

# The Times

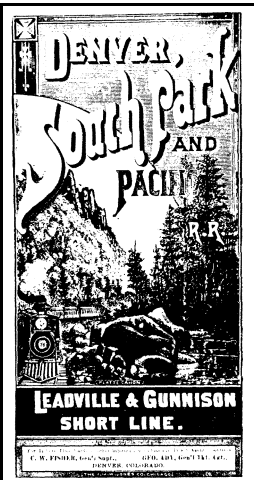
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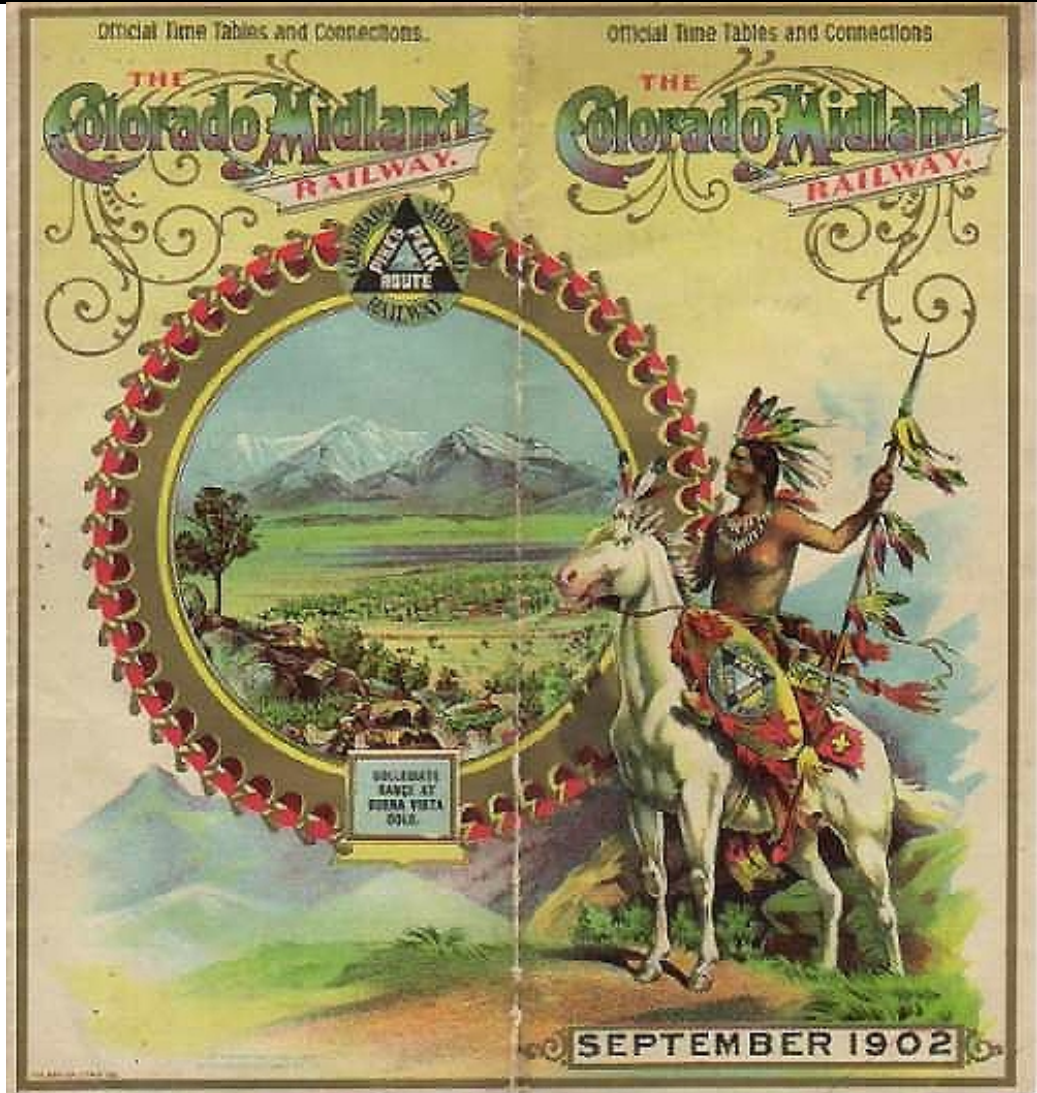


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mountain trip in the known world, includ-  
ing daylight ride of six miles in Coxsack  
Coaches through the Uncompahgre Canon  
which is unequalled in its grandeur and  
adds greatly to the pleasure of this deligh-  
tful journey.

**OTTO MEARS,**  
President, DENVER.  
**MOSES LIVERMAN,** S. K. HOOPER,  
Gen. Superintendent, Gen. Pass. Agt.,  
SILVERTON, DENVER.



JUNE, 1895.  
**THE DENVER**  
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**RAILROAD**

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SUMMER SEASON, 1899  
**COLORADO AND**  
**NORTHWESTERN**  
**RAILWAY**

**THE SWITZERLAND**  
**TRAIL**  
**OF AMERICA**

**PAN**  
**BY**

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SEPTEMBER, 1897  
**DENVER**  
**&**  
**RIO GRANDE**  
**SYSTEM**

*The Scenic Line of the World*

A. G. HARRIS, Gen. Supt., Denver, Colo.  
S. K. HOOPER, Gen. Pass. Agt., Denver, Colo.

TIME TABLE AND CONNECTIONS  
**Colorado Midland**  
RAILROAD.  
July, '95, Edition.

GEO. W. HIRSH, Gen. Supt., Denver, Colo.  
W. F. BAILEY, Gen. Pass. Agt., Denver, Colo.

## Timetables, two miles high

**GEOFF LAMBERT** reviews some railroad timetables from the fabled lines of the Colorado Rockies. Timetables supplied by **TOM GRECO**.

Colorado. They called it the 'Switzerland of America' and one of its railroad timetables even proclaimed itself the 'Switzerland Trail of America'. Like Switzerland, it was possessed of railroads perched dizzyingly on mountain ridges 2 miles above sea level. In Switzerland tourism lured the rails into such spectacular spots but in Colorado it was gold and silver and lead. Probably no regional railroads in the world have so captured the imagination and led to such an outpouring of admiration and literature as the fabled mining lines that ran along, over and under the Continental Divide in Colorado. These railroads had everything- fabulous riches, stunning scenery, sybaritic rolling stock and rococo timetables. And they had something special- they were narrow gauge. At the peak some 2,500 of the state's 5,800 miles of common-carrier railroad were 3-foot gauge. The origin of the narrow gauge lay not so much with the terrain to be traversed but with the conviction of the owner of the Denver and Rio Grande Railway that it was 'the way to go'. His first narrow gauge lines did not even contemplate much mountain climbing.

Plate tectonics had blessed Colorado with the mountains of the Continental Divide and endowed them with extensive lenses and pockets of valuable heavy metals. In the late nineteenth century probably no region on earth boasted of so many riches- glittering metals that sent men giddy, took the away the breath of the New York stock-trader and lead to a succession of rushes to all points of the compass. West of Denver, above Georgetown, with its famous railroad loop, was the mining camp of Silver Plume from whence came \$200 million in riches- probably worth \$10 billion in today's terms. Railroads that tapped into such El Dorados shared in those riches- the Denver, South Park and Pacific was making million dollar profits before it reached its target of Leadville; and the Florence and Cripple Creek was said to be repaying its cost of construction every 3 weeks. Undoubtedly this was an exaggeration, but it was true to say that the little lines were in clover from the start.

They are all gone now, they have been gone for a long time. It could not be said that they had a long life—they rose and fell with the mines—20 years would be an average and 30 years would make them old-timers.

As with the railroads themselves, the timetables have gripped the imagination of later enthusiasts. None has so strong a hold as those of the Colorado Midland, described in Clover and Coval's 'The wonderful world of Railroad Timetables' as 'without doubt, the pre-eminent status symbol of timetable collecting ... the Midland is in a class by itself'. Possession of a colour cover 'Indian' Colorado Midland timetable original is like possession of a piece of the true cross.



### First Division—First District.—Southward Trains.

W. H. BANCROFT, Superintendent, Pueblo.

SECOND CLASS.				TELEGRAPH, WATER, AND COALING STATIONS.	TIME TABLE No. 19. July 23, 1882.	DISTANCES FROM DENVER.	FIRST CLASS		
No. 27. Stone.	No. 25. Fast Freight.	No. 23. Way Freight.	No. 21. Through Freight.				No. 1. Leadville Express.	No. 3. Gunnison Express.	No. 5. Durango Express.
6 45 Am	1 45 Pm	5 00 Am	9 00 Pm	NW	Dep Denver Dep	8 15 Am	7 30 Pm	2 30 Pm	
7 00	2 00	5 15	9 15	NWC	" Burnham "	2.2	8 30	7 45	2 45
7 12	2 10	5 23	9 24	"	" N. O. Crossing "	3.7	8 33	7 48	2 48
7 47	2 31	5 46	9 46	"	" Petersburg * "	7.9	8 44	8 00	2 30 00
8 10	2 45	6 00	10 00	DW	" Littleton "	10.5	8 50	8 08	2 3 06
9 05	3 22	6 40	10 37	"	" Acequia * "	17.4	9 05	8 28	3 22
9 50	4 10	7 20	11 15	D	" Sedalia "	24.7	9 23	8 47	3 41
10 18	4 32	7 47	11 38	W	" Mill No. 2 * "	28.9	9 33	9 00	3 52
10 55 Am	4 50	8 08	11 59 Pm	N	" Castle Rock "	32.7	9 42	9 10	4 01
12 25 Pm	5 05	8 25	12 17 Am	"	" Douglas "	35.2	9 47	9 19	4 09
12 45	5 35	8 43	12 36	"	" Glade * "	38.6	9 57	9 30	4 18
1 13	5 56	9 10	1 05	DWC	" Larkspur "	43.2	10 12	9 44	4 30
1 35	6 15	9 31	1 27	"	" Greenland "	47.1	10 22	9 57	4 42
2 05	6 45 Arr 7:00 Dep	10 05	2 05	NWC	" Divide "	52.3	10 40	10 17	5 00
2 18	7 12	10 25	2 20	D	" Monument "	56.	10 50	10 25	5 08
2 30	7 22	10 40	2 35	W	" Borats * "	58.3	10 58	10 32	5 14
2 47	7 39	11 07	2 57	N	" Husted's "	62.	11 07	10 42	5 23
3 12	8 00	11 35 Am	3 25	W	" Edgerton * "	66.9	11 25	10 55	5 35
3 50 Pm		12 20 Pm		NWC	Ar Colo. Springs Ar	75.1	11 45	11 15	5 55
	8 37	12 30	4 05	NWC	Dep Colo. Springs Dep	75.1	11 50 Am	11 20	6 00
	9 17	1 20	4 47	W	" Widefield * "	83.8	12 10 Pm	11 38	6 17
	9 37	1 46	5 10	"	" Fountain * "	88.5	12 20	11 48	6 27
	10 03	2 21	5 40	NW	" Little Buttes "	94.3	12 33	11 59 Pm	6 38
	10 27	2 52	6 09	"	" Wigwam * "	99.5	12 45	12 13 Am	6 50
	10 56	3 28	6 42	DW	" Pinon "	105.6	12 59	12 28	7 02
	11 22	4 00	7 15 Ar 7:30 Dep	"	" Cactus * "	112.	1 13	12 42	7 14
	11 47	4 31	8 07	"	" Nada * "	117.3	1 25	12 55	7 25
	11 59 Pm	4 45 Pm	8 20 Am	NWC	Ar South Pueblo Ar	119.6	1 30 Pm	1 00 Am	7 30 Pm

All trains run daily.

