

ISSUED NOVEMBER 1, 1957

# *Rio Grande* TIME TABLES

ROYAL GORGE ROUTE



Royal Gorge of the Arkansas River

**DENVER & RIO GRANDE WESTERN RAILROAD**

MAIN LINE THRU THE ROCKIES

ISSUED NOVEMBER 1, 1957

# *Rio Grande* TIME TABLES

MOFFAT TUNNEL ROUTE



California Zephyr—Glenwood Canyon, Colorado River

**DENVER & RIO GRANDE WESTERN RAILROAD**

MAIN LINE THRU THE ROCKIES



THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY  
THE DIRECT CENTRAL TRANSCONTINENTAL ROUTE

Welcome to the Rio Grande!

We are delighted to have you as a passenger on a Rio Grande See-Liner. Temporarily our train is your home. For a few hours it is our pleasure to assist you in the ordinary business of living, so you may be free to enjoy the passing scene while the miles effortlessly slip by.

You'll appreciate the congenial atmosphere of reclining-chair coaches. There's room to roam, room to relax.

Your sleeping accommodations are clean, comfortable and ready for occupancy when you desire. You will like the friendly informality of the lounge, where you may sip your favorite beverage, talk to your fellow passengers, read the paper, peruse a magazine or just plain take it easy.

The meal of your choice will be ready on time, cooked to your taste and served to your liking.

Moon-watcher, star-gazer, or mountain-viewer—however you like nature best, you'll find it looks better when you see it from a Rio Grande train.

Enjoy yourself—come back again soon.

Cordially yours,

Passenger Traffic Manager

# DENVER & RIO GRANDE WESTERN RAILROAD

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If you would like to receive future issues of this time table, please mail request to

**H. F. ENO, Passenger Traffic Manager**  
**DENVER & RIO GRANDE WESTERN RAILROAD**  
 Room 101 Rio Grande Building, 1531 Stout Street, Denver 17, Colo.

ROUTE OF THE Vista-Dome

# CALIFORNIA ZEPHYR

BETWEEN

CHICAGO • DENVER • SALT LAKE CITY • SAN FRANCISCO

READ DOWN

See Page 7 for Equipment

READ UP

No. 17 Daily	Miles From Chicago	STATIONS	Elevation	No. 18 Daily
		Burlington Route		
3 30 PM CST	0	Lv CHICAGO, ILL. (Union Station) Ar	595	1 00 PM CST
5 50 " "	162	Lv Galesburg, Ill. Ar	785	10 28 AM " "
6 30 " "	205	Cross Mississippi River		9 45 " "
6 38 " "	206	Lv Burlington, Ia. Ar	530	9 42 " "
7 49 " "	280	Lv Ottumwa, Ia. Ar	650	8 26 " "
9 42 " "	393	Lv Creston, Ia. Ar	1315	6 41 " "
11 10 " "	480	Cross Missouri River		5 25 " "
11 45 " "	501	Ar Omaha, Nebr. Lv	1040	4 50 " "
11 55 " "	501	Lv Omaha, Nebr. Ar	1040	4 45 " "
1 14 AM " "	556	Lv Lincoln, Nebr. Ar	1150	3 35 " "
2 48 " "	653	Lv Hastings, Nebr. Lv	1925	2 03 " "
3 50 " MST	784	Lv McCook, Nebr. Lv	2506	12 09 " "
8 20 " "	1039	Ar DENVER, COLO. Lv	5280	7 15 PM MST
		Denver & Rio Grande Western R. R.		
8 40 AM MST	1039	Lv DENVER, COLO. Ar	5280	7 00 PM MST
	1089	Moffat Tunnel—6.2 miles—Continental Divide.	9239	
	1114	From Granby parallel the Colorado River for 235 miles.		
		Byers Canyon—Gore Canyon		
12 31 PM MST	1168	Lv Bond, Colo. Lv	6692	3 14 PM MST
		Red Canyon—Glenwood Canyon		
2 00 PM MST	1224	Lv Glenwood Springs, Colo. Lv	5758	1 40 PM MST
3 40 " "	1313	Ar Grand Junction, Colo. Ar	4583	11 58 AM " "
3 50 " "	1313	Lv Grand Junction, Colo. Ar	4583	11 51 " "
	1347	Ruby Canyon—Colo.—Utah State Line		
	1352	At Westwater, Utah—last glimpse of Colorado River.	4316	
5 15 PM MST	1392	Lv Thompson. Lv	5133	10 28 AM MST
7 08 PM MST	1490	Lv Helper, Utah. Lv	5830	8 46 AM MST
	1515	Soldier Summit—Wasatch Range.	7440	
9 05 PM MST	1565	Lv Provo, Utah. Lv	4517	6 50 AM MST
10 00 " "	1609	Ar SALT LAKE CITY, UTAH. Lv	4233	6 00 " "
		Western Pacific Railroad		
10 15 PM MST	1609	Lv SALT LAKE CITY, UTAH. Ar	4233	5 40 AM MST
1 45 AM PST	1872	Ar Elko, Nev. Lv	5060	11 55 PM PST
3 55 " "	2005	Ar Winnemucca, Nev. Lv	4325	9 40 " "
5 20 " "	2099	Ar Gerlach, Nev. Lv	3931	8 15 " "
7 25 " "	2216	Ar Portola, Calif. Lv	4834	8 00 " "
	2216	Feather River Canyon—116 miles through Sierra Nevada Range.		
11 10 AM PST	2332	Ar Oroville, Calif. Lv	205	2 25 PM PST
11 45 " "	2358	Ar Marysville, Calif. Lv	60	1 53 " "
12 35 PM " "	2398	Ar Sacramento, Calif. Lv	23	1 10 " "
1 42 " "	2443	Ar Stockton, Calif. Lv	30	12 10 " "
3 55 " "	2530	Ar Oakland, Calif. (3rd & Washington) Lv	25	10 10 AM " "
4 15 " "	2533	Ar Oakland Pier, Calif. Lv	14	9 55 " "
		San Francisco Bay.		
4 55 PM PST	2537	Ar SAN FRANCISCO, CAL. (Ferry Bldg.) Lv	11	9 25 AM " "



Moon-Watchers' Paradise:

For that most popular current pastime, the California Zephyr provides five Vista-Domes—more than any other transcontinental train—for heavenly views of outer space. Ordinary star-gazers also are fascinated. There's nothing quite like a star-flecked Utah or Colorado sky! California Zephyr is scheduled for daylight hours through the Rockies, but in late fall, winter and early spring there are delightful night-time views, too!

