 and 97, questions have been raised and rulings asked on the following :

"When passenger trains make regular stops of more than five minutes at stations, as at Palmer Lake, for lunch; Marshall Pass, for inspection; Pueblo, Sargents, Cimarron and other eating stations, for meals; and when freight trains stop at stations to unload local freight, or do other work, is it required that a brakeman shall go back to protect rear of train?"

RULING.

At a meeting of superintendents, February 1, 1888, these questions were taken up, and it was decided that following trains were responsible for running into a train at a station, as per Rule 114, and it was not necessary to send flagman out to protect train.

"This ruling is sustained, with the modification that, when standing trains are obliged to occupy the track on the time of other regular trains or the switches are overlapped, flagmen must protect their trains"

No. 15. RULING.

DENVER, COLO., September 27, 1889.

Rule 159 is hereby modified to read :

"When a Conductor discovers anything wrong with the track, bridges or culverts which would be likely to cause an accident to a following train, he must not rely wholly upon the telegraph to notify other trains, but must leave a flagman and notify the nearest section foreman."

No. 16. RULING.

DENVER, COLO., September 27, 1889.

Rule 162 is hereby modified with a suffix :

"0162. Cars in 'bad order' must not be taken from terminals. If found in trains, Conductors will set them out before leaving"

No. 17. RULING.

DENVER, COLO., September 27, 1889.

Rule 170 is modified to read, by inserting after "approaching:"

"And if the train is stopped from any cause after this announcement is made, before reaching such station, passengers must be notified, to prevent their leaving the train at the wrong place." \* \* \*

No. 18. RULING.

DENVER, COLO., September 27, 1889.

Rule 500 is hereby modified to read, by inserting after "Superintendent:"

"And but one person at a time shall give such orders on any district." \* \* \*

No. 19. RULING.

DENVER, COLO., September 27, 1889.

Rule 524 is hereby modified by the addition of a suffix :

"0524. If a signal lamp is found at night not burning, at a "Day Office," the Conductor will re-light it, and, if the day operator cannot be found, he will be governed by the position of the signal. If lamp is not burning at a Night Office, the Conductor must not proceed without orders or a clearance ticket."

No. 20. RULING.

DENVER, COLO., September 27, 1889.

Rule 526, as printed in Book of Rules and Regulations, is hereby cancelled, and the following issued as a substitute :

"Regular trains will be designated in Orders by their Schedule Numbers, as 'No. ten (10),' or 'Second No. ten (2d 10)' 'First Section No. one (1st 1),' adding engine numbers in figures. The direction of the movement of irregular trains will be added, as 'East,' or 'West.' Time and numbers of trains will be stated in words, duplicated in figures. Abbreviations, except such as are specified in Rule 527, will not be used."

CONDENSED SCHEDULE OF PASSENGER TRAINS.

WESTWARD.										MILES FROM DENVER.	Nov. 24, 1889.	HOURS FROM DENVER.	EASTWARD.													
15	13	17	11	7	5	3	1				DENVER		2	4	6	8	12	18								
19 25	7 30	16 25	14 00	23 00	16 00	20 15	8 15	75.1			DENVER		19 45	7 00	12 00	6 00	13 00	10 10								
		19 05	16 37 16 40	2 10 2 15	18 42 18 45	23 20 23 25	11 30 11 35				COLORADO SP'S	11= 2 37	17 02 16 57	3 50 3 45	9 13 9 10	3 10 3 10	10 20 10 17	7 30								
											COLORADO SP'S	11= 3 25	32 10 10	34 9 05	36 16 30	38 18 40					14 19 05	16 7 25				
											MANITOU	5= 4 00	15 30 15 10	2 0 1 50	8 00	1 10 24 55	9 00 8 50									
											PUEBLO	11= 5 43	13 58	24 34												
											FLORENCE	1= 6 50														
											COAL CREEK	11= 6 00	13 40 13 40	24 15												
											CANON	3= 8 50	11 10 11 00	21 40 21 30	204 21 20	364* 16 00	374* 16 15									
											WEST CLIFF	3= 11 40														
											SALIDA	3= 22 45														
											LEADVILLE	3= 13 42														
											DILLON	3= 19 50														
											RED CLIFF	3= 9 25	10 48	21 18												
											ASPEN	3= 14 50														
											PONCHA JUNC.	3= 9 51	10 25	20 53												
											MONARCH	3= 15 25														
											MEARS JUNCTION	3= 13 50	7 00 6 40	17 13 16 43												
											HOT SPRINGS	3= 20 00														
											GUNNISON	3= 15 05	5 35	15 33	234* 11 00											
											CRESTED BUTTE	3= 22 25														
											SAPINERO	3= 17 50	3 18 3 13	13 05 12 55	394* 12 10											
											LAKE CITY	3= 20 55														
											MONTROSE	3= 21 45	23 59 23 50	10 00												
											OURAY	1= 34 40	10 35 10 30	19 15 19 05												
											GRAND JUNCTION	1= 36 15	9 10	17 40												
											SALT LAKE	5= 4 00														
											OCDEN	7= 6 55	02 12 55													
											PUEBLO	7= 9 00														
											CUCHARA JUNC.	7= 8 35														
											TRINIDAD	7= 11 35	468* 18 00													
											LA VETA	7= 14 00	16 15													
											ALAMOSA	7= 13 10														
											DEL NORTE	7= 19 20														
											ANTONITO	7= 20 45														
											ESPANOLA	7= 17 30														
											SANTA FE	7= 23 50														
											CHAMA	7= 36 40														
											DURANCO	7= 40 40														
											SILVERTON															
											IRONTON															

This time-table is based on the 24-hour system, the day beginning at midnight-24 o'clock. The hours, from 1 o'clock in the morning, are numbered consecutively from 1 to 24.

A heavy line under the name of a station denotes a junction point; a double line the end of a branch.

In the column "Hours from Denver" the number at left of the time denotes the train making the quickest and most direct connection.

A double line in the "Schedule" denotes the beginning of the run of Eastward trains and the end of the run of Westward trains.

Trains of the First Division are numbered in series from 1 to 200, Second Division 201 to 300, Third Division 301 to 400, Fourth Division 401 to 500, except that Through Trains, from one Division to another, and the opposing trains, carry their original number to end of run.

With the exception of Manitou Branch, local main line mixed trains and Nos. 381 and 386, the unit figure of train number indicates the Denver train with which it connects, thus: 488, 478 and 468 connect with 108, 108 with 8; No. 264 with 204; 204, 334, 364, 374 and 394 with 4.

\*Daily except Sunday. †Monday, Wednesday and Friday. ‡Tuesday, Thursday and Saturday.