No train or engine must leave Denver without the Conductor or Engineer inquiring at the Telegraph office for orders.

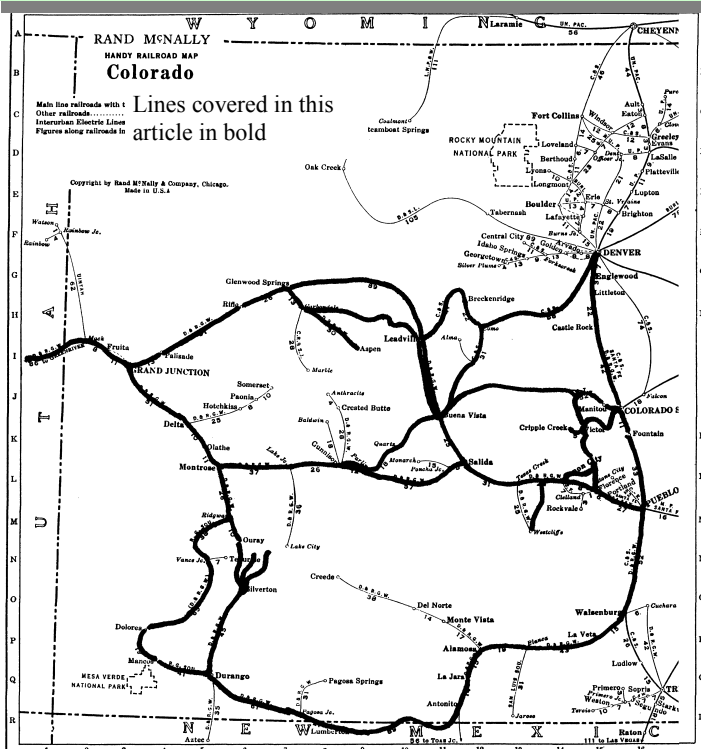
The double track will be in use for all trains between Holladay street, Denver, and Burnham, during the continuance of Time Table.

Passengers will not be carried on any freight train between Denver and Salida.

No. 2 will take siding for No. 5.

No. 5 will not stop at stations marked "†".

Extract of a Rand McNally railroad map of Colorado (1928), modified to show the railroads described in this article



### Denver and Rio Grande

Earliest, longest-lasting and most tenacious of the narrow gauge mining lines was the *Denver and Rio Grande*—later the *Denver and Rio Grande Western*. In Colorado, the words *Rio Grande* exerted a magnetic pull on railroad nomenclature like *Pacific* did nationally. But of all those eponymous Colorado railroads, only the DRGW got within spitting distance of the river. In essence the DRG line ran south from Denver then turned west at two junctions, heading ultimately for Gunnison and Durango respectively, each shooting off branches north and south to the new mining camps as they arose. The DRG's original goal lay purely to the south through New Mexico, across Raton Pass, and down to the Rio Grande at El Paso, where the river formed the Texas-Mexican border. It had reached Pueblo by 1872 and it fought a lively battle, which drew real blood, with the Santa Fe for the privilege of ascending Raton Pass. It lost that battle but, as General Palmer licked his wounds, he came to feel that his railroad's destiny lay to the west anyway, where the glitter of the mining camps beckoned. Although he had to fight the Santa Fe again for the privilege, by 1883 the main line had pushed west through Grand Junction

in western Colorado and joined with the *Rio Grande Western* and the *Utah & Pleasant Valley*, to be welded into a narrow gauge route that connected Denver with Utah's Salt Lake City and Ogden. A year later the Rio Grande was operating more than 1,600 miles of narrow gauge track in the western country. Much of it clung precariously to the steep slopes beside the rivers that thundered down from mountains as high as 14,000 feet. Five times it crossed the main ranges of the Rocky Mountains at elevations that ranged from 9,000 to over 11,000 feet: La Veta Pass, Cumbres, Tennessee Pass, Marshall Pass and Fremont Pass.

Our first illustrated timetable (top left) is an Employee Time Table of the Rio Grande from that halcyon decade, No. 19 of July 23<sup>rd</sup> 1882. Every line in it was narrow gauge, but the whole narrow gauge shebang would not last out the decade. Parts of it were already being supplemented by standard gauge when this timetable was

printed and some was shadowed by the standard gauge lines of other carriers.

Through 2 of the DRG's 4 divisions, we follow the route of train #1, the *Leadville Express*; a train that took 12¾ hours to cover 277 rail miles, but ended up only 75 air miles from where it had started. The *First Division, First District* (p4) takes us out of Denver (the 'mile-high City'), to South Pueblo, a fairly easy road that nevertheless required the Express to rise a further 1,800 feet before descending again. The Express was a day train and it was past lunch by the time it reached the division point at Pueblo. Passengers would have already crowded the dining car to choose, perhaps, a quart of Mumm's Extra Dry champagne (\$4) and a Tenderloin steak (50 cents) from a 2-page souvenir menu crowded with delicacies.

From Pueblo, the line turned west through the *First Division, Second District* (below, left). The Lead-

ville Express thereby threaded the Royal Gorge of the Arkansas River, where cliffs 1,000 feet tall crowded rail and river into an impossibly narrow defile. The train passed Florence and Canon City, later to be railheads for the fabulous lines into Cripple Creek. Canon City was already the junction for the West Cliff branch, a railroad that died only to be revived years later in a standard gauge replacement. The dining car was busy again as the train pulled into Salida at 6:40 p.m. Here the line to Leadville took leave of the Ogden line, before the latter made its climb over the Divide. The Leadville line instead sidled north along the eastern slopes of the Divide.

Leadville—'The Carbonate Capital of the World'—lay nestled in an arc of the Continental Divide where it swept around from the west to the north of the city. Within a few miles of Leadville were no fewer than 5 crossings of the Divide by 3 separate

railroads. The Express arrived at Leadville over the *Third Division* (below, right) at 10 p.m and weary passengers might repair to the stylish Clarendon hotel, where the food was prepared by a chef imported from Delmonico's. In 1882, the DRG line already continued up over Tennessee Pass and down towards Red Cliff—the first part of a route that would eventually carry it to Glenwood Springs and, in standard gauge main line days, all the way to Grand Junction.

*The Denver, South Park & Pacific*

The South Park was the second railroad into Leadville, some 2 years behind the Denver and Rio Grande. But the South Park had the advantage of a route shorter by some 100 miles—gained by the expedient of heaving itself up and over the Continental Divide



**First Division—Second District.—Westward Trains.**  
W. H. BANCROFT, Superintendent, Pueblo.

SECOND CLASS.				TIME TABLE No. 19, July 23, 1882.		FIRST CLASS.			
No. 25.	No. 23.	No. 21.	No. 15.	STATIONS AND Passing Places.		No. 1.	No. 3.	No. 13.	No. 71.
Fast Freight.	Through Freight.	Way Freight.	Salida Freight.			Leadville Express.	Gunnison Express.	Passenger.	Silver Cliff Accom.
				NW	Dep Denver	8 15	7 30		
				NW	Dep South Pueblo	11 30	2 00	1 25	7 15
12 30	6 15	9 00	12 30	NW	" Goodnight "	12 45	2 15	1 40	7 30
1 25	7 02	9 55	1 25	NW	" Meadows "	12 55	2 30	1 55	7 45
1 51	7 30	10 25	1 51	NW	" Swallows "	1 35	2 43	2 05	8 02
2 15	7 58	10 53	2 15	NW	" Carlie Spgs. "	1 40	2 56	2 15	8 17
2 30	8 12	11 10	2 30	NW	" Beaver Creek "	1 43	3 04	2 22	8 26
2 35	8 16	11 15	2 35	NW	" Thompson "	1 43.9	3 06	2 25	8 28
3 13	8 57	11 55	3 13	NW	" Labran "	1 51.9	3 27	2 43	8 53
3 15	9 00	12 01	3 15	NW	" Florence "	1 52.4	3 28	2 44	8 55
3 55	9 45		3 55	NW	Ar Canon City	1 56.6	3 50	3 05	
4 00	10 15	12 45	4 00	NW	Dep Canon City	1 56.6	3 55	3 10	9 20
4 11	10 31	12 57	4 11	NW	" Grape Creek Jc. "	1 52.4	4 02	3 16	9 28
4 55	11 35	1 43	4 55	NW	" Park Dale "	1 57.7	4 28	3 45	9 55
5 23	12 05	1 25	5 23	NW	" Spike Buck "	1 57.4	4 45	4 01	10 10
6 05	1 00	3 12	6 05	NW	" Texas Creek "	1 58.6	5 10	4 27	10 35
6 42	1 45	3 58	6 42	NW	" Cotopaxi "	1 59.2	5 33	4 45	11 00
7 15	2 24	4 27	7 15	NW	" Valle "	1 59.2	5 50	5 03	11 25
7 43	2 55	4 53	7 43	NW	" Howards "	1 59.5	6 05	5 17	11 45
7 55	3 10	5 08	7 55	NW	" Badger "	1 59.8	6 12	5 24	11 53
8 35	3 49	5 40	8 35	NW	" Cleora "	2 14.5	6 33	5 45	12 22
8 45	4 00	5 55	8 45	NW	Ar Salida	2 16.5	6 40	5 50	12 30

**First Division—Silver Cliff Branch.**  
W. H. BANCROFT, Superintendent, Pueblo.

WESTWARD.		TIME TABLE No. 19, July 23, 1882.		EASTWARD.	
SECOND CLASS.	FIRST CLASS.	STATIONS AND Passing Places.		FIRST CLASS.	SECOND CLASS.
		Dep Denver			
		Dep Canon City			
		" Grape Crk Jun Dep			
		" Marsh "			
		" Soda Springs "			
		" Blackburn "			
		" Govetown "			
		" West Cliff Dep			

**Third Division—Leadville Dist.—Westward Trains.**  
J. W. WARD, Dispatcher, Buena Vista. COLE LYDON, Superintendent, Leadville.