NOVEMBER 1957	DECEMBER 1957	JANUARY 1958
S. M. T. W. T. F. S.	S. M. T. W. T. F. S.	S. M. T. W. T. F. S.
- - - - - 1 2	1 2 3 4 5 6 7	- - - 1 2 3 4
3 4 5 6 7 8 9	8 9 10 11 12 13 14	5 6 7 8 9 10 11
10 11 12 13 14 15 16	15 16 17 18 19 20 21	12 13 14 15 16 17 18
17 18 19 20 21 22 23	22 23 24 25 26 27 28	19 20 21 22 23 24 25
24 25 26 27 28 29 30	29 30 31	26 27 28 29 30 31
FEBRUARY 1958	MARCH 1958	APRIL 1958
S. M. T. W. T. F. S.	S. M. T. W. T. F. S.	S. M. T. W. T. F. S.
- 2 3 4 5 6 7 8	2 3 4 5 6 7 8	- - 1 2 3 4 5
9 10 11 12 13 14 15	9 10 11 12 13 14 15	6 7 8 9 10 11 12
16 17 18 19 20 21 22	16 17 18 19 20 21 22	13 14 15 16 17 18 19
23 24 25 26 27 28	23 24 25 26 27 28 29	20 21 22 23 24 25 26
	30 31	27 28 29 30
MAY 1958	JUNE 1958	JULY 1958
S. M. T. W. T. F. S.	S. M. T. W. T. F. S.	S. M. T. W. T. F. S.
- - - 1 2 3	1 2 3 4 5 6 7	- - 1 2 3 4 5
4 5 6 7 8 9 10	8 9 10 11 12 13 14	6 7 8 9 10 11 12
11 12 13 14 15 16 17	15 16 17 18 19 20 21	13 14 15 16 17 18 19
18 19 20 21 22 23 24	22 23 24 25 26 27 28	20 21 22 23 24 25 26
25 26 27 28 29 30 31	29 30	27 28 29 30 31
AUGUST 1958	SEPTEMBER 1958	OCTOBER 1958
S. M. T. W. T. F. S.	S. M. T. W. T. F. S.	S. M. T. W. T. F. S.
- - - 1 2	- 1 2 3 4 5 6	- - 1 2 3 4
3 4 5 6 7 8 9	7 8 9 10 11 12 13	5 6 7 8 9 10 11
10 11 12 13 14 15 16	14 15 16 17 18 19 20	12 13 14 15 16 17 18
17 18 19 20 21 22 23	21 22 23 24 25 26 27	19 20 21 22 23 24 25
24 25 26 27 28 29 30	28 29 30	26 27 28 29 30 31
31		

c Stops on flag to receive revenue passengers for Salt Lake City or beyond, and discharge revenue passengers from Denver or beyond.  
 d Stops on flag to receive revenue passengers for Denver or beyond, and discharge revenue passengers from Salt Lake City or beyond.  
 CST—Central Standard Time. MST—Mountain Standard Time. PST—Pacific Standard Time.

All space on the California Zephyr—both coach and Pullman—is reserved and specifically assigned in advance. Dome seats are not reserved. Checked baggage will be handled on the California Zephyr to or from Glenwood Springs and Grand Junction, Colorado, but not to or from other intermediate points between Denver and Salt Lake City. No extra fare.



ROUTE OF THE *Vista-Dome*

# ROYAL GORGE

BETWEEN

DENVER • COLORADO SPRINGS • PUEBLO  
GLENWOOD SPRINGS • GRAND JUNCTION  
PROVO • SALT LAKE CITY

READ DOWN See Page 9 for Equipment READ UP

No. 1 Daily	Miles from Denver	Mountain Standard Time	Elevation	No. 2 Daily
9 00 AM	0	Lv Denver, Colo. . . . . Ar	5280	2 50 PM
10 50 "	75	Lv Colorado Springs, Colo. Lv	5989	1 10 "
11 50 "	119	Ar Pueblo, Colo. . . . . Lv	4672	12 05 "
12 15 PM	119	Lv Pueblo, Colo. . . . . Ar	4672	11 45 AM
1 23 "	160	Lv Canon City, Colo. . . . . Lv	5344	10 40 "
1 36 "	166	Ar Royal Gorge, Colo. . . . . Lv	5498	10 20 "
Ten minute stop to view America's best loved travel wonder. Here is located Hanging Bridge, suspended between sheer canyon walls, just 30 feet apart. Above may be seen the World's Highest Bridge, across the Royal Gorge, 1,053 feet above the railroad tracks.				
1 46 PM	166	Lv Royal Gorge, Colo. . . . . Ar	5498	10 10 AM
3 25 "	215	Lv Salida, Colo. . . . . Lv	7050	8 50 "
5 30 "	281	Lv Tennessee Pass, Colo. . . . . Lv	10221	6 56 "
Cross the Continental Divide at Tennessee Pass, highest main-line standard gauge railroad in the United States.				
8 17 PM	360	Lv Glenwood Springs, Colo. Lv	5758	4 05 AM
1 20 AM	450	Lv Grand Junction, Colo. . . . . Lv	4583	2 00 "
4 55 "	619	Lv Price, Utah. . . . . Lv	5541	8 55 PM
7 28 "	701	Lv Provo, Utah. . . . . Lv	4517	6 27 "
8 30 "	745	Ar Salt Lake City, Utah. . . . . Lv	4233	5 30 "

ROUTE OF THE *Vista-Dome*

# COLORADO EAGLE

BETWEEN

DENVER • COLORADO SPRINGS • PUEBLO  
WICHITA • KANSAS CITY • ST. LOUIS

READ DOWN See Page 9 for Equipment READ UP

No. 3 Daily	Miles from Denver	Denver & Rio Grande Western Railroad	Elevation	No. 4 Daily
4 15 PM MST	0	Lv DENVER, COLO. . . Ar	5280	9 50 AM MST
5 53 " "	75	Lv Colorado Spgs., Colo. Lv (Pikes Peak)	5989	8 11 " "
6 45 PM "	119	Ar PUEBLO, COLO. . . Lv	4672	7 20 " "
<b>No. 12</b>				
6 55 PM MST	119	Lv PUEBLO, COLO. . . Ar	4672	7 10 AM MST
7 47 " "	170	Lv Ordway, Colo. . . . . Lv	4305	5 57 " "
12 14 AM "	458	Ar Hoisington, Kans. . . . Lv	1826	1 30 " "
1 28 " CST	458	Lv Hoisington, Kans. . . . Ar	1826	2 17 " CST
2 10 " "	492	Lv Geneseo, Kans. . . . . Lv	1751	1 40 " "
5 45 AM CST	580	Ar WICHITA, KANS. . . Lv	1299	9 30 PM CST
3 19 AM CST	565	Lv Herington, Kans. . . . Lv	1335	12 19 AM CST
3 55 " "	592	Lv Council Grove, Kans. Lv	1234	11 56 PM CST
5 13 " "	662	Lv Ottawa, Kans. . . . . Lv	893	10 38 " "
5 40 " "	683	Lv Osawatomie, Kans. . . . Lv	862	10 18 " "
7 10 " "	742	Ar KANSAS CITY, MO. Lv	781	9 10 " "
7 30 " "	742	Lv KANSAS CITY, MO. Ar	781	9 00 " "
10 15 " "	900	Lv Jefferson City, Mo. . . . Lv	556	6 05 " "
12 30 PM "	1021	Ar ST. LOUIS, MO. . . . Lv	455	4 00 " "

MST Mountain Standard Time. CST Central Standard Time.



