

# DENVER & RIO GRANDE RAILROAD.

## EMPLOYEES' TIME-TABLE

# No. 17.

TO TAKE EFFECT 12.01 A. M. DEC. 28TH, 1890.

STANDARD TIME, 105th MERIDIAN.

THIS TIME-TABLE is for the guidance of employees 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.

FIRST DIVISION.		SECOND DIVISION.		THIRD DIVISION.	
7. TRAIN WORK—Trains Nos. 41 and 42 on Second District 55 and 56 between Pacific and Walsens; and 53 and 54 between Omaha Junction and El Moro, on Third District. All way work.		11. TRAIN WORK—Freight trains 321 and 322 between Salda and Leadville 63 and 64 between Salda and Mintun, and 63 and 64 between Mintun and Grand Junction. 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.		16. TRAIN WORK—Freight trains 341, 342, 351, 352, 377, 378, 391 and 392 will do way work. When trains 391 and 392 are abandoned, Nos. 69 and 70 will do way work between Montrose and Grand.	
8. PASSENGERS ON FREIGHT TRAINS—Passengers may be carried on trains 55 and 56 between Omaha Junction and Walsens; and 53 and 54 between Omaha Junction and El Moro, on Third District. All way work.		17. SPEED OF TRAINS—Trains on mountain or valley sections must not exceed scheduled times under any circumstances and must not exceed eight miles per hour between sections and must not exceed thirty miles per hour on other portions of the Division, twenty-five miles per hour on other portions of the Division, and must not exceed thirty miles per hour on other portions of the Division.		17. SPEED OF TRAINS—Trains on mountain or valley sections must not exceed scheduled times under any circumstances and must not exceed eight miles per hour between sections and must not exceed thirty miles per hour on other portions of the Division, twenty-five miles per hour on other portions of the Division, and must not exceed thirty miles per hour on other portions of the Division.	
9. SPEED OF TRAINS—Trains will not exceed scheduled times under any circumstances and must not exceed thirty miles per hour on other portions of the Division, twenty-five miles per hour on other portions of the Division, and must not exceed thirty miles per hour on other portions of the Division.		18. CROSSING RULES—D. & R. P. trains going west have the right to cross ahead of D. & R. G. trains in either direction. D. & R. G. trains going east have the right to cross ahead of D. & R. P. trains in either direction.		18. CROSSING RULES—D. & R. P. trains going west have the right to cross ahead of D. & R. G. trains in either direction. D. & R. G. trains going east have the right to cross ahead of D. & R. P. trains in either direction.	
10. CROSSING RULES—At S. P. and G. Junction, No. 1, 37 miles from Denver, D. T. & G. and A. T. & 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. & R. P. trains in either direction.		19. TRAIN WORK—Trains in running through sections must not exceed scheduled times under any circumstances and must not exceed thirty miles per hour on other portions of the Division, twenty-five miles per hour on other portions of the Division, and must not exceed thirty miles per hour on other portions of the Division.		19. TRAIN WORK—Trains in running through sections must not exceed scheduled times under any circumstances and must not exceed thirty miles per hour on other portions of the Division, twenty-five miles per hour on other portions of the Division, and must not exceed thirty miles per hour on other portions of the Division.	
11. CROSSING RULES—At Circle Crossing, Circle R. R. trains 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. & R. P. trains in either direction.		20. SPEED OF TRAINS—All trains must not exceed scheduled times under any circumstances and must not exceed thirty miles per hour on other portions of the Division, twenty-five miles per hour on other portions of the Division, and must not exceed thirty miles per hour on other portions of the Division.		20. SPEED OF TRAINS—All trains must not exceed scheduled times under any circumstances and must not exceed thirty miles per hour on other portions of the Division, twenty-five miles per hour on other portions of the Division, and must not exceed thirty miles per hour on other portions of the Division.	
12. CROSSING RULES—At 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. & R. P. trains in either direction.		21. CROSSING RULES—At South Park, W. at P. Junction, D. & R. P. trains going west have right to cross ahead of D. & R. G. trains in either direction. D. & R. G. trains going east have right to cross ahead of D. & R. P. trains in either direction.		21. CROSSING RULES—At South Park, W. at P. Junction, D. & R. P. trains going west have right to cross ahead of D. & R. G. trains in either direction. D. & R. G. trains going east have right to cross ahead of D. & R. P. trains in either direction.	
13. CROSSING RULES—At El Moro, D. & R. 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. & R. P. trains in either direction.		22. CROSSING RULES—At El Moro, D. & R. 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. & R. P. trains in either direction.		22. CROSSING RULES—At El Moro, D. & R. 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. & R. P. trains in either direction.	
14. CROSSING RULES—At El Moro, D. & R. 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. & R. P. trains in either direction.		23. CROSSING RULES—At El Moro, D. & R. 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. & R. P. trains in either direction.		23. CROSSING RULES—At El Moro, D. & R. 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. & R. P. trains in either direction.	

# SPECIAL RULES AND REGULATIONS.

Applicable to all Divisions, and Superseding 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. Local Freight trains will stop, on signal, at all stations.

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.

□—Telegraph Box.

○—Water.

D—Day (only) Telegraph Offices.

f—Stop on Signals.

†—Stop for Meals.

‡—End of Double Track.

Y—Wye.

§—Scales.

X—Turn Table.

‡—Standard Clock.

B.—Bulletins.

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

### FIRST DIVISION.

7. **TRAIN WORK.**—Trains Nos. 41 and 42 on Second District, 55 and 56 between Pueblo and Walsens, and 53 and 54 between Cuchara Junction and El Moro, on Third District, will do way work.

8. **PASSENGERS ON FREIGHT TRAINS.**—Passengers may be carried on trains 55 and 56 between Cuchara Junction and Walsens.

9. **SPEED OF TRAINS.**—Third class trains between Canon City and Salida will not exceed twenty miles per hour; on other portions of the Division, twenty-five miles per hour. Fort Worth freight trains will not exceed twenty 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 Denver and Littleton (Main line.)  
Pikeview and Kelker.  
Eden and Bessemer Junction.  
Deuel and Trinidad.  
Cleora and Salida.

### SECOND DIVISION.

11. **TRAIN WORK.**—Freight trains 221 and 222 between Salida and Leadville, 63 and 64 between Salida and Minturn, and 63 and 66 between Minturn and Grand Junction, 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.

12. **PASSENGERS ON FREIGHT TRAINS.**—Passengers will be carried on trains 67 and 68 between Salida and Leadville.

13. **SPEED OF TRAINS.**—Passenger trains will not exceed schedule time between Brown's Canon and Nathrop, between Pine Creek and Twin Lakes, between Tenn. Pass and Minturn or between Dotsero and Glenwood. Freight trains will not exceed twelve miles per hour on descending grades between Leadville and Malta, Tenn. Pass and Minturn and Bird's Eye and Dillon. Between other points they will not exceed schedule time, except by special order. All trains and engines must reduce speed to eight miles per hour when passing over East Hecla Junction switch. All trains must keep not less than ten minutes apart in running through Tennessee Pass Tunnel. Westbound freight trains, or light engines, must not leave Tennessee Pass until fifteen minutes after a preceding train or engine has left that station.

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

15. **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.

16. **TRAIN WORK.**—Freight trains 341, 342, 351, 352, 377, 378, 391 and 392, will do way work. When trains 391 and 392 are abandoned, Nos. 69 and 70 will do way work between Montrose and Ouray.

17. **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.

18. **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.

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

20. **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 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.

21. **PASSENGERS ON FREIGHT TRAINS.**—Passengers may be carried on trains 441 and 442 between Alamosa and Chama, and on trains 451 and 452 between Chama and Durango.

**FIRST DIVISION.**

FIRST DISTRICT.....	Denver to Pueblo.....	119.80
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
FORT LOGAN BRANCH.....	.....	2.51
COAL CREEK BRANCH.....	Florence to Coal Creek.....	3.00
OAK CREEK BRANCH.....	Florence to Oak Creek.....	3.10
CHANDLER CREEK BRANCH.....	Chandler Junction to Chandler.....	4.60
SPURS.....	Lehigh Coal Mine.....	4.56
	Castle Rock Quarry.....	4.31
	Douglas Quarry.....	2.43
	Bessemer.....	3.00
	Canfield.....	1.01
	15.31	
Total.....		416.92

**SECOND DIVISION.**

FIRST DISTRICT.....	Salida to Leadville and Minturn.....	96.80
SECOND DISTRICT.....	Minturn to New Castle.....	70.80
BLUE RIVER BRANCH.....	Leadville to Dillon.....	35.90
ASPEN BRANCH.....	Glenwood to Aspen.....	41.10
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.....		265.15

**THIRD DIVISION.**

FIRST DISTRICT.....	Salida to Gunnison.....	73.80
SECOND DISTRICT.....	Gunnison to Grand Junction.....	134.92
THIRD DISTRICT.....	Mears Junction to Alamosa.....	74.80
MONARCH BRANCH.....	Poncha to Monarch.....	15.70
CRESTED BUTTE BRANCH.....	Gunnison to Anthracite.....	32.00
LAKE CITY BRANCH.....	Sapinero to Lake City.....	36.70
OURAY BRANCH.....	Montrose to Ouray.....	35.90
ORIENT BRANCH.....	Villa Grove to Orient.....	8.20
ABERDEEN BRANCH.....	Aberdeen Junction to Aberdeen Quarry.....	4.50
SPUR.....	Taylor River.....	.10
	Total.....	416.82

**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.....	416.92
SECOND DIVISION.....	265.15
THIRD DIVISION.....	416.82
FOURTH DIVISION.....	463.31
TOTAL.....	1562.00

**REGISTERING STATIONS.**

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

**TRAIN-MASTERS AND DISPATCHERS.**

<b>FIRST DIVISION.</b>	<b>FIRST DIVISION.</b>	<b>SECOND AND THIRD DIVISIONS.</b>	<b>FOURTH DIVISION.</b>
J. M. WALKER, Train-master.	J. H. KEEFE, Dispatcher.	G. H. BARNES, Train-master.	C. D. MONTANYE, Chief Dispatcher.
F. R. ROCKWELL, Chief Dispatcher.	E. H. SMITH, Dispatcher.	Wm. RECH, Chief Dispatcher.	H. MONROE, Dispatcher.
G. A. GUERTIN, Ass't Chief Dispatcher	C. HARVEY, Dispatcher.	A. S. EXTER, Dispatcher.	C. E. BRYANT, Dispatcher.
J. H. ABRAMS, Dispatcher.	E. L. WOLCOTT, Dispatcher.	F. G. DEW, Dispatcher.	
J. PITTON, Dispatcher.	J. E. ROVIRA, Dispatcher.	H. G. EVANS, Dispatcher.	
W. H. MOORE, Dispatcher.	J. RAY, 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

Table with columns for Second Class (95, 69, 67, 63, 61) and First Class (27, 25, 23, 21, 99, 19, 17, 11, 9, 7, 5, 3, 1). Includes TIME-TABLE 17 Dec. 28, 1890, STATIONS AND SIDINGS (N DENVER, 15th STREET, BURNHAM, FT. LOGAN, LITTLETON), and arrival/departure times.

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. No Train will leave Denver without special order or clearance ticket.

All trains and engines will approach Military Junction under full control, expecting to find Suburban or other trains using cross-over.