SECOND CLASS.				TIME TABLE No. 19, July 23, 1882.		FIRST CLASS.				
No. 25.	No. 23.	No. 21.	No. 15.	STATIONS AND Passing Places.		No. 1.	No. 3.	No. 13.	No. 76.	No. 79.
Fast Freight.	Way Freight.	Through Freight.	Salida Freight.			Leadville Express.	Gunnison Express.	Passenger.	Eagle River Accom.	Alpine Branch.
				NW	Dep Denver	8 15	7 30			
				NW	Dep Salida	21 55	6 55	6 03	12 50	
9 09	4 20	6 10	9 09	NW	" Bow's Gap "	22 26	7 12	6 23	1 09	
9 35	5 00	7 07	9 35	NW	" Harp "	22 45	7 15	6 20	1 13	
9 47	5 15	7 28	9 47	NW	" Hecla "	22 51	7 30	6 30	1 16	
10 25	6 02	8 30	10 25	NW	" Nathrop "	23 44	7 42	6 52	1 28	6 57
10 46	6 30	8 55	10 46	NW	" Midway "	23 52	7 58	7 05	1 52	7 10
				NW	Ar Buena Vista	24 19	8 05			5 35
				NW	Ar Buena Vista	24 19	8 10	7 13	2 00	6 05
10 58	6 45	9 10	10 58	NW	" Dorniock "	24 58	8 12	7 17	2 03	
11 08	6 52	9 15	11 08	NW	" American "	24 57	8 19	7 24	2 10	
11 20	7 08	9 29	11 20	NW	" Riverside "	24 56	8 30	7 35	2 22	
11 49	7 35	9 50	11 49	NW	" Fine Creek "	25 54	8 48	7 50	2 37	
12 30	8 28	10 20	12 30	NW	" Granite "	25 59	8 58	8 00	2 47	
1 10	9 30	10 53	1 10	NW	" Twin Lakes "	26 11	9 05	8 07	2 53	
1 30	10 00	11 15	1 30	NW	" Haydens "	26 48	9 16	8 18	3 03	
1 58	10 40	11 48	1 58	NW	" Crystal Lake "	27 03	9 33	8 33	3 18	
2 10	10 53	11 59	2 10	NW	" Malta "	27 25	9 40	8 40	3 25	4 35
2 25	11 06	12 16	2 25	NW	" Eilers "	27 49	9 50	8 50	3 35	4 46
2 40	11 20	12 35	2 40	NW	Ar Leadville	27 49	10 00	9 00	3 45	5 00

**Third Division—Eagle River Branch.**  
COLE LYDON, Superintendent, Leadville.

WESTWARD.		TIME TABLE No. 19, July 23, 1882.		EASTWARD.	
SECOND CLASS.	FIRST CLASS.	STATIONS AND Passing Places.		FIRST CLASS.	SECOND CLASS.
		Dep Denver			
		Dep Leadville			
		" Eilers Dep			
		" Malta "			
		" Ryan's "			
		" Keeldar "			
		" Crane's Park "			
		" Tennessee Pass "			
		" Mitchell's "			
		" Eagle Park "			
		" Red Cliff Dep			

twice on the journey. Thus a much harder road to operate, it was nevertheless the quicker way into Leadville. Leaving Denver half an hour after the DRG's Leadville Express, the South Park's own Day Express was into Leadville a full 3 3/4 hours ahead of it—a vital advantage in gaining one of those coveted rooms and a place at the bar of the Clarendon.

The Denver South Park and Pacific was the brainchild of Colorado's Governor John Evans and its original goal lay far to the south-west in the silver mining country of the San Juan mining region—a goal that remained forever beyond it. Never mind, for when Leadville burst upon the scene in 1879, the South Park had a new goal and one that was to provide the greater part of its traf-

fic for the greater part of its life. The South Park first headed south out of Denver, but quickly turned southwest and then west towards the ramparts of the Rockies and wound its way up a veritable Withywindle of river valleys to emerge, after toiling for 80 miles and to over 9,000 feet, onto South Park itself, an extensive alpine plateau. From here it followed a generally level course southward

DESTROY ALL PREVIOUS TIME SCHEDULES

# UNION PACIFIC RAILWAY.

## (COLORADO DIVISION.)

### DENVER, SOUTH PARK & PACIFIC R. R. AND BRANCHES.

## TIME SCHEDULE No. 4.

TO TAKE EFFECT SUNDAY, NOVEMBER 11, 1893, AT 12.01 A. M.

For the Government and Information of Employees Only.

The Company Reserves the Right to Vary therefrom at Pleasure.

WESTWARD.										EASTWARD.											
BRANCH TRAINS.					MAIN LINE TRAINS.					NAMES OF STATIONS.	MILES FROM DENVER.	MAIN LINE TRAINS.					BRANCH TRAINS.				
No. 277. Mixed.	No. 278. Mixed.	No. 279. Freight.	No. 280. Freight.	No. 281. Freight.	No. 282. Freight.	No. 283. Freight.	No. 284. Freight.	No. 285. Freight.	No. 286. Freight.			No. 287. Freight.	No. 288. Freight.	No. 289. Freight.	No. 290. Freight.	No. 291. Freight.	No. 292. Freight.	No. 293. Freight.	No. 294. Freight.	No. 295. Freight.	No. 296. Freight.
<b>MORRISON BRANCH.</b>										Union Depot. 1.0 Denver. 2.0 Aurora. 3.0 North Platte. 4.0 South Platte. 5.0 Domes Rock. 6.0 Deaver. 7.0 Buena Vista. 8.0 Pine Grove. 9.0 Cross. 10.0 Restbrook Park. 11.0 Baley's. 12.0 Slaght's. 13.0 Combs. 14.0 Wadsworth. 15.0 Weiler. 16.0 Keown. 17.0 Jefferson. 18.0 Combs. 19.0	<b>MORRISON BRANCH.</b>										
<b>BRECKENRIDGE BRANCH.</b>											<b>BRECKENRIDGE BRANCH.</b>										
<b>FAIRPLAY BRANCH.</b>											<b>FAIRPLAY BRANCH.</b>										
<b>STATIONS.</b>											<b>STATIONS.</b>										
Bear Creek Junction. 2.8											Bear Cr. Junction. 9.7										
Ogden. 1.5											Gilmam. 6.9										
Lee Siding. 2.5											Lee Siding. 1.5										
Mt. Carbon. 3.9											Mt. Carbon. 3.9										
Morrison. 4.5											Morrison. 4.5										
Combs. 14.0											Combs. 14.0										
Halfway. 15.0										Halfway. 15.0											
Borax. 16.0										Borax. 16.0											
Dwyer. 17.0										Dwyer. 17.0											
Argentina. 18.0										Argentina. 18.0											
Mayo. 19.0										Mayo. 19.0											
Breckenridge. 20.0										Breckenridge. 20.0											
Flacer. 21.0										Flacer. 21.0											
Dillon. 22.0										Dillon. 22.0											
Keystone. 23.0										Keystone. 23.0											
Garco. 10.1										Garco. 10.1											
Fairplay. 11.2										Fairplay. 11.2											
London. 12.3										London. 12.3											
Keystone. 13.4										Keystone. 13.4											

**Special Rule No. 1.**—Note important changes in Rules Nos. 1, 17, 87 and others. Study rules well, and know that you understand them. See Rule No. 24.

**Special Rule No. 2.**—Full Face Figures indicate Meeting and Passing points.

**Special Rule No. 3.**—All Trains and light engines will register at West Denver, Bear Creek Junction, Platte Canon, Pine Grove, Combs, Keystone, Garco, London, Buena Vista, Nathrop, Gunnison and Baldwin.

**Special Rule No. 4.**—Conductors and Engineers will consult Bulletin Boards daily.

**Special Rule No. 5.**—All Trains must positively reduce their speed at all sidings where they do not stop, and know that switches are right before passing over them.

**Special Rule No. 6.**—No Train or Engine will leave Combs without first having inquired at the Dispatcher's office for orders.

**Special Rule No. 7.**—See Rule No. 31.

**Special Rule No. 8.**—Trains will be governed by Joint track time-table and rules between Nathrop and Leadville.

**Special Rule No. 9.**—Freight Trains will not carry passengers or employes with passes (without special orders), except as hereinafter provided. Nos. 289 and 290 may carry passengers between Buena Vista and Hancock, and between Pitkin and Gunnison, when provided with tickets and permits as provided for in Bulletin.

**Special Rule No. 10.**—Engines running without trains will carry one Red Light on rear of tank at night. Engines helping trains carrying signals will duplicate the signals, while helping trains. Conductors must notify Engineers of helping engines of any orders that they may have.

ALL TRAINS RUN DAILY. NOTE IMPORTANT CHANGES IN RULES.

A. F. VICK ROY, Train Dispatcher.      A. A. EGBERT, Gen'l Sup't.      S. H. H. CLARK, Gen'l Manager.

D. K. SMITH, Div. Sup't.      THOS. L. KIMBALL, Asst. Gen'l Manager.

across the Park then through Trout Creek Pass and finally down to meet the DRG on its way up the valley of the Arkansas River at Buena Vista. North of Buena Vista it shared the DRG track up the river to Leadville. But the sharing of track caused bad feeling between the two companies. Jay Gould, one of the great railroad barons, who had by then acquired the line, foresaw a way to eliminate the bad feeling and to shorten the way into Leadville. Thus came into being the 'High Line', which struck out northwest from Como in the South Park plateau, ascended to and crossed the Continental Divide at Boreas Pass (11,493 feet), ran along its north slopes and then finally climbed back over it again at Fremont Pass (11,328 feet), before descending into Leadville. Shorter by 21 miles, this spectacular 63-mile alternative route from Como made the South Park much happier.

Still with its sights on the silver lodes to the southwest, the South Park pushed on with its futile goal of trying to reach them. From Buena Vista it struck out for Gunnison, ascending to just shy of 12,000 feet to once more pierce the Divide, through the infamous Alpine Tunnel. It staggered into Gunnison in July 1881, a year behind the Rio Grande, and fell prostrated, never to push onwards. The Alpine Tunnel, literally under a curse by the Ute Indians, claimed dozens of lives in construction and operation and was closed for seven years between 1888 and 1895- the first train through it after that killed 4 members of the crew in the passage of it. It closed forever in 1910 and the South Park donated the lines west of it to the DRGW.

Como, high up on South Park, became a junction point for the South Park's trains to Leadville and Gunnison. It was a scene of all-night activity as scheduled passenger and freight trains converged upon it, to swap sleeping cars and to transfer freight. Passengers who were

awake joined the crew in taking precautions against the cold in the ample bar of the Pacific Hotel. Our timetable on page 5 depicts service through Como in 1883.

### Colorado Midland

Here was a railroad to rival the South Park in the fierceness of its devotees. Between these two lines, more words have been expended in history books than any others. A copy of an original Rocky Mountain Railroad Club history of either will set you back as much as you are prepared to pay- \$1,000 Australian perhaps. The Midland was what the others weren't- it was standard gauge. Leadville was again the lure for this line, incorporated in November 1883. But, like its competitors, the Midland soon saw greater visions for itself as a transcontinental carrier and amended its Articles of Association so it could push all the way into Utah. Construction, in the face of opposition and dirty tricks by the other two Leadville lines, did not get underway until late 1886.