ROUTE OF THE NEW *Vista-Dome*

# DENVER ZEPHYR

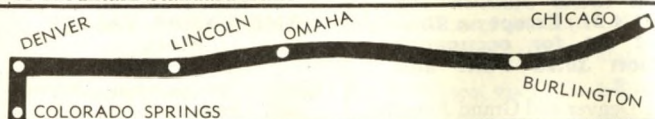
BETWEEN

Colorado Springs • Denver • Omaha • Chicago

READ DOWN See Page 9 for Equipment READ UP

No. 2 Daily	Miles from Colo. Spgs.	Denver & Rio Grande Western Railroad	Elevation	No. 1 Daily
1 10 PM MST	0	Lv Colorado Spgs., Colo. . . Ar	5989	10 40 AM MST
2 50 " "	75	Ar Denver, Colo. . . . . Lv	5280	9 00 " "
<b>No. 10</b>				
4 00 PM MST	75	Lv Denver, Colo. . . . . Ar	5280	8 30 AM MST
7 35 " "	330	Ar McCook, Nebr. . . . . Lv	2510	4 40 " "
8 38 PM CST	330	Lv McCook, Nebr. . . . . Ar	2510	5 37 " CST
12 04 AM "	558	Ar Lincoln, Nebr. . . . . Lv	1150	1 57 " "
1 08 " "	613	Ar Omaha, Nebr. . . . . Lv	1040	12 45 " "
5 55 " "	908	Ar Burlington, Iowa. . . . Lv	530	7 59 PM "
9 00 " "	1114	Ar Chicago, Ill. . . . . Lv	595	5 00 " "

MST Mountain Standard Time CST Central Standard Time



ROUTE OF THE

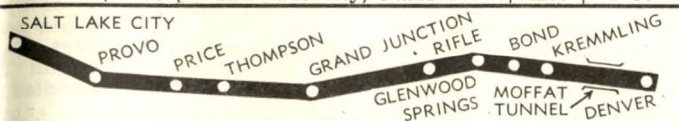
# PROSPECTOR

BETWEEN

Denver • Glenwood Springs • Grand Junction  
Provo • Salt Lake City

READ DOWN See Page 6 for Equipment READ UP

No. 7 Daily	Miles from Denver	Mountain Standard Time	Elevation	No. 8 Daily
5 55 PM	0	Lv Denver, Colo. . . . . Ar	5280	8 00 AM
Fifty miles from Denver enter the Moffat Tunnel which extends 6.2 miles under the Continental Divide.				
8 53 PM	103	Lv Kremmling . . . . . Lv	7322	4 53 AM
9 57 " "	129	Lv Bond . . . . . Lv	6692	4 00 " "
11 23 " "	185	Lv Glenwood Springs, Colo. Lv	5758	2 27 " "
11 52 " "	212	Lv Rifle . . . . . Lv	5310	1 54 " "
1 20 AM	275	Lv Grand Junction, Colo. . . . Lv	4583	12 40 " "
2 54 " "	353	Lv Thompson . . . . . Lv	5133	10 45 PM
4 55 " "	444	Lv Price . . . . . Lv	5541	8 55 " "
7 28 " "	526	Lv Provo, Utah. . . . . Lv	4517	6 27 " "
8 30 " "	570	Ar Salt Lake City, Utah. . . . Lv	4233	5 30 " "



**MOFFAT TUNNEL ROUTE**  
DENVER • BOND • GLENWOOD SPRINGS • GRAND JUNCTION

READ DOWN					Issued November 1, 1957					READ UP					
No. 19 The Mountaineer	No. 7 The Prospector	No. 9 Yampa Valley Mail	No. 17 Califor- nia Zephyr	Miles from Denver	STATIONS					Eleva- tion	No. 18 Califor- nia Zephyr	No. 10 Yampa Valley Mail	No. 8 The Prospector	No. 20 The Mountaineer	No. 22 The Mountaineer
					Mountain Standard Time										
* 8 30 PM	* 5 55 PM	* 4 30 PM	* 8 40 AM	.0	Lv DENVER, COLO.	Ar	5280	* 7 00 PM	* 1 00 PM	* 8 00 AM	^ 7 00 AM	^ 7 00 AM	\$11 00 PM		
s.	f 4 42 "	f 4 42 "		7.1	Lv Arvada (Ralston)	Lv	5278		f12 42 "				t.	t.	
s.	f 4 48 "	f 4 48 "		12.4	Lv Leyden Jct.	Lv	5617		f12 33 "				t.	t.	
s.	f 5 09 "	f 5 09 "	See	24.4	Lv Plainview	Lv	6782	See	f12 06 "				t.	t.	
s.	f 5 26 "	f 5 26 "	Note	31.3	Lv Crescent	Lv	7441	Note	f11 47 AM				t.	t.	
s.	f 5 42 "	f 5 42 "	"A"	37.0	Lv Pine Cliff	Lv	7966	"A"	11 33 "				t.	t.	
s.	f 5 51 "	f 5 51 "		41.7	Lv Rollinsville	Lv	8367		11 25 "				t.	t.	
s.	f 6 00 "	f 6 00 "		46.8	Lv Tolland	Lv	8886		f11 16 "				t.	t.	
s.	f 6 07 "	f 6 07 "		50.0	Ar East Portal	Lv	9195		11 11 "				t.	t.	
MOFFAT TUNNEL															
s.	f 7 40 PM	6 19 PM		56.8	Lv Winter Park	Ar	9058	Streamlined	10 59 AM	f5 59 AM			t.	8 48 PM	
s.		6 31 "		62.1	Lv Fraser	Lv	8561	Diesel-Power	10 48 "				t.	t.	
s.		6 38 "		65.9	Lv Tabernash	Lv	8318		10 37 "				t.	t.	
s.	f 6 43 "	f 6 43 "		70.2	Lv Elkdale	Lv	8156		f10 31 "				t.	t.	
s.	f 8 16 PM	7 01 "		75.7	Ar Granby	Lv	7937		10 19 "	f5 29 AM	3 48 AM	f 8 18 PM	t.	t.	
s.		7 16 "		86.1	Ar Hot Sulphur Springs	Lv	7662		10 03 "				t.	t.	
(Byers Canyon)															
s.		7 26 PM		91.0	Lv Parshall	Lv	7589		9 43 AM				t.	t.	
s.	8 53 PM	7 45 "		103.2	Ar Kremmling	Lv	7322		9 36 "	4 53 AM			t.	t.	
(Gore Canyon)															
s.	f 7 48 "			105.8	Lv Gore	Lv	7322		f 9 29 AM				t.	t.	
s.	8 11 "			116.1	Lv Radium	Lv	6881		9 07 "				t.	t.	
s.	f 8 29 "			126.1	Lv State Bridge	Lv	6728		f 8 46 "				t.	t.	
12 40 AM	9 52 PM	8 36 "	12 28 PM	129.3	Ar BOND (Orestod)	Lv	6692	3 14 PM	8 43 "	4 00 AM	2 05 AM	6 50 PM	t.	t.	
f 1 00 "	9 57 "		12 31 "	129.3	Lv BOND (Orestod)	Ar	6692	3 11 "		3 55 "	1 50 "	6 40 PM	f 6 40 PM	t.	
f 1 12 "		See		134.9	Ar Glen	Ar	6609			See	f 1 22 "	f 6 30 PM	f 6 30 PM	t.	
f 1 17 "		Table 3		142.1	Ar Dell	Ar	6503			Table 3	f 1 12 "	f 6 20 PM	f 6 20 PM	t.	
f 1 28 "		Page 12		144.6	Ar Burns	Ar	6481			Page 12	f 1 05 "	f 6 15 PM	f 6 15 PM	t.	
f 1 37 "		for		148.8	Ar Sylvan	Ar	6431			for	f 12 56 "	f 6 09 PM	f 6 09 PM	t.	
f 1 40 "		Schedule		155.3	Ar Range	Ar	6328			Schedule	f 12 47 "	f 6 00 PM	f 6 00 PM	t.	
f 1 48 "		of		157.7	Ar Sweetwater	Ar	6296			of	f 12 44 "	f 5 57 PM	f 5 57 PM	t.	
f 1 56 "		Train		163.2	Ar Niche	Ar	6198			Train	f 12 37 "	f 5 50 PM	f 5 50 PM	t.	
f 2 12 "		No. 9		166.8	Ar DOTSERO	Ar	6156			No. 9	12 30 "	f 5 45 PM	f 5 45 PM	t.	
		Orestod		175.4	Ar Shoshone	Ar	6119			Craig	f 12 15 "	f 5 30 PM	f 5 30 PM	t.	
		to			(Glenwood Canyon)		5869			to				t.	
2 45 "	11 23 PM	Craig	2 00 PM	185.0	Lv Glenwood Springs	Ar	5758	1 40 PM	Orestod	2 27 AM	11 55 PM	5 15 PM	5 15 PM	t.	
3 10 "				197.6	Ar New Castle	Ar	5562				11 20 "	4 35 PM	4 35 PM	t.	
3 22 "				204.4	Ar Silt	Ar	5441				11 08 "	4 23 PM	4 23 PM	t.	
3 51 "	f11 52 PM	(See		211.5	Ar Rifle	Ar	5310			(See	f 1 54 AM	10 55 "	4 10 PM	4 10 PM	
4 11 "		Table 5		216.3	Ar Lacy	Ar	5239			Table 5		10 24 PM	3 40 PM	3 40 PM	
4 26 "		for Glen-		228.9	Ar Grand Valley	Ar	5104			for Glen-					
f 4 48 "		wood		233.7	Ar Una	Ar	5025			wood					
5 02 "		Springs-		241.5	Ar DeBeque	Ar	4945			Springs-		10 01 PM	3 20 PM	3 20 PM	
5 13 "		Aspen		257.5	Ar Cameo	Ar	4774			Aspen	f 9 32 "	f 2 55 PM	f 2 55 PM	t.	
* 5 30 "	* 1 03 AM	bus		261.9	Ar Palisade	Ar	4741			bus	9 25 "	2 50 PM	2 50 PM	t.	
		service.)		267.4	Ar Clifton	Ar	4721			service.)	9 10 "	2 40 PM	2 40 PM	t.	
				274.5	Ar Grand Junction	Lv	4583	* 11 58 AM		* 12 40 AM	† 9 00 "	‡ 2 30 PM	‡ 2 30 PM	t.	