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

EASTWARD

First Class													TIME-TABLE		Second Class				
2	4	6	8	10	12	18	20	100	22	24	26	28	17	MILES FROM PUEBLO	62	64	68	70	96
California and Eastern Fast Mail	Atlantic Coast Limited	Cala., Colo. & New Mexico Through Ex.	Pueblo and Denver Accom.	Trinidad La Veta and Denver Pass.	St. Louis and Canon City Express	C. R. I. & P. Chicago and Kan. Cy. Mail	C. R. I. & P. Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Suburban Passenger	Dec. 28, 1890.		STATIONS AND SIDINGS.	California Quick Disp. Fast Freight	California and Utah Thro. Freight	Cala. & Colo. Quick Disp. Freight	Colo. & New Mex. Fast Frt. N. G.
Arrive Daily P.M.	Arrive Daily A.M.	Arrive Daily A.M.	Arrive Daily A.M.	Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily NOON	Arrive Daily P.M.	Arrive Sunday ONLY A.M.	Arrive Daily Exc. Sunday A.M.	Arrive Daily Exc. Sunday A.M.	Arrive Daily P.M.	Arrive Daily P.M.			Arrive Daily A.M.	Arrive Daily A.M.	Arrive Daily A.M.	Arrive Daily P.M.	Arrive Daily Exc. Sunday P.M.
5.45	6.45	7.40	11.30	8.00	2.00	12.00	7.00	10.20	8.45	11.50	3.10	6.15	N 4 DENVER Dn	119.6					
													0.2						
													15th STREET	119.4					
													0.3						
5.43	6.43	7.38	11.28	7.58	1.58	11.58	6.58	10.18	8.43	11.48	3.08	6.13	N 11th St. W. Denver Xn	119.1	12.30	7.30	6.55	3.00	1.20
													0.1						
													10th STREET	119.0					
													0.2						
5.42													8th STREET	118.8					1.18
													0.1						
													7th STREET	118.7					
													0.1						
													WAZEE STREET	118.6					
													0.1						
													MARKET STREET	118.5					
													0.1						
													LARIMER STREET	118.4					
													0.1						
													LAWRENCE STREET	118.3					
													0.1						
													CURTIS STREET	118.2					
													0.3						
													13th AVENUE	117.9					
													0.1						
													12th AVENUE	117.8					
													0.4						
5.35	6.35	7.26	11.20	7.50	1.51	11.50	6.50	10.10	8.35	11.40	3.00	6.05	N BURNHAM Fs	117.4	12.20	7.20	6.45	2.50	1.10
													1.5						
5.32	6.32	7.23	11.17	7.47	1.48	11.47	6.47	10.06	8.31	11.36	2.56	6.01	S.F.&G. Cross'gs No.1	115.9	12.15	7.16	6.41	2.45	1.05
													1.9						
5.28	6.28	7.19	11.12	7.42	1.45	11.43	6.44	10.02	8.27	11.32	2.52	5.57	Over'd Pk. & Circle Cross'g	114.0	12.09	7.10	6.37	2.37	1.00
													2.3						
5.23	6.23	7.14	11.06	7.36	1.41	11.39	6.40	9.57	8.22	11.27	2.47	5.52	PETERSBURG	111.7	12.03	7.03	6.30	2.27	12.53
													0.5						
5.22	6.22	7.13	11.05	7.35	1.40	11.38	6.39	9.56	8.21	11.26	2.46	5.51	MILITARY JC.	111.2	12.01	7.01	6.28	2.25	12.51
													0.7						
													MILITARY PARK	111.9					
													0.1						
													D., S.P. & P. Cross'g No.1	112.0					
													1.5						
													D FT. LOGAN Fn	113.5					
													1.5						
													D., S.P. & P. Cross'g No.1	112.0					
													0.1						
													MILITARY PARK	111.9					
													0.7						
													MILITARY JC.	111.2					
													2.1						
5.18	6.18	7.08	11.00	7.30	1.35	11.34	6.35	9.40	8.00	11.05	2.25	5.30	N LITTLETON F	109.1	11.55	6.55	6.23	2.18	12.45
													(10.5)				6.18		
P.M. Leave Daily	A.M. Leave Daily	A.M. Leave Daily	A.M. Leave Daily	P.M. Leave Daily	P.M. Leave Daily	A.M. Leave Daily	P.M. Leave Daily	A.M. Leave Sunday ONLY	A.M. Leave Daily Exc. Sunday	A.M. Leave Daily Exc. Sunday	P.M. Leave Daily	P.M. Leave Daily			P.M. Leave Daily	A.M. Leave Daily	A.M. Leave Daily Exc. Sunday	P.M. Leave Daily	P.M. Leave Daily Exc. Sunday
(0.27)	(0.27)	(0.32)	(0.30)	(0.30)	(0.25)	(0.26)	(0.25)	(0.40)	(0.45)	(0.45)	(0.45)	(0.45)			(0.35)	(0.35)	(0.32)	(0.42)	(0.35)

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 and engines will approach Military Junction under full control, expecting to find Suburban or other trains using cross-over.





FIRST DIVISION—Pueblo to Salida—SECOND DISTRICT.

WESTWARD

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 17 Dec. 28, 1890.	First Class					
		41 Local Freight		69 Colo. & New Mex. Fast Frt. N. G.	67 Cal. & Colo. Quick Disp. Freight.	65 Pueblo and Utah Thro. Freight	63 California and Utah Thro. Freight	61 California Quick Disp. Fast Freight			11 Denver and Canon City Express.	5 Cal., Colo. & New Mex. Through Ex.	3 Pacific Coast Limited	1 California Fast Mail		
		Leave Daily Exc. Sunday A.M.		Leave Daily A.M.	Leave Daily A.M.	Leave Daily A.M.	Leave Daily P.M.	Leave Daily P.M.			Leave Daily P.M.	Leave Daily P.M.	Leave Daily P.M.	Leave Daily P.M.	Leave Daily P.M.	
1338 X \$ Y	1041	8.00		3.25 4.00	12.30 12.55	6.30	10.30 11.10	5.15 5.45	119.6	N	PUEBLO 4.8	Sb	5.20 5.30	11.50 11.59	11.15 11.25	1.15 1.35
57	58	8.17		4.17	1.12	6.50	11.35 11.40	6.01	124.4	N	GOODNIGHT 2.6	Gn	f 5.39	12.09	11.35	1.45
62	59	8.27		4.26	1.21	7.00	11.50	6.09	127.0		VEGAS 2.8	f	5.44	12.15	11.40	1.51
46	43	8.37		4.36	1.32	7.12	12.00	6.18	129.8		MEADOWS 5.3	f	5.50	12.21	11.46	1.57
58	54	8.57		4.55	1.52	7.34	12.20	6.36	135.1	N	SWALLOWS 5.0	Wa	f 6.00	12.31	11.58	f 2.09
62	58	9.27		5.12	2.16	7.56	12.43 12.48	6.54	140.1	□	CARLILE 2.9	Cz	f 6.10	12.43	12.08	2.21
71	48	9.41		5.20	2.24	8.06	12.59	7.02	143.0	D	BEAVER 3.2	Bk	f 6.15	12.48	12.13	f 2.27
6	0								146.2	□	BRIDGE 3 0.1	Bd				
									146.3		A., T. & S. F. CROSSING No. 1. 2.0					
60	56	10.11		5.36	2.43	8.27	1.21	7.20	148.3		ADOBE 4.2	f	6.26	1.03	12.28	2.38
488 Y	439	10.35 11.00		5.50	2.57	8.43	1.50	7.33	152.5	N	FLORENCE 0.9	Fe	s 6.34	f 1.12	f 12.37	s 2.49
		11.05		5.53	3.01	8.47	1.54	7.36	153.4	□	OAK CREEK JUNC. 1.6	Oa	f 6.36	1.14	12.39	2.51
60	56	11.20		6.05	3.11	8.59	2.05	7.47	155.0		A., T. & S. F. CROSSING No. 2. 1.6					
215 X \$	202	11.40 12.15		6.20 6.30	3.25 3.30	9.15 9.25	2.20 2.25	8.00 8.05	160.6	N	CANON CITY 1.4	On	f 6.42	1.22	12.45	2.57
60	52	12.21		6.35	3.36	9.32	2.30	8.11	162.0		BURNITO 0.4			1.35	1.00	3.10
									162.4		CLIFF JUNCTION 3.0					
39	35	12.36		6.47	3.48	9.48	2.45	8.27	165.4		GORGE 1.5			1.44	1.13	3.23
									166.9	□	HANGING BRIDGE. 3.3	Hg				3.29
178	160	1.00		7.06	4.08	10.13	3.04	8.46	170.7	N	PARKDALE 5.7	Pd	f 1.58	f 1.26	f 3.39	
61	55	1.35		7.25	4.30	10.40	3.23	9.07	176.4		SPIKE BUCK 4.6			2.12	1.40	f 3.54
28	25	2.02		7.41	4.47	11.07	3.39	9.24	181.0		ECHO 4.6			2.23	1.52	4.06
77	69	2.30		7.53	5.04	11.27	3.55	9.41	185.6	D	TEXAS CREEK 7.1	Xc		2.35	2.04	f 4.18
95	85	3.14		8.22	5.30	11.58	4.17	10.07	192.7	N	COTOPAXI 6.4	Co		2.53	f 2.22	f 4.36
60	54	3.52		8.45	5.54	12.26	4.36	10.30	199.1		VALLIE 5.5			3.10	2.37	f 4.52
77	69	4.25		9.05	6.14	12.51	4.53	10.50	204.6	D	HOWARD 4.8	Ha		3.24	2.51	f 5.06
64	58	4.45		9.23	6.33	1.13	5.07	11.18	209.4		SWISSVALE 0.6			3.36	3.02	f 5.18
8	7	4.47		9.25	6.35	1.15	5.09	11.20	210.0	D	WELLSVILLE 4.5	Wv		3.37	3.03	f 5.19
		5.05		9.42	6.52	1.36	5.22	11.37	214.5	†	CLEORA 2.0			3.49	3.14	f 5.30
492 X \$ Y	0	5.15		9.50 11.00	7.00 7.15	1.45	5.30 6.00	11.45 12.15	216.5	N	SALIDA 2.0	S		3.55 4.10	3.20 3.25	† 5.35 5.55
				P.M. Arrive Daily Exc. Sunday		A.M. Arrive Daily	A.M. Arrive Daily	P.M. Arrive Daily					P.M. Arrive Daily	A.M. Arrive Daily	A.M. Arrive Daily	P.M. Arrive Daily
		(9.15)		(5.50)	(6.05)	(7.15)	(6.20)	(6.00)					(1.20)	(3.56)	(3.55)	(4.00)

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, Third class and Irregular trains will reduce speed to six miles per hour in yard. No siding at Hanging Bridge. Trains must not exceed schedule time between Canon City and Parkdale. Nos. 2 and 69 will meet on Double track between Cleora and Salida.



FIRST DIVISION—Salida to Pueblo—SECOND DISTRICT.

EASTWARD

First Class				TIME-TABLE		Second Class					Third Class		CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	
2 California and Eastern Express	4 Atlantic Coast Limited	6 Cala., Colo. & New Mex. Through Ex.	12 Canon City and Denver Express	17 Dec. 28, 1890.	MILES FROM SALIDA	62 California Quick Disp. Fast Freight	64 California and Utah Thro. Freight	66 Utah and Pueblo Thro. Freight	68 Cala. & Colo. Quick Disp. Freight	70 Colo. & New Mex. Fast Frt N. G.	42 Local Freight			B. G.
Arrive Daily P.M.	Arrive Daily A.M.	Arrive Daily A.M.	Arrive Daily A.M.	<b>STATIONS AND SIDINGS</b>		Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily A.M.	Arrive Daily P.M.	Arrive Daily A.M.	Arrive Daily Exc. Sunday P.M.			
1.40	2.35	3.10	9.50	N PUEBLO 4.8	96.9	4.30	11.40	7.40	11.00	6.15	4.30		1041	1838
1.20	2.25	3.00	9.30	N GOODNIGHT 2.6	92.1	3.41	10.53	7.27	10.10	5.29	4.13		53	57
1.10	2.15	2.49	9.20	VEGAS 2.8	89.5	3.31	10.43	7.20	9.58	5.21	4.02		59	62
1.05	2.09	2.44	9.14	MEADOWS 5.3	86.7	3.20	10.33	7.12	9.46	5.12	3.52		43	46
1.00	2.03	2.38	9.07	N SWALLOWES 5.0	81.4	2.58	10.14	6.53	9.22	4.55	3.31		54	58
f 12.50	1.52	2.27	8.57	CARLILE 2.9	76.4	2.37	9.55	6.34	8.59	4.36	3.11		58	62
12.40	1.40	2.16	8.45	D BEAVER 3.2	73.5	2.27	9.46	6.25	8.48	4.28	3.01		48	71
f 12.35	1.34	2.11	8.39	BRIDGE 3 0.1	70.3									6
				A., T. & S. F. CROSSING No. 1 2.0	70.2									
12.25	1.21	2.00	8.27	ADOBE 4.2	68.2	2.10	9.27	6.05	8.24	4.09	2.38		56	60
s 12.17	s 1.12	s 1.50	s 8.17	N FLORENCE 0.9	64.0	1.58	9.13	5.50	8.05	3.55	2.15		429	483
12.15	1.10	1.48	8.15	OAK CREEK JUNC. 1.6	63.1	1.55	9.09	5.46	8.00	3.51	1.44			
				A., T. & S. F. CROSSING No. 2 1.6	61.5									
12.09	1.04	1.41	8.08	RENO 4.0	59.9	1.44	8.58	5.36	7.47	3.40	1.27		56	60
s 12.00	12.55	1.32	8.00	N CANON CITY 1.4	55.9	1.32	8.44	5.23	7.30	3.25	1.05		202	215
	12.50	1.27		BURNITO 0.4	54.5	1.27	8.39	5.18	7.25	3.06	12.15		52	60
11.55	12.45	1.23		CLIFF JUNCTION 3.0	54.1						11.51			
11.46	12.35	1.13		GORGE 1.5	51.1	1.17	8.27	5.07	7.11	2.45	11.46		35	39
11.41				HANGING BRIDGE 3.8	49.6									
f 11.30	f 12.19	f 12.58		N PARKDALE 5.7	45.8	1.00	8.09	4.50	6.49	2.29	11.10		160	178
11.17	f 12.02	12.41		SPIKE BUCK 4.6	40.1	12.44	7.50	4.30	6.26	2.12	10.40		55	61
11.07	11.50	12.28		ECHO 4.6	35.5	12.31	7.35	4.13	6.07	1.52	10.17		25	28
f 10.56	11.39	f 12.14		D TEXAS CREEK 7.1	30.9	12.18	7.20	3.55	5.48	1.33	9.53		69	77
f 10.38	f 11.21	f 11.55		N COTOPAXI 6.4	23.8	11.58	6.56	3.31	5.19	1.04	9.17		85	95
10.23	f 11.04	11.41		VALLIE 5.5	17.4	11.35	6.35	3.10	4.52	12.38	8.45		54	60
f 10.09	10.50	f 11.29		D HOWARD 4.8	11.9	11.15	6.16	2.15	4.25	12.16	8.21		69	77
9.57	f 10.38	11.18		SWISSVALE 0.6	7.1	10.57	6.01	1.57	4.02	11.57	8.00		58	64
f 9.56	10.37	f 11.17		D WELLSVILLE 4.5	6.5	10.55	5.59	1.55	4.00	11.55	7.58		7	8
9.45	10.26	f 11.06		+ CLEORA 2.0	2.0	10.38	5.43	1.37	3.38	11.37	7.39			
9.40	10.20	11.00		N + SALIDA	S	10.30	5.35	1.30	3.30	11.30	7.30			
9.35	10.10	10.10				10.10	5.00	1.00	3.05	9.40				492
A.M. Leave Daily	P.M. Leave Daily	P.M. Leave Daily	A.M. Leave Daily	(96.9)		A.M. Leave Daily	P.M. Leave Daily	A.M. Leave Daily	P.M. Leave Daily	P.M. Leave Daily	A.M. Leave Daily Exc. Sunday			
(3.40)	(4.05)	(4.00)	(1.30)			(5.30)	(5.35)	(6.10)	(7.00)	(6.15)	(9.00)			