The surveys had been done hastily and burdened the road with operational difficulties from the start. The line left the Denver area well south of the city at Colorado Springs, heading at first northwest then more or less west, climbing all the way into the mountains, along the South Platte River at a high altitude into the South Park which it shared with the Park's namesake line. Descending with the South Park to the Arkansas at Buena Vista, the Midland turned up that river to Leadville. Now there were 3 rail-

roads in the valley of the Arkansas- the successful 3 of 36 that had been incorporated to connect Denver with Leadville.

he road was opened to Leadville at the end of August 1887 and the Midland turned its attention to the western half of the line, upon which crews had already done some preliminary work. Here, on the Sawatch Range at an altitude of 11,528 feet, was the 2,060 feet long Hagerman Tunnel. Named after the President of the company, the tunnel was approached by a startling series of lariat loops of railroad including a curved trestle 1,084 feet long. This section of track (see upper timetable on page 7) was to give endless trouble. By November 1887, the line had reached Aspen Junction where construction effort was split between building a branch and building the main line westward. The latter was open a month later, but Aspen didn't see trains until February 1888. Even so, it is worth remarking upon, in 2002, that over 200 miles of mountain railway, rising to all of 12,000 feet and involving several tunnels, could be built from scratch in only a year. Within a couple of years, the Midland had pushed west along the Colorado River to Grand Junction, where it connected with the now standard gauge DRGW line to Salt Lake City.

The Colorado Midland was at first a rich and rewarding railroad for its new owners, the Santa Fe. Coal moved east from Glenwood Springs to the Leadville mines (and onward). All manner of mining traffic went in and out of Leadville, as Lucius Beebe would have it: *'the essentials of life ranging from bourbon whisky, roulette wheels and bedizened vaudeville performers to dynamite, rubber boots, heavy mining machinery and timbers for the winzes and cross-cuts of the Little Johnny and Matchless mines. Everything necessary to a progressive mining camp-tinned oysters and boiled shirts for the*





*nabobs, fascinators and fans for their ladies' lending libraries, crystal chandeliers and pick handles and a personnel of gamblers, stockbrokers, claim jumpers, hard rock men, bunco steerers and evangelists—all came in on the steam-cars.'*

But the Midland was expensive to operate and this was to be its downfall. The company was already regrading and shortening its hastily-surveyed line before the 80s were out and in 1888 resolved to bypass the Hagerman Tunnel with something better, the Busk-Ivanhoe Tunnel. Built and owned by a separate company, the new tunnel was 7,300 feet longer than the Hagerman and pierced the range at an altitude 600 feet lower. It saved nearly 7 miles of travel and over 1958 degrees of curvature (over 5 complete circles!). Unusually for an American railroad, the tunnel was protected by the electric staff system of safeworking. Passage through the new tunnel was faster by 30 minutes or more (bottom, p7). The lariat loops were gone, but no economies were realised, due to the interest payments on the high capital cost of the works. The Depression of 1893 added to the Midland's woes and it went into receivership in 1894. It took a long time to come out, but traffic gradually picked up. Blizzards in 1899 closed the line for 78 days- indicative of the difficulty of working the line. The first decade of the 20<sup>th</sup> century was relatively prosperous for the Colorado Midland, but an irredeemable rot had set in by the end of that decade as the mining fields declined, and companies rationalised their carriage of coal. The motor car sucked away the line's passenger traffic. The line had ceased a separate existence in 1901 when it was turned over to joint control by the Rio Grande Western and the Colorado and Southern, its terminal connections. The former was later taken over by the Denver and Rio Grande and the latter by the

Chicago Burlington and Quincy, putting the Midland in a strange schizoid position.

The Midland issued perhaps the most lurid timetables of any American railroad, and a typical example is shown on the cover of this issue of The Times. Almost always featuring a Ute Indian, this advertising must have been particularly galling seeing as how the Utes had been so cruelly dispossessed to build many of the Colorado lines.

### *Cripple Creek*

Like Leadville, like many other Colorado mining centres, Cripple Creek lured 3 separate railroads into its environs with a promise of a share in its riches. These riches were perhaps greater than any other in Colorado, and they were based on gold—at the turn of the century some 350 mines were producing \$20 million worth every year. Cripple Creek came late to the world of mineral rushes—it sprang to life shortly after gold was discovered in 1891. Supposedly named after a rancher's unfortunate calf that broke its leg jumping a creek, it was 20 miles southwest of Colorado Springs and girded by the Colorado Midland and Denver and Rio Grande lines—whose trains unsuspectingly passed it by thrice daily throughout the 1880s. It was nestled in a saucer surrounded by high mountains and drained by creeks which descended from the basin in all directions of the compass. These mountains, those creeks, defined the railway geography for Cripple Creek—one in which all lines wound their way up the creeks, over the rim of the saucer and eased down towards their goal. The saucer, which had some central mountains of its own, was full of railway spaghetti in which the 3 competing lines chased one another's tails around the edges, criss-crossing and intersecting

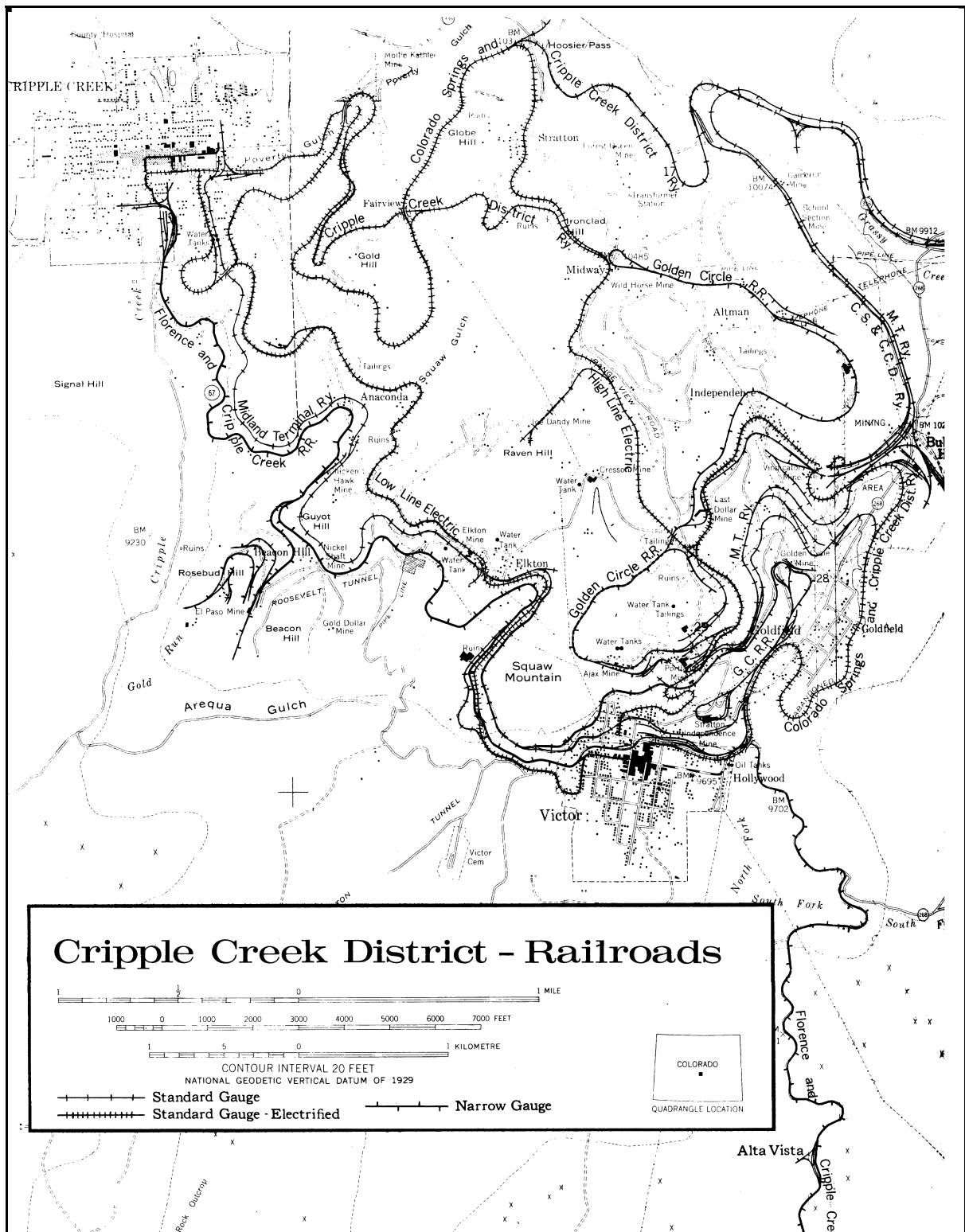
with a local circuit line, the Golden Circle, and dodging the cars of an electric interurban. In an area no more than 3 miles by 4, there were over 70 miles of railroad (below). The ownership and control of these lines was as complex as their map, but in latter days all were effectively the same railroad. Cripple Creek became a busy railroad place, with 3 long distance arrivals and 3 long distance departures each day on each of three railroads. Two of them in addition ran three dozen "suburban" arrivals and departures and Midland Terminal managed a few suburban services of its own, including an "owl" service in the middle of the night. There were thus some 95 daily train movements at the peak.

The *Florence and Cripple Creek*, a narrow gauge line connecting from Florence southwards on the DRG, was the first rail line into the fray, its passenger train arriving on 1<sup>st</sup> July 1894. It was a spectacular line, rising up Phantom Canyon, gasping over the lip of the 'crater' in a convoluted loop and easing down towards Victor, the 'second city' of the District. Here it turned west and skirted the hills, eventually reaching downtown Cripple Creek itself.

The Florence and Cripple Creek was disadvantaged by its narrow gauge and because it had the longest route into Cripple Creek. But in a stroke of genius, it spawned a subsidiary narrow gauge line known as the *Golden Circle*, with spurs, zig-zags and sub-tracks in the Victor area, reaching out to the most distant shafts and headframes. Originally, the Golden Circle aimed to make a second connection to Cripple Creek, in a counter-clockwise direction, but it never quite closed the gap, reaching to Vista Grande, on a ridge, half-way across the District. Suburban traffic







***In an area of not much more than 10 square miles, there were some 70 miles of railway line at Cripple Creek. This map from Colorado Rail Annual #13, shows all that existed over the years.***

was a considerable source of revenue and the Golden Circle purchased a powerful 0-4-4 tank engine to operate it- after which the narrow gauge resembled nothing so much as a branch of the Denver Mint itself.

In the spring of 1896, Cripple

Creek burned down almost in its entirety. The rebuilding, swift beyond measure, strained the F&CC- it had to borrow 20 engines from the Denver & Rio Grande to supplement its own 10 to service the sudden traffic need.

