

THE TIMETABLE COLLECTOR

ISSUE NO. 177

SPRING 2022

THE DENVER AND RIO GRANDE RAILROAD

A. R. BALDWIN, Receiver

GREEN RIVER DIVISION

EMPLOYEES' TIME TABLE

TO TAKE EFFECT 12.01 A. M., SUNDAY, MARCH 28th, 1920.

STANDARD TIME 105TH MERIDIAN

This Time Table is for the guidance of Employees only, and is not for the information of the Public, or as an advertisement of any train. The Railroad reserves the right to vary from it at pleasure.

J. RUSSELL,
General Manager,
Denver, Colorado.

W. E. GREEN,
Asst. General Manager,
Denver, Colorado.

R. F. RAY,
Asst. to Asst. General Manager,
Denver, Colorado.

I. H. LUKE,
General Superintendent,
Salt Lake City, Utah

L. F. WILSON,
Superintendent of Transportation,
Denver, Colorado.

S. L. RACEY,
Superintendent,
Soldier Summit, Utah

THE DENVER AND RIO GRANDE RAILROAD

A. R. BALDWIN, Receiver

SALT LAKE DIVISION

EMPLOYEES' TIME TABLE

TO TAKE EFFECT 12.01 A. M., SUNDAY, MARCH 28th, 1920.

STANDARD TIME 105TH MERIDIAN

This Time Table is for the guidance of Employees only, and is not for the information of the Public, or as an advertisement of any train. The Railroad reserves the right to vary from it at pleasure.

J. RUSSELL,
General Manager,
Denver, Colorado.

W. E. GREEN,
Asst. General Manager,
Denver, Colorado.

R. F. RAY,
Asst. to Asst. General Manager,
Denver, Colorado.

I. H. LUKE,
General Superintendent,
Salt Lake City, Utah

L. F. WILSON,
Superintendent of Transportation,
Denver, Colorado.

J. T. SLATTERY,
Superintendent,
Salt Lake City, Utah

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY

FIRST DISTRICT

ALAMOSA DIVISION

THE RIO GRANDE SOUTHERN RAILROAD COMPANY

No. 111—TIME—TABLE—No. 111

Takes Effect Sunday, May 24, 1925, at 12:01 A. M.

Standard Time, 105th Meridian.

Superseding Time-Table No. 110 Supplements thereto, and that portion of Gunnison Division Time-Table No. 103 Governing The Rio Grande Southern Railroad.

NOTE IMPORTANT CHANGES IN TIME-TABLE RULES.

For the exclusive guidance of Employees; not for the information of the Public.

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

I. H. LUKE,
General Manager,
D. & R. G. W.

L. F. WILSON,
General Superintendent of Transportation,
D. & R. G. W.

J. T. NEDWIDECK,
General Superintendent,
D. & R. G. W.

L. W. BOWEN,
Superintendent,
D. & R. G. W.—R. G. S.

THE DIVISIONAL ORGANIZATION AND EMPLOYEE TIMETABLE COMPENDIUM OF THE DENVER & RIO GRANDE WESTERN RAILROAD AND PREDECESSORS PART II

By Kent Hannah

DENVER & RIO GRANDE RAILROAD.

EMPLOYES' TIME-TABLE

SECOND AND THIRD DIVISIONS.

TO TAKE EFFECT 12.01 A. M. SATURDAY, NOVEMBER 1, 1902.

STANDARD TIME, 105th MERIDIAN.

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

RUSSELL HARDING,
VICE-PRESIDENT AND GENERAL MANAGER.

J. M. HERBERT,
MANAGER.

F. W. EGAN,
GENERAL SUPERINTENDENT.

J. D. WELSH,
SUPERINTENDENT CAR SERVICE.

THE DENVER & RIO GRANDE RAILROAD COMPANY, DENVER.

THE DENVER & RIO GRANDE WESTERN RAILROAD SYSTEM

T. H. BEACON, RECEIVER

THE RIO GRANDE SOUTHERN RAILROAD COMPANY

SECOND DISTRICT

GUNNISON DIVISION

No. 103—TIME TABLE—No. 103

Taking Effect Sunday, August 17, 1924, at 12:01 A. M.
Standard Time, 105th Meridian.
Superseding Time Table No. 102 and supplements thereto.

NOTE IMPORTANT CHANGES IN TIME TABLE RULES
For the exclusive guidance of Employes, not for the information of the Public.
The Management reserves the right to vary from it at pleasure.

L. H. LUKE,
General Manager.

L. F. WILSON,
General Superintendent of Transportation.

L. W. BOWEN,
General Superintendent.

C. S. CARPENTER,
Superintendent.

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Web address: timetable.club

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Editorial Ramblings

The old saying of well laid plans of mice and men will go astray probably will apply to this issue. The plan was to have it out before our Durango, CO convention in September. Well, the printer has had issues with retaining and getting employees, so they have been slow in getting out publications. The post office is pretty much beyond description. I just received a call from the Burlington Route Historical Society telling me that the post office says that my address does not exist! Whenever the sorting machine sends a letter to Keller post office (the wrong zip code), it disappears as my address is not in their data base. I really am served by the Roanoke office. My zip code is the Roanoke zip code. Hail to the computer and new employees. So, if you are reading this before the Sept. 18 convention, that would be a small miracle.

This issue is the employee timetable compendium of the Denver and Rio Grande Western and predecessors. Again, I want to thank the Denver Public Library, the Colorado Railroad Museum and Russ Powers with their help in the employee timetable article. The Colorado Railroad Museum archives collection is credited with all the color timetable illustrations. If it were not for the cooperation of Stephanie Gilmore, the CRRM archivist, and member Russell Powers, this issue would have been impossible to do.

**The Divisional Organization and Employee Timetable Compendium
of the Denver & Rio Grande Western and Predecessors
Part II Employee Timetable Compendium**

By Kent Hannah

System Employee Timetables

No. 7 15 July 1872 Denver to Pueblo	1 July 1883 Nathrop-Leadville
No. 2 23 May 1880 Denver-Salida, Alamosa, El Moro	No. 25 25 July 1883
No. 4 25 July 1880	No. 25 supplement 1 st Div, 2 nd Div. 21 Oct. 1883
No. 5 5 Sept. 1880 Leadville, Manitou	No. 26 15 Jan. 1884 to Monarch
No. 6 9 Jan. 181 Espanola, Poncha Springs	No. 27 18 April 1884 includes leased Utah Lines
No. 7 27 March 1881 to Chama, Maryville	No. 28 16 May 1884 last to include leased lines
No. 8 8 May 1881 to Westcliff, Robinson	No. 28 supplement 1 st Div. 8 June 1884
No. 9 22 May 1881	No. 29 19 Aug. 1884
No. 10 12 June 1881 to Tennessee Pass	No. 30 21 Sept. 1884
No. 11 10 July 1881 to Sargents, to Kokomo	No. 31 9 Nov. 1884
No. 12 11 Sept. 1881 to Durango, El Norte, Gunnison	No. 32 7 Dec. 1884
No. 13 13 Nov. 1881 to Crested Butte, Red Cliff	No. 33 28 Jan. 1885
No. 14 4 Dec. 1881	No. 34 5 April 1885
No. 17 25 June 1882 to Hot Springs	No. 35 26 April 1885
No. 18 2 July 1882	No. 36 26 July 1885
No. 19 23 July 1882 to Silverton, South Fork	No. 37 12 Aug. 1885
No. 19 supplement 20 Aug 1882 4 th Div. To Cimmaron, Frisco	No. 38 29 Dec. 1885
No. 20 10 Sept 1882 to Montrose	No. 39 24 Jan. 1886
No. 21 26 Nov. 1882 to Grand Junction, Dillon	No. 40 28 Feb. 1886
No. 22 22 April 1883	No. 41 4 April 1886
No. 23 3 June 1883	No. 42 30 May 1886
No. 24 1 July 1883 to Wagon Wheel Gap	No. 43 20 June 1886
No. 24 Joint D&RG/DSP&P	No. 44 1 Aug. 1886
	No. 45 10 Nov. 1886
	No. 46 22 Dec. 1886
	No. 47 9 Jan. 1887
	No. 47 supplement for 2 nd Div. 1 March 1887
	No. 48 27 March 1887
	No. 49 7 April 1887
	No. 50 22 May 1887
	No. 51 18 Aug. 1887 to Gypsum
	No. 52 25 Sept. 1887 to Glenwood Springs, Dallas
	No. 53 9 Oct. 1887

No. 53 Sup. 1 24 Oct 1887 3 rd Div. Aspen branch
No. 53 Sup. 2 28 Oct 1887 3 rd Div. Aspen branch construction
No. 53 Sup. 3 2 Nov. 1887 opening to Aspen
No. 54 20 Nov. 1887
No. 55 27 Oct. 1887
No. 56 8 Dec. 1887
No. 57 21 Dec. 1887 to Ouray
No. 57 Sup. 3 rd , 4 th Div
No. 1 25 March 1888 Trinidad, Coal Creek open, division reorganization of territories
No. 1 Sup. 1 1 st Div. 1 April 1888
No. 2 29 April 1888
No. 2 Sup. 1 1 st Div. 13 May 1888
No. 2 Sup. 2 1 st Div. 3 June 1888
No. 3 20 June 1888
No. 3 Sup. 1 1 st Div. 8 July 1888
No. 3 Sup. 3 1 st , 3 rd Div. 1 Sept. 1868
No. 4 19 Sept. 1888
No. 4 Sup. 1 1 st , 3 rd Div. 15 Oct. 1888
No. 4 Sup. 2 1 st Div. 18 Nov. 1888
No. 1 Denver backing timetable 18 Jan. 1888
No. 5 23 Dec. 1888 to Rouse
No. 5 Sup. 1 1 st Div. 27 Jan. 1889
No. 6 20 Dec. 1889
No. 7 31 March 1889

No. 8 21 April 1889
No. 8 Sup. 1 1 st Div 28 April 1889
No. 8 Sup. 2 1 st Div. 12 May 1889
No. 9 19 May 1889 to Lake City
No. 9 Sup. 1 1 st Div. Denver Yard 19 May 1889
No. 9 Sup. 1 1 st Div. 2 June 1889
No. 9 Sup. 2 1 st Div. Denver Yd.
No. 10 4 Aug 1889 to Rifle
No. 10 Sup. 1 1 st Div Denver Yd 4 Aug. 1889
No. 10 Sup. 1 3 rd Div. 15 Aug. 1889
No. 11 20 Oct. 1889 to Silver Cliff
No. 11 Sup. 1 1 st Div. Denver Yd 20 Oct. 1889
No. 11 Sup. 1 2 nd Div. 27 Oct. 1889
No. 12 24 Nov. 1889
No. 12 Sup. 1 st Div. Denver Yd. 24 Nov. 1889
No. 12 Sup. 1 1 st Div. 1 Dec. 1889
No. 13 8 Jan. 1890
No. 13 Sup. 1 1 st Div. Denver Yd. 8 Jan. 1890
No. 13 Sup. 1 1 st Div. 16 Feb. 1890
No. 13 Sup. 1 4 th Div. 16 Feb. 1890
No. 13 Sup. 2 1 st Div Denver Yd. 16 Feb. 1890
No. 13 Sup. 2 1 st Div. 9 March 1890
No. 13 Sup. 3 1 st Div. Denver Yd. 9 March 1890
No. 13 Sup. 3 1 st Div. 17 April 1890
No. 14 15 June 1890
No. 14 Sup. 1 1 st Div. Denver Yd. 17 June 1890
No. 14 Sup. 1 1 st Div. 29 June 1890