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, Third class and Irregular trains will reduce speed to six miles per hour in yard. No siding at Hanging Bridge. Trains must not exceed schedule time between Parkdale and Canon City. Nos. 2 and 69 will meet on double track between Cleora and Salida.

FIRST DIVISION - Pueblo to Trinidad - THIRD DISTRICT.

WESTWARD

No.	G.	B.	Second Class							MILES FROM DENVER	STATIONS AND SIDINGS.	First Class					
			55 Walsens Freight Leave Daily Exc. Sunday A.M.	53 El Moro Frnt. and Coal Leave Daily Exc. Sunday P.M.	51 Rouse Frnt. and Coal Leave Daily A.M.	015 Ft. Worth Frnt. & Coal Leave Daily Exc. Sunday P.M.	013 Ft. Worth, Trinidad Fast Freight Leave Daily Exc. Monday A.M.	011 Ft. Worth Through Frt. Leave Daily A.M.	57 Trinidad Fast Freight Leave Daily A.M.			7 Trinidad and La Veta Passenger Leave Daily P.M.	01 Ft. Worth Mail Leave Daily P.M.				
1338	X	Y	1041	4.30	11.10	6.80				119.6	N +	PUEBLO	Sb	8.15 8.25	1.30 1.50		
65			61	4.40	11.20	6.40	11.50	4.20	10.35	121.8	N +	BESSEMER JUNC.	Bs	8.35	2.00		
62			59	4.49	11.30	6.52	12.05	4.29	10.47	124.4		MESA		8.40	2.06		
129			121	5.03	11.45	7.09	12.30	4.44	11.06	128.3	N	SAN CARLOS	Ac f	8.48	2.15		
72			67	5.23	12.05	7.35	1.10	5.04	11.33	133.7		VERDE	f	9.00	2.27		
58			54	5.48	12.35	8.07	2.00	5.30	12.06 12.28	140.6	D	SALT CREEK	Ks f	9.13	2.42		
68			59	6.08	1.00	8.33	2.29	5.51	1.00	146.3	N	GRANEROS	Rs s	9.25	2.55		
62			59	6.23	1.16	8.52	2.49	6.06	1.16	150.4		LARIMER		9.34	3.04		
93			83	6.48	1.48	9.24	3.25	6.32	1.45	157.3	N	HUERFANO	Uf f	9.49	3.19		
41			38	7.13	2.18	9.57	4.00	6.58	2.14	164.4		APACHE		10.05	3.34		
240			225	7.30 7.45	2.40 2.55	10.20 10.30	4.25 4.40	7.17	2.38	169.3	N	CUCHARA JUNC.	Cu s	10.15	3.45		
			57		3.16	10.54	5.04	7.35	3.02	174.3		TUNA		10.26	3.55		
			213		3.34	11.20	5.22	7.50	3.21	178.2	D	ROUSE JUNCTION	Rx f	10.35	4.03		
			37		3.42		5.31	7.57	3.29	180.2		TIOGA	f	10.40	4.07		
			57		4.07		5.56	8.18	3.55	185.7		BOAZ		10.52	4.19		
			116		4.24		6.14	8.32	4.12	189.5	N	APISHAPA	Sh s	11.01	4.27		
			77		4.48		6.39	8.54	4.39 4.44	195.0		BARNES	f	11.14	4.39		
			50		5.05		6.53	9.10	5.00	198.7	N	CHICOSA JUNCTION	Ci s	11.22	4.46		
			65		5.40		7.35	9.45 10.00	5.31	206.3	N	EL MORO	Mo s	11.40	5.00		
										206.6		A. T. & S. F. CROSSING No. 3					
							7.40	10.06	5.40	207.2		DEUEL.		11.42	5.02		
			99				7.55	10.30	5.50	210.6	N	TRINIDAD	Da	11.50	5.10		

No West-bound train shall leave Pueblo, Bessemer Junction or Cuchara Junction without special order or clearance ticket. Maximum speed allowed Ft. Worth Freight trains 20 miles per hour. Trains will approach Trinidad cut-off under full control. Pueblo yard limits are extended to Bessemer Junction.

FIRST DIVISION—Trinidad to Pueblo—THIRD DISTRICT.

EASTWARD

First Class		TIME-TABLE		STATIONS AND SIDINGS.		MILES FROM TRINIDAD.	Second Class						B. G.	N. G.
02 Ft. Worth Mail	10 Denver Passenger.	17 Dec. 28, 1890.	17	58 Denver Fast Freight	012 Ft. Worth Through Frt.		014 Ft. Worth Coal	016 Ft. Worth Frt. & Coal	52 Rouse Frt. & Coal	54 El Moro Frt. & Coal	56 Pueblo Freight	107 Trinidad and Denver		
Arrive Daily P.M.	Arrive Daily P.M.			Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily Exc. Monday A.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily P.M.	Arrive Daily Exc. Monday P.M.	Arrive Daily Exc. Sunday P.M.	Leave Daily	Leave Daily	Leave Daily Exc. Sunday	
1.20 12.55	4.00 3.50	N +	PUEBLO	Sb	91.0	11.40 10.50			7.00	5.50	1.50			
12.45	3.40	N +	BESSEMER JUNC.	B	88.8	10.40	7.55	3.40	3.10	6.50	5.40	1.40		
12.40	3.35		MESA		86.2	10.34	7.42	3.27	2.48	6.41	5.30	1.30		
12.32	3.29	N	SAN CARLOS	Ac	82.3	10.25	7.23	3.04	2.15	6.27	5.15	1.15		
12.20	3.19		VERDE		76.9	10.08	6.55	2.33	1.52	6.05	4.52	12.54		
12.06	3.06	D	SALT CREEK	Ks	70.0	9.45	6.20	2.00	1.25	5.38	4.25	12.28		
11.54	2.55	N	GRANEROS	Rs	64.3	9.25	5.55	1.35	1.00	5.16	4.03	12.06		
11.45	2.46		LARIMER		60.2	9.12	5.37	1.16	12.44	5.00	3.47	11.50 11.45		
11.30	2.31	N	HUERFANO	Uf	58.3	8.50	5.08	12.43	12.17	4.32	3.19	11.14		
11.15	2.14		APACHE		46.2	8.27	4.37	12.10	11.49	4.04	2.19	10.44		
11.05	2.03	N	CUCHARA JUNC.	Cu	41.3	8.11	4.16	11.36	11.30 11.20	3.45	1.40 1.30	10.20 10.00		
10.54	1.52		TUNA		36.3	7.55	3.55	11.02	10.59	3.02	1.04			
10.46	1.43	D	ROUSE JUNCTION	Rx	32.4	7.42	3.37	10.35	10.30	2.30	12.44			
10.41	1.39		TIOGA		30.4	7.36	3.29	10.24	10.20		12.34			
10.29	1.26		BOAZ		24.9	7.18	3.07	9.52	9.48		12.05			
10.22	1.18	N	APISHAPA	Sh	21.1	7.06	2.52	9.30	9.26		11.46			
10.10	1.06		BARNES		15.6	6.48	2.30	8.58	8.54		11.18			
10.02	12.57	N	CHICOSA JUNCTION	Ch	11.9	6.36	2.15	8.36	8.30		10.59			
9.45 9.40	12.40	N	EL MORO	Mo	4.3	6.10 5.45	1.45 1.30	8.05 7.55	7.40 7.15		10.20			
9.40	12.38		A. T. & S. E. CROSSING No. 3		4.0									
9.38	12.38		DEUEL		3.4	5.40	1.27	7.50	7.11		11.18			
9.30	12.30	N +	TRINIDAD	Da		5.30	1.15	7.35	7.00					
A.M. Leave Daily (3.25)	P.M. Leave Daily (3.20)													

No East-bound train shall leave El Moro, Cuchara Junction or Pueblo, nor shall No. 52 leave Rouse Junction, without special order or clearance ticket. Maximum speed allowed Fort Worth freight trains 20 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. Pueblo yard limits are extended to Bessemer Junction.

FIRST DIVISION—FOURTH DISTRICT AND BRANCHES.

FOURTH DISTRICT—Cuchara Junction and La Veta.

ROUSE BRANCH.

N. G.	B. G.	WESTWARD			MILES FROM DENVER.	TIME-TABLE		MILES FROM LA VETA.	EASTWARD			MILES FROM DENVER.	TIME-TABLE		MILES FROM ROUSE.	B. G.	N. G.
		Second Class				17	Second Class			17							
		55	109	107			110		108		56		WEST. Second Class	17			
		Walsens Freight Mixed	Trinidad and Walsens Mixed	Denver and La Veta Mixed	Dec. 28, 1890.				La Veta and Denver Mixed	Walsens and Trinidad Mixed	Pueblo Freight Mixed	Dec. 28, 1890.					
		Leave Daily Exc. Sunday A.M.	Leave Daily P.M.	Leave Daily P.M.	STATIONS AND SIDINGS				Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily Exc. Sunday A.M.	STATIONS AND SIDINGS					
240	225	7.30	3.55	10.20	N	CUCHARA JC.	Cu	21.6	1.30	9.45	10.20	D	ROUSE JC.	Rx	4.6	213	
172	235	8.15	4.25	10.50	D	WALSENS	Wn	15.0	1.00	9.15	9.30		SILVER LAKE		2.2	31	
28	O			11.10	f	WAHATOYA		7.9	f	12.30			CONCHITA JC.		1.7		
125	X			11.50	D	LA VETA	X			12.01		D	ROUSE	R		279	
		A.M. Arrive Daily Exc. Sunday	P.M. Arrive Daily	P.M. Arrive Daily	(21.6)				P.M. Leave Daily	P.M. Leave Daily	A.M. Leave Daily Exc. Sunday	(4.6)					
		(0.30)	(0.30)	(1.30)					(1.29)	(0.30)	(0.30)						

No Train shall leave Cuchara Junction, Walsens or La Veta without special order or clearance ticket.

CONCHITA BRANCH.

LOMA BRANCH.

N. G.	B. G.	WEST		MILES FROM DENVER.	TIME-TABLE		MILES FROM SANTA CLARA.	EAST		MILES FROM DENVER.	TIME-TABLE		MILES FROM PICTON.	N. G.	B. G.
		Second Class			17	Second Class		17							
		STATIONS AND SIDINGS.				STATIONS AND SIDINGS.									
		CONCHITA JUNC.		5.4	Dec. 28, 1890.						CONCHITA JUNC.				
		SANTA CLARA JUNC.		5.0							SANTA CLARA JUNC.		235	172	
91		SANTA CLARA MINE		5.4							SANTA CLARA MINE		81		
											WALSENS		4.3		
											PICTON		4.3		

FIRST DIVISION—Colorado Springs and Manitou—MANITOU BRANCH.