By supporting the construction of

smelters at Florence, the F&CC ensured much traffic would head down its line, rather than out via its competitors. It was not an easy life though, clinging to the walls of the narrow valley. The line was washed out and later supplemented by a subsidiary branch rising out of

**DISTRICT TIME CARD.**  
Trains Leaving Cripple Creek for Victor, Goldfield and Vista Grande.

STATIONS	20	22	10	24	26	28	4	30	32	34	36	38	40	6	42	44	46
	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cripple Creek.....Lv	7:00	9:10	10:00	10:32	12:15	12:40	12:40	1:50	2:00	2:50	3:15	4:40	5:45	7:00	8:40	10:00	11:20
Anaconda.....	7:09	9:19	10:11	10:41	12:24	12:49	12:49	1:59	2:11	2:59	3:24	4:40	5:54	7:08	8:49	10:09	11:29
Beacon Hill.....	7:12	9:22	10:14	10:44	12:27	12:52	12:52	2:02	2:14	2:52	3:27	4:43	5:57	7:10	8:52	10:12	11:32
Elkton.....	7:15	9:25	10:17	10:47	12:30	12:55	12:55	2:05	2:17	2:55	3:30	4:46	5:00	7:12	8:55	10:15	11:35
Eclipse.....	7:19	9:29	10:21	10:51	12:34	12:59	12:59	2:09	2:21	2:59	3:34	4:50	6:04	7:18	8:59	10:19	11:39
Victor.....	7:25	9:35	10:30	10:57	12:40	13:05	13:05	2:15	2:27	2:57	3:32	4:48	6:02	7:16	8:95	10:25	11:45
Goldfield.....	7:31	9:44	11:05	12:49	1:15	2:55	2:55	3:46	5:05	6:18	7:35	9:15	10:35	11:54			
Portland.....	7:38			12:58		3:30											
Ajax.....	7:38			12:58		3:33											
Last Dollar.....	7:43			1:03		3:38											
Independence.....	7:48			1:06		3:41											
Mine Victor.....	7:50			1:10		3:45											
Isabella.....	7:52			1:12		3:47											
Altman.....	7:54			1:14		3:49											
Vista Grande.....Ar	7:56			1:17		3:51											

Heavy figures show P. M. time; light figures A. M. time.

**THROUGH TIME CARD No. 14.**  
In Effect July 6th, 1900.

NORTH BOUND READ UP			STATIONS	SOUTH BOUND READ DOWN		
9 PM	1 PM	5 AM		10 AM	4 PM	6 PM
9:40	5:45	7:30	Ar. Cripple C'k. Lv	10:00	1:50	8:15
9:31	5:36	7:21	Anaconda.....	10:11	1:58	8:24
9:25	5:30	7:15	Elkton.....	10:17	2:05	8:30
9:21	5:26	7:11	Eclipse.....	10:21	2:09	8:34
9:15	5:20	7:05	Victor.....	10:30	2:18	8:43
9:00	5:03	6:48	Alta Vista.....	10:42	2:31	9:00
8:32	4:38	6:24	Wilbur.....	11:03	2:53	9:25
7:55	3:57	5:45	Adelaida.....	11:37	3:28	10:03
7:23	3:23	5:12	Russell.....	12:07	4:01	10:34
7:18	3:18	5:07	Ora Junta.....	12:11	4:06	10:39
	3:00	4:50	Lv Canon City Ar Lv	12:30		11:00
	2:50	2:55	Lv Florence Ar Lv	12:40		4:25
			Ar Pueblo Lv		4:25	
5:40	1:28	1:33	Pueblo.....	2:10	5:22	2:30
4:12	12:03	12:07	Colo. Sp'gs.....	3:51	6:46	4:20
1:30	9:30	9:30	Lv.....Denver.....Ar	6:15	9:15	7:00

HEAVY FIGURES SHOW P. M. TIME; LIGHT FIGURES SHOW A. M. TIME.

**DISTRICT TIME CARD.**  
Trains Leaving Vista Grande, Goldfield and Victor for Cripple Creek.

STATIONS	5	21	23	25	27	29	31	33	35	37	1	39	41	9	43	45	47
	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Vista Grande.....Lv	8:00																
Altman.....	8:02																
Isabella.....	8:04																
Mine Victor.....	8:06																
Independence.....	8:10																
Last Dollar.....	8:13																
Ajax.....	8:18																
Portland.....	8:21																
Goldfield.....	8:27	9:44	11:05	1:13	1:45	3:52	4:49	4:57	5:05	6:18	7:33	9:13	10:33	11:55			
Victor.....	7:05	8:36	9:54	11:14	1:22	1:52	2:32	3:57	4:36	5:14	6:20	7:40	9:15	10:49	12:06		
Eclipse.....	7:11	8:42	10:00	11:20	1:28	2:01	2:49	3:43	4:23	5:03	6:33	7:46	9:21	10:48	12:06		
Elkton.....	7:15	8:46	10:04	11:24	1:33	2:05	2:53	3:47	4:46	5:24	6:37	7:52	9:25	10:52	12:10		
Beacon Hill.....	7:17	8:49	10:07	11:27	1:38	2:08	2:56	3:44	4:45	5:21	6:40	7:55	9:27	10:55	12:12		
Anaconda.....	7:21	8:52	10:11	11:30	1:41	2:11	2:59	3:44	4:52	5:30	6:43	7:58	9:31	10:58	12:24		
Cripple Creek.....Ar	7:30	9:00	10:20	11:40	1:50	2:20	3:08	3:25	5:01	5:39	6:56	8:07	9:40	11:07	12:32		

Heavy figures show P. M. time; light figures A. M. time.

Suburban traffic and "long-distance" traffic feature on this Florence and Cripple Creek timetable. Three passenger trains per day, including an overnight train, connect Cripple Creek with Denver. On the Golden Circle run 17 trains, 3 of them going as far as Vista Grande (Midway) and the rest only as far as Goldfield. Arrival and departure times at the termini are sometimes identical, a seeming anomaly made possible by the stations being on balloon loops. Later, the Golden Circle was to run "owl" trains from Vista Grande, at 2.15 a.m., to meet mining shift times.

Canon City, west of Florence. Both the Santa Fe and the DRG added third rails to their standard gauge coal mine branches south of Canon City, to allow F&CC trains access to the mines.

An F&CC timetable, showing service on the main line and on the Golden Circle line appears above. Although only a year old, the Golden Circle service had already passed its peak, when 4 trains per day operated to Vista Grande. Traffic waxed and waned on the inner part of the Golden Circle and was to rise as high as 22 trains per day.

The next line, entering stage right only 3 days behind the F&CC, was the *Midland Terminal*. An offshoot of the Colorado Midland, and having its origin at Divide on that line, the Midland Terminal made a clockwise circle 300 degrees

around the edge of the saucer to end up in downtown, alongside the F&CC, tapping into Victor along the way.

As it turned out, the Midland Terminal was the longest-lived of the three lines that snaked into the District, the last train whistled out in 1949, when Cripple Creek was well and truly a ghost town. Service on the Midland varied widely over these 55 years, reflecting the see-sawing fortunes of the mines. The basic service was 4 trains daily in the



1890s, down to an average of 2 in the next decade and usually only 1 in the decade after that— although sometimes none. The Midland Terminal ran at least one local train in the District, to cater for the mines shift changes in the middle of the night. An ETT of 1920 appears on our page 11. One unusual feature, and one which the MT advertised, was the "11 come 7" trains, a sleeping car service which arrived in Cripple Creek at 7 a.m. and left again at 11.30 p.m. At 59 miles, it was reportedly the shortest sleeping car service in America (page 12).

Originating in Colorado Springs, the *Colorado Springs and Cripple Creek District* was the second standard gauge line to enter the region from the northeast. It cut across the northern part of the District, ignoring Victor.

DIVIDE AND CRIPPLE CREEK

MIDLAND TERMINAL

TIME TABLE No. 75

EFFECTIVE JULY 3, 1910

Table with columns for WEST (Second Class, First Class) and EAST (First Class, Third Class) routes, including stations like Divide, Tracy, Murphy, Midland, Waters, Gillett, Sylvanite, Cameron Junction, Bull Hill, Independence, Portland, Victor Junction, Strong Junction, Eclipse, Elkton, Beacon Hill, Anaconda, and Cripple Creek. Includes arrival and departure times and schedule notes.

Trains East & Superior to trains of the same class West. All trains will register at Divide, Cameron Junction, Victor Junction, Strong Junction and Cripple Creek and short runs will register at Gillett and Bull Hill. All trains will report for orders at Divide, Cameron Junction and Cripple Creek. All trains will come to a full stop and give two (2) blasts of the whistle before passing over crossing with the C. S. & C. C. D. Ry. at Cameron Junction and between Vindicator and Lillie Mines. Train and enginemen will use precaution in passing Vindicator coal house, as it will not clear man on side of car or engine; trainmen will also caution passengers. EAST LEG OF WYE AT DIVIDE is the MIDLAND TERMINAL MAIN LINE; switch at Junction of WYE must be LEFT SET FOR SAME. All engine crews are under jurisdiction of Superintendent's office from time called to go to work until tied up. Train and enginemen will consult the BULLETINS at Divide, Cameron Junction and Cripple Creek daily. Switch at Junction of Bull Hill Wye must be left set for East leg of Wye. The switch at Victor Junction will be set for down town, Victor. All westbound trains approaching Victor Junction will come to a full stop 300 feet east of this switch. Switches leading from old connection between M. T. Ry. and C. S. & C. C. D. Ry., just east of Cameron Junction, must be left set and locked for the connection, and switches at both ends of new connection, just west of M. T. depot at Cameron Junction, must be left set and locked for the connection.

Known simply as the District line, the first part of the CS&CCD, the Cripple Creek District, was constructed as an electrified standard gauge line within the confines of the valley in 1898. This line arose as a consequence of dissatisfaction with the rates charged by the F&CC and MT railroads. The Cripple Creek District headed straight from Cripple Creek to Victor, by going over the mountain in the middle of the district, a line later dubbed the High Line. Running cars on a half hourly service for about 20 hours per day, it was a serious rival to the Golden Circle. The Company decided to expand and to connect to the outside world. In the course of construction, the railroad also built



a new Cripple Creek—Victor line, the Low Line, tapping into the mines around the southwest rim of the district. A clutch of other branch lines including one connecting the High Line to the main line and one connecting the main line direct to Victor, were built within weeks. The District offered the traveller three choices between Cripple Creek and Victor: half-hourly on the High Line or the Low Line or 4 times a day on the Main Line connecting with a 'stub' service on the Victor branch. The town now had 3 railroads, a situation that caused many people to worry that the infrastructure was excessive for the traffic on offer. But the 'Greatest Gold Camp in the World' and its population of 50,000 had enough for everybody.