No. 14 Sup. 2 1 st Div. Denver Yd. 29 June 1890
No. 14 Sup. 2 1 st Div. 13 July 1890
No. 14 Sup. 3 2 nd , 4 th Div. 27 July 1890
No. 15 28 Sept. 1890
No. 15 Sup. 1 1 st Div. Denver Yd. 28 Sept. 1890
No. 15 Sup. 2 1 st Div. 19 Oct. 1890
No. 16 9 Nov. 1890
No. 16 Sup. 1 1 st , 3 rd Div. Salida-Alamosa 16 Nov. 1890
No. 16 Sup. 2 2 nd Div. RGJ RY opened 23 Nov. 1890
No. 17 28 Dec. 1890
No. 17 Sup. 1 2 nd Div. 3 March 1891
No. 17 Sup. 2 1 st Div. 8 March 1891
No. 17 Sup. 3 1 st Div. 22 March 1891
No. 17 Sup. 4 3 rd Div. 30 March 1891
No. 17 Sup. 5 1 st Div. 12 April 1891
No. 18 31 May 1891
No. 19 4 Aug. 1891
No. 19 Sup. 1 1 st Div 16 Aug. 1891
No. 19 Sup. 2 1 st Div. 13 Sept. 1891
No. 20 27 Sept. 1891
No. 21 19 Oct. 1891
No. 21 Sup. 1 1 st , 2 nd Div. 1 Nov. 1891
No. 21 Sup. 2 2 nd Div. 22 Nov. 1891
No. 21 Sup. 3 4 th Div. To Creede 10 Dec. 1891
No. 21 Sup. 4 1 st Div. 24 Jan. 1892
No. 21 Sup. 5 1 st Div. 31 Jan. 1892

No. 22 21 Feb. 1892
No. 22 Sup. 1 1 st , 4 th Div. 13 March 1892
No. 22 Sup. 2 1 st Div. 10 April 1892
No. 23 1 May 1892
No. 23 Sup. 1 2 nd Div. 22 May 1892
No. 24 5 June 1892
No. 24 Sup. 1 3 rd Div. 12 June 1892
No. 25 10 July 1892
No. 25 Sup. 1 1 st , 2 nd , 3 rd , Divs.
No. 26 16 Oct. 1892
No. 26 Sup. 1 1 st Div. 6 Nov. 1892
No. 26 Sup. 2 1 st Div. 29 Jan. 1893
No. 26 Sup. 3 2 nd Div. 16 April 1893
No. 26 Sup. 4 4 th Div. 28 May 1893
No. 27 7 May 1893
No. 28 11 June 1893
No. 28 Sup. 1 2 nd , 4 th Divs. 2 July 1893
No. 29 30 July 1893
No. 30 23 Aug. 1893
No. 30 Sup. 1 1 st Div. 10 Sept. 1893
No. 30 Sup. 2 1 st Div. to Ft. Logan 16 Oct 1893
No. 31 12 Nov. 1893 printed over effective date 12 Nov. 93 to Anthracite
No. 31 Sup. 1 1 st Div. 17 Dec. 1893
No. 32 24 Dec. 1893
No. 32 Sup. 1 1 st Div. 1 April 1894
No. 33 29 April 1894
No. 33 Sup. 1 1 st Div 1 July 1894
No. 33 Sup. 2 1 st Div. 1 Aug. 1894
No. 33 Sup. 3 1 st Div. 10 Aug. 1894

No. 34 11 Sept. 1894
 No. 34 Sup. 1 1st Div.
 23 Sept. 1894
 No. 35 25 Nov. 1894
 No. 35 Sup. 1 1st Div.
 24 March 1895
 No. 36 2 June 1895
 No. 36 Sup. 1 1st Div. Last to
 Silver Cliff
 30 June 1895
 No. 36 Sup. 2 1st Div.
 1 Aug. 1895
 No. 36 Sup. 3 1st, 4th Div.
 First to Santa Fe
 1 Sept. 1895
 No. 36 Sup. 4 1st Div.
 15 Sept. 1905
 No. 37 13 Oct. 1895
 No. 38 17 Nov. 1895
 No. 38 Sup. 1 1st Div.
 8 Dec. 1895
 No. 38 Sup. 2 1st Div.,
 15 March 1895
 No. 39 19 April 1896
 No. 39 Sup. 1 1st Div.
 10 May 1896
 No. 39 Sup. 2 3rd Div.
 17 May 1896
 No. 39 Sup. 3 1st Div.
 14 June 1896
 No. 40 18 Oct. 1896
 No. 40 Sup. 1 1st Div.
 4 Nov. 1896
 No. 40 Sup. 2 1st Div.
 6 Dec. 1896
 No. 40 Sup. 3 1st Div.
 20 Dec. 1896
 No. 40 Sup. 4 1st Div.
 31 Jan. 1897
 No. 40 Sup. 5 1st, 4th Div.
 6 June 1897
 No. 41 25 July 1897
 No. 42 17 Oct. 1897
 No. 43 31 Oct. 1897
 No. 43 Sup. 1 1st Div.
 21 Nov. 1897
 No. 44 19 Dec. 1897
 No. 45 5 Feb. 1898
 No. 46 5 March 1897
 No. 46 Sup. 1 1st Div.
 17 April 1898
 No. 46 Sup. 2 4th Div.
 29 May 1898
 No. 46 Sup. 3 1st Div.
 12 June 1898
 No. 46 Sup. 4 3rd Div.
 26 June 1898
 No. 46 Sup. 5 1st Div.
 3 July 1898
 No. 46 Sup. 6 1st Div.
 17 July 1898
 No. 47 20 July 1898
 No. 47 Sup. 1 1st Div.
 14 Aug. 1898
 No. 47 Sup. Denver Yd.
 14 Aug. 1898
 No. 47 Sup. 2 1st Div.
 4 Sept. 1898
 No. 47 Sup. 3 3rd, 4th Div.
 18 Dec. 1898
 No. 48 3 Jan. 1899
 No. 49 15 Jan. 1899
 No. 49 Sup. 1 4th Div.
 12 March 1899
 No. 50 16 April 1899
 No. 51 1 June 1899
 No. 52 1 Aug. 1899
 No. 53 15 Oct. 1899
 No. 54 12 Nov. 1899 La Veta
 pass standard gauge
 No. 54 Sup. 1 3rd Div.
 24 Dec. 1899
 No. 54 Sup. 2 1st Div.
 28 Dec. 1899
 No. 55 25 Feb. 1900
 No. 55 Sup. 1st Div. Denver Yd.
 25 Feb. 1900
 No. 56 4 March 1900
 No. 57 25 March 1900
 No. 58 29 April 1900
 No. 59 13 May 1900
 No. 59 Sup. 1 4th Div.
 3 June 1900
 No. 59 Sup. Overland Park Race

Trains
 9 June 1900
 No. 59 Sup. 2 1st Div.
 17 June 1900
 No. 59 Sup. 3 1st Div.
 22 July 1900
 No. 60 19 Aug. 1900
 No. 61 9 Sept. 1900
 No. 62 14 Oct. 1900
 No. 63 11 Nov. 1900
 No. 64 10 Feb. 1901
 No. 65 8 Feb. 1901
 No. 66 16 June 1901
 No. 66 Sup. Denver Yd.
 15 June 1901
 No. 67 21 July 1901 new
 Westcliff Branch
 No. 67 Sup. Denver Yd.
 16 June 1901
 No. 68 27 Oct. 1901
 No. 68 Sup. Denver Yard
 27 Oct. 1901
 No. 69 3 Nov. 1901 last system
 went to number divisions
 starting with No. 70.

FIRST DIVISION

No. 70 6 April 1902 Denver-
 Salida, Trinidad, La Veta
 No. 70 Sup. Denver Yd.
 6 April 1901 misprint
 No. 71 11 May 1902
 No. 72 1 July 1902
 No. 73 1 Nov. 1902
 No. 74 25 Jan. 1903
 No. 74 Sup. A all districts
 April 1, 1903
 No. 74 Sup. B 3rd, 4th districts
 May 3, 1903
 No. 75 21 June 1903
 No. 76 22 Nov. 1903
 No. 77 10 Jan. 1904
 No. 78 8 June 1904
 No. 79 9 Oct. 1904
 No. 79 Sup. A 3rd, 4th dist.
 16 Oct. 1904
 No. 80 4 Dec. 1904

No. 80 Sup. A 1st dist.
 25 Dec. 1904
 No. 80 Sup B 1st, 3rd, 4th, dist.
 3 March 1905
 No. 81 21 May 1905
 No. 81 Sup A 3rd, 4th dist.
 5 June 1905
 No. 81 Sup. B 1st, 3rd, 4th dist.
 15 Oct. 1905
 No. 81 Sup. C 1st, 3rd, 4th dist.
 12 Nov. 1905
 No. 82 10 Dec. 1905
 No. 83 17 Dec. 1905
 No. 83A Sup. A Manitou branch
 1 April 1906
 No. 83B Sup. B. 1st dist.
 8 April 1906
 No. 84 3 June 1906
 No. 84A Sup. A 3rd, 4th dist
 10 June 1906
 No. 85 8 July 1906
 No. 85A Sup. A 3rd, 4th dist.
 30 Sept. 1906
 No. 85B Sup. B 1st dist.
 21 Oct. 1906
 No. 86 4 Nov. 1906
 No. 86A Sup. A. 1st Dist.
 25 Nov. 1906
 No. 87 9 June 1907
 No. 88 28 July 1907
 No. 88A Sup. A Manitou branch
 No. 89 10 Oct. 1907
 No. 90 19 Jan. 1908
 No. 91A Sup. A Manitou branch
 33 March 1908
 No. 92 7 June 1908
 No. 93 22 Nov. 1908
 No. 94 20 Dec. 1908
 No. 95 23 May 1909
 No. 96 6 June 1909
 No. 97 25 July 1909
 No. 98 3 Oct. 1909
 No. 99 2 Jan. 1910
 No. 100 16 Jan. 1910
 No. 101 19 June 1910
 No. 102 4 Dec. 1910
 No. 103 9 April 1911

No. 104 28 May 1911
 No. 105 18 June 1911
 No. 106 12 Nov. 1911
 No. 107 19 May 1912
 No. 108 6 April 1913
 No. 109 20 April 1913
 No. 110 1 Jan. 1914
 No. 111 7 June 1914
 No. 112 5 Nov. 1914
 No. 113 12 April 1915
 No. 114 12 Dec. 1915
 No. 115 4 June 1916
 No. 115A Sup A 3rd, 4th dist.
 1 April 1917
 No. 116 14 June 1917
 No. 117 13 Jan. 1918
 No. 118 1 Oct. 1918 USRA
 Denver-Pueblo to
 D&RG-AT&SF Joint
 No. 119 26 Jan. 1919 USRA
 No. 120 6 April 1919 USRA
 No. 121 20 July 1919 USRA
 No. 122 28 March 1920
 No. 123 11 July 1920 last issue
 By D&RG
 No. 124 8 Jan. 1922 first issue
 By D&RGW
 No. 125 24 June 1923 last First
 Division-renamed
 Pueblo Division
PUEBLO DIVISION
 No. 126 7 Oct. 1923 subdivisions
 replaced districts
 No. 127 4 Nov. 1923
 No. 128 1 June 1924
 No. 129 24 May 1925
 No. 130 6 June 1926
 No. 131 1 Dec. 1926
 No. 132 12 June 1927
 No. 133 17 June 1928
 First magazine format
 No. 134 9 June 1929
 No. 135 27 Oct. 1929
 No. 136 22 June 1930
 No. 137 4 Jan. 1931
 No. 138 7 June 1931 La Veta-

Alamosa added
 No. 139 27 Sept. 1931
 No. 139 Sup. 1 Subdiv. 2
 28 Feb. 1932
 No. 140 19 June 1932
 No. 141 6 Jan. 1932
 No. 141 Sup. No number
 2 April 1934 hectograph
 No. 142 17 June 1934
 No. 143 16 June 1935
 No. 143A Sup. Trinidad line
 20 Oct. 1936 mimeo
 No. 144 5 July 1936 last
 Trinidad branch
 No. 145 6 June 1937
 No. 146 3 Oct. 1937
 No. 147 1 Jan. 1938
 No. 148 12 June 1938
 No. 149 11 June 1939
 No. 150 2 June 1940
 No. 151 2 Feb. 1941
 No. 152 16 Nov. 1941
 No. 153 3 Aug. 1942
 No. 154 14 Feb. 1943
 No. 155 1 Nov. 1944 La Veta to
 Alamosa back to
 Alamosa Div.
 No. 156 13 Feb. 1945
 No. 157 2 June 1946
 No. 158 8 June 1947
 No. 159 21 June 1949
 No. 160 26 March 1950
 No. 160 Sup. A Pueblo-Salida
 2 July 1950
 No. 160 Sup. B Pueblo-Salida
 6 July 1950 hectograph
 No. 161 1 Feb. 1951
 No. 162 6 July 1952
 No. 163 11 Jan. 1953 Alamosa-
 Silverton, Creede, La
 Veta, Alamosa Div.
 Abolished
 No. 164 7 July 1954
 No. 165 24 April 1955
 No. 166 25 Sept. 1955
 No. 167 11 Jan. 1959
 No. 168 25 Oct. 1959

No. 169 2 Oct. 1960 last issue
To new Colorado Div.