N. G.	B. G.	WESTWARD						MILES FROM DENVER.	TIME-TABLE		MILES FROM MANITOU.	EASTWARD					
		First Class							17	First Class							
		39	37	35	33	31	29			30		32	34	36	38	40	
		Denver Express	Trinidad and Pueblo Express.	Denver and Pacific Express.	Denver Express.	St. Louis and Denver Express.	Local Accom.	Dec. 28, 1890.				Denver Express	Denver and Pueblo Express	Pacific Express	St. Louis and Denver Express	Denver Express	Trinidad and La Veta Express
		Leave Daily P.M.	Leave Daily P.M.	Leave Daily P.M.	Leave Daily P.M.	Leave Daily A.M.	Leave Daily A.M.	STATIONS AND SIDINGS.				Arrive Daily A.M.	Arrive Daily A.M.	Arrive Daily A.M.	Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily P.M.
485	420	6.55	5.30	4.05	12.05	11.15	8.40	N	COLO. SP'CS.	Cs	5.2	8.30	11.00	11.50	2.55	5.15	6.40
35	81	6.58	5.33	4.08	12.08	11.18	8.43		HULBERT		4.3	8.27	10.57	11.47	2.52	5.12	6.37
8	7	7.02	5.37	4.12	12.12	11.22	8.47	D	COLO. CITY	Cy	2.6	8.23	10.53	11.43	2.48	5.08	6.33
20	18	7.04	5.39	4.14	12.14	11.24	8.49		KENMUIR		1.9	8.21	10.51	11.41	2.46	5.06	6.31
35	32	7.08	5.43	4.18	12.18	11.28	8.53		GARDEN of the GODS		0.7	8.17	10.47	11.37	2.42	5.02	6.27
42	37	7.10	5.45	4.20	12.20	11.30	8.55	D	MANITOU	Ma	0.7	8.15	10.45	11.35	2.40	5.00	6.25
		P.M. Arrive Daily	P.M. Arrive Daily	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	A.M. Leave Daily	P.M. Leave Daily	P.M. Leave Daily	P.M. Leave Daily
		(0.15)	(0.15)	(0.15)	(0.15)	(0.15)	(0.15)					(0.15)	(0.15)	(0.15)	(0.15)	(0.15)	(0.15)

No train shall leave Colorado Springs or Manitou without special order or clearance ticket. Eastbound trains will not leave Manitou until all over-due Westbound trains have arrived. Colorado Springs Yard Limits are extended to Hulbert.

ENGLEVILLE BRANCH.

COAL CREEK BRANCH.

CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WEST		MILES FROM DENVER.	TIME-TABLE 17 Dec. 28, 1890.	MILES FROM ENGLEVILLE.	EAST		MILES FROM DENVER.	WESTWARD		MILES FROM DENVER.	TIME-TABLE 17 Dec. 28, 1890.	MILES FROM COAL CREEK.	EASTWARD		CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	
	Second Class					Second Class			Second Class					Second Class			
	B. G.	N. G.				B. G.	N. G.		B. G.	N. G.				B. G.	N. G.		
365			206.3	<b>EL MORO</b> 0.3	6.7											439	○ Y 483
			206.6	A. T. & S. F. CROSSING No. 3 0.2	6.4											97	● § 104
			206.8	<b>ENGLEVILLE JUNC.</b> 0.3	6.2												
			207.1	FT. WORTH CROSSING 0.5	5.9												
175			207.6	COKE OVENS 2.4	5.4												
			210.0	FAIR GROUNDS. 3.0	3.0												
			213.0	<b>ENGLEVILLE</b> (6.7)													

OAK CREEK BRANCH.

SILVER CLIFF BRANCH.

CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WEST		MILES FROM DENVER.	TIME-TABLE 17 Dec. 28, 1890.	MILES FROM OAK CREEK.	EASTWARD		MILES FROM DENVER.	WESTWARD		MILES FROM DENVER.	TIME-TABLE 17 Dec. 28, 1890.	MILES FROM WEST CLIFF.	EAST		CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	
	Second Class					Second Class.			Second Class					Second Class			
	B. G.	N. G.				B. G.	N. G.		B. G.	N. G.				B. G.	N. G.		
483	439		152.5	<b>FLORENCE</b> 0.9	3.1											202	● ○ X 215
87			153.4	<b>OAK CREEK JUNC.</b> 2.2	2.2												
			155.6	<b>OAK CREEK</b> (3.1)													

CHANDLER CREEK BRANCH.

CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WEST		MILES FROM DENVER.	TIME-TABLE 17 Dec. 28, 1890.	MILES FROM CHANDLER.	EASTWARD		MILES FROM DENVER.	WESTWARD		MILES FROM DENVER.	TIME-TABLE 17 Dec. 28, 1890.	MILES FROM WEST CLIFF.	EAST		CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	
	Second Class					Second Class			Second Class					Second Class			
	B. G.	N. G.				B. G.	N. G.		B. G.	N. G.				B. G.	N. G.		
			153.9	<b>CHANDLER JUNCTION</b> MACON	4.6												
			158.5	<b>CHANDLER</b> (4.6)													

The position of telegraph station signal at Florence governs main line trains only.  
No train shall leave Florence without special order or clearance ticket.

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

WESTWARD

TIME-TABLE

17

Dec. 28, 1890.

EASTWARD

Westward				MILES FROM DENVER		MILES FROM MINTURN		Eastward				MILES FROM DENVER		MILES FROM MINTURN	
Third Class	Second Class		First Class			STATIONS AND SIDINGS.		First Class		Second Class		Third Class		SG.	CAR CAPACITY OF SINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.
221	67	65	63	61				3	1	2	4	62	64		
Leadville N. G. Freight	Cala. & Colo. Quick Disp. Freight.	Pueblo and Utah Thro. Freight	California and Utah Thro. Freight	California Quick Disp. Fast Freight	Pacific Coast Limited	California Fast Mail	California and Eastern Fast Mail	Atlantic Coast Limited	California Quick Disp. Fast Freight	California and Utah Thro. Freight	Utah and Pueblo Thro. Freight	Cala. & Colo. Quick Disp. Freight	Leadville N. G. Freight		
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.	Arrive Daily A.M.	Arrive Daily P.M.	Arrive Daily A.M.	Arrive Daily P.M.	Arrive Daily A.M.	Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily P.M.	
10.30	7.00	1.45	5.30	11.45	8.20	5.35	9.40	10.20	10.30	5.35	1.30	3.30	8.40	528	570
10.45	7.15	2.15	6.00	12.15	3.25	5.55	9.35	10.10	10.10	5.00	1.00	3.05	8.26	36	39
11.00	7.26	2.29	6.12	12.27	8.33	6.04	9.28	10.03	9.59	4.48	12.46	2.54	8.12	30	33
11.04	7.36	2.42	6.24	12.40	3.40	6.10	9.18	9.55	9.47	4.38	12.30	2.42	8.07	21	22
11.12	7.39	2.48	6.28	12.45	3.43	6.13	9.16	9.52	9.44	4.32	12.25	2.37	8.02		
11.12	7.44	2.55	6.34	12.51	3.47	6.17	9.12	9.49	9.40	4.24	12.17	2.30	7.50	24	26
11.26	7.51	3.11	6.44	1.03	3.55	6.25	9.06	9.40	9.30	4.09	12.02	2.17	7.29	28	31
11.54	8.07	3.40	7.06	1.30	4.12	6.40	8.53	9.25	9.13	3.40	11.30	1.50	7.10	31	34
12.16	8.20	3.58	7.24	1.48	4.23	6.49	8.42	9.15	8.58	3.22	11.08	1.30	6.35	35	38
12.33	8.33 8.48	4.10	7.36	2.00	4.30	6.56	8.33	9.08	8.48	3.10	10.53	1.15	6.20	36	39
12.55	9.02	4.28	7.54	2.18	4.41	7.08	8.22	8.58	8.36	2.53	10.33	1.25	6.03	40	43
1.12	9.14	4.40	8.13 8.25	2.33	4.51	7.17	8.13	8.50	8.25	2.39	10.18	1.24	5.37	68	72
1.32	9.26	4.56	8.42	2.50	5.01	7.28	8.03	8.41	8.18	2.24	10.00	1.21	5.27	30	33
2.02	9.44	5.18	9.06	3.16	5.16	7.43	7.47	8.27	7.56	2.02	9.30	1.15	5.18	36	39
2.13	9.51	5.27	9.14	3.26	5.22	7.49	7.43	8.21	7.48 7.43	1.54	9.22	1.14	5.00	30	33
2.34	10.03	5.37	9.30	3.42	5.30	7.57	7.35	8.14	7.25	1.41	9.05	1.13	4.45	405	440
2.53	10.15	5.48	9.44	3.57	5.37	8.07	7.27	8.07	7.13	1.30	8.49	1.12	4.25	28	
3.15 3.35	10.30 10.40	6.00 6.30	10.00 10.45	4.15 4.45	5.45	8.15	7.18	8.00	7.00 6.42	1.15 12.45	8.30 8.00	11.10 10.25	4.18	170	185
3.47	10.50	*	*	*	5.52	8.21	7.09	7.53	*	*	*	10.13	4.00		
4.00	11.00	*	*	*	6.00 6.30	8.30 8.40	7.00 6.30	7.45 7.00	*	*	*	10.00	4.00		
		6.48	10.58	4.56	6.39	8.49	6.20	6.48	6.30	12.32	7.45				
		7.01	11.11	5.16	6.49	8.59	6.09	6.38	6.17	12.05	7.32				
		7.15 7.25	11.25 11.35	5.40 5.55	7.00 7.05	9.10 9.15	5.55	6.25	6.00 5.50	11.35	7.15				
		8.15	12.28	6.45	7.40	9.51	5.15	5.47	4.53	10.50	6.18				
		8.40	12.53	7.10	7.55	10.09	4.55	5.28	4.24	10.27	5.49				
		8.54	1.08	7.23	8.05	10.19	4.43	5.17	4.09	10.15	5.32				
		8.57	1.11	7.26	8.07	10.21	4.41	5.15	4.06	10.12	5.29				
	9.20 9.40	1.35 2.00	7.50 8.25	8.20	10.35		4.20 4.15	4.55 4.50	3.40 3.20	9.50 9.30	5.00 4.30				
P.M. Arrive Daily	A.M. Arrive Daily	P.M. Arrive Daily	P.M. Arrive Daily	A.M. Arrive Daily	A.M. Arrive Daily	P.M. Arrive Daily	A.M. Leave Daily	P.M. Leave Daily	A.M. Leave Daily	A.M. Leave Daily	P.M. Leave Daily	A.M. Leave Daily	P.M. Leave Daily		
(5.30)	(8.45)	(7.05)	(7.35)	(7.35)	(4.55)	(4.40)	(5.15)	(5.15)	(6.30)	(7.10)	(8.00)	(5.05)	(4.40)		

No train shall leave Salida, Malta, Leadville or Minturn without special order or clearance ticket. The Switch at Eagle Junction must be left set and locked for Leadville via Cut Off.  
 \* Trains 61, 62, 63, 64, 65 and 66 will not run via Leadville. No sidings at Mitchell and Ogle. Siding at Keeldar is not connected with main track.