The F&CC and its associated lines were amalgamated with their rival the Midland Terminal in late 1899 and operated as the Cripple Creek Central. Later still, in 1915, the CS&CCD was brought into the fold. The timetable on page 13 is a combined effort of the Colorado Springs & Cripple Creek with the Midland Terminal, from the CS&CCDR's 'Blue Book', a rather extensive tourist guide produced regularly in the first two decades of the century. This is from the 1907 edition, in the days when all the roads had united operationally, under the Cripple Creek Central banner. Non-miners were enticed to make a round trip to Cripple Creek from Colorado Springs after breakfast, enjoy a 3 hour scenic ride to Cripple Creek, tour the valley for 5 hours and return along the Midland

**Condensed Through Schedules.  
TO AND FROM THE SOUTH AND SOUTHEAST.  
GOING SOUTH.**

Lv. DENVER, COLO. (U. P., D. & G. R'y)	To-day.	10 03AM
" Colorado Springs	"	1 05PM
" Pueblo	"	3 05"
" Trinidad, Colo.	"	5 05"
Ar. Fort Worth, Tex. (Ft. W. & D. C. R'y)	To-morrow.	5 00AM
Lv. Fort Worth (H. & T. C. R. R.)	"	6 19"
" Wapakachie	"	6 45"
" Corsicana	"	9 38PM
" Hearne	"	1 05AM
" Houston	"	2 10"
" Galveston, Tex. (G. C. & S. F. R'y)	"	8 50AM
Ar. New Orleans, La. (So. Pac. System)	"	6 40PM
Lv. Denver, Colo. (U. P., D. & G. R'y)	To-day.	10 00AM
" Colorado Springs	"	1 05PM
" Pueblo	"	3 05"
" Trinidad, Colo.	"	5 05"
Ar. Fort Worth, Tex. (Ft. W. & D. C. R'y)	To-morrow.	5 00AM
Lv. Fort Worth (Tex. & Pac. R'y)	"	6 30"
" Dallas	"	9 38PM
" Mineola, Tex.	"	1 05AM
" Shreveport, La.	"	2 50PM
" Fort Allen (Baton Rouge)	"	6 40PM
Ar. New Orleans, La.	"	10 00AM
Lv. Denver, Colo. (U. P., D. & G. R'y)	To-day.	1 05PM
" Colorado Springs	"	3 05"
" Pueblo	"	5 05"
" Trinidad, Colo.	"	7 05"
Ar. Fort Worth, Tex. (Ft. W. & D. C. R'y)	To-morrow.	5 00AM
Lv. Fort Worth (M. K. & T. R'y)	"	6 30"
" Austin (I. & G. N. R. R.)	"	9 20AM
Ar. San Antonio, Tex.	"	9 00AM
Lv. Denver, Colo. (U. P., D. & G. R'y)	To-day.	7 50PM
" Colorado Springs	"	1 05AM
" Pueblo	"	3 05"
" Trinidad, Colo.	"	5 05"
Ar. Fort Worth, Tex. (Ft. W. & D. C. R'y)	To-morrow.	5 00PM
" Texarkana	"	3 00AM
" Hot Springs, Ark. (Hot Springs R. R.)	"	1 55PM
" Little Rock, Ark. (St. L., I. M. & S. R'y)	"	8 15AM
Ar. MEMPHIS, TENN.	"	1 35PM

**COMING NORTH.**

Lv. NEW ORLEANS, LA. (So. Pac. System)	To-day.	9 00AM
" Galveston, Tex. (G. C. & S. F. R'y)	"	1 50PM
" Houston (H. & T. C. R. R.)	"	10 50PM
" Hearne	"	3 20AM
" Corsicana	"	6 32"
" Wapakachie	"	8 01"
" Fort Worth, Tex. (Ft. W. & D. C. R'y)	"	10 10"
Ar. Trinidad, Colo. (U. P., D. & G. R'y)	Third day.	10 10"
" Pueblo	"	11 48AM
" Colorado Springs	"	1 55PM
Ar. Denver, Colo.	"	5 00PM
Lv. New Orleans, La. (Tex. & Pac. R'y)	To-day.	10 30AM
" Fort Allen (Baton Rouge)	"	11 30AM
" Shreveport	"	1 10PM
" Mineola, Tex.	"	3 20AM
" Dallas	"	6 30AM
" Fort Worth, Tex. (Ft. W. & D. C. R'y)	"	10 10"
Ar. Trinidad, Colo. (U. P., D. & G. R'y)	Third day.	8 10"
" Pueblo	"	11 48AM
" Colorado Springs	"	1 55PM
Ar. Denver, Colo.	"	5 00PM
Lv. San Antonio, Tex. (I. & G. N. R. R.)	To-day.	8 00PM
" Austin	"	11 10PM
" Fort Worth, Tex. (Ft. W. & D. C. R'y)	"	10 10AM
Ar. Trinidad, Colo. (U. P., D. & G. R'y)	Third day.	8 10"
" Pueblo	"	11 48AM
" Colorado Springs	"	1 55PM
Ar. Denver, Colo.	"	5 00PM
Lv. Memphis, Tenn. (St. L., I. M. & S. R'y)	To-day.	8 30AM
" Little Rock, Ark.	"	2 45PM
" Hot Springs (Hot Springs R. R.)	"	8 20PM
" Texarkana, Tex. (Tex. & Pac. R'y)	"	9 10AM
Ar. Fort Worth, Tex. (Ft. W. & D. C. R'y)	To-morrow.	10 10AM
Ar. Trinidad, Colo. (U. P., D. & G. R'y)	Third day.	8 10"
" Pueblo	"	11 48AM
" Colorado Springs	"	1 55PM
Ar. DENVER, COLO.	"	5 00PM

OUR  
**"11 COME 7"**

Solid Through Trains between  
**Denver and Cripple Creek**

Have already firmly established themselves  
in the favor of the traveling public.

**THE EQUIPMENT IS BEYOND CRITICISM,  
The Schedules are satisfactory and  
the Service punctual.**

**SCHEDULES ARE AS FOLLOWS:**

Lv. DENVER (U.P., D. & G.)	11.30 p.m.
" COLORADO SPRINGS (Col. Mid.)	2.40 a.m.
" DIVIDE (Mid. Term.)	5.00 a.m.
Ar. VICTOR (Mid. Term.)	6.36 a.m.
Ar. CRIPPLE CREEK (Mid. Term.)	7.00 a.m.
Lv. CRIPPLE CREEK (Mid. Term.)	11.00 p.m.
" VICTOR (Mid. Term.)	11.27 p.m.
" DIVIDE (Col. Mid.)	1.35 a.m.
" COLORADO SPRINGS (U.P., D. & G.)	3.25 a.m.
Ar. DENVER (U.P., D. & G.)	7.00 a.m.

**The Most Pointed Advantage**

of this new Cripple Creek route lies in the fact that it is the only Standard Gauge Sleeping Car Line into the great gold camp, as well as the only line running Free Reclining Chair Cars of ANY gauge.

**EVERY CAR OF EVERY CLASS RUNS THROUGH.**

operations employed hundreds of drivers and used thousands of horses, mules, oxen- and even St Bernard dogs, which were used to deliver the mail by sled over snow-bound passes. With the coming of the railway, Mears could see no reason why he shouldn't convert many of his roads to rail. So he did.

Mears' railway kingdom was centered on Silverton in the San Juan mining district—the Lorelei which had so futilely beckoned the South Park and which the Denver & Rio Grande had already tapped into via its spectacular line from Alamosa along the New Mexico border. The DRG reached Silverton in 1882, took one look at the mountains to the north, and refused to go any further. Mears, however, who already had toll roads that did exactly that, sponsored three railways north out of Silverton— the *Silverton*, the *Silverton Gladstone & Northerly* (which never got more northerly than Gladstone) and the *Silverton Northern*. None of them more than 15 miles long, they all climbed over the peaks from Silverton's 9,300 feet elevation, the first reaching an 11,113 foot summit at Red Mountain and dropping down through the famous Corkscrew Gulch covered turntable to the outpost of Albany. Far below Albany—2,000 feet down, but only 4½ miles to the north—lay Ouray, terminus of a DRG branch that came in southwards from Montrose on the DRG's original Denver to Salt Lake City narrow gauge trunk route. At Ouray was the great Camp Bird mine whose \$3,000 per ton ore made its owner a millionaire a hundred times over, financed the purchase of the Hope Diamond and enticed King Leopold of Belgium to invest. What a bonanza for a railroad that could haul this wealth out. Mears ran a stage that connected Ouray with Albany over one of his own roads, but he longed to join the two with his own rails. Standing at Albany, he could see his heart's desire, but he could not

Terminal and Colorado Midland lines to be back in Colorado Springs in time for dinner at 8 p.m. On Sundays, if you were an adventurous and footloose miner, you could pay homage to the delights of Colorado Springs, by taking a similar journey, but in reverse as it were. This train, a summer special, ran only during the 1907 summer.


**Rio Grande Southern**

One of the great follies of Colorado railroading was the Rio Grande Southern— but such delicious folly! It was a railroad where a train traveller could spend 230 miles getting between two spots that the crows covered each day in 4½. Scenically outstanding, the line won the hearts of travellers and railfans who were


born after it died. The RGS's names—Lizard Head Pass, Ophir, Trout Lake, ring down the years—a litany for those who worship at its railroad altar.

The RGS was an Otto Mears line, one of several. Mears, a Russian immigrant came to America as an orphan at the age of 10, drifted to the far west in gold rush days, served with the California Volunteers and ended up as a storekeeper in Colorado. Here he took up the business of running toll roads, a lucrative operation that returned high rewards for a \$5 registration fee. In the 20 years to 1886, he constructed a dozen wagon roads that extracted tolls from traffic bound to and from the mining centres. He did more than build toll roads, he was the major operator of transport in Colorado, involved in every angle of freighting and packing. His





## TIME TABLE



BETWEEN  
DENVER, PUEBLO, COLORADO SPRINGS AND  
THE CRIPPLE CREEK DISTRICT.

IN EFFECT APRIL 8, 1901.