PUEBLO DIV. SUB DIV 1A,1B

From Moffat Div (DSL Lines)

No. 2 30 May 1948
No. 3 10 Oct. 1948
No. 4 20 March 1949
No. 4 Sup. A 2 Oct. 1949
No. 5 26 March 1950
No. 6 1 Jan. 1951
No. 7 26 Aug. 1951
No. 8 6 July 1952
No. 9 7 July 1954
No. 10 5 Sept. 1954
No. 11 24 April 1955
No. 12 25 Sept. 1955
No. 13 30 Dec. 1956
No. 14 21 March 1958
No. 15 3 Aug. 1958
No. 16 25 Oct. 1959
No. 17 24 April 1960 last issue
merged into new Colorado Div.

SECOND AND THIRD DIVISIONS

(2ND Salida-Minturn-New Castle)
(3RD Salida-Gunnison-Grand Junction)

No. 69 Sup. 1 3rd Div. 2nd Dist.
26 Jan. 1902 former sys.
timetable series
No. 70 5 April 1902 first full tt
No. 71 1 Nov. 1902 to Paonia
No. 72 25 Jan. 1903 to Somerset
No. 72A Sup. 3rd Div 2nd, 3rd dists.
15 March 1903
No. 73 21 June 1903
No. 73A Sup 2nd Div. 1st dist.
10 Sept. 1903
No. 73B Sup. 3rd Div. 2nd dist.
13 Sept. 1903
No. 74 22 Nov. 1903
No. 75 8 June 1904
No. 75A 3rd Div. 2nd dist.
14 Sept. 1904
No. 76 9 Oct. 1904

No. 77 4 Dec. 1904
No. 77A 2nd Div. 2nd dist.
1 Feb. 1905
No. 78 21 May 1905
No. 78A Sup. Aspen branch
2 July 1905
No. 79 21 May 1905
No. 80 3 Jun 1906
No. 81 4 Nov. 1906
No. 82 9 June 1896
No. 83 28 July 1907
No. 84 10 Nov. 1907
No. 84A Sup. 3rd Div. 1st,2nd,3rd
22 Dec. 1907
No. 85 19 Jan. 1908
No. 86 22 Nov. 1908
No. 87 20 Dec. 1908
No. 88 23 May 1909
No. 89 25 July 1909
No. 90 3 Oct. 1909
No. 91 2 Jan. 1910

SECOND DIVISION

(Salida-Minturn-New Castle)

No. 92 19 June 1910
No. 93 4 Dec. 1910
No. 94 9 April 1911
No. 95 26 May 1911
No. 96 18 June 1911
No. 97 12 Nov. 1911
No. 98 6 April 1913
No. 99 20 April 1913
No. 100 11 Jan.. 1914
No. 101 8 Nov. 1914
No. 102 12 April 1915
No. 103 12 Dec. 1915
No. 104 13 Jan. 1918
No. 105 2 Oct. 1918 USRA
No. 105A Sup. 1st dist. USRA
1 Dec. 1918
No. 106 26 Jan. 1919 USRA
No. 107 6 April 1919 USRA
No. 108 20 July 1919 USRA
No. 109 28 March 1920
No. 110 11 July 1920 last D&RG
to D&RGW Salida Div

SALIDA DIVISION

No. 111 7 Oct. 1923 D&RGW
absorbed RGJct. to Grand Jct.
No. 112 4 Nov. 1923
No. 113 1 June 1924
No. 113A Sup. Aspen mimeo
6 May 1925
No. 114 24 May 1925 Gunnison
Div. abolished, ng lines added
Minturn to Grand Jct. transferred
to Grand Junction Div.
No. 115 6 June 1926
No. 116 1 Dec. 1928
No. 117 12 Dec. 1927
No. 117A Sup. Crested Butte br.
27 June 1927
No. 118 17 June 1928
No. 119 9 June 1929
No. 120 27 Oct. 1929
No. 121 22 June 1930
No. 121A Sup. Ouray br. mimeo
Sept. 15, 1930
No. 122B Sup. Ouray br. mimeo
Sept. 26, 1930

No. 122 4 Jan. 1931 last issue
Div. abolished ng to Alamosa Div
standard gauge to Grand Jct. Div

THIRD DIVISION

(Salida-Gunnison-Grand Jct.)

No. 92 19 June 1910
No. 93 4 Dec. 1910
No. 94 9 April 1911 Pitkin,
Baldwin br. from C&S
No. 95 19 May 1912
No. 96 8 Nov. 1914
No. 96A Sup. 1st,2nd dists.
26 Nov. 1914
No. 97 7 Oct. 1917
No. 98 13 Jan. 1918
No. 98A Sup. 1st, 4d dist.
25 Feb. 1918
No. 99 20 July 1919 USRA
No. 110 28 March 1920
No. 100A Sup. North Fork br
7 Nov. 1920
No. 101 3 April 1921 last
D&RG issue to Gunnison Div.

GUNNISON DIVISION D&RGW

No. 102 7 Oct. 1923 includes
RGS
No. 102A Sup. Crested Butte br.
9 March 1924
No. 102B Sup. Crested Butte br.
22 May 1924
No. 103 1 August 1924 last issue
merged into Salida Div. with the
RGS going to the Alamosa Div.

FOURTH DIVISION

(La Veta to Silverton, Creede,
Santa Fe)

No. 70 6 April 1902
No. 71 25 Jan. 1903
No. 72 21 June 1903
No. 73 22 Nov. 1903
No. 74 8 June 1904 1st Pagosa
Springs
No. 75 9 Oct. 1904
No. 75A Sup. Santa Fe branch
. 7 Jan. 1904
No. 76 4 Dec. 1904
No. 77 21 May 1905
No. 77A Sup. Pagosa Springs br.
12 July 1905
No. 77B Sup 1st Farmington br.
22 Sept. 1905
No. 78 10 Dec. 1908
No. 79 4 Nov. 1906
No. 80 14 April 1907
No. 81 9 June 1907
No. 82 12 Jan. 1908
No. 83 12 Jan. 1908
No. 84 26 April 1908
No. 85 7 June 1908
No. 86 22 Jan. 1908
No. 87 23 May 1909
No. 88 2 Jan. 1910
No. 89 16 Jan. 1910
No. 90 19 June 1910
No. 91 4 Dec. 1910
No. 92 18 June 1911
No. 93 12 Nov. 1911
No. 94 missing from file

No. 95 14 July 1912

No. 96 27 April 1913
No. 97 11 Jan. 1914
No. 98 8 Nov. 1914
No. 99 12 April 1915
1st Madera branch
No. 100 4 June 1916
No. 100A Sup. Farmington br.
17 June 1917
No. 101 13 Jan. 1918
No. 101A Sup. 1st dist. Creed br.
26 Jan. 1919 USRA
No. 102 20 July 1919 USRA
No. 103A Sup. 6 Nov. 1921 last
D&RG timetable Santa Fe branch
marked void, do not send out
No. 103B Sup. Silverton branch
11 Dec. 1921 first
D&RGW timetable
No. 103C Sup. Silverton branch
1 June 1922
No. 104 29 Jan. 1922 (hand
written note that card never
issued, cancelled)
No. 105 26 Nov. 1922
No. 105A Sup. Silverton branch
27 May 1923
4th Div renamed Alamosa Div.

ALAMOSA DIVISION

No. 106 7 Oct. 1923 subdivisions
replace districts
No. 106A Sup. 10C, 12C subs.
2 Dec. 1923
No. 107 21 Jan. 1924
No. 108 4 May 1924
No. 109 24 Aug. 1924
No. 110 16 Nov. 1924
No. 110A Sup. 12, 12B never
Effective
22 Feb. 1925
No. 110A Sup. Farmington br.
15 April 1925
No. 111 24 May 1925 first to
include Rio Grande Southern
No. 112 6 June 1926

No. 113 12 June 1927
No. 114 17 June 1928
No. 114A Sup RGS 1 Sept. 1928
No. 115 9 June 1929
No. 116 27 Oct. 1929
No. 116A Sup. Farmington br.
28 Oct. 1929 mimeo
No. 116B Sup. Last RGS
26 Feb. 1930 mimeo
No. 116C Sup. Pagosa Springs br.
20 April 1930
No. 117 22 June 1930
No. 118 31 May 1931 ng trackage
from Salida Div. Alamosa- La Veta
to Pueblo Div, last La Madera br.
No. 118A Sup. Creede br.
11 Oct. 1931 mimeo
No. 118B Sup. Ouray br.
10 Jan. 1932 mimeo
No. 118C Sup. 10c, 12, 12b, 12c, 13,
13c, 14, 14a, 14b mimeo
3 July 1932
No. 118D Sup. 12, 12B, 12C
4 July 1932 mimeo
No. 118E Sup. 12, 12b, 12c
415 Aug. 1932 mimeo
No. 119 8 Nov. 1932 lat Pitkin,
Lake City branches
No. 119A Sup. Unknown
No. 119B Sup Santa Fe br.
18 Jan. 1934 mimeo
No. 119C Sup. Salida-Gunnison
26 Aug. 1936 mimeo
No. 120 6 June 1937
No. 120A Sup. Salida-Gunnison
26 Sept. 1937
No. 121 11 June 1939
No. 121A Sup. unknown
No. 121B Sup. Santa Fe br.
31 July 1939 mimeo
No. 121C Sup. 11, 11b, 12
6 June 1940
No. 122 6 Sept. 1942
No. 123 1 Dec. 1944 La Veta-
Alamosa back from Pueblo Div.
No. 124 2 Feb. 1947
No. 125 1 June 1949 last Mears

Jct. to Alamosa br.
No. 125A Sup. sub. 10
30 April 1950 mimeo
No. 125B Sup. Silverton br.
18 June 1950 mimeo
No. 126 1 Feb. 1951
No. 126A Sup. Chama-Dulce
1 Feb. 1951 mimeo
No. 126B Sup Silverton Br.
15 June 1952
Division abolished La Veta to
Silverton to Pueblo Div, Salida to
Montrose to Grand Jct. Div.

GRAND JUNCTION DIV.
created by transferring Minturn to
Grand Junction from the Salida
Div and Grand Jct. To Soldier
Summit from the Green River
Div. Used Green River Div.
numbering continuation

No. 96 24 Ma 1925
No. 96A Sup. Clear Creek Br.
17 Nov. 1925 mimeo
No. 96B Sup. Clear Creek br.
1 Dec. 1925 mimeo
No. 97 6 June 1926
No. 97A Sup. Sunnyside br.
11 July 1926 mimeo
No. 97B Sup. Sunnyside br.
18 Aug. 1926 mimeo
No. 97C Sup. Clear Creek br.
18 Aug. 1926 mimeo
No. 98 1 Dec. 1926 Soldier
Summit to Green River
transferred to Salt Lake Div.
No. 98A Sup. Montrose &
Somerset br.
30 Jan. 1927
No. 99 12 June 1927
No. 99A Sup. Montrose &
Somerset br.
27 Nov. 1927 mimeo
No. 100 17 June 1928
No. 101 9 June 1929
No. 102 27 Oct. 1929
No. 103 22 June 1930 Green

River to Helper and Sunnyside br.
transferred from Salt Lake Div.
No. 103A Sup. Montrose &
Somerset br.
23 Nov. 1930 mimeo
No. 104 4 Jan. 1931
No. 105 7 June 1931 Salida to
Minturn, Leadville br. on
abolishment of Salida Div.
No. 106 27 Sept. 1931
No. 107 19 June 1e932
No. 107A Sup. Montrose &
Somerset br.
3 July 1932 mimeo
No. 107B Sup. Montrose &
Somerset br.
5 Sept. 1932
No. 107C Sup. Montrose &
Somerset br.
3 Oct. 1932 mimeo
No. 108 6 Nov. 1932
No. 108A Sup. Aspen br.
24 Nov. 1932 mimeo
No. 108B Sup. Grand Jct.-Helper
26 Feb. 1933
No. 108C Sup. Montrose &
Somerset br.
16 July 1933
No. 108D Sup. ? mimeograph
15 Sept. 1933
No. 109 17 June 1934 first
Dotsero cut-off
No. 110 16 June 1935
No. 111 5 July 1936
No. 112 6 June 1937
No. 113 3 Oct. 1937
No. 114 1 Jan. 1938
No. 115 12 June 1938
No. 116 4 Dec. 1938
No. 116A Sup. Montrose br.
1 Jan. 1939
No. 117 11 June 1939
No. 118 24 Sept. 1939
No. 119 2 June 1940
No. 120 2 Feb. 1941
No. 121 16 Nov. 1941
No. 122 5 July 1942

No. 123 14 Feb. 1943
No. 124 16 Jan. 1944
No. 125 1 Dec. 1944
No. 126 13 May 1945
No. 127 14 Oct. 1945
No. 128 31 March 1948
No. 129 21 June 1946
No. 130 8 June 1947
No. 131 10 May 1948
No. 132 10 Oct. 1948
No. 133 20 March 1949
No. 134 26 March 1950
No. 135 1 Jan. 1950
No. 136 6 July 1952
No. 137 11 Jan. 1953 Salida-
Gunnison, branches from
Alamosa Div. dissolution
No. 138 7 March 1954
No. 139 5 Sept. 1954 last with
Salida to Gunnison n. g.
No. 140 24 April 1955
No. 141 25 Sept. 1955
No. 142 30 Dec. 1956
No. 143 3 Aug. 1958
No. 144 28 Dec. 1958
No. 145 25 Oct. 1959
No. 146 24 April 1960
division dissolved- East of Grand
Junction to Colorado Div, west of
Grand Junction to Utah Div.