**SECOND DIVISION - Minturn and Grand Junction - SECOND DISTRICT.**

WESTWARD							TIME-TABLE			EASTWARD						
Second Class			First Class				MILES FROM DENVER.	STATIONS AND SIDINGS.	MILES FROM GRAND JUNCTION.	First Class		Second Class			CAR CAPACITY OF SIDINGS, LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	
65 Pueblo and Utah Thro. Freight	63 California and Utah Thro. Freight	61 California Quick Disp. Fast Freight	3 Pacific Coast Limited.	1 California Fast Mail.		2 California and Eastern Fast Mail.				4 Atlantic Coast Limited.	62 California Quick Disp. Fast Freight	64 California and Utah Thro. Freight	66 Utah and Pueblo Thro. Freight	SG.		
Leave Daily P.M.	Leave Daily P.M.	Leave Daily A.M.	Leave Daily A.M.	Leave Daily P.M.	Leave Daily P.M.	Arrive Daily A.M.	Arrive Daily P.M.	Arrive Daily A.M.	Arrive Daily A.M.	Arrive Daily P.M.	Arrive Daily P.M.					
9.20 8.40	1.35 2.00	7.50 8.25	8.20	10.35	308.2	<b>MINTURN</b>	147.7	4.20 4.15	4.55 4.50	3.40 3.20	9.50 9.30	5.00 4.30	180			
10.07	2.23	9.05	8.33	10.50	314.8	<b>AVON</b>	141.6	3.59	4.34	2.59	9.05	4.07	45			
10.35	2.48	9.30	8.47	11.05	320.5	<b>ALLENTON</b>	135.4	3.43	4.18	2.38	8.47	3.43	33			
10.55	3.05	9.46	8.58	11.17	325.3	<b>WOLCOTT</b>	130.6	3.30	4.06	2.22	8.25	3.25	29			
11.06	3.16	9.54	9.04	11.23	327.7	<b>SHERWOOD</b>	128.2	3.22	4.00	2.14	8.16	3.16	31			
11.40 11.45	3.43	10.20	9.20	11.40	335.3	<b>RIO AGUILA</b>	120.6	3.05	3.43	1.50	7.50	2.44	29			
12.28	4.01	10.45	9.35	11.55	342.2	<b>GYPNUM</b>	113.7	2.48	3.27	1.27	7.24	2.14	58			
1.07	4.20	11.07	9.50	12.10	349.0	<b>DOTSERO</b>	106.9	2.30	3.10	1.07	7.00	1.52	25			
2.00	5.03	11.47	10.19	12.40	356.8	<b>SHOSHONE</b>	99.1	2.00	2.39	12.40	6.20	1.12	24			
2.55 3.05	5.50 6.00	12.30 12.50	10.50 10.55	1.20 1.30	366.7	<b>GLENWOOD</b>	89.2	1.20 1.10	2.00 1.00	11.45 11.36	5.30 5.15	12.30 12.14	153			
3.10 3.20	6.04 6.15	12.54 1.00	10.58	1.33	367.2	<b>WEST GLENWOOD</b>	88.7	1.07	12.57	11.33 11.23	5.10 4.55	12.10 11.56	275			
3.49	6.43	1.29	11.15	1.52	374.6	<b>CHACRA</b>	81.3	12.50	12.38	10.59	4.23	11.15	53			
					378.8	<b>C. M. CROSSING</b>	77.1									
4.05	7.00	1.45	11.25	2.05	379.0	<b>NEWCASTLE</b>	76.9	12.40	12.25	10.40	4.05 4.00	10.50	Y			
					385.8	<b>SILT</b>	70.1						44			
					393.0	<b>RIFLE</b>	62.9						143			
					401.9	<b>MORRIS</b>	54.0						55			
					410.3	<b>PARACHUTE</b>	45.6						84			
					415.1	<b>UNA</b>	40.8						64			
					423.0	<b>DE BEQUE</b>	32.9						126			
					429.7	<b>CABEZA</b>	26.2						54			
					433.9	<b>TUNNEL</b>	22.0						61			
					438.9	<b>CAMEO</b>	17.0						50			
					443.8	<b>PALISADES</b>	12.1						77			
					448.6	<b>CLIFTON</b>	7.3						43			
8.30	11.30	5.45 8.30	2.00 2.30	4.35 4.40	455.9	<b>GRAND JUNC.</b>	147.7	10.00 9.30	9.50 9.30	5.50 4.50	11.50	6.30	230			
(10.50)	(9.30)	(9.20)	(5.40)	(6.00)				(6.15)	(7.00)	(9.30)	(9.40)	(10.00)				

**No Train shall leave Minturn, Glenwood or New Castle without special order or clearance ticket.**

Water 4 miles west of Dotsero.

SECOND DIVISION—ASPEN BRANCH.

CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WESTWARD						MILES FROM DENVER.	TIME-TABLE 17 Dec. 28, 1890.	STATIONS AND SIDINGS.	MILES FROM ASPEN.	EASTWARD						
	Second Class			First Class							First Class			Second Class			
			245 Aspen Mixed Leave Daily P.M.			203 Salt Lake & Denver Exp. Leave Daily A.M.					201 Denver and Pacific Mail Leave Daily A.M.			202 Atlantic & Pacific Mail Arrive Daily A.M.	204 Denver and Salt Lake Ex. Arrive Daily P.M.		246 Glenwood Mixed Arrive Daily A.M.
● O Y	153		6.40		11.05	1.45	386.7	N	GLENWOOD	Gs	41.1	1.00	1.05			10.35	
	30	f	7.12	f	11.23	2.03	374.2		CATTLE CREEK		33.6	f	12.43	f	12.48	f	10.09
	74		7.35 7.45	s	11.35	2.15	379.4	D	CARBONDALE	Ce	28.4	s	12.30	s	12.35	s	9.50
	37	f	8.12	f	11.57	2.32	385.8		LEON		22.0	f	12.13	f	12.13	f	9.22
	29	f	8.22	f	12.06	2.38	388.4		EMMA		19.4	f	12.07	f	12.06	f	9.12
		s	8.35	s	12.14	2.47	391.5		C. M. CROSSING		16.3	s	11.58	s	11.56	s	8.59
	32	f	9.16	f	12.35	3.12	399.3		WOODY CREEK		8.5	f	11.32	f	11.32	f	8.15
	23	f	9.55	f	12.57	3.36	405.2		CONCENTRATOR		2.6	f	11.07	f	11.12	f	7.41
O S	254		10.10		1.05	3.45	407.8	N	ASPEN	Ns		11.00	11.05			7.30	
			P.M. Arrive Daily		P.M. Arrive Daily	A.M. Arrive Daily			(41.1)			P.M. Leave Daily	A.M. Leave Daily			A.M. Leave Daily	
			(3.30)		(2.00)	(2.00)						(2.00)	(2.00)			(3.05)	

BLUE RIVER BRANCH.

CAR CAPACITY OF SIDINGS AND LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WESTWARD				MILES FROM DENVER.	TIME-TABLE 17 Dec. 28, 1890.	STATIONS AND SIDINGS.	MILES FROM DILLON.	EASTWARD						
	Second Class								Second Class						
				263 Leadville and Dillon Mixed Leave Daily Exc. Sunday A.M.								264 Pueblo and Denver Mixed Arrive Daily Exc. Sunday P.M.			
N. a.				9.00	277.4	N	LEADVILLE	Q	35.9	3.50					
441 ● O Y S X				9.25	282.6		BIRD'S EYE		30.7	f	3.28				
24 O				10.10	290.4	□ mP287	FREMONT PASS	Bi	22.9	f	2.55				
17				10.26	293.8		ROBINSON		19.5	s	2.35				
40 ●				10.40	295.9	D	KOKOMO	Om	17.4	s	2.15				
86 O Y				11.15	302.1	□	WHEELER	Wh	11.2	s	1.45				
35 O				11.45	309.6		FRISCO		3.7	f	1.05				
18				12.01	313.3	D	DILLON	Dx			12.50				
160 Y				P.M. Arrive Daily Exc. Sunday			(35.9)				P.M. Leave Daily Exc. Sunday				
				(3.01)							(3.00)				

No Trains shall leave Glenwood, Aspen, Leadville or Dillon without special order or clearance ticket.



THIRD DIVISION—Salida and Gunnison—FIRST DISTRICT.

WESTWARD							MILES FROM DENVER.	TIME-TABLE		MILES FROM GUNNISON.	EASTWARD							
Third Class		Second Class			First Class			17			First Class		Second Class			Third Class		
371 Orient Freight	341 Local Freight	363 Monarch Mixed	377 Alamosa and Durango Mixed	69 Ouray and Telluride Fast Freight.	405 Colorado and New Mexico Express	5 California and Colorado Thro. Exp.		Dec. 28, 1890.			6 California and Colorado Thro. Exp.	406 Colorado and New Mexico Express	70 Ouray and Telluride Fast Freight.	378 Durango and Denver Mixed	364 Denver Mixed	342 Local Freight	372 Orient Freight	
Leave Daily Exc. Sunday A.M.	Leave Daily A.M.	Leave Daily Exc. Sunday A.M.	Leave Daily A.M.	Leave Daily A.M.	Leave Daily A.M.	Leave Daily A.M.			Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily P.M.	Arrive Daily Exc. Sunday P.M.			
8.30	8.00	9.05	11.30	9.50 11.00	3.55 4.20	3.55 4.10	216.5	N	SALIDA	S	73.8	11.00 10.10	11.00 10.25	11.30 9.40	3.20	3.50	6.30	5.30
8.50	8.20	9.25	11.50	11.20	4.33	4.23	221.5	D	PONCHA JUNC.	Pn	68.8	9.56	10.12	9.20	3.00	3.30	6.04	5.10
9.20	8.50		12.20	11.50	4.54	4.38	226.0		OTTO		64.3	9.38	9.56	8.52	2.30		5.34	4.35
9.30	9.00		12.30	12.00	5.00	4.45	227.4	N	MEARS JUNC.	Mr	62.9	9.32	9.50	8.43	2.20		5.25	4.25
	9.16			12.14		4.54	229.8		SHIRLEY		60.5	9.23		8.28			5.10	
	9.42			12.36		5.08	233.4		KEENE		56.9	9.06		8.04			4.46	
	9.57			12.48		5.15	235.6	D	GRAY'S	Gy	54.7	8.58		7.50			4.32	
	10.21			1.09		5.28	239.0		POCONO		51.3	8.42		7.28			4.07	
	10.45 11.00			1.30 1.40		5.40 5.45	242.2	N	MARSHALL PASS	Mp	48.1	8.25 8.15		7.05 6.55			3.45 3.30	
	11.30			2.08		6.02	246.4		SHAWANO		43.9	7.56		6.27			2.58	
	11.54			2.30		6.16	250.1	D	CHESTER	7	40.2	7.41		6.04			2.30	
	12.23			2.55		6.32	254.5		BUXTON		35.8	7.23		5.36			1.56	
	12.44 1.15			3.10 3.30		6.44 6.47	258.9	N	SARGENT	Sg	31.4	7.10 7.05		5.20 5.06			1.40 1.00	
	1.32			3.47		6.56	263.7		ELKO		26.6	6.54		4.49			12.39	
	1.45			3.59		7.03	267.2		CROOKTON		23.1	6.46		4.37			12.24	
	1.59			4.13		7.09	271.1		DOYLE		19.2	6.37		4.24			12.05	
	2.03			4.19		7.12	272.1		BONITA		18.2	6.34		4.19			12.02	
	2.25			4.44		7.24	278.5	D	PARLIN	Pa	11.8	6.18		3.54			11.34	
	2.43			5.04		7.33	283.8		MOUNDS		6.5	6.06		3.32			11.12	
	3.05			5.30 6.00		7.45 8.05	290.3	N	GUNNISON	Gu		5.50 5.25		3.05 2.35			10.45	
A.M. Arrive Daily Exc. Sunday	P.M. Arrive Daily	A.M. Arrive Daily Exc. Sunday	P.M. Arrive Daily	P.M. Arrive Daily	A.M. Arrive Daily	A.M. Arrive Daily			(73.8)		P.M. Leave Daily	P.M. Leave Daily	P.M. Leave Daily	P.M. Leave Daily	P.M. Leave Daily Exc. Sunday	A.M. Leave Daily	P.M. Leave Daily Exc. Sunday	
(1.00)	(7.05)	(0.20)	(1.00)	(6.30)	(0.40)	(3.35)					(4.20)	(0.35)	(6.35)	(1.00)	(0.20)	(7.45)	(1.05)	