NOTE "A": All space on the California Zephyr—both Coach and Pullman—is reserved and specifically assigned in advance.

EQUIPMENT			See page 7 for explanation of references.
(All equipment is air conditioned)			
<b>Nos. 7 and 8—THE PROSPECTOR</b> (Streamlined—Diesel-Power) Diner-Lounge between Denver and Salt Lake City. Standard Sleepers between Denver and Salt Lake City. (D-5 and D-7 westbound); (D-6 and D-8 eastbound). (2 cars) 5 Sections, 6 Double Bedrooms, 5 Roomettes. Standard Sleeper (on No. 8, Mondays only) Grand Junction to Denver (D-2) 10 Sections—Lounge. Chair car between Denver and Salt Lake City.	<b>Nos. 19 and 20—THE MOUNTAINEER</b> (Diesel-Power) Standard Sleeper between Denver and Grand Junction (D-1 westbound) (D-2 eastbound), 10 Sections—Lounge (May be occupied at Grand Junction and Denver until 7:30 A.M.) Except on Sundays Car D-2 set for occupancy Grand Junction 10:00 P.M. and handled on No. 8. Chair Car between Denver and Grand Junction.	<b>No. 22</b> (Sunday only) <b>THE MOUNTAINEER</b> (Diesel Power) Chair Car Grand Junction to Denver <b>Nos. 9 and 10</b> <b>THE YAMPA VALLEY MAIL</b> (Diesel-Power) Chair Car between Denver and Craig.	

**MOFFAT TUNNEL ROUTE**  
**GRAND JUNCTION • PRICE • PROVO • SALT LAKE CITY • OGDEN**

**Table 1**

READ DOWN			Issued November 1, 1957			READ UP		
No. 7-1 The Pros- pector	No. 17 Cali- for- nia Zephyr	Miles from Denver	STATIONS			Eleva- tion	No. 18 Cali- for- nia Zephyr	No. 8-2 The Pros- pector
			Mountain Standard Time					
* 1 20 AM	* 3 50 PM	274.5	Lv GRAND JUNCTION, COLO.†	Ar	4583	*11 51 AM	*12 20 AM	
x		285.4	Ar Fruita	Ar	4510			
x		290.5	Ar Loma	Ar	4530	See		
x	See Note "A"	293.8	Ar Mack, Colo.	Ar	4540	Note "A"		
			(Ruby Canyon) (Colorado-Utah State Line)					
x		313.3	Ar Westwater, Utah	Ar	4316			
x		329.3	Ar Cisco	Ar	4347			
2 54 AM	c 5 15 PM	353.0	Ar Thompson	Ar	5133	d 10 28 AM	10 45 PM	
3 24 "		380.1	Ar Green River	Ar	4075		f 10 11 "	
x	Stainless	406.3	Ar Woodside	Ar	4634	Diesel- Power		
x	Steel	428.1	Ar Mounds	Ar	5437			
x		437.9	Ar Wellington	Ar	5389			
4 55 AM		444.0	Lv PRICE†	Lv	5541		8 55 PM	
5 10 "	7 05 PM	451.4	Ar Helper	Lv	5830	8 46 AM	8 40 "	
		453.7	Ar Utah Railway Junction	Ar	5996			
x	Streamlined	455.2	Ar Castle Gate	Ar	6105			
		464.2	Ar Kyune	Ar	7022	Streamlined		
		469.4	Ar Colton	Ar	7170			
f 6 02 AM		476.3	Ar Soldier Summit† (Wasatch Range)	Ar	7440		f 7 47 PM	
		485.9	Ar Gilluly	Ar	6529			
6 56 AM		505.8	Lv Thistle	Ar	5033		6 55 PM	
		509.5	Ar Castilla	Ar	4912			
f 7 15 AM		520.7	Lv Springville	Ar	4555		f 6 34 PM	
7 28 "	9 05 PM	526.1	Lv PROVO†	Lv	4517	6 50 AM	6 27 "	
x		532.1	Lv Geneva	Ar	4543			
x	Streamlined	538.6	Lv American Fork	Ar	4563	Stainless Steel		
x		541.9	Lv Lehi	Ar	4550			
x	Diesel-Power	548.3	Lv Nash	Ar	4475			
		551.0	Lv Olivers	Ar	4453	Streamlined		
x		554.1	Lv Riverton	Ar	4408		Diesel-Power	
x		559.4	Lv Midvale	Ar	4365			
		563.3	Ar Murray	Ar	4289			
		567.4	Ar Roper	Ar	4230			
8 30 AM	10 00 PM	570.0	Ar SALT LAKE CITY, UTAH†	Lv	4233	6 00 AM	5 30 PM	
		606.9	OGDEN, UTAH (See Note B)	Lv	4293			

**REFERENCE NOTES**

- \* Daily.
- † Daily except Sunday.
- ▲ Daily except Monday.
- § Sunday only.
- f Flag stop.
- ‡ U. S. Mail Box located on station platform.
- c Stops on flag to receive revenue passengers for Salt Lake City or beyond, and discharge revenue passengers from Denver or beyond.
- d Stops on flag to receive revenue passengers for Denver or beyond, and discharge revenue passengers from Salt Lake City or beyond.
- j Stops on flag to receive revenue passengers for Denver, Colorado Springs, Pueblo or beyond.
- m Stops daily except Monday.
- s Stops on flag to receive revenue passengers for points west of Bond.
- t Stops to discharge revenue passengers.
- x Stops to discharge pay passengers from Denver, Colorado Springs and Pueblo.