COLORADO DIVISION

No. 1 16 April 1961 Denver to
Grand Junction via Dotsero and
Pueblo
No 1-A 16 April 1961 all track
south of Pueblo to Silverton
No. 2 1 July 1962 first booklet
No. 3 28 April 1963
No. 3-A 19 May 1963
No. 3-A Sup. Silverton br.
1 June 1965
No. 4 1 March 1964
No. 5 1 Oct. 1965 includes all
trackage including narrow gauge
No. 5A Sup. 9 Jan. 1966
No. 6 15 May 1966

No. 6A Sup. Glenwood Springs-
Salida 6 Nov. 1966
No. 7 1 June 1967
No. 8 6 Oct. 1968
No. 9 19 April 1970 last
into new system timetable series

DENVER & RIO GRANDE WESTERN RAILWAY

(Utah lines files incomplete)
No. 27 15 April 1884

RIO GRAND WESTERN RAILROAD RGW files

incomplete, 1889-1908 (Grand
Junction to Ogden)

No. 1 10 June 1890
No. 2 24 Aug. 1890
No. 3 15 Nov. 1890
No. 4 1 Jan. 1891
No. 5 15 March 1891
No. 6 6 April 1891
No. 7 14 June 1891
No. 8 1 July 1891
No. 9 1 Aug. 1891
No. 10 1 Nov 1891
No. 11 1 Jan. 1892
No. 12 1 May 1892
No. 13 22 May 1892
No. 14 28 Aug. 1892
No. 15 1 Jan. 1893
No. 16 1 April 1893
No. 17 7 May 1893
No. 18 30 July 1893
No. 19 19 Nov. 1893
No. 20 29 April 1894
No. 21 1 Nov. 1894
No. 22 25 Nov. 1894
No. 23 15 March 1895
No. 24 31 March 1895
No. 25 18 Nov. 1895
No. 25 Sup No. 1 25 Nov. 1895
No. 26 20 April 1896
No. 27 1 June 1896
No 27 Sup. No. 1 1 Nov. 1896
No. 28 17 Jan. 1897

No. 29 26 July 1897
No. 30 1 Oct. 1897
No. 31 3 Nov. 1897
No. 32 10 Jan. 1898
No. 39 1 Jun 1899
No. 39 Sup. 1 Heber br.
1 Oct. 1899
No. 40 16 Oct. 1899
No. 42 6 March 1900
No. 47 9 Sept. 1900
No. 50 27 Oct. 1901
No. 51 3 April 1902
No. 52A Sup. Heber br.
29 March 1903
No. 53 21 June 1903
No. 54 22 Nov. 1903
No. 55 8 June 1904
No. 56 9 Oct. 1904
No. 57 4 Dec. 1904
No. 58 1 Feb. 1905
No. 59 21 May 1905
No. 60 10 Dec. 1905
No. 61 3 June 1906
No. 62 4 Nov. 1906
No. 63 9 June 1907
No. 64 28 July 1907
No. 65 10 Nov. 1907
No. 66 19 Jan. 1908 last issue to

DENVER & RIO GRANDE UTAH LINES

timetable Grand Junction to
Ogden and branches
No. 67 22 Nov. 1908
No. 68 20 Dec. 1908
No. 69 23 June 1909 last
timetable showing districts
No. 70 3 Oct. 1909 first timetable
Green River and Salt Lake Divs.
No. 71 2 Jan. 1910
No. 72 19 June 1910
No. 73 9 April 1911
No. 74 28 May 1911
No. 75 19 June 1911
No. 76 12 Nov. 1911
No. 77 19 May 1912
No. 78 6 April 1913

No. 79 20 April 1913
No. 80 16 Nov. 1913 first with
relocated Soldier Summit
No. 81 27 Sept. 1914 shows Utah
Rwy. Hiawatha, Mohrland
No. 82 8 Nov. 1914
No. 83 12 April 1915
No. 84 12 Dec. 1915
No. 85 4 June 1916
No. 86 22 Aug. 1916
No. 87 13 Jan. 1918
No. 88 2 Oct. 1918 USRA
No. 89 6 April 1919 USRA
last Utah Lines to separate Salt
Lake and Green River Divisional
timetables

GREEN RIVER DIVISION

(Grand Junction to Soldier
Summit and branches)
No. 90 28 March 1920 first
No. 91 11 July 1920 last D&RG
issue
No. 92 7 Oct. 1923 first D&RGW
Montrose and Somerset branches
transferred to Green River Div.
No. 93 4 Nov. 1923
No. 94 27 Jan. 1924
No. 94A Sup. Montrose, Somerset
16 March 1924
No. 95 1 June 1924
No. 95A Sup. Montrose, Someset
17 Aug. 1924
No. 95B Sup. mimeo last issue
Green River Division merged into
the Grand Junction Division.

SALT LAKE DIVISION

(Soldier Summit to Ogden and
branches, does not show Utah
RR)
No. 90 28 March 1920
No. 91 11 July 1920 last D&RG
issue
No. 92 7 Oct. 1923 1st D&RGW
No. 93 4 Nov. 1923
No. 94 27 Jan. 1924

No. 95 1 June 1924
 No. 96 24 May 1925
 No. 97 6 Jan. 1926
 No. 98 1 Dec. 1928 Green River to Soldier Summit to Salt Lake Div. from Grand Junction Div
 No. 99 12 June 1927
 No. 100 8 Jan. 1928
 No. 101 17 June 1928 1st magazine timetable
 No. 101A Sup Marysville br. 1 Sept. 1928
 No. 101B Sup. Tintic br. 1 June 1929
 No. 102 9 June 1929
 No. 103 1 Nov. 1929
 No. 103A Sup. Soldier Summit-Ogden 14 Nov. 1929
 No. 103B Sup. Marysville br. 2 Jan. 1930 mimeo
 No. 103C Sup. Marysville br. 1 June 1930 hectograph
 No. 104 22 June 1930 Green River to Helper transferred to Grand Junction Div.
 No. 105 4 Jan. 1931
 No. 105A Sup. SLC-Ogden 4 Jan. 1931 mimeo
 No. 106 7 June 1931
 No. 106A Sup. Heber br. 20 Sept. 1931 mimeo
 No. 107 27 Sept. 1931
 No. 108 19 June 1932
 No. 109 6 Nov. 1932
 No. 109A Sup. Green River to Ogden 26 Feb. 1933
 No. 109B Sup Green River to Ogden 4 March 1934
 No. 110 17 June 1934
 No. 111 16 June 1935
 No. 112 5 July 1936
 No. 112A Sup. Sub.6b,6c,7 12 Jan. 1937
 No. 113 6 June 1937 subdivisions renumbered
 No. 114 3 Oct. 1937

No. 115 1 Jan. 1938
 No. 116 12 June 1938
 No. 117 4 Dec. 1938
 No. 118 11 June 1939
 No. 119 2 June 1940
 No. 120 2 Feb. 1941
 No. 121 18 Nov. 1941
 No. 122 5 July 1942
 No. 123 14 Feb. 1943
 No. 124 16 Jan. 1944
 No. 125 27 June 1944
 No. 126 13 May 1945
 No. 127 14 Oct. 1945
 No. 128 31 March 1946
 No. 129 2 June 1946 last Park City branch
 No. 130 8 June 1947 1st Orem br.
 No. 131 30 May 1948
 No. 132 10 Oct. 1948
 No. 133 20 March 1949
 No. 133A Sup. 1 April 1949 mimeo
 No. 134 26 March 1950
 No. 135 1 July 1951
 No. 136 6 July 1952
 No. 137 7 March 1954
 No. 138 24 April 1955
 No. 139 22 Sept. 1957
 No. 140 3 Aug. 1958
 No. 141 25 Oct. 1959
 No. 142 24 April 1960 last issue absorbed into the Utah Div.\

UTAH DIVISION
 consolidation of Salt Lake Div. with segment of Grand Junction Div. west of Grand Junction (Grand Junction to Ogden)
 No.1 16 April 1961
 No. 2 1 July 1962 1st booklet
 No. 3 28 April 1963
 No. 4 1 Nov. 1964
 No. 5 1 Oct. 1965
 No. 6 15 May 1966
 No. 7 1 June 1967
 No. 8 8 Oct. 1968
 No. 9 19 April 1970

D&RGW System timetables
 consolidation from Colorado Div.
 No. 9 of 19 April 1970 and Utah Division No. 9 of April 19 1970
 Joint Line still separate
 No. 1 1 Jan. 1972
 No. 2 1 Jan. 1974
 No. 3 1 Jan. 1977
 No. 4 24 Feb. 1980
 No. 5 25 April 1983
 No. 6 30 Oct. 1983 1st to show joint line between Denver and Pueblo
 No. 7 4 May 1986 Salt Lake City to Ogden on Union Pacific
 No. 8 15 May 1988 last issue by D&RGW before Southern Pacific merger to the Southern Pacific's Central Region

ATCHISON, TOPEKA & SANTA FE-DENVER & RIO GRAND WESTERN JOINT LINE TIMETABLE
 The World War I United States Railway Administration decided to operate the Denver to Pueblo trackage of both roads as a double track operation which after the war both railroad chose to continue the joint agreement.
 No. 1 1 Oct. 1918 USRA
 No. 2 1 Dec. 1918 USRA
 No. 3 26 April 1919 USRA
 No. 4 6 April 1919 USRA
 No. 5 20 July 1919 USRA
 No. 6 30 Nov. 1919 USRA
 No. 7 28 March 1920
 No. 7A Sup. D&RG Denver suburban trains
 No. 8 6 June 1920
 No. 9 11 July 1920
 No. 9A Sup. D&RG Denver suburban trains
 No. 10 14 Nov. 1920
 No. 11 1 May 1921