No train shall leave Salida, Marshall Pass, Sargent or Gunnison without special order or clearance ticket.  
 Third District Trains 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 17 Dec. 28, 1890.	STATIONS AND SIDINGS.	MILES FROM GRAND JUNCTION.	EASTWARD						
Third Class		Second Class		First Class						First Class		Second Class		Third Class		CAR CAPACITY OF SIDINGS, LOCATION OF SCALES, WATER FUELS AND TURNING STATIONS.
351 Local Freight	337 Lake City Mixed	69 Ouray and Telluride Fast Freight	404 California and Colorado Thro. Exp.	5	6 California and Colorado Thro. Exp.					70 Ouray and Telluride Fast Freight	338 Denver Express	352 Local Freight	141			
Leave Daily A.M.	Leave Daily Exc. Sunday P.M.	Leave Daily P.M.	Leave Daily A.M.	Leave Daily A.M.	Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily Exc. Sunday A.M.	Arrive Daily P.M.	Arrive Daily Exc. Sunday A.M.	Arrive Daily P.M.	Arrive Daily Exc. Sunday A.M.					
8.10		5.30 6.00	7.45 8.05	290.3	N	CUNNISON	Gu	194.9	5.50 5.25	3.05 2.35	9.50	● ○ Y X 363				
				291.3		D, S. P. & P. CROSSING No. 3		133.9								
		8.30	8.18	295.4	f	ABERDEEN JUNC.		129.8	5.11	2.14	9.27	● ○ Y 368				
		8.34	8.21	296.2	f	HIERRO		129.0	5.08	2.10	9.23	48				
		9.02	8.35	301.7	D	KEZAR	Kz	123.5	4.54	1.46	8.56	29				
		9.35	8.54	308.8	f	CEBOLLA	La	116.4	4.34	1.16	8.24	46				
		10.10	9.12	315.7	N	SAPINERO	Sa	109.5	4.15	12.45	8.50	7.50 7.40	○ Y 157			
		10.15	9.17	316.4	s	LAKE JUNC.		108.8	4.10	12.40	8.45	7.35				
		10.46	9.38	322.5	D	CURECANTI	Cn	102.7	3.49	12.11		7.00	31			
		11.20	10.00	329.2		CRYSTAL CREEK		96.0	3.27	11.39		6.26	14			
		11.30 11.59	10.06 10.10	330.6	N	CIMARRON	Rn	94.6	3.20 3.15	11.30 11.20		6.15 5.35	● ○ Y 108			
		12.35 12.45	10.35	336.3	D	CERRO SUMMIT	Cr	88.9	2.44	10.45 10.35		4.50 4.40	Y 19			
		1.30	11.03	342.9	D	CEDAR CREEK	Dr	82.3	2.12	9.50		3.50	○ Y 42			
		1.59	11.14	348.0		FAIRVIEW		77.2	1.59	9.32		3.22	47			
		2.15 2.50	11.25 11.35	353.2	N	MONTROSE	Ms	72.0	1.45 1.15	9.15 8.45		2.55 2.15	● ○ Y 248			
		3.15	11.46	359.0	f	MENOKEN		66.2	12.58			1.53	43			
		3.36	11.56	364.0	f	COLOROW		61.2	12.44			1.34	○ 38			
		3.59	12.05	369.1	f	CHIPETA		56.1	12.30			1.16	44			
		4.22	12.15	374.4	D	DELTA	Dt	50.8	12.15			12.56	○ Y 75			
		4.42	12.25	379.1	f	ROUBIDEAU		46.1	12.02			12.40	42			
		4.53	12.30	381.7		DUNCAN		43.5	11.56			12.30	34			
		5.14	12.42	386.4	f	ESCALANTE		38.8	11.43			12.11	43			
		5.40	12.55	392.3	D	DOMINGUEZ	Mz	32.9	11.27			11.48	○ 32			
		6.09	1.11	399.2	D	BRIDGEPORT	Bg	26.0	11.08			11.20	55			
		6.29	1.21	403.9		DEER RUN		21.3	10.57			11.02 10.57	47			
		6.51	1.33	409.1	f	KAHNAH		16.1	10.43			10.31	○ 23			
		7.07	1.42	412.9	D	WHITEWATER	Wr	12.3	10.32			10.14	40			
		7.31	1.55	418.3		UNAWEEP		6.9	10.17			9.47	44			
		8.00	2.10 2.30	425.2	N	GRAND JUNC.	Jn		10.00 9.30			9.15	● ○ Y 230			
Arrive Daily	Arrive Daily Exc. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily Exc. Sunday	Leave Daily Exc. Sunday					
(11.50)	(0.05)	(5.30)	(6.05)			(134.9)		(7.25)	(5.20)	(0.05)	(12.35)					

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.  
 Train No. 6 will take siding for No. 5, wherever they meet.  
 Water Tanks at Elk Creek, 5 miles west of Kezar, and at mile 322.

THIRD DIVISION—Mears and Alamosa.—Third District.

THIRD DIVISION BRANCHES. 19

CAR CAPACITY OF SIDINGS, LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WESTWARD				MILES FROM DENVER.	TIME-TABLE		EASTWARD			
	Third Class	Second Class	First Class	Class		First Class	Class	Second Class	Third Class	Class	Class
	371 Orient Freight	377 Alamosa and Durango Mixed	405 Colorado and New Mexico Through Exp	17		406 Colorado and New Mexico Through Exp	378 Durango and Denver Mixed	372 Orient Freight	17	378	372
	Leave Daily Exc. Sunday A.M.	Leave Daily P.M.	Leave Daily A.M.	Dec. 28, 1890.	Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.	
	(1.50)	(5.45)	(3.00)		(8.35)	(6.00)	(1.55)				
	216.5	227.4	227.4	<b>SALIDA</b>	85.7						
				10.9							
50 Y O	9.30	12.30	5.00	<b>MEARS JUNC.</b> Mr	74.8 s	9.50		2.20	4.25		
				8.6							
34 Y	9.58	12.58	5.18	<b>PONCHA PASS</b>	71.2 f	9.27		1.54	3.58		
				3.8							
38 O	10.25	1.25	5.30	<b>ROUND HILL</b> Rh	67.4 f	9.12		1.25	3.30		
				6.7							
7	10.55	1.52	5.47	<b>DAVENPORT</b>	60.7 f	8.52		12.53	2.58		
				5.7							
43 Y O	11.20 11.35	2.15 2.25	5.59	<b>VILLA GROVE</b> Vg	55.0 s	8.35		12.25 12.15	2.30 1.45		
				5.5							
48		2.48	6.10	<b>HOT SPRINGS</b>	49.6 f	8.22		11.52			
				6.1							
48		3.13	6.22	<b>MIRAGE</b>	43.4 f	8.06		11.25			
				5.7							
135 O		3.87	6.35	<b>MOFFAT</b>	37.7 s	7.52		11.01			
				6.2							
48		4.01	6.47	<b>LA GARITA</b>	31.5 f	7.36		10.35			
				5.5							
48		4.25	6.59	<b>DUNE</b>	25.0 f	7.22		10.10			
				5.8							
68 O		4.48	7.12	<b>GARRISON</b>	20.2 f	7.07		9.45			
				6.6							
68 O		5.15	7.27	<b>PATTERSON</b>	13.8 f	6.51		9.18			
				7.3							
38		5.45	7.45	<b>McGINTY</b>	6.3 f	6.32		8.45			
				6.3							
211 O Y X		6.15	8.00 8.25	<b>ALAMOSA</b> As		6.15 5.45		8.20			
				(85.7)							
	A.M. Arrive Daily Exc. Sunday	P.M. Arrive Daily	A.M. Arrive Daily		P.M. Leave Daily	A.M. Leave Daily	P.M. Leave Daily Exc. Sunday				

ORIENT BRANCH.

CAR CAPACITY OF SIDINGS, LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WEST		MILES FROM DENVER.	TIME-TABLE		MILES FROM IRON MINE.	EAST	
	Second Class	Class		Second Class	Class		Second Class	Class
	371 Orient Mixed Freight	17		372 Orient Freight	17		372 Orient Mixed Freight	17
	Leave Daily Exc. Sunday A.M.	Leave Daily Exc. Sunday A.M.	Leave Daily Exc. Sunday A.M.	Dec. 28, 1890.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.
	(0.50)	(0.50)	(0.50)		(0.55)	(0.55)	(0.55)	(0.55)
	247.3	247.3	247.3	<b>VILLA GROVE</b> Vg	8.2	1.45		
				8.2				
43 Y O	11.35			<b>ORIENT</b>		12.50		
				(8.2)				
27 X	12.25	255.4						
	P.M. Arrive Daily Exc. Sunday					P.M. Leave Daily Exc. Sunday		

No train shall leave Villa Grove without special order or clearance ticket.

MONARCH BRANCH.

CAR CAPACITY OF SIDINGS, LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WEST		MILES FROM DENVER.	TIME-TABLE		MILES FROM MONARCH.	EAST	
	Second Class	Class		Second Class	Class		Second Class	Class
	363 Monarch Mixed	17		364 Denver Mixed	17		364 Denver Mixed	17
	Leave Daily Exc. Sunday A.M.	Leave Daily Exc. Sunday A.M.	Leave Daily Exc. Sunday A.M.	Dec. 28, 1890.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.
	(1.45)	(1.45)	(1.45)		(1.47)	(1.47)	(1.47)	(1.47)
54 Y O	9.25	221.5		<b>PONCHA JUNC.</b> Pn	15.3	3.30		
				6.9				
29 Y O	10.05	228.4		<b>MAYSVILLE</b>	8.4	2.48		
				6.2				
15 O	10.50	234.6		<b>GARFIELD</b>	2.2	2.08		
				2.2				
39 X	11.10	236.8		<b>MONARCH</b> Mn		1.43		
	A.M. Arrive Daily Exc. Sunday					P.M. Leave Daily Exc. Sunday		

No train shall leave Poncha Junction or Monarch without special order or clearance ticket.

Until telegraph line is constructed between Villa Grove and Alamosa, west bound trains will leave Villa Grove, and east bound trains will leave Alamosa on their time card rights and no special orders or clearance tickets will be required.  
No train will leave Mears Junction without special order or clearance ticket.

No train shall leave Cannonville, Crested Butte, Lake City, Montrose or Ouray Branches without special order or clearance ticket. Water tank at Silver Creek, between Maysville and Garfield.

THIRD DIVISION BRANCHES

ABERDEEN BRANCH.

WESTWARD		MILES FROM DENVER.	TIME-TABLE		MILES FROM ABERDEEN.	EASTWARD	
Second Class			17 Dec. 28, 1890.			Second Class	
			<b>STATIONS AND SIDINGS.</b>				
		295.4	<b>ABERDEEN JUNC.</b> 4.5		4.5		
		299.9	<b>ABERDEEN</b>				
			4.5				

LAKE CITY BRANCH.

CAR CAPACITY OF SIDINGS, LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WESTWARD		MILES FROM DENVER.	TIME-TABLE		MILES FROM LAKE CITY.	EASTWARD	
	Second Class			17 Dec. 28, 1890.			Second Class	
				<b>STATIONS AND SIDINGS.</b>				
157 Y O			315.7	<b>SAPINERO</b> Sa 0.7		36.7		
				<b>LAKE JUNC.</b> 2.3		36.0	s	8.45
58		f	316.4	GRABIOLA		33.7	f	8.33
				5.7				
22		f	318.7	<b>MARION</b> Ri 7.0		28.0	f	7.59
				7.0				
141 Y		s	324.4	<b>GATE VIEW</b> Gw 9.8		21.0	s	7.21
				9.8				
36 O		f	331.4	<b>YOUMAN</b> Yo 11.2		11.2	f	6.40
				11.2				
85 Y			341.2	<b>LAKE CITY</b> Ky (36.7)				5.50
				P.M. Arrive Daily Exc. Sunday (2.55)				A.M. Leave Daily Exc. Sunday (2.55)

CRESTED BUTTE BRANCH.

CAR CAPACITY OF SIDINGS, LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WEST		MILES FROM DENVER.	TIME-TABLE		MILES FROM CRESTED BUTTE.	EASTWARD	
	Second Class			17 Dec. 28, 1890.			Second Class	
				<b>STATIONS AND SIDINGS.</b>				
Y X 363			290.3	<b>GUNNISON</b> Gu 0.2		32.0	5.00	7.50
				D., S. P. & P. CROS. No. 4 10.6		31.8		
45	f	6.40	301.1	<b>ALMONT</b> Am 5.4		21.2	f	4.20
				5.4			f	7.10
O 25	f	7.05	306.5	<b>JACK'S CABIN</b> Jc 5.7		15.8	f	3.55
				5.7			f	6.45
			312.2	M.P.313 <b>GLACIERS</b> "3"		10.1		
				5.8				
O Y 329		8.00	318.0	<b>CREST'D BUTTE</b> Be 4.3		4.3	3.00	5.50
				4.3				
42			322.3	<b>ANTHRACITE</b>				
				(32.0)				
				P.M. Arrive Daily Exc. Sunday (2.00)			P.M. Leave Daily Exc. Sunday (2.00)	A.M. Leave Daily Exc. Sunday (2.00)

OURAY BRANCH.

CAR CAPACITY OF SIDINGS, LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.	WESTWARD			MILES FROM DENVER.	TIME-TABLE		MILES FROM OURAY.	EASTWARD		
	Second Class	First Class	Class		17 Dec. 28, 1890.			First Class	Second Class	Class
					<b>STATIONS AND SIDINGS.</b>					
				353.2	<b>MONTROSE</b> Ms 0.6		35.9	11.20	9.15	2.40
					0.6			8.45	8.45	
				353.8	<b>OURAY JUNCTION</b> 7.4		35.3	11.15	8.39	2.34
					7.4					
				361.2	<b>FT. CRAWFORD</b> 4.3		27.9	s	10.57	8.13
					4.3					2.13
				365.5	<b>COLONA</b> 2.7		23.6	f	10.47	7.56
					2.7					1.50
				368.2	<b>ELDRIDGE</b> 7.7		20.9	f	10.40	7.47
					7.7					1.37
				375.9	<b>DALLAS</b> Fa 2.2		13.2	D	10.14	7.20
					2.2					1.00
				378.1	<b>RIDGWAY JUNC.</b> Wy 2.1		11.0	D	10.09	7.10
					2.1					12.50
				380.2	<b>ORVIS</b> 1.6		8.9	f	9.50	6.45
					1.6					12.25
				381.8	<b>PIEDMONT</b> 3.4		7.3	f	9.44	6.38
					3.4					12.17
				385.2	<b>LAKE HUGHES</b> 3.9		3.9	f	9.40	6.33
					3.9					12.10
				389.1	<b>OURAY</b> Ay			f	9.28	6.20
										11.53
					(35.9)					6.00
					P.M. Arrive Daily Exc. Sunday (3.10)			A.M. Leave Daily (2.05)	A.M. Leave Daily (2.45)	A.M. Leave Daily Exc. Sunday (3.10)

No train shall leave Gunnison, Crested Butte, Sapinero, Lake City, Montrose or Ouray without special order or clearance ticket. All trains on Ouray Branch must protect against main line trains between Montrose and Ouray Junction.