☞ Rail-Auto Service available at this point.

**NOTE A:** All space on the California Zephyr—both Coach and Pullman—is reserved and specifically assigned in advance.  
**NOTE B:** D&RGW passenger trains originate and terminate at Salt Lake City. Tickets reading via D&RGW between Salt Lake City and Ogden will be honored on Union Pacific trains. See page 14 for schedules.



**EQUIPMENT**

(All equipment is air conditioned)  
**Nos. 17 and 18—THE CALIFORNIA ZEPHYR**  
 (Stainless Steel, Streamlined, Diesel-Power)

Vista Dome, Observation Lounge—Standard Sleeper between Chicago and San Francisco (CZ-10) 1 Drawing-room, 3 Dbl. Bedrooms, via C. B. & Q.-D. & R. G. W.-W. P.

Standard Sleeper between Chicago and San Francisco (CZ-11) 6 Dbl. Bedrooms, 10 Roomettes, via C. B. & Q.-D. & R. G. W.-W. P.

Standard Sleeper between Chicago and San Francisco (CZ-12) 16 Sections, via C. B. & Q.-D. & R. G. W.-W. P.

Standard Sleepers between Chicago and San Francisco (CZ-14 and CZ-15) (2 cars) 6 Dbl. Bedrooms, 10 Roomettes, via C. B. & Q.-D. & R. G. W.-W. P.

Standard Sleeper between Chicago and San Francisco (CZ-16) 6 Dbl. Bedrooms, 5 Compartments, via C.B.&Q., D.&R.G.W., W.P.

Vista Dome Chair Cars between Chicago and San Francisco (CZ-20, CZ-21 and CZ-22) (3 cars) via C. B. & Q.-D. & R. G. W.-W. P.

Vista Dome Buffet Lounge between Chicago and San Francisco via C. B. & Q.-D. & R. G. W.-W. P. (Lounge for all passengers: Vista Dome for sleeping car passengers) (Buffet and sandwich service 6:00 A. M. to 10:00 P. M.)

Diner between Chicago and San Francisco, via C. B. & Q.-D. & R. G. W.-W. P.

Table 2

**ROYAL GORGE ROUTE**  
DENVER • COLORADO SPRINGS • PUEBLO • CANON CITY • SALIDA • GLENWOOD SPRINGS

READ DOWN			Issued November 1, 1957			READ UP		
No. 3 The Colorado Eagle	No. 1 The Royal Gorge	Miles	STATIONS Mountain Standard Time			Elevation	No. 2 The Royal Gorge	No. 4 The Colorado Eagle
* 4 15 PM	* 9 00 AM	0	Lv DENVER, COLO.	Ar	5280	* 2 50 PM	* 9 50 AM	
		2.0	Ar Burnham	Ar	5241			
		7.7	Ar Englewood	Ar	5318			
	9 20 AM	10.3	Ar Littleton	Ar	5372	2 28 PM	b	
		13.5	Ar Wolhurst	Ar	5419		b	
		17.3	Ar Acequia	Ar	5533		b	
		20.7	Ar Louviers	Ar	5666		b	
	f 9 36 "	24.5	Ar Sedalia	Ar	5835	f 2 14 PM	b	
		32.5	Ar Castle Rock	Ar	6218	2 06 "	b	
		42.9	Ar Larkspur	Ar	6657	f 1 55 "	b	
	f 9 58 "	46.9	Ar Greenland	Ar	6919		b	
	f 10 04 "	52.2	Ar Palmer Lake	Ar	7237	k 1 45 PM	b	
	f 10 13 "	55.9	Ar Monument	Ar	6972	k 1 38 "	b	
	f 10 18 "	61.9	Ar Husted	Ar	6596		b	
		70.3	Ar Pikeview	Ar	6199		b	
		74.9	Ar COLORADO SPRINGS†(Pikes Peak)	Lv	5989	• 1 10 PM	• 8 11 AM	
• 5 53 PM	• 10 40 AM	74.9	Lv COLORADO SPRINGS	Ar	5989	• 1 00 "	• 8 11 "	
• 5 53 "	• 10 50 "	87.9	Ar Fountain	Ar	5577	k 12 42 "		
	f 11 08 "	93.4	Ar Buttes	Ar	5386		b	
		99.0	Ar Henkel	Ar	5232		b	
		105.3	Ar Pinon	Ar	5038		b	
		111.5	Ar Eden	Ar	4882		b	
	11 50 AM	119.4	Ar PUEBLO †	Lv	4672	12 05 PM	7 20 AM	
	12 15 PM	119.4	Lv PUEBLO	Ar	4672	11 45 AM		
		134.6	Ar Swallows	Ar	4887			
		139.6	Ar Hobson	Ar	4952			
		144.4	Ar Concrete	Ar	5023			
	f 12 52 PM	145.8	Ar Portland	Ar	5051	f 11 01 AM		
	1 02 "	151.9	Ar Florence	Ar	5199	10 53 "		
	1 23 "	160.0	Ar CANON CITY †	Ar	5344	10 40 "		
	1 36 "	166.2	Ar HANGING BRIDGE	Lv	5498	10 20 "		
			<i>Royal Gorge, Canyon of the Arkansas</i>					
	Lv 1 46 PM	166.2	Lv HANGING BRIDGE	Ar	5498	10 10 AM		
	f 1 57 "	171.2	Ar Parkdale	Ar	5800	f 9 58 "		
	2 20 "	184.1	Ar Texas Creek	Ar	6210	9 37 "		
	2 34 "	191.7	Ar Cotopaxi	Ar	6385	9 25 "		
	f 2 41 "	195.7	Ar Pleasanton	Ar	6472			
		198.1	Ar Vallie	Ar	6534			
		203.4	Ar Howard	Ar	6718			
	3 15 PM	215.1	Ar SALIDA †	Lv	7050	8 50 AM		
	3 25 "	215.1	Lv SALIDA	Ar	7050	8 40 "		
		222.2	Ar Brown Canon	Ar	7324			
		232.8	Ar Nathrop	Ar	7696			
	4 06 PM	240.3	Ar Buena Vista	Ar	7968	8 00 AM		
		248.0	Ar Riverside	Ar	8374			
	f 4 37 PM	257.3	Ar Yale	Ar	8939	f 7 34 AM		
	5 04 "	271.0	Lv Malta (Leadville)	Ar	9580	7 16 "		
	5 30 "	281.0	Ar Tennessee Pass	Ar	10221	6 56 "		
	f 5 52 "	288.7	Ar Pando	Ar	9209	f 6 33 "		
	f 6 07 "	293.9	Ar Red Cliff Eagle River Canyon	Ar	8608	f 6 17 "		
		296.1	Ar Belden	Ar	8371			
	6 30 PM	302.0	Ar Minturn	Lv	7825	6 00 AM		
	6 40 "	302.0	Lv Minturn	Ar	7825	5 50 "		
	f 6 50 "	308.0	Ar Avon	Ar	7465	f 5 28 "		
	f 7 04 "	319.1	Ar Wolcott	Ar	6975	f 5 10 "		
	7 18 "	329.0	Ar Eagle	Ar	6598	4 57 "		
	f 7 27 "	335.8	Ar Gypsum	Ar	6325	f 4 47 "		
		341.9	Ar DOTSERO	Ar	6156			
		350.0	Ar Shoshone (Glenwood Canyon)	Ar	6119			
	8 17 PM	360.1	Ar GLENWOOD SPRINGS, COLO.	Lv	5758	4 05 AM		

JUST SAY —  
"CHARGE IT"

Rio Grande travelers can enjoy charge account convenience for their transportation needs by obtaining a Rail Travel Credit Card.