No. 12 29 May 1921
 No. 13 9 Oct. 1921
 No. 14 16 Oct. 1921
 No. 15 18 June 1922 D&RGW
 No. 16 9 Nov. 1922
 No. 16A Sup. D&RGW Denver suburban trains
 No. 17 13 May 1923
 No. 18 24 June 1923
 No. 19 7 Oct. 1923
 No. 20 15 Oct. 1923
 No. 21 4 Nov. 1923 last D&RGW suburban trains
 No. 22 15 May 1924
 No. 23 1 June 1924
 No. 24 15 March 1925
 No. 25 24 May 1925
 No. 26 7 July 1925
 No. 27 3 Jan. 1926
 No. 28 6 June 1926
 No. 30 14 Nov. 1926
 No. 31 12 June 1927
 No. 32 4 March 1928
 No. 33 17 June 1928
 No. 34 1 July 1928
 No. 35 5 May 1929
 No. 36 9 June 1929
 No. 37 27 Oct. 1929
 No. 38 22 June 1930
 No. 39 10 Aug. 1930
 No. 40 8 Oct. 1930
 No. 41 4 Jan. 1931
 No. 42 1 Feb. 1931
 No. 43 22 Feb. 1931
 No. 44 31 May 1931 magazine
 No. 45 27 Sept. 1931
 No. 46 29 Nov. 1931
 No. 47 6 March 1932
 No. 48 19 June 1932
 No. 49 28 Aug. 1932
 No. 50 6 Nov. 1932
 No. 51 23 April 1933
 No. 52 28 May 1933
 No. 53 2 July 1933
 No. 54 20 May 1934
 No. 55 17 June 1934
 No. 56 24 June 1934
 No. 57 16 June 1935
 No. 58 29 Sept. 1935
 No. 60 10 May 1936
 No. 61 5 July 1936
 No. 62 20 Dec. 1936
 No. 63 10 Jan. 1937
 No. 64 6 June 1937
 No. 65 20 June 1937
 No. 66 3 Oct. 1937
 No. 67 20 Feb. 1938
 No. 68 10 April 1938
 No. 69 12 June 1938
 No. 70 30 April 1939
 No. 71 11 June 1939 last Manitou branch
 No. 72 14 Jan. 1940
 No. 73 2 June 1940
 No. 74 27 Oct. 1940
 No. 75 2 Feb. 1941
 No. 76 15 June 1941
 No. 77 16 Nov. 1941
 No. 78 8 June 1942
 No. 79 21 June 1942
 No. 80 5 July 1942
 No. 81 29 Nov. 1942
 No. 82 14 Feb. 1943
 No. 83 13 May 1945
 No. 84 11 Nov. 1945
 No. 85 2 June 1946
 No. 86 29 Sept 1946
 No. 87 8 June 1947
 No. 88 14 Sept. 1947
 No. 89A Sup. 14 Nov. 1948
 No. 90 28 Nov. 1948
 No. 91 20 Feb. 1949
 No. 92 2 April 1950
 No. 93 28 May 1950
 No. 94 28 Jan. 1951
 No. 95 6 May 1951
 No. 96 30 Sept. 1951
 No. 97 31 May 1953
 No. 98 27 Sept. 1953
 No. 99 10 Jan. 1954
 No. 100 7 March 1954
 No. 101 6 June 1954
 No. 102 18 Jan. 1955
 No. 103 24 April 1955

No. 104 25 Sept. 1955
 No. 105 30 Oct. 1955
 No. 106 29 April 1956
 No. 107 22 July 1956
 No. 108 16 June 1957
 No. 109 12 Jan. 1958
 No. 110 1 Jan. 1959
 No. 111 6 Dec. 1959
 No. 112 24 April 1960
 No. 113 23 April 1961
 No. 114 23 April 1961
 No. 1 May 5, 1963 booklet
 No. 2 25 Oct. 1964 Joint Line timetable on cover
 No. 3 9 Oct 1966
 No. 4 30 April 1967
 No. 5 11 June 1968
 No. 6 16 May 1971
 No. 1 5 Jan. 1975
 No. 2 6 Feb. 1977
 No. 3 6 Jan. 1980
 No. 4 5 June 1983
 No. 1 27 Oct. 1985
 No. 2 17 May 1987
 No. 3 9 July 1989 last issue

DENVER NORTHWESTERN & PACIFIC RAILWAY
 (Effort by Denver interest to construct a line west to Salt Lake City)
 No. 1 23 June 1904 Denver to Mammoth
 No. 2 21 Oct. 1904 to Arrowhead
 No.3 28 May 1905
 No. 4 3 Sept. 1905 to Sulphur Springs
 No. 5 18 Nov. 1905
 No. 6 1 Dec. 1905
 No. 7 15 May 1906
 No. 7 Sup. 1 to Kremmling 15 June 1906
 No. 8 1 July 1906
 No. 9 15 July 1906
 No. 10 1 Nov. 1906
 No. 11 16 May 1907

No. 12 1 July 1907
 No. 13 1 Nov. 1907 to Yarmony
 No. 14 15 May 1908 to McCoy
 No. 15 20 June 1908 to Crater
 No. 15 Sup. 1 to Taponas
 12 Aug. 1908
 No. 15 Sup. 2 to Yampa
 15 Sept. 1908
 No. 16 3 Nov. 1908
 No. 17 13 Feb. 1909 to Steamboat
 Springs
 No. 18 5 April 1909
 No. 19 29 May 1909
 No. 20 1 July 1909
 No. 21 1 Oct. 1909
 No. 22 2 Dec. 1909 first districts
 used (1st & 2nd)
 No. 23 10 Dec. 1909
 No. 24 19 Dec. 1909
 No. 25 1 May 1910
 No. 26 1 June 1910
 No. 27 1 July 1910
 No. 28 2 Oct. 1910
 No. 29 13 Nov. 1910
 No. 29 Sup. 1 1st dist.
 16 Jan. 1911
 No. 29 Sup. 2 1st dist.
 18 Jan. 1911
 No. 30 30 April 1911
 No. 31 1 July 1911
 No. 32 25 Sept. 1911
 No. 32 Sup. 1 1st dist.
 22 Oct. 1911
 No. 33 12 Nov. 1911
 No. 33 Sup. 1 1st dist.
 7 Jan. 1912
 No. 34 21 Jan 1912
 No. 35 28 April 1912
 No. 36 6 June 1912
 No. 37 17 Nov. 1912 Last Denver
 Northwestern & Pacific timetable

DENVER & SALT LAKE RR
 DNW&P bankrupt, reorganized
 as Denver & Salt Lake Railroad
 (Denver-Steamboat Springs)
 No. 1 8 June 1913

No. 2 6 July 1913
 No. 3 1 Dec. 1913
 No. 4 1 Dec. 1913 to Craig
 No. 5 21 June 1914
 No. 6 5 July 1914
 No. 7 15 Nov. 1914
 No. 8 27 Dec. 1914
 No. 10 5 Dec. 1915
 No. 12 31 Dec. 1916
 No. 15 5 July 1917
 No. 16 4 Nov. 1917
 No. 17 23 June 1918
 No. 18 16 March 1919 USRA
 No. 19 6 July 1919 USRA
 No. 21 3 March 1921
 No. 22 15 Aug. 1921
 No. 23 20 May 1923
 No. 24 1 June 1924
 No. 25 1 March 1925
 No. 26 17 May 1925
 No. 27 27 July 1925
 No. 28 13 Sept. 1925
 No. 29 1 June 1926
 No. 30 16 Sept. 1926
 No. 31 27 Feb. 1928 Moffat
 Tunnel opened and used
 No. 32 17 Aug. 1390
 No. 33 15 June 1934 D&RGW
 trains via Orestod cut-off,
 D&RGW control of road, use of
 subdivisions instead of districts
 No. 34 16 June 1935 magazine
 D&RGW style cover
 No. 35 1 July 1936
 No. 36 6 June 1937
 No. 37 26 Aug. 1937
 No. 38 3 Oct. 1937
 No. 39 12 June 1938
 No. 40 4 Dec. 1938
 No. 41 11 June 1939
 No. 42 24 Sept. 1939
 No. 43 1 Jan. 1940
 No. 44 2 June 1940
 No. 45 2 Feb. 1941
 No. 46 16 Nov. 1941
 No. 47 5 July 1942 first with
 sub. 1A Sulphur-Phippsburg

No. 48 14 Feb. 1943
 No. 49 16 Jan. 1944
 No. 50 1 Oct. 1945 last sub. 1A
 No. 51 31 March 1946
 No. 52 2 June 1946 last D&SL

MOFFAT DIV. D&RGW
 after bankruptcy reorganization
 the D&RGW formally merged
 with the Denver & Salt Lake
 1 8 June 1947 last issue Moffat
 Div. merged into Pueblo Div. see
 Pueblo Div. Subs. 1A and 1B
 No. 2 of 30 March 1948 to
 continue series

**RIO GRANDE JUNCTION
 RAILWAY**
 jointly owned line between
 Newcastle and Grand Junction by
 D&RG and Colorado Midland
 files incomplete
 No. 2 16 Nov. 1890
 No. 3 22 Nov. 1890
 No. 16 27 Feb. 1893
 No. 23 29 April 1894
 No. 43 3 Feb. 1899
 No. 46 1 Aug. 1889
 No. 50 25 March 1900
 No. 57 20 March 1901
 No. 59 23 Feb. 1902
 No. 60 1 Jan. 1903
 No. 61 15 March 1903
 No. 62 21 June 1903
 No. 63 22 Nov. 1903
 No. 64 27 March 1904
 No. 65 8 June 1904
 No. 66 9 Oct. 1904
 No. 67 4 Dec. 1904
 No. 68 1 Feb. 1905
 No. 69 21 May 1905
 No. 70 7 June 1905
 No. 71 10 Dec. 1905
 No. 72 3 June 1906
 No. 74 9 June 1907
 No. 75 28 July 1907
 No. 76 25 Aug. 1907

No. 77 10 Nov. 1907
 No. 78 19 Jan. 1908
 No. 79 22 Nov. 1908
 No. 80 20 Dec. 1908
 No. 81 23 May 1909
 No. 82 27 July 1909
 No. 83 3 Oct. 1909
 No. 84 2 Jan. 1910
 No. 85 19 June 1910
 No. 86 4 Dec. 1910
 No. 87 9 April 1911
 No. 88 28 May 1911
 No. 89 16 June 1911
 No. 90 12 Nov. 1911
 No. 92 21 Oct. 1912
 No. 93 8 April 1913
 No. 95 25 Oct. 1913
 No. 96 8 Nov. 1914
 No. 97 12 April 1915
 No. 98 12 Dec. 1915
 No. 99 7 March 1916
 No. 100 12 Aug. 1917
 No. 101 18 Nov. 1917
 No. 102 13 Jan. 1918
 No. 103 2 Oct 1918 USRA
 No. 104 26 Jan. 1919 USRA
 No. 105 6 April 1919 USRA
 No. 106 20 July 1919 USRA
 last Colorado Midland schedules
 No. 107 8 March 1920
 No. 108 11 July 1920
 Colorado Midland abandonment
 saw RGJ merged into D&RGW
 Salida Div. No. 111 7 Oct. 1923

**RIO GRANDE SOUTHERN
 RAILROAD**
 No. 1 10 Oct. 1900 Ridgeway
 to Placerville
 No. 2 2 Nov. 1900 to South Fork
 No. 3 26 Nov. 1890 to Telluride
 No. 4 26 Nov. 1890
 No. 5 26 Dec. 1890
 No. 7 31 May 1891
 No. 8 2 Aug, 1891
 No. 9 27 Sept, 1891
 No. 10 19 Oct. 1891

No. 11 31 Jan. 1892
 No. 12 5 June 1892
 No. 13 10 July 1892
 No. 14 24 July 1892
 No. 15 16 Oct. 1892
 No. 16 7 May 1893
 No. 17 11 June 1893
 No. 18 8 July 1893
 No. 19 1 Sept. 1893
 No. 20 23 Dec. 1893
 No. 21 29 April 1894
 No. 22 11 Sept. 1894
 No. 23 25 Nov. 1894
 No. 23 Sup. 27 March 1895
 No. 24 2 June 1895
 No. 25 27 Oct. 1895
 No. 26 17 May 1896
 No. 27 20 Sept. 1896
 No. 28 19 Dec. 1897
 No. 29 23 June 1898
 No. 30 20 Nov. 1898
 No. 31 1 Jan. 1900
 No. 32 27 April 1900
 No. 33 19 July 1900
 No. 34 10 Jan. 1901
 No. 35 28 May 1901
 No. 36 18 July 1901
 No. 37 15 Jan. 1902
 No. 38 15 April 1902
 No. 39 15 Dec. 1902
 No. 40 25 Jan. 1903
 No. 41 21 June 1903
 No. 42 22 Nov. 1903
 No. 43 8 June 1904
 No. 44 14 Sept. 1904
 No. 45 21 May 1905
 No. 46 3 June 1906
 No. 48 8 Sept. 1907
 No. 49 19 July 1908
 No. 50 23 May 1909
 No. 51 24 Sept 1909 issued?
 No. 52 26 Sept 1909
 No. 53 31 Oct. 1909
 No. 54 19 Dec. 1909
 No. 55 4 Dec. 1910
 No. 56 8 Jan. 1911
 No. 56 Sup. No. 1 8 April 1911

No. 57 18 June 1911
 No. 58 18 Jan. 1912
 No. 59 15 Aug. 1912
 No. 60 29 Dec. 1912
 No. 61 15 Nov. 1914
 No. 62 20 Dec. 1914
 No. 63 2 May 1915
 No. 64 23 April 1916
 No. 65 20 July 1919 USRA
 No. 66 28 March 1920
 No. 66 Sup. 15 July 1920
 Rio Grand Southern trackage
 into D&RGW Gunnison Div. No.
 102 7 Oct. 1923
 from Alamosa Div. No. 116B 16
 Feb. 1930
 No. 1 22 June 1930 handwritten
 No. 1 1 July 1930 printed 150
 copies
 No. 2 15 Sept. 1930
 No. 2 Sup. 1 13 Oct. 1930
 No. 3 31 May 1931
 No. 3A Sup. 24 Jan. 1932
 No. 3B Sup. 1 July 1933
 No. 3C Sup. 6 July 1936
 No. 4 11 June 1939
 No. 4 special timetable rules
 11 June 1939
 No. 4A Sup. 3 March 1940
 No. 4B Sup. 16 June 1940
 No. 5 14 Feb. 1943
 No. 6 18 July 1948 last issued
 RGS abandoned

DENVER AND RIO GRANDE RAILWAY CO.