Water Tank at Cow Creek, between Eldredge and Dallas.

FOURTH DIVISION—Alamosa and Durango—SECOND AND THIRD DISTRICTS.

WESTWARD

EASTWARD

TIME-TABLE

17

Dec. 28, 1890.

STATIONS AND SIDINGS

MILES FROM DENVER	Third Class			First Class			MILES FROM DURANGO.	First Class			Third Class		
	451 Local Freight	441 Local Freight	405 Colorado and New Mexico Thro. Exp.	406 Colorado and New Mexico Thro. Exp.	442 Local Freight	452 Local Freight		406 Colorado and New Mexico Thro. Exp.	442 Local Freight	452 Local Freight			
	Leave Daily Exc. Sunday A.M.	Leave Daily Exc. Sunday A.M.	Leave Daily Exc. Sunday A.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.		Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.		Arrive Daily Exc. Sunday P.M.	Arrive Daily Exc. Sunday P.M.
302.2		7.30	8.00 8.25	N	ALAMOSA As	199.9	f	6.15 5.45	6.40				
307.5					HENRY 5.8	194.6							
316.6		8.55	f 8.55	D	LA JARA Jr	185.5	f	5.15	5.45				
330.9		10.00 10.40	9.25 9.30	D	ANTONITO Na	171.2	f	4.45 4.20	4.50 4.25				
341.4		11.40	9.57		LAVA 3.6	160.7	f	4.15	3.10				
350.0		12.45	f 10.20		BIGHORN 6.7	152.1	f	3.52	2.15				
356.7		1.30	s 10.42	D	SUBLETTE Su	145.4	s	3.30	1.30				
361.1		1.55	s 10.58		TOLTEC 4.4	141.0	s	3.16	1.00				
365.7					TOLTEC GORGE 3.3	136.4							
369.0		2.48	s 11.27	D	OSIER Bc	133.1	s	2.48	11.27				
372.7		3.10	f 11.41		LOS PINOS 8.5	129.4	f	2.34	11.10				
381.2		4.10	s 12.05	D	CUMBRES Br	120.9	s	2.10	10.30				
382.9		4.22	12.12		COXO 1.7	119.2		2.02	10.10				
386.1		4.45	f 12.26		CRESCO 4.5	116.0	f	1.44	9.20				
390.6		5.20	12.46		LOBATO 4.1	111.5		1.22	8.20				
394.7		7.40	f 1.05 1.30	D	CHAMA Ch	107.4	f	1.05 12.40	7.30			5.30	
399.8		8.20	f 1.45		WILLOW CREEK 4.8	103.3	f	12.22	5.00				
404.6		8.50	f 1.58		AZOTEA 9.5	97.5	f	12.05	4.20				
414.1		9.50	s 2.24		MONERO 3.3	88.0	s	11.35	3.10				
417.4		10.15	s 2.36	D	AMARGO Fe	84.7	s	11.22	2.36				
423.9		11.00	2.53		DULCE 6.5	78.2		11.00	1.55				
428.3		11.30	f 3.04	□	NAVAJO 9.0	73.8	f	10.50	1.30				
437.3		12.45	f 3.30		JUANITA 8.4	64.8	f	10.26	12.45				
445.7		1.30	f 3.55		CARRACAS 8.5	56.4	f	10.02	12.02				
454.2		2.10	s 4.17	D	ARBOLES Ao	47.9	s	9.40	11.20				
461.4		2.45	4.40		VALLEJO 7.2	40.7		9.18	10.45				
469.6		3.22	f 5.04		LA BOCA 8.2	32.5	f	8.57	10.05				
476.3		3.55	s 5.25	D	IGNACIO 6.7	25.8	s	8.40	9.30				
487.9		4.50	f 6.03		FLORIDA 11.6	14.2	f	8.08	8.30				
493.6		5.18	f 6.22	□	LA PLATA JUNC. Pt	8.5	f	7.51	8.03				
496.5		5.30	f 6.30	□	BOCEA 2.9	5.6	f	7.45	7.50				
502.1		6.00	6.50	D	DURANGO Du			7.30	7.00				

No train shall leave Alamosa, Chama or Durango without special order or clearance ticket.  
No siding at Toltec Gorge.

Gato Water Tank at Mile Post 339.

FOURTH DIVISION BRANCHES.

GARLAND AND DEL NORTE BRANCH.

CAR CAPACITY OF SIDINGS, LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.		WEST		MILES FROM DENVER.	TIME-TABLE 17 Dec. 28, 1890.	EAST	
		Second Class				Second Class	
		467 Garland and Del Norte Mixed				468 Del Norte and Garland Mixed	
		Leave Daily Exc. Sunday A.M.			STATIONS AND SIDINGS.	Arrive Daily Exc. Sunday P.M.	
37	O	7.00	326.3	D	GARLAND 12.1	Ft 84.5	7.40
39	O	7.35	314.2		BALDY 8.5	72.4	7.00
35		8.03	305.7		HAYES 3.5	63.9	6.30
211	X Y O ●	8.15 8.40	302.2	D	ALAMOSA 10.9	As 60.4	5.20 5.30
26		9.15	313.1		PARMA 6.4	49.5	4.55
42	O	9.50	319.5	D	MONTE VISTA 13.9	Mv 43.1	4.30
48	Y ●	10.40	333.4	D	DEL NORTE 15.2	De 29.2	3.45
21	O		348.6		SOUTH FORK 14.0		
24	Y		362.6		W. W. GAP		
		A.M. Arrive Daily Exc. Sunday (8.40)			(84.5)		P.M. Leave Daily Exc. Sunday (8.55)

Train 468 will wait at Del Norte until No. 467 has arrived.

ESPANOLA BRANCH.

CAR CAPACITY OF SIDINGS, LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.		WEST		MILES FROM DENVER.	TIME-TABLE 17 Dec. 28, 1890.	EAST	
		Second Class				Second Class	
		477 Denver and Santa Fe Mixed				478 Santa Fe and Denver Mixed	
		Leave Daily Exc. Sunday A.M.			STATIONS AND SIDINGS.	Arrive Daily Exc. Sunday P.M.	
					ANTONITO	Na 91.0	4.30
					11.2		
		f 10.15	342.1		PALMILLA	79.8	f 3.42
					7.0		
		f 10.37	349.1		VOLCANO	72.8	f 3.12
					9.2		
		f 11.05	358.3		NO AGUA	63.6	f 2.30
					4.3		
		f 11.20	362.6	□	STEWART JUNC. Ws	59.3	f 2.15
					2.8		
					11.30	D	TRES PIEDRAS Pf 56.5
					5.6		
		f 11.45	371.0		CONNELL	50.9	f 1.35
					4.0		
					11.55		
		f 12.25	375.0		SERVILLETA	46.9	f 1.20 1.00
					11.8		
		s 12.52	386.3		CALIENTE	35.1	f 12.25
					3.7		
		s 1.30	395.5		BARRANCA	26.4	s 11.58
					7.4		
		s 1.30	402.9	D	EMBUDO Md	19.0	s 11.18
					8.0		
		f 2.05	410.9		ALCALDE	11.0	f 10.48
					6.1		
		f 2.30	417.0		CHAMITA	4.9	f 10.28
					4.9		
		f 2.50 3.10	421.9	D	ESPANOLA No		10.10
		P.M. Arrive Daily Exc. Sunday			(91.0)		A.M. Leave Daily Exc. Sunday

No train shall leave Alamosa, Garland, 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 372 and 373.

SILVERTON BRANCH.

CAR CAPACITY OF SIDINGS, LOCATION OF SCALES, WATER, FUEL AND TURNING STATIONS.		WEST		MILES FROM DENVER.	TIME-TABLE 17 Dec. 28, 1890.	EAST	
		Second Class				Second Class	
		487 Silverton Mixed				488 Denver Mixed	
		Leave Daily Exc. Sunday A.M.			STATIONS AND SIDINGS.	Arrive Daily Exc. Sunday P.M.	
302	X Y O ●	7.40	502.1	D	DURANCO 6.3	Du 45.2	6.10
2		f 8.05	508.4		HOME RANCH 2.8	38.9	f 5.45
10		f 8.15	511.2		TRIMBLE 1.9	36.1	f 5.38
14	O	f 8.25	513.1		HERMOSA 6.6	34.2	f 5.30
25	Y	s 9.05	519.7	D	ROCKWOOD 13.2	Rw 27.6	s 4.55
14	O ●	f 10.20	532.9		NEEDLETON 8.4	14.4	f 3.55
14	Y	f 11.10	541.3	□	ELK PARK 6.0	Kp 6.0	f 3.10
82	Y O ●	11.40	547.3	D	SILVERTON 6.0	Sv	2.40
		A.M. Arrive Daily Exc. Sunday (4.00)			(45.2)		P.M. Leave Daily Exc. Sunday (3.30)

Needleton Water Tank at Mile Post 535. Cascade Water Tank East of Mile Post 527.  
Train 488 will wait at Silverton until No. 487 has arrived.

ADDITIONAL SIDINGS AND SPURS, NOT SHOWN IN REGULAR TIME-TABLES.

FIRST DIVISION.					
LOCATION		NAMES	CAR CAPACITY		SWITCH CONNECTIONS
District	Mile		S G	N G	
First.	15.2	Struby	8	9	East End.
"	35.1	Douglas Junction	37	66	Both Ends.
"	37.0	O'Brien Quarry		115	Branch.
"	37.5	Douglas Quarry		121	Branch.
"	65.9	Cascade Ice No. 1	13	15	Spur, East End.
"	66.3	Cascade Ice No. 2	14	15	Spur, West End.
"	80.2	Sand Track		18	West End.
Second.	121.6	Water Works No. 1	8	19	Spur, East End.
"	122.3	Water Works No. 2		3	Spur, East End.
"	125.0	West Goodnight		22	East End.
"	131.3	Cape Horn	81	152	East End.
"	142.4	Toofe Quarry		47	West End.
"	161.4	Penitentiary	55	58	West End.
"	196.9	Coaldale		19	West End.
"	200.8	Maryland		13	Spur, East End.
"	206.6	Badger		6	Spur, West End.
"	211.5	Helen		53	Spur, West End.
"	212.0	Limeville		39	Spur, West End.
Third.	121.0	Eiler's Smelter	198	214	West End.
"	121.8	Philadelphia Smelter	82	86	West End.
"	122.1	Ft. Worth Siding	62	65	Both Ends.
"	127.1	Etna		14	Spur, East End.
"	127.6	Sonora		72	Spur, East End.
"	127.9	Osage		26	East End.
"	142.0	Nemo		9	Spur, East End.
Fourth.	175.0	Tourist City		10	Spur, East End.

SECOND DIVISION.					
LOCATION		NAMES	CAR CAPACITY		SWITCH CONNECTIONS
District	Mile		S G	N G	
First.	235.9	Barrett's		11	Spur, East End.
"	243.4	Dornick		32	Spur, West End.
"	250.8	Lumber		5	Spur, East End.
"	266.0	Hayden Ranch		4	Spur, West End.
"	275.5	Oro Junction			East End.
"	275.7	Colo. Midland Connect.			East End.
Second.	276.4	St. Kevins	27		East End.
"	301.3	Champion	3		East End.
"	301.7	Warrior	1		East End.
"	328.5	Sherwood Quarry	22		Spur, East End.
"	370.5	Red Canon	21		West End.
"	390.9	Saco	5		West End.
"	391.6	Ava	15		West End.
"	405.9	Powder	4		Spur, East End.
Blue R. Branch.	296.4	Queen of the West	7		Spur, East End.
"	303.2	Officer's	3		Spur, East End.
"	308.9	Cunninghams	6		Spur, East End.