For application forms apply to H. F. Eno, Passenger Traffic Manager, Rio Grande Building, Denver, Colo.

See Page 5 for Condensed Schedule of The Colorado Eagle, St. Louis to Pueblo

Taxi Service Available on Call Between Malta and Leadville, Distance 4 Miles

See Page 9 for explanation of references



**FREE BAGGAGE ALLOWANCE** When you travel by rail, no need to wrestle with heavy bags. Just check them through and they'll ride in the baggage car. Each adult ticket entitles you to check as much as 150 pounds (up to \$100 value) without additional charge—or 75 pounds and \$50 value on each child's half-fare ticket. On Family Plan tickets up to 300 pounds (not exceeding \$200.00 in value) is allowed regardless of number of persons for which ticket is issued.



**ROYAL GORGE ROUTE**  
**GLENWOOD SPRINGS • GRAND JUNCTION • PROVO • SALT LAKE CITY • OGDEN**

**Table 2**

READ DOWN		Issued November 1, 1957		READ UP	
No. 1 The Royal Gorge	Miles	STATIONS Mountain Standard Time		Elevation	No. 2 The Royal Gorge
* 8 17 PM	360.1	Lv GLENWOOD SPRINGS, COLO.	Ar	5758	* 4 05 AM
f 8 31 "	372.7	Ar New Castle	Ar	5562	f 3 29 "
f 8 39 "	379.5	Ar Silt	Ar	5441	f 3 22 "
9 03 "	386.6	Ar Rifle	Ar	5310	3 15 "
	391.4	Ar Lacy	Ar	5239	
f 9 23 PM	404.0	Ar Grand Valley	Ar	5104	f 2 51 AM
	408.8	Ar Una	Ar	5025	
f 9 38 PM	416.6	Ar DeBeque	Ar	4945	f 2 36 AM
	432.6	Ar Cameo	Ar	4774	
f 10 08 PM	437.2	Ar Palisade	Ar	4741	f 2 15 AM
	442.7	Ar Clifton	Ar	4721	
10 30 PM	449.6	Ar GRAND JUNCTION, COLO.	Lv	4583	2 00 AM
<b>No. 7-1</b>					<b>No. 8-2</b>
1 20 AM	449.6	Lv GRAND JUNCTION, COLO.	Ar	4583	12 20 AM
.x.	460.5	Ar Fruita	Ar	4510	.j.
.x.	465.6	Ar Loma	Ar	4530	.j.
.x.	468.9	Ar Mack, Colo.	Ar	4540	.j.
		(Ruby Canyon)			
		(Colorado-Utah State Line)			
.x.	488.4	Ar Westwater, Utah	Ar	4316	.j.
.x.	504.4	Ar Cisco	Ar	4347	.j.
2 54 AM	528.1	Ar Thompson	Ar	5133	10 45 PM
3 24 "	555.2	Ar Green River	Ar	4075	f 10 11 "
.x.	581.4	Ar Woodside	Ar	4634	.j.
.x.	603.2	Ar Mounds	Ar	5437	.j.
.x.	613.0	Ar Wellington	Ar	5389	.j.
4 55 AM	619.1	Lv PRICE†	Ar	5541	8 55 PM
5 10 "	626.5	Ar Helper	Lv	5830	8 40 "
	628.8	Ar Utah Railway Junction	Ar	5996	
.x.	630.3	Ar Castle Gate	Ar	6105	.j.
	639.3	Ar Kyune	Ar	7022	.j.
	644.5	Ar Colton	Ar	7170	.j.
f 6 02 AM	651.5	Ar Soldier Summit† (Wasatch Range)	Ar	7440	f 7 47 PM
	661.0	Ar Gilluly	Ar	6529	.j.
6 56 AM	680.9	Lv Thistle	Ar	5033	6 55 PM
	684.6	Ar Castilla	Ar	4912	
f 7 15 AM	695.8	Lv Springville	Ar	4555	f 6 34 PM
7 28 AM	701.2	Lv PROVO†	Lv	4517	6 27 "
.x.	707.2	Lv Geneva	Ar	4543	.j.
.x.	713.7	Lv American Fork	Ar	4563	.j.
.x.	717.0	Lv Lehi	Ar	4550	.j.
.x.	722.8	Lv Nash	Ar	4475	.j.
.x.	725.5	Lv Olivers	Ar	4453	.j.
.x.	728.6	Lv Riverton	Ar	4408	.j.
.x.	734.5	Lv Midvale	Ar	4365	.j.
.x.	738.4	Ar Murray	Ar	4289	.j.
	742.5	Ar Roper	Ar	4230	.j.
8 30 AM	745.1	Ar SALT LAKE CITY, UTAH	Lv	4233	5 30 PM
	782.0	OGDEN, UTAH (See Note B)	Ar	4293	

**REFERENCE NOTES**

- \* Daily
- a Stops on flag to receive pay passengers for points on Mo. Pac. and discharge pay passengers from connections at Denver.
- b Stops to discharge pay passengers received from connections at Pueblo.
- f Flag stop.
- j Stops on flag to receive revenue passengers for Denver, Colorado Springs, Pueblo or beyond.
- k Stops daily except Sundays and Holidays; flag stop Sundays and Holidays.
- m Stops daily except Monday.
- x Stops to discharge pay passengers from Denver, Colorado Springs and Pueblo.
- † U. S. Mail box located on station platform.
- At Colorado Springs, Southbound Trains use D. & R. G. W. Station; Northbound Trains use A. T. & S. F. Station.
- ☞ Rail-Auto Service available at this point.

**EQUIPMENT**

(All equipment is air-conditioned)

**Nos. 1 and 2—THE ROYAL GORGE**

(Diesel Power)

- Grill-Lounge between Denver and Grand Junction. (Diner-Lounge between Grand Junction and Salt Lake City in Trains 7 and 8)
- Standard Sleeper between Denver and Salt Lake City (D-22 westbound) (D-10 eastbound) 8 Sections, 5 Double Bedrooms.
- Vista Dome Chair Car between Denver and Salt Lake City. (In Trains 7 and 8 west of Grand Junction)

**Denver Zephyr Connection**

- Standard Sleeper between Colorado Springs and Chicago (DZ-4) 10 Roomettes, 6 Double Bedrooms.
- Slumbercoach between Colorado Springs and Chicago (CS-7) 24 Single Rooms, 8 Double Rooms.
- Chair Car between Colorado Springs and Chicago (DZ-10)
- Vista Dome Buffet Lounge Car between Colorado Springs and Chicago. (In C. B. & Q. R.R. Denver Zephyr between Denver and Chicago)

**Nos. 3 and 4—THE COLORADO EAGLE**

(Streamlined—Diesel Power)