TIME TABLE No. 2,

—TAKING EFFECT AT 7:50 A. M.—

SUNDAY, MAY 23D, 1880.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

The Time on this Card, at all Stations, except terminus of train run, is leaving time, unless arriving and leaving time are both given.

Figures in HEAVY TYPE indicate meeting and passing points.

* Flag Stations, at which trains will come to a STOP on signal.

† Stop for meals.

R. J. GROSS.

Chief Train Dispatcher
PUEBLO.

S. R. AINSLIE.

Superintendent
DENVER.

D. C. DODGE.

General Manager
DENVER.

The oldest employee timetable in the Denver & Rio Grande files donated to the Denver Public Library in 1980 was system timetable No. 2 of May 23, 1880. Any timetable before this date would found in private hands and there is only one known issue to exist before May 23, 1880. This timetable covered Denver, CO to Salida, CO, Pueblo to El Moro, CO. and Walsenburg, CO to Alamosa, CO. The entire road was constructed as a narrow gauge road and remained so for a number of years. Both David Dodge and Samuel Ainslie came to the D&RG from the Kansas Pacific and both were in the D&RG traffic department before being moved to the operating side. (Colorado Railroad Museum Collection from Denver Public Library)

DENVER & RIO GRANDE RAILROAD

EMPLOYEES' TIME-TABLE

No. 1.

TO TAKE EFFECT 12.01 A.M. MARCH 25, 1888.

STANDARD TIME, 105th MERIDIAN.

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

ALL RULES INCONSISTENT WITH THOSE HEREIN ARE REVOKED.

East-bound trains have absolute right to track over West-bound trains of same or inferior class.

Operating a narrow gauge railroad in a mountainous area was not necessarily a path to success. The Denver & Rio Grand Railway went bankrupt and was finally reorganized as the Denver and Rio Grand Railroad. In almost all of these bankruptcy events, the newly reorganized company would reset the employee timetable numbering system back to No. 1 to reflect a new beginning. The new company rearranged their divisions which were numbered in this timetable into the following structure:

- 1st Division
 - 1st District Denver to Pueblo and branches
 - 2nd District Pueblo to Salida and branches
 - 3rd District Pueblo to Trinidad, CO and branches
 - 4th District Cuchara Jct, Co. to La Veta, CO
- 2nd Division
 - 1st District Salida to Minturn, CO and branches
 - 2nd District Minturn to New Castle, CO and branches
- 3rd Division
 - 1st District Salida to Gunnison, Co and branches
 - 2nd District Gunnison to Grand Junction, CO and branches
 - 3rd District Mears Jct., CO to Alamosa and branches
- 4th Division
 - 1st District La Veta to Alamosa
 - 2nd District Alamosa to Chama and branches
 - 3rd District Chama to Durango and branches

Colorado Railroad Museum archives

DENVER & RIO GRANDE RAILROAD.

EMPLOYEES' TIME-TABLE

75

SECOND AND THIRD DIVISIONS.

TO TAKE EFFECT 12:01 A. M. WEDNESDAY, JUNE 8, 1904.

STANDARD TIME, 105th MERIDIAN.

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

C. H. SCHLACKS, VICE-PRESIDENT.	J. A. EDSON, MANAGER.	W. COUGHLIN, GENERAL SUPERINTENDENT.	H. F. PARKE, SUPERINTENDENT CAR SERVICE.
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THE MESSERS' PUBLISHING CO., PRINTERS, DENVER.

The last system timetables were issued in November of 1901. From 1902 until 1910 the Second and Third Divisions were issued in a joint timetable with the same division staff for both divisions except for separate assistant superintendents at Salida. Your Editor speculates that in the early days of the Rio Grande the road was a proving ground for officers that went on to higher positions on other roads or the winters on the road were so difficult that the officers looked for less onerous working conditions elsewhere. This timetable is a good example of the phenomena. Charles Henry Schlacks started out in the mechanical department of the Illinois Central. In 1894 he went to the D&RG and rose to AGM. On July 1, 1900 he became the General Manger of the Colorado Midland. On June 1, 1904 he became General Manager of the D&RG and rose to D&RG/WP Vice President in San Francisco, CA. Job Adolphus Edson began as a telegrapher on the Lake Shore. He 1872 he jumped to the UP and became a chief dispatcher and trainmaster. In 1886 went to the Milwaukke as a dispatcher. Then in 1887 went to the MP as a division superintendent. In 1893 he was transferred to the SSW as superintendent and became Vice President of the SSW of Texas. In 1899 he jumped to the KCP&G as general manager and became the manager of the D&RG Jan. 1, 1902. Then Edson went to the CH&D in 1904 as general manager and on June 1, 1905 became president of the KCS. William Coughlin was another Gould transplant from the MP who appears to be an Edson prodigy when went to the KCP&G and then D&RG with Edson who later promoted him to General Manager of the KCS.. CRRM

DENVER & RIO GRANDE RAILROAD

FIRST DIVISION

EMPLOYEES' TIME TABLE

To Take Effect 12:01 A. M., Sunday, January 19th, 1908

STANDARD TIME, 105th MERIDIAN

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

C. H. SCHLACKS, Vice-President	A. C. RIDGWAY, General Manager	W. S. MARTIN, Assistant General Manager	A. E. WELBY, General Superintendent
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THE MESSERS' PUBLISHING CO., PRINTERS, DENVER, COLO.

The First Division of the D&RG consisted of the earliest track construction of the road. The reader should remember that General Palmer's original concept was to build a narrow guage railroad from Denver, to El Paso, TX. Although the Royal Gorge war is probably one of the more famous "railroad wars" in US history (which the D&RG won), there was a earlier "railroad war" which they lost. They both were with the same opponent, the Santa Fe. This division was involved in both wars. The war they lost was for the right of way over Raton Pass. W. B. Strong beating them in securing the right of way and today Raton Pass is associated with the Santa Fe main line (pre-Eastern Railroad of New Mexico's completion).

The First Division consisted of the following districts:

- 1st Distreict Denver to Pueblo and branches
- 2nd District Pueblo to Salida and branches
- 3rd District Pueblo to Trinidad and branches
- 4th District Cuchara Jct. To La Veta

It should b e noted that the Pueblo to Trinidad branches were one of the most important revenue producers for the road. There were numerous spurs to coal mines south of Walsenburg to Trinidad. There were even mine spurs south of Trinidad involving trackage rights. The coal was moved to South Pueblo to the Colorado Fuel & Iron plant. CF&I had coal and iron mines in other areas of the state and their own in-house railroad, the Colorado & Wyoming Railroad.

The Atchison, Topeka & Santa Fe Railway Company
The Denver and Rio Grande Railroad
A. R. BALDWIN, Receiver

DENVER DIVISION

EMPLOYEES' JOINT TIME TABLE
No. 7

IN EFFECT SUNDAY, MARCH 28, 1920

AT 12:01 A. M. MOUNTAIN TIME

SUPERSEDING DENVER DIVISION JOINT TIME TABLE NO. 6, DATED NOVEMBER 30, 1919

This Time Table is for the Government and Instructions of Employes of these Railroads Only

R. J. PARKER,
General Manager,
AMARILLO, TEXAS

C. H. BRISTOL,
General Superintendent,
LA JUNTA, COLO.

C. B. STROHM,
Superintendent of Transportation,
CHICAGO, ILL.

H. A. TICE,
Superintendent,
PUEBLO, COLO.

J. RUSSELL,
General Manager,
DENVER, COLORADO

W. E. GREEN,
Asst. General Manager,
DENVER, COLO.

R. F. RAY,
Asst. to Asst. Gen. Mgr.,
DENVER, COLO.

L. W. BOWEN,
General Superintendent,
DENVER, COLO.

L. F. WILSON,
Superintendent of Transportation,
DENVER, COLO.

R. T. McGRAW,
Superintendent,
PUEBLO, COLO.

THE DENVER & RIO GRANDE RAILROAD

A. R. BALDWIN, Receiver

THIRD DIVISION

EMPLOYEES' TIME TABLE

To Take Effect 12:01 A. M., Sunday, April 3, 1921

STANDARD TIME, 105th MERIDIAN

This Time Table is for the guidance of employes only, and is not intended for the information of the public, or as an advertisement of any train. The Railroad reserves the right to vary from it at pleasure.

J. RUSSELL,
General Manager

W. E. GREEN,
Assistant General Manager

R. F. RAY,
Assistant to Assistant General Manager

L. W. BOWEN,
General Superintendent

L. F. WILSON,
Supt. of Transportation

C. E. LEVERICH,
Superintendent

The Denver & Rio Grande and the Atchison, Topeka & Santa Fe both had their own lines between Pueblo and Denver which were operated as separate single track railroads before 1918. When the United States Railway Administration took over operation of the American railroads for the WW I war effort, it instituted operational changes to streamline movement of freight and passenger trains. One improvement was the implementation of the joint track between South Denver and the north side of Pueblo to be operated bi-directionally as double track. The Santa Fe was used as the northward track and the Rio Grande as the southward track.

Each track had their own set of supervision, as shown on the cover. What made this joint track unusual was that each track was dispatched by the owner's train dispatchers. That caused operating issues when reversing trains when there was track work or a train in trouble.

James Russell, William Green and Lyttleton Wilson were examples of "boomer" officers. James Russell had been a superintendent of the Great Northern; Missouri Pacific and Chicago, Burlington & Quincy; a general superintendent on Spokane, Portland & Seattle, Great Northern, general manager on the Minneapolis & St. Louis and the Cotton Belt before becoming general manager of the D&RG in on March 1, 1920. That was the date when the USRA turned control back to private ownership. No. 7 show above was the first timetable issued after USRA control. Colorado Railroad Museum archives.

The Third Division was separated from the Second Division circa 1910 and the division staff was established in Gunnison, CO. This was the former narrow gauge route to Grand Junction which was supplanted by the standard gauge line via Minturn and New Castle. From a collecting stand point, these are difficult to find since there were only 10 of them issued. No. 101 of April 31, 1921 was the last one issued before the name change to the Gunnison Division.

The Third Division main line included Marshall Pass, the route along the Gunnison River and part of the Black Canyon and Cerro Summit. Pushers were required for Marshall Pass and Cerro Summit. The division had branches which served the mining towns of Ouray, Crested Butte, Baldwin, Kubler Mine, and Lake City. The Monarch branch served a CF&I quarry which mined limestone for flux. Since all coal and limestone traffic had to be transloaded at Salida from narrow gauge cars to standard gauge cars, these mines were at a cost disadvantage to the mines on the standard gauge. The Crested Butte line served CF&I coal mines while the other two served hard rock mining areas which mined more valuable minerals such as gold and silver. The far west end of the division west of Montrose would be standard gauged as the North Fork branch developed into a very active coal mining area.