THIRD DIVISION.					
LOCATION		NAMES	CAR CAPACITY		SWITCH CONNECTIONS
District	Mile		S G	N G	
First.	252.5	Tank No. 7		12	
"	266.0	Kelloggs		4	East End.
Second.	300.8	Tola		6	Spur, East End.
"	310.9	Ragans		9	Spur, West End.
"	319.5	Knowltons		10	Spur, West End.
"	415.1	Charles		32	Spur, West End.
Mon'rch Branch.	223.4	Charcoal		15	Spur, East End.
Crested Butte Br	297.7	Walsh Quarry No. 1		17	Spur, East End.
"	297.8	Walsh Quarry No. 2		3	Spur, East End.
Ouray Branch.	386.8	Smelter		3	Spur, West End.
Lake City Br.	334.6	Gutshalls		8	Spur, East End.

FOURTH DIVISION.					
LOCATION		NAMES	CAR CAPACITY		SWITCH CONNECTIONS
District	Mile		S G	N G	
Second.	312.2	Toltec Sec. House		4	Spur, West End.
Third.	343.6	Biggs Junction.			Branch.
"	343.6	Biggs Mill No. 2		86	Spur, East End.
"	353.8	Sullenbergers No. 3		36	Spur, East End.
"	354.5	Sullenbergers No. 4		17	Spur, East End.
"	362.9	Monero Quarry		27	Spur, West End.
"	363.9	Verona		18	Spur, East End.
"	392.9	Rip Rap		9	Spur, West End.
"	440.7	Florida Summit		2	West End.
"	449.4	Slaughter House		6	Spur, East End.
Silver'n Branch.	465.3	Bass		7	Spur, East End.
"	495.0	Silverton Smelter		40	Spur, East End.
Del Norte Branch.	257.0	Willis		8	East End.
"	274.1	Haywood		4	East End.
"	289.2	Granger		4	East End.
"	300.3	Lynn		5	East End.
Espa'ola Branch.	313.3	Milspur		35	South End.

WARNINGS.		
FIRST DIVISION.		
District	Mile	NAME
First.		Cherry Creek Bridge, Denver.
"		Wynkoop and 16th St. Viaduct, Denver.
"		Larimer St. Viaduct, Denver.
"	25.0	A. T. & S. F. Crossing, west of Sedalia.
"	49.9	A. T. & S. F. Crossing, west of Greenland.
"	52.5	Highway Crossing, at Palmer Lake.
"	75.5	Overhead Bridge, Manitou Branch.
"	75.7	Colo. Midland Crossing, at Colorado Springs.
"	86.6	A. T. & S. F. Crossing, west of Fountain.
"	119.2	Ark River Bridge, at Pueblo.
"	121.1	Mesa Viaduct, at Pueblo.
Second.	135.2	Ark River Bridge, at Swallows.
"	136.4	A. T. & S. F. Crossing, west of Swallows.
"	153.9	A. T. & S. F. Crossing, west of Oak Creek Junct.
"	155.9	Ark River Bridge, west of Oak Creek Junction.
"	207.3	Red Hill Tunnel.
SECOND DIVISION.		
First.	256.9	Colo. Midland Crossing, west of Pine Creek.
"	268.6	Colo. Midland Crossing, west of Crystal Lake.
"	240.0	Arkansas R'v'r Cross'g, bet. Americus & Riverside
"	255.5	Arkansas R'v'r Cross'g, bet. Pine Creek & Granite
"	276.0	Colo. Midland Cross'g, bet. Malta and Leadville
"	283.7	Tennessee Pass Tunnel.
"	290.5	Pando Tunnel, east of Pando.
Second.	309.6	Gore Creek Bridge, west of Minturn.
"	356.4	Tunnel, west of Dotsero.
"	357.4	Tunnel, west of Shoshone.
"	365.5	Tunnel, east of Glenwood.
"	367.0	Colo. Midland Crossing, at Glenwood.
Aspen Br	377.5	Colo. Midland Crossing, west of Leon.
"	378.1	Roaring Fork Bridge, west of Leon.
THIRD DIVISION.		
First.	227.4	Bridge 227 A, at Mears Junction.
"		Snow Shed No. 1, on Marshall Pass.
"		" " " 2, " "
"		" " " 3, " "
"		" " " 5, " "
"		" " " 7, " "
"		" " " 10, " "
"		" " " 11, " "
"		" " " 13, " "
FOURTH DIVISION.		
Second.		Snow Shed No. 12, west of Cumbres.

Observe caution in passing under overhead structures above mentioned.

**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 further 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 enginemen 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 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 head-light on both front and rear."

**No. 12.**

**RULING.**

DENVER, COLO., September 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."

Cancelled.

**No. 14.**

**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 shall 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."

**No. 21.**

DENVER, COLO., January 23, 1890.

Question has been raised and ruling asked for on Rule 20, which reads as follows:

20. "Each Time-table, from the moment it takes effect, supersedes the preceding Time-table, and all special instructions relating thereto; and trains shall be run as directed thereby, subject to the rules. All regular trains on the road running according to the preceding Time-table shall, unless otherwise directed, assume the times and rights of trains of corresponding numbers on the new Time-table."

"Those of numbers not represented on new Time-table, and trains of which the new time is later than the old, will report for and obtain orders before the new Time-table takes effect."

"All trains on new Time-table, not on previous Time-table, must be regarded as being on the road from the time the new Time-table takes effect."

**RULING.**

Rule 20 is modified by cancelling the two last paragraphs, and, as amended, will read as follows:

Each Time-table, from the moment it takes effect, supersedes the preceding Time-table, and all special instructions relating thereto; and trains shall be run as directed thereby, subject to the rules. All regular trains on the road running according to the preceding Time-table shall, unless otherwise directed, assume the times and rights of trains of corresponding numbers on the new Time-table.

In explanation of this ruling it is assumed that, had the two explanatory paragraphs been omitted from the rule, there would have been no misunderstanding as to its meaning. The points in controversy are ruled upon as follows:

FIRST. A new Time-table supersedes the old Time-table absolutely from the moment the new Time-table takes effect. The date and hour on a new Time-table shows merely when it takes effect, and from that moment it will be considered as having been in effect for an indefinite period.

SECOND. Trains on the old Time-table, of which the numbers do not appear on the new Time-table, are dead from the moment the new Time-table takes effect, and can only proceed under orders or flag.

THIRD. Trains on the new Time-table that were not on the old Time-table, and trains of which the new time is later than the old, must be considered as on the road, always assuming that trains may be started from any point on the new time by orders.

FOURTH. Trains on the old Time-table will assume the time and rights of trains of corresponding numbers on the new Time-table; but, when one train has occupied such time and assumed such rights, no other train can do so without orders from the Superintendent.

FIFTH. Trains which would have to wait 12 hours or less will, when practicable, ask for orders before the new Time-table takes effect; but not doing this, they may wait for and proceed on time and rights conferred by the new Time-table.

SIXTH. When necessary to wait 12 hours or less for the time given by the new Time-table, the new time is later than the old; when necessary to wait more than 12 hours, the new time is earlier than the old.

ILLUSTRATION.

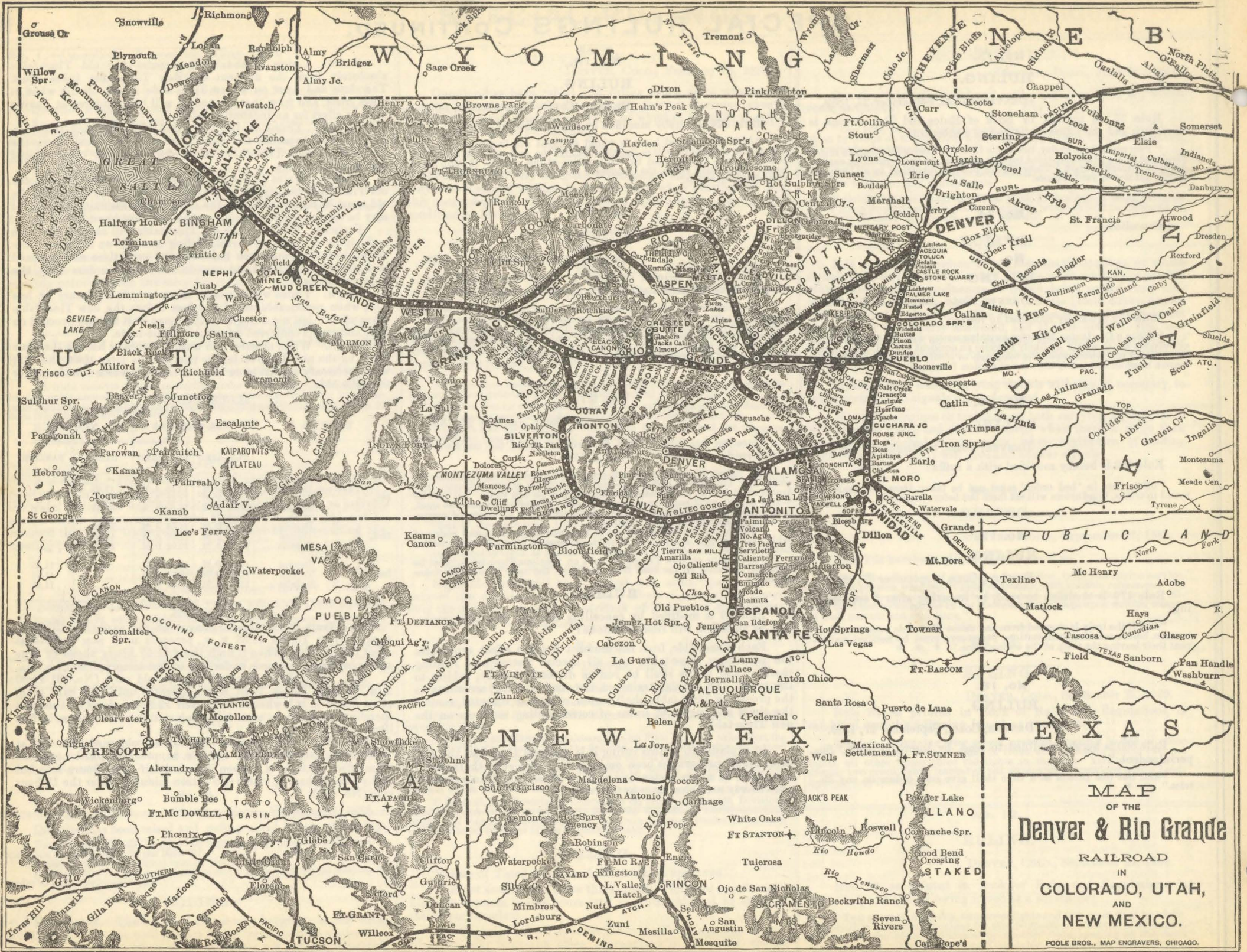
TRAIN NO. 7	TIME SHOWN ON		NEW TIME		
	OLD CARD	NEW CARD	LATER	EARLIER	
1st, {	Leaves Denver ----	11.00 P.M.	10.45 A.M.	11.45	----
	" Toluca ----	11.56 P.M.	11.41 A.M.	11.45	----
	" Sedalia ----	12.04 A.M.	11.49 A.M.	11.45	----
2nd, {	" Denver ----	11.00 P.M.	11.00 A.M.	12.00	----
	" Toluca ----	11.56 P.M.	11.56 A.M.	12.00	----
	" Sedalia ----	12.04 A.M.	12.04 P.M.	12.00	----
3rd, {	" Denver ----	11.00 P.M.	11.15 A.M.	----	11.45
	" Toluca ----	11.56 P.M.	12.11 P.M.	----	11.45
	" Sedalia ----	12.04 A.M.	12.19 P.M.	----	11.45

EXAMPLES.

1st. Train No. 7 leaves Denver on old card (No. 13) 11:00 P. M., arrives Toluca 11:56 P. M., proceeds until new card takes effect (12:01 A. M.), when it finds itself 11:45 hours ahead of time and accordingly proceeds under flag to first telegraph station.

2nd. Train No. 7 leaves Denver on old card (No. 13) 11:00 P. M., arrives Toluca 11:56 P. M., proceeds until new card takes effect (12:01 A. M.), when it finds itself 12 hours ahead of time and therefore proceeds to next telegraph station under flag, as in first illustration.

3rd. Train No. 7 leaves Denver on old card (No. 13) at 11:00 P. M., arrives Toluca 11:56 P. M., proceeds until new card takes effect (12:01 A. M.), when it finds itself 11:45 hours late, but still proceeds, having rights (for fifteen minutes) under the 12 hour rule (No. 107).



MAP  
 OF THE  
**Denver & Rio Grande**  
 RAILROAD  
 IN  
**COLORADO, UTAH,**  
 AND  
**NEW MEXICO.**  
 POOLE BROS., MAP ENGRAVERS, CHICAGO.