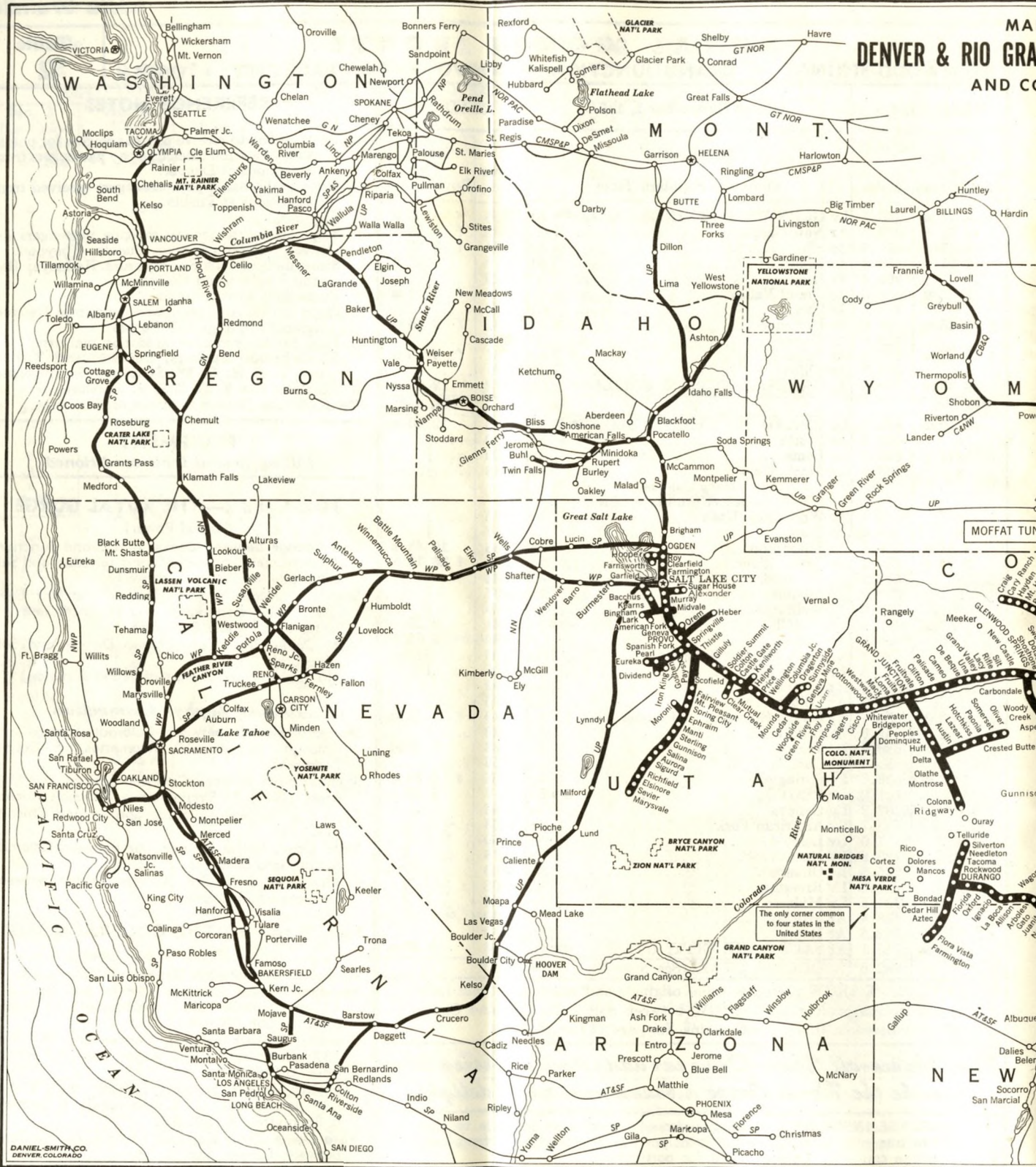
- Diner-Lounge between Denver and St. Louis.
- Standard Sleeper between Denver and St. Louis (31 eastbound) (111 westbound) 10 Roomettes, 6 Dbl. BR.
- Standard Sleeper between Denver and St. Louis (32 eastbound) (112 westbound) 10 Roomettes, 6 Dbl. BR.
- Standard Sleeper between Denver and Wichita (34 eastbound) (114 westbound) 6 Sections, 6 Roomettes, 4 Dbl. BR.
- Vista Dome Chair Car and Chair Cars (3 Cars) between Denver and St. Louis.

NOTE B: D&RGW passenger trains originate and terminate at Salt Lake City. Tickets reading via D&RGW between Salt Lake City and Ogden will be honored on Union Pacific trains. See page 14 for schedules.

*Now, the see-all Vista-Dome car adds thrilling perspective to make the Royal Gorge a brand new travel delight.*

**BAGGAGE INSURANCE** covering personal effects and baggage for an entire trip, may be purchased at principal Rio Grande ticket offices and baggage counters. Consult agent for particulars.