The seasonal movement of livestock to summer pastures and back in the fall was big business on the division and was some of the last traffic remaining when the narrow gauge routes were abandoned.

THE DENVER & RIO GRANDE RAILROAD COMPANY
COLORADO LINES

FOURTH DIVISION
EMPLOYEES' TIME TABLE

To Take Effect 12:01 A. M., Sunday, January 16, 1910

STANDARD TIME, 105th MERIDIAN

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

H. W. CLARKE,
2nd Vice-President and General Manager

W. S. MARTIN,
Assistant General Manager

J. W. DEAN,
General Superintendent.

The Fourth Division which was headquartered at Alamosa became a Mecca for railfans in the latter years as it was the last of the D&RGW narrow gauge operations. The division in this timetable consists of the following districts:

- | | |
|---------------------------------|--|
| 1 st District | La Veta to Alamosa standard gauge |
| 1 st District branch | Alamosa to Creede, CO standard gauge |
| 2 nd District | Alamosa to Chama, NM three rail to Antonito |
| 2 nd District branch | Antonito to Santa Fe, NM |
| 2 nd District branch | Taos Junction, NM to La Madera, NM |
| 3 rd District | Chama to Durango, CO three rail Carbon Junction to Durango |
| 3 rd District branch | Lumberton, NM to El Vado, NM |
| 3 rd District branch | Pagosa Junction, CO to Pagosa Springs, CO |
| 3 rd District branch | Carbon Junction, CO to Farmington, NM standard gauge |
| 3 rd District branch | Durango to Silverton, CO |

Colorado Railroad Museum archives

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY

FIRST DISTRICT

PUEBLO DIVISION
No. 129—TIME-TABLE—No. 129

Takes Effect Sunday, May 24, 1925, at 12:01 A. M.
 Standard Time, 105th Meridian
 Superseding Time-Table No. 128.

NOTE IMPORTANT CHANGES IN TIME-TABLE RULES.

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

L. H. LUKK,
General Manager.

L. F. WILSON,
General Superintendent of Transportation.

J. T. HEDWIGEK,
General Superintendent.

W. N. NEFF,
Superintendent.

The First Division was renamed the Pueblo Division in late 1923. T. H. Beacom who was appointed receiver was a Rock Island operating department official. Your Editor will speculate that he was behind the division renaming plus the use of subdivision number with branches being numbers with letters. This too was a Rock Island practice. Basically the main line between Denver and Salt Lake had each crew district as a subdivision. There were seven of them. Then other main lines and branches started from 8 up with a branch having an alphabetic letter of the subdivision it branched off. The 1st subdivision was the Denver to Pueblo line in the joint AT&SF-D&RGW timetable. This timetable had the following subdivisions:

- | | | | |
|---------------|-----------------------------|-------------|--------------------|
| Subdiv. 2 | Pueblo to Salida | Subdiv. 10 | La Veta to Alamosa |
| Subdiv. 2B,2C | Chandler Creek branch | Subdiv. 10A | Reliance branch |
| Subdiv. 2D | Westcliffe branch | Subdiv. 10B | Tropic branch |
| Subdiv. 2E | Howard branch | | |
| Subdiv. 8 | Pueblo to La Veta | | |
| Subdiv. 8A | Sonora branch | | |
| Subdiv. 8B | Loma branch | | |
| Subdiv. 8D | Capera branch | | |
| Subdiv. 9 | Walsenburg Jct. to Trinidad | | |
| Subdiv. 9B | Lascar-Cuchara | | |
| Subdiv. 9C | Rouse branch | | |
| Subdiv. 9F | Reilly Canon branch | | |

As far as Subdivision 9, I am using a 1932 timetable and subdivisions 9A and 9D were abandoned when the coal mines they served were closed. There were a large number of sometime lengthy mines spurs on the D&RGW and Colorado Southern south of Walsenburg Junction., Colorado Railroad Museum archives timetable

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY

FIRST DISTRICT

SALIDA DIVISION

No. 114—TIME-TABLE—No. 114

Takes effect Sunday, May 24, 1925, at 12:01 A. M.
Standard Time, 105th Meridian.

Superseding that part of Salida Division Time-Table No. 113 governing Sub-Divisions 3 and 3-B, and Gunnison Division Time-Table No. 103.

NOTE IMPORTANT CHANGES IN TIME-TABLE RULES.

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

I. H. LUKE,
General Manager.

L. F. WILSON,
General Superintendent of Transportation.

J. T. NEWBORN,
General Superintendent.

C. E. CARPENTER,
Superintendent.

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY

SECOND DISTRICT

GRAND JUNCTION DIVISION NO. 96—TIME-TABLE—NO. 96

Takes Effect Sunday, May 24, 1925, at 12:01, A. M.

Standard Time, 105th Meridian

Superseding Green River Division Time-Table No. 95 and Supplements thereto and that Part of Salida Division Time-Table No. 113 and Supplements thereto, Governing Sub-Divisions 4 and 4-A.

NOTE IMPORTANT CHANGES IN TIME-TABLE RULES

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

I. H. LUKE,
GENERAL MANAGER

L. F. WILSON,
GENERAL SUPERINTENDENT OF TRANSPORTATION

J. D. STACK,
GENERAL SUPERINTENDENT

HUGH WILSON,
SUPERINTENDENT

The Salida Division was the renamed 2nd Division when first established in Oct. 1923.. However the May 24, 1925 Salida Division timetable has part of the former Gunnison Division added to it when the Gunnison (former Third Division) was abolished. This timetable had the following subdivisions: This is the timetable reflecting the loss of the Minturn to Grand Junction subdivision 4.

Subdiv..3	Salida to Minturn, CO	Subdiv. 15	Salida to Alamosa
Subdiv. 3A	Leadville branch	Subdiv. 15A	Orient branch
Subdiv. 3B	Ibex branch	Subdiv. 15B	Crestone branch
Subdiv. 13	Salida to Gunnison		
Subdiv. 13A	Monarch branch		
Subdiv. 13B	Pitkin branch		Colorado Railroad Museum archives collection
Subdiv. 13 C	Crested Butte branch		
Subdiv. 13 D	Floresta branch		
Subdiv. 13 E	Baldwin branch		
Subdiv. 13 F	Kubler branch		
Subdiv. 14	Gunnison to Montrose		
Subdiv. 14A	Lake City branch		
Subdiv. 14B	Ouray branch		

Grand Junction , the connection to the Rio Grande Western was a major point on the D&RG and D&RGW. However, the principal city in Western Colorado never was a division point until the Green River Division was abolished and the west end of the Salida Division was added to it. Interesting, this, the first Grand Junction Division timetable used the Green River Division numbering series. The Grand Junction Division at this time included:

Subdiv. 4	Minturn to Grand Junction
Subdiv. 4A	Glenwood, CO to Aspen, CO
Subdiv. 5	Grand Junction to Helper, UT
Subdiv. 5A	Sunnyside, UT to Mounds, UT
Subdiv. 15	Montrose to Grand Junction
Subdiv. 15A	Delta, CO to Somerset, CO

The Kenilworth and Moab lines had not been built at this time.

Colorado Railroad Museum archives

THE DENVER & RIO GRANDE WESTERN RAILROAD SYSTEM

T. H. BEACON, RECEIVER

THE RIO GRANDE SOUTHERN RAILROAD COMPANY

SECOND DISTRICT

GUNNISON DIVISION No. 103—TIME TABLE—No. 103

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

Superseding Time Table No. 102 and supplements thereto.

NOTE IMPORTANT CHANGES IN TIME TABLE RULES

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

L. H. LEINE,
General Manager.

L. F. WILSON,
General Superintendent of Transportation.

L. W. BOWEN,
General Superintendent.

C. E. CARPENTER,
Superintendent.

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY

FIRST DISTRICT

ALAMOSA DIVISION THE RIO GRANDE SOUTHERN RAILROAD COMPANY No. 111—TIME—TABLE—No. 111

Takes Effect Sunday, May 24, 1925, at 12:01 A. M.
Standard Time, 105th Meridian.

Superseding Time-Table No. 110 Supplements thereto, and that portion of Gunnison Division
Time-Table No. 103 Governing The Rio Grande Southern Railroad.

NOTE IMPORTANT CHANGES IN TIME-TABLE RULES.

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

L. H. LEINE,
General Manager,
D. & R. G. W.

L. F. WILSON,
General Superintendent of Transportation,
D. & R. G. W.

A. T. HEDWIGEK,
General Superintendent,
D. & R. G. W.

L. W. BOWEN,
Superintendent,
D. & R. G. W.—R. G. S.

The most difficult employee timetable to find from the D&RGW is in all likelihood the Gunnison Division. (Although the Green River Division is in pretty close running!). There is a pretty simple reason for its scarcity, in that only two were issued before the division was abolished in 1925. The above is the last Gunnison Division timetable issued. (The first was No. 102 which superceded the 3rd Division No. 101.) The Gunnisoin Division was a pure narrow gauge division at this time, the only one of the Rio Grande in the 1920s. Note that itr also includes the Rio Grande Southern in the timetable and that road was under the superintendent in Gunnison. With the RGS, the division was quite large and had a number of subdivisions, all of which are now long abandoned..

Subdiv. 13	Salida to Gunnisoin	Subdiv. 15A	Orient Branch
Subdiv. 13A	Monarch branch (it was later standard gauged and long outlast the rest of the division.)		
Subdiv. 13B	Pitkin branch	Subdiv. 15B	Crestone branch
Subdiv. 13C	Crested Butte branch	Subdiv. 17	Ridgeway, CO to Rico, CO
Subdiv. 13D	Floresta branch	Subdiv. 17A	Telluride branch
Subdiv. 13E	Baldwin branch	Subdiv. 18	Rico to Durango
Subdiv. 14	Gunnison to Montrose		
Subdiv. 14A	Lake City branch	Colorado Railroad Museum archives	
Subdiv. 14B	Ouray branch		
Subdiv. 15	Salida to Alamosa		

The abolishment of the Gunnison Division in 1925 saw the Rio Grande Southern Railroad end up in the Alamosa Division timetable. This is the first timetable to have the Rio Grande Southern included. No. 116 dated Oct. 27, 1929 was the last Alamosa Division timetable to have the RGS included. Supplement 116B of Feb. 16, 1930 was the last D&RGW timetable supplement involving the RGS. Shortly afterward, the control of the RGS was relinquished and the RGS started to issue their own timetable series starting with No. 1. The Alamosa Division had the following subdivisions (note the change in thr Rio Grande Southern subdivisions from the Gunnison Div.):

Subdiv. 1	Ridgway to Rico	Subdiv. 12A	Pagosa Spring branch
Subdiv. 1A	Telluride branch	Subdiv. 12B	Farmington branch
Subdiv. 2	Rico to Durango	Subdiv. 12C	Silverton branch
Subdiv. 2A	Calumet branch		
Subdiv. 10	La Veta to Alamosa	Subdivisions 13,14 and 15	Salida to Montrose were not were mpt acquired by the Alamosa Div. until the Salida Division was abolished in 1931.
Subdiv. 10A	Reliance branch		
Subdiv 10B	Tropic branch		
Subdiv. 10C	Creed branch		
Subdiv. 11	Alamosa to Chama	Colorado Railroad Museum archives	timetable
Subdiv. 11A	Santa Fe branch		
Subdiv. 11B	La Madera branch		
Subdiv. 12	Chama to Durango		

Rio Grande Western Railway.

TIME TABLE No. 20.

In Effect 12:01 A. M., April 29th, 1894.

STANDARD TIME, 105th MERIDIAN.

FOR USE AND GUIDANCE OF EMPLOYEES ONLY.

D. C. DODGE,

Vice-Prest. and General Manager.

S. O. SNYDER,

Assistant Superintendent.

A. E. WELBY,

General Superintendent.

Terminal Point, Salt Lake.