### WESTWARD

Altitude	Distance from Colorado Springs	STATIONS	3 Colo. Springs Cripple Creek Pass, Daily	5 Through Cripple Creek Mail, Daily	9 Through Cripple Creek Pass, Daily	7 Cripple Creek Special, Daily
5,197	75.0	Denver	Lv	8 00AM	1 15PM	12 01AM
1,668	45.0	Pueblo	Lv	5 50AM	8 15	2 02
5,992		Colorado Springs	Lv	7 30	10 35	4 05
6,323	2.2	Colorado City Junction	Ar	7 40	10 46	4 16
7,159	6.6	Point Sublime	Ar	7 54	11 01	4 31
7,926	9.0	North Cheyenne	Ar	8 02	11 10	4 40
8,395	10.7	Fairview	Ar	8 08	11 16	4 46
8,715	13.0	South Cheyenne	Ar	8 16	11 24	4 54
9,304	14.9	St. Peter's	Ar	8 23	11 31	5 01
9,918	18.1	Duffields	Ar	8 31	11 43	5 12
9,821	21.4	Summit	Ar	8 44	11 54	5 25
9,964	22.8	Rosemont	Ar	8 48	11 59	5 29
9,440	21.2	Saderlind	Ar	8 54	12 03PM	5 33
9,706	30.1	Clyde	Ar	9 13	12 22	5 52
9,977	34.2	Love	Ar	9 25	12 31	6 01
10,010	38.8	Cameron	Ar	9 38	12 45	6 17
10,390	39.5	Hoosier Pass	Ar	9 41	12 57	6 23
9,505	41.0	Cripple Creek	Ar	9 52	1 00	6 30
	45.8	Cripple Creek	Ar	10 15	1 20	6 50
9,670		Anaconda	Lv	10 29	1 39	7 06
9,756		Elkton	Lv	10 31	1 44	7 14
9,734		Victor	Lv	10 39	1 51	7 21
9,980		Portland	Lv	10 48AM	2 34PM	7 30PM

### EASTWARD

Altitude	Distance from Cripple Creek	STATIONS	8 Denver Special, Daily	10 Through Denver Mail, Daily	4 Colo. Springs Denver Pass, Daily	16 Through Denver Ex- press, Daily
9,980		Portland	Lv	7 00AM	11 26PM	3 10PM
9,731		Victor	Lv	7 00	12 01	3 10
9,756		Elkton	Lv	7 10	12 11	3 40
9,670		Anaconda	Lv	7 18	12 17	3 46
9,505		Cripple Creek	Lv	7 40	12 40	4 00
10,390	4.6	Hoosier Pass	Lv	8 00	1 00	4 20
10,010	8.3	Cameron	Lv	8 08	1 08	4 28
9,977	7.0	Grassy	Lv	8 10	1 10	4 30
9,706	11.6	Love	Lv	8 23	1 23	4 43
9,410	15.7	Clyde	Lv	8 35	1 34	4 54
9,964	21.6	Saderlind	Lv	8 54	1 52	5 12
9,821	23.0	Rosemont	Lv	8 57	1 56	5 16
9,918	21.1	Summit	Lv	9 05	2 05	5 25
9,304	27.7	Duffields	Lv	9 16	2 16	5 36
8,715	30.9	St. Peter's	Lv	9 24	2 24	5 44
8,395	32.8	South Cheyenne	Lv	9 35	2 35	5 55
7,926	35.1	Fairview	Lv	9 43	2 43	6 03
7,725	36.8	North Cheyenne	Lv	9 49	2 49	6 09
7,159	39.2	Point Sublime	Lv	9 59	2 59	6 19
6,323	43.6	Colorado City Junction	Lv	10 13	3 13	6 33
5,992	45.8	Colorado Springs	Ar	10 25	3 25	6 45
4,668	90.8	Pueblo	Ar	11 40AM	5 20	11 50
5,197	120.8	Denver	Ar	12 45PM	6 00PM	9 15PM

culties and forced its way through terrain that took the breath away and became the most notable tourist journey in all of Colorado. It is said that its trestle bridges so frightened its owner that he insisted on walking rather than riding over them. The line boomed straight away- as many as 20 trains running in 24 hours.



In a region noted for its outlandishness, Mears' sleeping car service over the RGS was perhaps the most outlandish of all. Mine superintendents bound for Rico and cattle buyers ticketed for Mancos slept snugly while blizzards raged in the night outside and the little cars swayed perilously across the trestles of Ophir and across the pass at Lizard Head.

Our timetable on page 14 shows service over the northern half of the line in 1911. On the daytime train, or on one of the endless procession of picnic specials, one might lean back in a wicker chair in the parlour car with a Havana cigar (3 for 50 cents) while contemplating the notice screwed to the end wall- 'Please do not shoot buffalo from the train'. You could not help but like a train like that.

The RGS was home to the Galloping Goose, a creature as bizarre in its appearance as it was in its name, a "monstrous hybrid of an efficiency expert's mating with a balance sheet". The balance sheet of the RGS had been written in red ink almost from day one. Probably the only time it made a genuine profit was in the days of its construction when it operated as two separate stubs. The Goose was designed to turn the red ink to black, but it never laid the hoped-for golden egg. It varied and had several models, but was essentially a box-car like van behind and a

find a way down to it. To stand in the streets of Ouray, as I have done, and look up at the precipices, you can see why. These precipices were the genesis of the Rio Grande Southern. Nine million dollars and 2 years in the making- which was done from both ends- Mears had his railroad in time for a Christmas present in 1891; a railroad dubbed

the 'greatest shoofly deviation in the world'. Mears had built a giant 162-mile loop that dodged the impossible mountain by swerving from Durango to the west, wending its way northward across the alpine meadows and returning eastwards over Dallas Divide to Ridgway on the Ouray branch. It nevertheless faced its own diffi-



Lizard Head rears its head in the background of this scene of a Rio Grande Southern train at Lizard

FIRST DISTRICT - RIDGWAY AND RICO												
SOUTHWARD					Time Table No. 57 June 18, 1911	NORTHWARD						
SECOND CLASS			FIRST CLASS		MILES FROM RIDGWAY	STATIONS AND SIDINGS	MILES FROM RICO	FIRST CLASS		SECOND CLASS		Car Capacity of Loading and Unloading of Passengers, Freight and Lumber at Turning Stations.
	9 FREIGHT		7 PASSGR	5 MIXED				6 MIXED	8 PASSGR		10 FREIGHT	
Leave Daily P.M.	Leave Daily P.M.	Leave Daily P.M.	Leave Daily P.M.	Leave Daily P.M.		Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily P.M.			
	9.20		4.20			D RIDGWAY	66.2		10.30		3.25	Y 118.85
	9.45		f 4.35		5.2	HAGENS	61.0		f 10.15		3.00	33
	10.06		f 4.46		7.3	DETI	58.9		f 10.06		2.46	13
	10.30		f 4.58		9.6	VALLEY VIEW	56.6		f 9.55		2.30	11
	11.05		f 5.20		13.3	DALLAS DIVIDE	52.9		f 9.38		2.10	Y 52
	11.10		f 5.23		16.1	LEOPARD CREEK	50.1		f 9.22		1.35	12
	11.27		f 5.30		22.2	BROWN	44.0		f 8.58		12.50	O 25
	11.59		f 5.52		26.6	PLACERVILLE	39.6		f 8.41		12.25	Y 42
	12.25		f 6.08		29.1	FALL CREEK	37.1		f 8.29		11.40	7
	1.08		f 6.17		30.2	SAW PIT	36.0		f 8.25		11.34	7
	1.15		f 6.21		32.6	WILSON	33.6		f 8.18		11.21	27
	1.32		f 6.31		36.4	BILK	29.8		f 8.04		11.00	15
	2.00		f 6.46		37.8	D VANCE JUNCTION	28.4	5.45	8.00		10.50	Y 75
	2.10		6.50	7.35	41.3	AMES	24.9	f 5.33			10.07	O 5
	2.25		f 7.55		45.0	OPHIR	21.2	f 5.18			9.43	19
	2.50		f 8.15		46.7	MATTHEORN	19.5	f 5.10			9.30	22
	3.25		f 8.23		49.1	TROUT LAKE	17.1	f 4.57			9.15	O 28
	3.40		f 8.35		52.6	LIZARD HEAD	13.6	f 4.43			8.55	Y 28
	4.05		f 8.40		55.7	GALLAGHERS	10.5	f 4.27			8.28	12
	4.35		f 8.59		60.5	COKE OVENS	5.7	f 4.13			7.40	O 24
	4.41		f 9.05		63.6	BURNS	2.6	f 4.03			7.18	31
	4.58		f 9.20		66.2	RICO		3.53			7.00	Y 144
	5.25		f 9.30									
	5.45		f 9.40									
	6.00											
	Arrive Daily P.M. (8.40)		Arrive Daily P.M. (2.30)	Arrive Daily P.M. (2.05)					Leave Daily P.M. (1.52)	Leave Daily P.M. (2.30)		Leave Daily P.M. (8.25)

Water tanks are located near mile posts 10 and 35. No Train or Engine will leave Ridgway or Rico without clearance. Noel's Crossing, Mile Post 14.6 is a flag stop.

TELLURIDE BRANCH												
SOUTHWARD					Time Table No. 57 June 18, 1911	NORTHWARD						
FIRST CLASS			FIRST CLASS		MILES FROM RIDGWAY	STATIONS AND SIDINGS	MILES FROM TELLURIDE	FIRST CLASS		SECOND CLASS		Car Capacity of Loading and Unloading of Passengers, Freight and Lumber at Turning Stations.
	7 PASSGR	25 MIXED	7 PASSGR	8 PASSGR				26 MIXED	8 PASSGR			
Leave Daily P.M.	Leave Daily P.M.	Leave Daily P.M.	Leave Daily P.M.	Leave Daily P.M.		Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily P.M.	Arrive Daily P.M.			
	6.50	5.45			37.8	D VANCE JUNCTION	7.3	7.35	8.00			Y 75
	6.53	5.52			38.6	ANDERSON	6.5	7.28	7.55			Y 22
	f 7.10	f 6.10			41.7	KEYSTONE	3.4	f 7.10	f 7.40			10
	f 7.15	f 6.15			43.7	SAN MIGUEL	1.4	f 7.04	f 7.34			25
	7.20	6.20			45.1	TELLURIDE		7.00	7.30			Y 109
	Arrive Daily P.M. (0.30)	Arrive Daily P.M. (0.35)						Leave Daily P.M. (0.35)	Leave Daily P.M. (0.30)			

No Train or Engine will leave Telluride without clearance.

crowded passenger cabin based on the chassis of a Cadillac or a Pierce Arrow ahead. Noisy, rickety and uncomfortable, they could be run by one man and represented a very real and effective economy. Carrying all but the heavy freight, they also attracted a certain class of tourist anxious to experience the satisfactions of narrow gauge and the sights of Lizard Head, even at the cost of considerable discomfort. Our second RGS timetable (right) shows that of the Galloping Goose in 1943, only 7 years before the line folded for good. At this time, the RGS was carrying material the import of which it knew little. Out of the Telluride area came a by-product of its vanadium mines—uranium—bound ultimately for Hiroshima. In those days guards armed with machine guns rode the trains and added a mystifying atmosphere to a railroad that otherwise seemed to be merely a benign wanderer among splendid scenery.