The Rio Grande Western Railway, although an independent company from the Denver & Rio Grande, which lost the road in an early bankruptcy, was still under the influence of the D&RG. David C. Dodge, the Vice-President and General Manager had a similar role on the D&RG with offices in Denver. A. E. Welby the general superintendent has no biographical information that I can find, however he appears to be the person that Welby, Utah was named for which was a junction on the D&RG serving the copper mines west of Salt Lake City. It appears the Welby had a dispatchers office and a small terminal to handle mine jobs. The area is now a suburb of the Salt Lake City urban area and on the Metro light rail system.. Unfortunately, the Colorado Railroad Museum does not include the Utah Lines of the D&RGW within its area of interest. The only copies available of RGW and the Utah Lines employee timetables all reside at the Denver Public Library which is still closed to in person research due to the Covid pandemic. At this late date, there would be two division at this time, the Salt Lake Division and dthe Green River Division. This timetable had just two districts:

District 1 Helper, UT to Ogden, Ut and branches
District 2 Grand Junction, Co to Helper, UT and branches.

Colorado Railroad Museum arfchives from Denver Public Library

THE DENVER AND RIO GRANDE RAILROAD

A. S. BALDWIN, Receiver

GREEN RIVER DIVISION

EMPLOYEES' TIME TABLE

TO TAKE EFFECT 12:01 A. M., SUNDAY, MARCH 28th, 1920.

STANDARD TIME 105TH MERIDIAN

This Time Table is for the guidance of Employees only, and is not for the information of the Public, or as an advertisement of any train. The Railroad reserves the right to vary from it at pleasure.

J. RUSSELL,

General Manager,
Denver, Colorado.

W. E. GREEN,

Asst. General Manager,
Denver, Colorado.

R. F. RAY,

Asst. to Asst. General Manager,
Denver, Colorado.

I. H. LUKE,

General Superintendent,
Salt Lake City, Utah.

L. F. WILSON,

Superintendent of Transportation,
Denver, Colorado.

S. L. RACEY,

Superintendent,
Soldier Summit, Utah.

The Rio Grande Western and the Denver & Rio Grande operated across a major desert after it left the Colorado River valley near Mack all the way to Helper, UT. Water was an issue for steam engines. Also much of the early narrow gauge alignment was changed in eastern Utah when the line was standard gauged. It appears that the division at one time did have a terminal at Green River with a division headquarters there for a short period which was later moved to Helper Utah. Also the Green River terminal appears to have moved east of Green River for a time. The issue was it was only 176 miles between Grand Junction and Helper, UT which meant they had two short crew districts or too long of a single crew district. For about 10 years, the D&RG built and operated a terminal at Soldier Summit, UT which gave them two 100 mile crew districts. However, the top of the Wahsatch Mountains proved to be too harsh of winter climate in which to operate. Green River No. 90 was the first separate timetable to be issued. Before this date, it was in a Utah Lines timetable. There were only five Green River Division timetable issues until its 1925 consolidation into the Salt Lake and Grand Junction Divisions

Subdiv. 5	Grand Junction to Green River, UT	Subdiv. 16A Somerset branch
Subdiv. 6	Green River to Soldier Summit, UT.	
Subdiv. 6A	Mounds branch	Colorado Railroad Museum archives timetable
Subdiv. 6B	Kenilworth branch	
Subdiv. 6C	Spring Canyon branch	
Subdiv. 6D	Pleasant Valley branch	
Subdiv. 16	Grand Junction to Montrose	

THE DENVER AND RIO GRANDE RAILROAD
A. B. BALDWIN, *President*

SALT LAKE DIVISION

EMPLOYEES' TIME TABLE

TO TAKE EFFECT 12.01 A. M., SUNDAY, MARCH 28th, 1920.
STANDARD TIME 105TH MERIDIAN

This Time Table is for the guidance of Employees only, and is not for the information of the Public, or as an advertisement of any train. The Railroad reserves the right to vary from it at pleasure.

J. RUSSELL, <small>General Manager, Denver, Colorado.</small>	W. E. GREEN, <small>Asst. General Manager, Denver, Colorado.</small>	R. P. RAY, <small>Asst. to Gen'l General Manager, Denver, Colorado.</small>	I. H. LUKE, <small>General Superintendent, Salt Lake City, Utah.</small>
L. F. WILSON, <small>Superintendent of Transportation, Denver, Colorado.</small>	J. T. SLATTERY, <small>Superintendent, Salt Lake City, Utah.</small>		

This is the first stand alone Salt Lake Division stand along employee timetable. The preceding timetable was Utah Lines No. 89 of April 6, 1919. On many railroads the USRA series reset the numbering system, but not on the the D&RG. The Salt Lake Division carried this number system to No. 142 on April 24, 1960. No 1 of this series was issued in 1890 meaning the division issued barely over two timetables a year. This is a rather low number and reflects a pretty constant traffic pattern.

- | | |
|--|--|
| <ul style="list-style-type: none"> Subdiv. 6 Green River, UT to Soldier Summit, UT Subdiv. 6A Sunnyside branch Subdiv. 6B Kenilworth branch Subdiv. 6C Spring Canyon Branch Subdiv. 7 Soldier Summit to Ogden, UT Subdiv. 7A Marysville branch Subdiv. 7B Sanpete Valley branch Subdiv. 7C Castle Valley branch Subdiv. 7D Tintic branch Subdiv. 7E P:rovo Canyon branch Subdiv. 7F Little Cottonwood branch Subdiv. 7G Bingham Branch | <ul style="list-style-type: none"> Subdiv. 7H Garfield branch Subdiv. 7I Bingham branch Subdiv. 7J Lark Branch Subdiv. 7K Copper Belt branch Subdiv. 7L Park City branch Subdiv. 7M Hooper branch Subdiv. 7N Goshen Valley branch |
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Colorado Railroad Museum archives timetable

DENVER & RIO GRANDE R. R. CO., } LESSEES.
COLORADO MIDLAND RY. CO., }

RIO GRANDE-JUNCTION RAILWAY

TIME TABLE

No. 71

TO TAKE EFFECT AT 12:01 O'CLOCK A. M. DEC. 10, 1905

For the Information and Government of Employees Only.
The Lessees Deserve the Right to Vary from it at Pleasure.

STANDARD TIME 105th MERIDIAN

A. C. RIDGWAY, <small>GENERAL MANAGER.</small>	W. G. CHOATE, <small>SUPERINTENDENT.</small>	G. W. VALLERY, <small>GENERAL MANAGER.</small>
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The Rio Grand-Junction Railway was lessed jointly by the Denver & Rio Grande and the Colorado Midland Railway. A. C. Ridgway, the Denver & Rio Grande General Manager and G. W. Vallery , the Colorado Midland General Manager are listed on the cover. W. G. Choate was the superintendent probably in Newcastle, but the office was latger removed to Glenwood Springs for what I assume was a more hospitable living environment.. The Newcastle to Grand Junction segment had both roads with equal traffic rights. The road was always a standard gauge operation as the construction of the Colorado Midland forced the D&RG and the RGW to widen their gauge to remain competitive. With the non-incluiom of the Colorado Midland in the United States Railroad Administration, the CM spiraled into bankruptcy and abandonment. The company lasted until the reorganization into the D&RGW when the Rio Grand Junction was folded into the Salida Division. Colorado Railroad Museum collection from Denver Public Library

United States Railroad Administration
WALKER D. HINES, Director General of Railroads.

Rio Grande Southern Railroad

65

EMPLOYEES' TIME TABLE.

To Take Effect 12:01 A. M., Sunday, July 20, 1919

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.

W. E. GREEN,
Assistant General Manager.

C. B. CARPENTER,
Superintendent.

IMPRINT: THE MIDWAY SUN.

The Rio Grand Southern Railroad was take-over by the United States Railway Administration. There was only one timetable issued under Federal control (which has been reprinted by the Colorado Railro Museum). The road issued one more timetable, No. 66 on March 28, 1920 and then later that year was merged into the Gunnison Division employee timetable. Although controlled from the early days of the road by the D&RG, it evidently was not profitable enough to merged into the D&RGW. That control was relinquished in 1930 when the road was left to sink or swim. The iconic narrow gauge line with its "Galloping Geese" lasted until the early 1950s. Unfortunately for everyone today, it was not able to make enough money as a tourist operation and was abandoned in 1952. Colorado Railroad Museum archive timetable

DENVER, NORTHWESTERN & PACIFIC RAILWAY.

EMPLOYEES' TIME TABLE

TO TAKE EFFECT 12:01 A. M., SUNDAY, NOV. 17, 1912.

STANDARD TIME, 108th MERIDIAN.

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

D. G. DODGE,
S. M. PERRY,
Managers

W. A. BEERDORF,
General Superintendent
for Eastern

F. B. MILLER,
Superintendent
for Western

The Denver, Northwestern & Pacific Railway which began construction in 1904 west from Denver only made it to Steamboat Springs, CO and declared bankruptcy. The road was built over the Rocky Mountains and had very high operating expenses. Rollins Pass route was an operating nightmare every winter. The winters were so severe around Corona, Co that it was unable to operate for months at a time due to the snow and snow slides they encountered. David Moffat, the founder of the road, as early as 1902 wanted to built a tunnel which would avoid these conditions, but he never was able to raise the funds to do so before he died in 1911. This is the last employee timetable issued by the company before it was reorganized. Colorado Railroad Museum archives from Denver Public Library

The DENVER AND SALT LAKE RAILWAY COMPANY

EMPLOYEES' TIME-TABLE

TO TAKE EFFECT 12:01 A. M., MONDAY, FEBRUARY 27, 1928

31

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.

MADE IN U. S. A.—LEGAL PRINTING CO., SALT LAKE CITY

Note: This time-table was one of the first issued at the time of operation of the Moffat Tunnel.

The Denver, Northwestern & Pacific Railway was reorganized in 1913 as the Denver & Salt Lake Railway. Definitely a more achievable goal than the Pacific Ocean. The Denver and Salt Lake extended its line to Craig, CO. Craig was as close to the Great Salt Lake as they ever achieved. Denver always wanted a direct western rail western connection as they rightly felt that the extra 100 miles towards Cheyenne, WY or Pueblo reduced the amount of through rail traffic, both passenger and freight through Denver. In 1920 the Colorado State Legislature attempted to pass a bill to fund the construction of tunnels under Monarch Pass, Cumbres Pass and Rollins Pass. Pueblo lead the fight to successfully kill the bill because they feared that Denver would obtain economic ascendancy over the rest of Colorado with a direct western rail connection. However, the Great Pueblo Flood of 1922 came to the rescue of the future Moffat Tunnel. The governor called a special legislature session to approve aid for Pueblo When the Denver area legislators would not approve aid for Pueblo unless those legislators would vote to approve bonds for a Rollins Pass tunnel both measures passed. In 1922 the Moffat Tunnel Improvement District was formed and authorized to levy taxes in every county the Denver and Salt Lake passed through to build the Moffat Tunnel. The tunnel was holed through on July 7, 1927 and turned over to the Denver and Salt Lake on Feb. 26, 1927. This is the first employee timetable to show the Moffat Tunnel route (and the abandonment of the Rollins Pass route. The D&RGW obtained control of the D&SL in 1931 and start construction of the Dotsero cut off which connect to their main line in 1934 giving Denver its western rail outlet. Colorado Railroad Museum archives timetable

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY

SECOND DISTRICT

GRAND JUNCTION DIVISION NO. 96—TIME-TABLE—NO. 96

Takes Effect Sunday, May 24, 1925, at 12:01, A. M.

Standard Time, 105th Meridian

Superseding Green River Division Time-Table No. 95 and Supplements thereto and that Part of Salida Division Time-Table No. 113 and Supplements thereto, Governing Sub-Divisions 4 and 4-A.

NOTE IMPORTANT CHANGES IN TIME-TABLE RULES

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

I. H. LUKE,
GENERAL MANAGER

L. F. WILSON,
GENERAL SUPERINTENDENT OF TRANSPORTATION

J. D. STACK,
GENERAL SUPERINTENDENT

HUGH WILSON,
SUPERINTENDENT

MADE IN U. S. A.—LEGAL PRINTING CO., SALT LAKE CITY

THE DENVER & RIO GRANDE RAILROAD COMPANY COLORADO LINES

FOURTH DIVISION

EMPLOYEES' TIME TABLE

To Take Effect 12:01 A. M., Sunday, January 16, 1910

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

H. W. CLARKE,
2nd Vice-President and General Manager

W. S. MARTIN,
Assistant General Manager

J. W. DEAN,
General Superintendent

THE DENVER & RIO GRANDE RAILROAD COMPANY