THE RIO GRANDE SOUTHERN RAILROAD COMPANY										
Westward			MAIN LINE				Eastward			
FIRST CLASS	FIRST CLASS	Miles from Ridgway	DISTRICT 2 STATIONS TIME TABLE No. 5 FEBRUARY 14, 1943				Miles from Durango	Car Capacity Passenger Tracks	FIRST CLASS	FIRST CLASS
	371							372		
	Leave Daily							Arrive Daily		
	4 56 PM	68.2	so	RICO	01*trcwra	96.4	Yard	9 13 AM		
	5 04	70.2		MONTELORES	1.0	92.4	2	9 05		
f	5 16	74.4		KING	1.3	88.1	20	f 8 49		
f	5 30	80.2		BEAR CREEK	1.7	82.4	16	f 8 34		
f	5 43	85.9		MULDOON	1.7	76.7	30	f 8 18		
	5 52	90.2		RAYMOND	1.3	72.4	4	8 05		
f	6 07	96.3		STAPLETON	1.1	66.3	30	f 7 47		
Ar. 6 21 PM	102.3		01	DOLORES	1.0	60.3	Yard	Lv. 7 30 AM		
		103.4		LOST CANON	1.1	56.2	35			
		111.8		GLENCOE	1.4	50.8	23			
		115.6		MILLWOOD	1.5	47.0	32			
		123.5	02	MARGOS	1.5	40.1	38			
		128.3		MENEFEE	1.3	37.3	5			
		129.2		BRAYTON	1.3	33.4	3			
		132.9		GRADY	1.3	29.7	30			
		136.5		KANE	1.3	26.1	15			
		141.3		CIMA	1.3	21.3	15			
		145.5	01	HESPERUS	1.3	17.1	11			
		146.8		UTE JCT.	1.3	15.8	26			
		150.6		DENBY	1.3	12.1	4			
		154.2		PINE RIDGE	1.3	8.4	31			
		157.1		PORTER	1.3	6.5	20			
		159.3		FRANKLIN JCT.	1.3	3.3	20			
		162.8	02*tr	DURANGO	02*tr	D&RGW	Yard			
				(94.4)						
								1 43		
								21.05		

SPEED TABLE				ADDITIONAL SIDINGS AND SPURS NOT SHOWN IN TIME-TABLE			
Speed Per Hour	Time of Performance			Speed Per Hour	Time of Performance		
	¼ Mile	½ Mile	1 Mile		¼ Mile	½ Mile	1 Mile
Miles	M. S.	M. S.	M. S.	Miles	M. S.	M. S.	M. S.
8	3 00	6 00	12 00	36	0 25	0 51	1 42
10	1 30	3 00	6 00	40	0 22	0 45	1 30
16	1 00	2 01	4 00	46	0 20	0 40	2 00
20	0 45	1 30	3 00	60	0 18	0 36	1 12
26	0 36	1 12	2 24	66	0 16	0 32	1 05
30	0 30	1 00	2 00	80	0 15	0 30	1 00

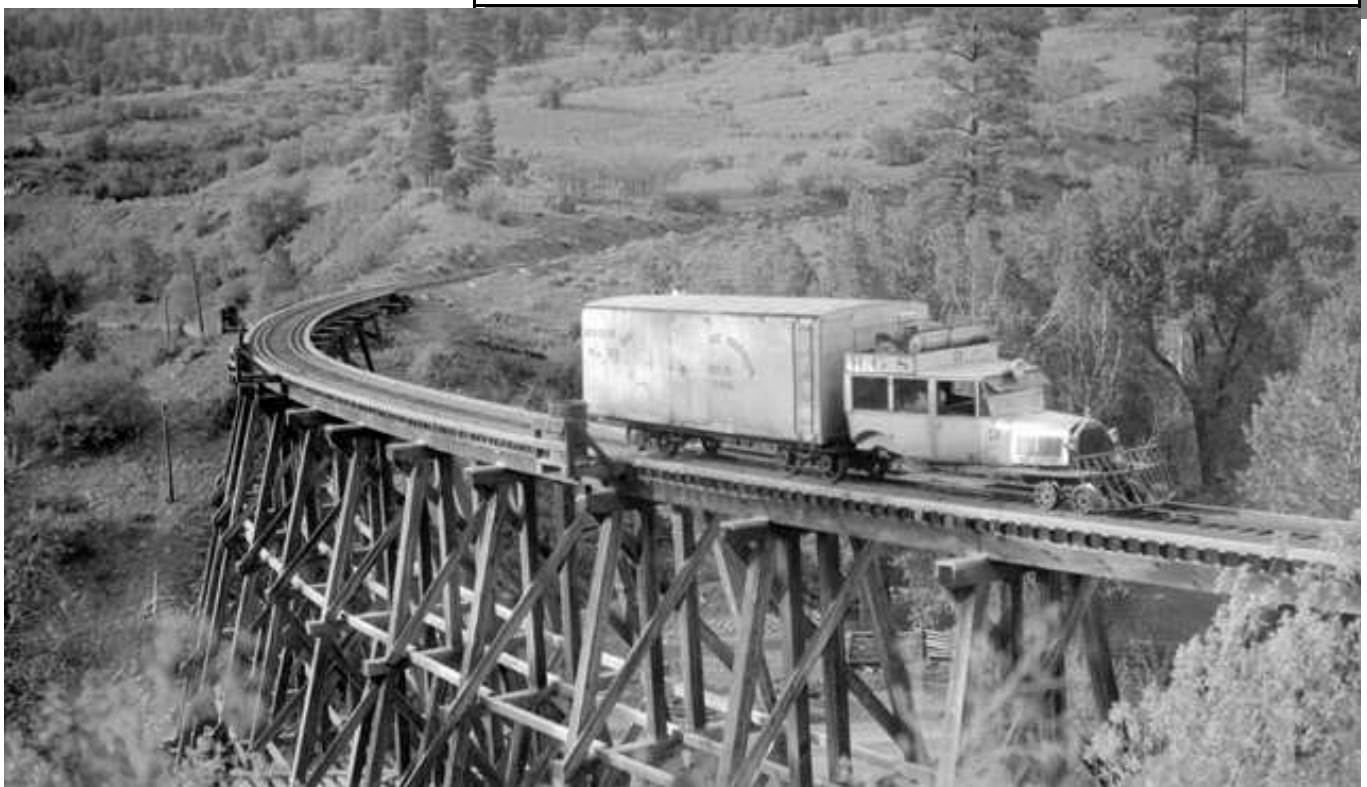
LOCATION	Mile	NAMES	CAR CAPACITY N G	SWITCH CONNECTIONS
District				
1	43.9	Buster's	3	West End
"	60	Timber Spur	25	West End
"	64.7	Wickford	3	East End
"	75.2	Hillam	8	East End
2	106.7	Smalley	6	East End
1A	115.9	Long	3	West End
"	138.6	Lightner	6	West End
"	160.5	Brick Yard	3	West End

Local Time Inspectors are Located as follows:  
 H. H. JEFFERY.....Durango  
 Busy Corner Pharmacy.....Telluride

OPEN HOURS TELEGRAPH OFFICES		
Stations	Daily Hours	Sunday Hours
Ridgway.....	8:00 A to 5:00 P	None
Piaseville.....	9:00 A to 5:00 P	9:00 A to 5:00 P
Telluride.....	8:00 A to 5:00 P	8:00 A to 5:00 P
Rico.....	8:00 A to 5:00 P	8:00 A to 5:00 P
Dolores.....	8:00 A to 5:00 P	9:00 A to 5:00 P
Durango—R.G.S. Dispatcher.....	8:00 A to 5:00 P	8:00 A to 5:00 P



*A Goose, Galloping over one of the many spectacular trestles on the Rio Grande Southern. The Geese were a popular tourist attraction in the 1940s*

Date	CM ETT	CM PTT	CSCCD ETT	CSCCD PTT	DRG ETT	DRG PTT	DSP ETT	DSP PTT	F&CC ETT	F&CC PTT	MT ETT	MT PTT	RGS ETT	RGS PTT	RM OFF GUIDE
<b>Known total</b>	<b>117</b>	<b>83</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>
<b>Inferred total</b>	<b>129</b>	<b>83</b>	<b>51</b>	<b>9</b>	<b>102</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>14</b>	<b>13</b>	<b>131</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>3</b>
23-Jul-1882					19										
11-Nov-1883							4								
13-Jul-1887		X													
30-Sep-1887		X													
9-Oct-1887	2														
1-Dec-1887		X													
1-May-1888		X													
20-Feb-1889		X													
12-May-1889		X													
20-Jun-1889	12														
21-Oct-1889		X													
11-May-1890		X													
17-Jul-1890		X													
10-Oct-1890													1		
1-Feb-1891		X													
Jul-1891		X													
24-Apr-1892	9														
22-May-1892	10														
Apr-1892		X													
18-Jun-1892	11														
Jul-1892		X													
Aug-1892		X													
Sep-1892		X													
Nov-1892		X													
Feb-1893		X													
Apr-1893		X													
7-May-1893	53E														
25-Jun-1893	54														
17-Sep-1893	55														
8-Oct-1893	56														
12-Nov-1893	57														
17-Dec-1893	58														
4-Mar-1894	59								X?	X?					
25-Mar-1894	60														
29-Apr-1894	61														
10-Jun-1894	62														
15-Jul-1894									X?	X?					
5-Aug-1894	63														
11-Sep-1894									X?	X?					
4-Nov-1894	64														
25-Nov-1894	65														
9-Dec-1894									X?	X?					
1-Jan-1895	66														
20-Jan-1895	66A														
9-Jun-1895	1														
Jun-1895											X				
Jul-1895		X													
1-Dec-1895		X													
9-Dec-1895									X?	X?					
1-Mar-1896	5														
28-Jun-1896	6														
Aug-1896							X								
4-Nov-1896	7	X							X?	X?					
25-Jul-1897	8														
1-Nov-1897	1														
28-Nov-1897	2														
3-Jan-1898			X?	X?											
5-Feb-1898	3	X													
5-Mar-1898	4														
30-Mar-1898	4A														
9-Jun-1898	5														
17-Jul-1898	6														

### A selective chronology of Rocky Mountain railroad timetables

The table contains a list of some of the known or inferred public timetables (PTT) and employee timetables (ETT) from the Colorado Midland, (CM) the Colorado Springs and Cripple Creek (CS&CC), the Denver & Rio Grande (DRG), the Denver, South Park & Pacific (DSPP), the Florence and Cripple Creek (F&CC), the Midland Terminal (MT), the Rio Grande Southern (RGS) and the Rocky Mountain Official Guide. “Known” means those definitely known to exist; “inferred” means the number inferred from the issue numbers of “known” timetables. The table covers 20 years only.

Employee timetables are generally shown with their issue number if known, public timetables usually do not have an issue number.

Colorado Midland ETTs were issued at 3 to 6 week intervals at the start, but the frequency slowed down later. There are two sequence changes reflecting when the railroad went in and out of control by the Santa Fe. The CM public timetables of the first decade of the twentieth century had the so-called “Indian” covers, one of which is shown on our own cover.

The CS&CCD public timetables generally represent the railroad’s *Blue Book*, a regularly issued guide book to the railroad and the area.

The DSP&P timetables were issued under various guises, according to the owner of the time. These included the Union Pacific and the Colorado & Southern. The railroad also operated under the name of Denver, Leadville & Gunnison.

Florence and Cripple Creek ETTs are very rare— few exist with certainty. The Midland Terminal, like the DSP&P also issued timetables under the names of its owners, especially the Colorado & Southern.

There don’t appear to have been a lot of Rio Grande Southern PTTs, but a fair sample of ETTs is known to exist.

Quite a number of the timetables listed here have been reprinted in modern times, most particularly by the Colorado Railroad Museum.