MAP  
DENVER & RIO GRAND  
AND CO



The only corner common to four states in the United States

OF THE  
NDE WESTERN RAILROAD  
ONNECTIONS



**Rio Grande**

THRU THE ROCKIES

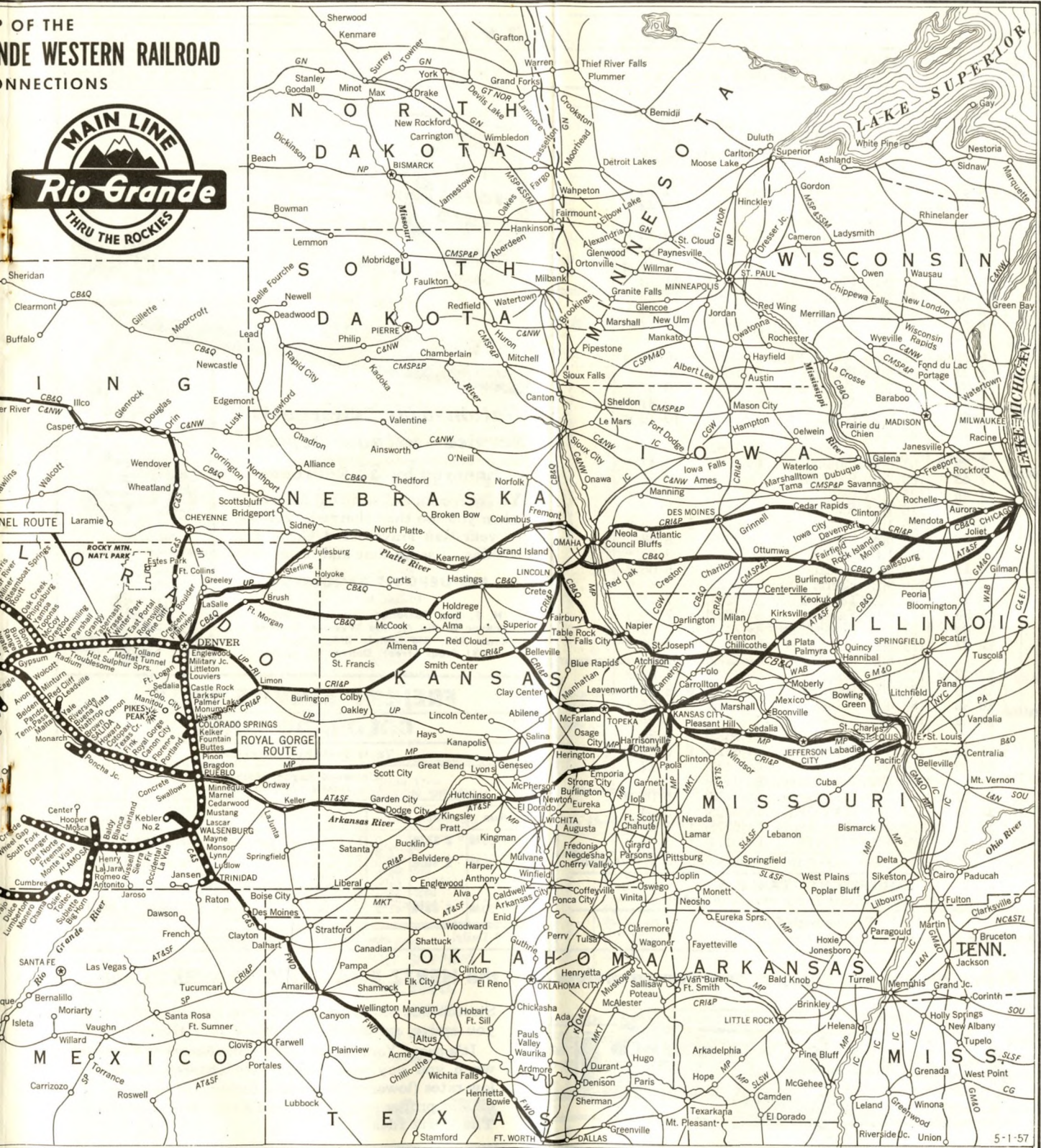


Table  
3

LOCAL SERVICE

DENVER, WINTER PARK, GRANBY,  
STEAMBOAT SPRINGS AND CRAIG

READ DOWN					READ UP	
No. 9 Yampa Valley Mail	Miles	STATIONS	Eleva- tion	No. 10 Yampa Valley Mail		
* 4 30 PM	0.0	Lv DENVER	Ar 5280	* 1 00 PM		
f 4 42 PM	7.1	Lv Arvada . . . Lv (Ralston)	5278	f 12 42 PM		
f 4 48 "	12.4	Lv Leyden Jct. . Lv	5652	f 12 33 "		
f 5 09 "	24.4	Lv Plainview . . Lv	6782	f 12 06 "		
f 5 26 "	31.3	Lv Crescent . . . Lv	7441	f 11 47 AM		
5 42 "	37.0	Lv Pine Cliff . . Lv	7966	11 33 "		
f 5 51 "	41.7	Lv Rollinsville. . Lv	8367	11 25 "		
f 6 00 "	46.8	Lv Tolland . . . Lv	8886	f 11 16 "		
6 07 "	50.0	Lv East Portal. . Lv Moffat Tunnel	9195	11 11 "		
6 19 PM	56.8	Lv Winter Park. Lv	9058	10 59 AM		
6 31 "	62.1	Lv Fraser . . . . Lv	8561	10 48 "		
6 38 "	65.9	Lv Tabernash . . Lv	8318	10 37 "		
f 6 43 "	70.2	Lv Elkdale . . . Lv	8156	f 10 31 "		
7 01 "	75.7	Lv Granby . . . . Lv	7937	10 19 "		
7 16 "	86.1	Lv Hot Sulphur Springs . . . Lv	7662	10 03 AM		
7 26 PM	91.0	Lv Parshall . . . Lv	7589	9 43 "		
7 45 "	103.2	Lv Kremmling . Lv	7322	9 36 "		
f 7 48 "	105.8	Lv Gore . . . . . Lv	7322	f 9 29 "		
7 11 "	116.1	Lv Radium . . . . Lv	6881	9 07 "		
f 8 29 "	126.1	Lv State Bridge. Lv	6728	f 8 46 "		
8 36 "	128.5	Ar Orestod . . . Lv	6699	8 43 "		
f 8 51 "	134.1	Lv McCoy . . . . Lv	7228	f 8 28 "		
f 9 13 "	142.5	Lv Volcano . . . Lv	7826	f 8 05 "		
f 9 32 "	149.9	Lv Egeria . . . . Lv	8123	f 7 46 "		
9 37 "	153.1	Lv Toponas . . . Lv	8264	7 41 "		
9 50 "	161.6	Lv Yampa . . . . Lv	7882	7 29 "		
10 00 "	167.7	Lv Phippsburg . Lv	7413	7 18 "		
10 07 "	171.2	Lv Oak Creek . . Lv	7397	7 10 "		
	171.8	Lv Oak Hills . . Lv	7372			
f 10 12 PM	173.6	Lv Routt . . . . . Lv	7279	f 7 03 AM		
f 10 15 "	175.0	Lv Haybro . . . . Lv	7169	f 6 59 "		
f 10 30 "	183.6	Lv Sidney . . . . Lv	6823	f 6 45 "		
10 52 "	190.9	Lv STEAMBOAT SPRINGS Lv	6682	6 36 "		
f 11 02 PM	197.5	Lv Brookston . . Lv	6529	f 6 22 AM		
11 08 "	200.9	Lv Milner . . . . Lv	6480	6 17 "		
	206.3	Lv Bear River . . Lv	6425			
11 19 PM	207.7	Lv Mt. Harris . . Lv	6413	6 05 AM		
11 32 "	214.8	Lv HAYDEN . . . Lv	6328	5 54 "		
f 11 38 "	219.2	Lv Cary Ranch. Lv	6278	f 5 45 "		
11 59 "	231.4	Ar CRAIG . . . . Lv	6174	* 5 30 "		

\* Daily. f Flag stop. Rail-Auto Service available at this point.

**EQUIPMENT—TABLE 3**  
(All equipment is air conditioned.)

Trains 9 and 10

Chair Car between Denver and Craig.



**rail travel card**  
Series 2 No. A 14147-123

SUBSCRIBER XYZ Corp.

CARD HOLDER John Doe

SIGNATURE *John Doe*

at ticket offices

in dining cars

for car rental (Avis, Hertz, National)

at many leading hotels

**Nation-wide "Charge-it" Service — without deposit!**

**Honored by 55 Railroads**

You're recognized as an old friend . . . when you use the "charge-it" service of your Rail Travel Card. Costs you nothing . . . saves time and trouble.

**NO DEPOSIT REQUIRED!**  
Please Write  
H. F. Eno, Passenger Traffic Manager  
Denver & Rio Grande Western Railroad  
Room 101, Rio Grande Bldg., Dept. TT  
1531 Stout Street, Denver 17, Colo.

**FREIGHT SERVICE ONLY**  
**COLORADO LINES**

Table 5—ASPEN BRANCH

Glenwood-Aspen Stages  
Rail Tickets Not Honored

Bus	Bus	Miles	STATIONS	Bus	Bus
* 8 45 AM	* 2 15 PM	0	Lv Glenwood Spgs. Ar	* 12 45 PM	* 5 10 PM
		7.8	Lv Cattle Creek . . . Lv		
9 25 AM	2 40 PM	12.9	Lv Carbondale . . . Lv	12 20 PM	4 45 PM
		19.3	Lv Leon . . . . . Lv		
		21.9	Lv Emma . . . . . Lv		
		32.8	Lv Woody Creek . . Lv		
10 20 AM	3 45 PM	41.2	Ar Aspen . . . . . Lv	11 35 AM	4 00 PM

\* Daily. Rail-Auto service available at this point.

**Relax on a train! Enjoy a new car on arrival. Try the HERTZ RAIL-AUTO TRAVEL PLAN**



Stretch out on the train, get comfortable. When you arrive, refreshed, step into a new Hertz car.

It's easy. Your ticket seller will reserve the car when you buy your ticket. No charge. Hertz' low rates (lower by the week) include all gasoline, oil and proper insurance. That's traveling! That's The Hertz Idea!

**FREIGHT SERVICE ONLY**

**COLORADO AND NEW MEXICO LINES**

**UTAH LINES**

**Table 6—PUEBLO-ALAMOSA**

MILES	STATIONS
0	Pueblo
2.0	Minnequa
14.6	Marnel
23.3	Cedarwood
34.4	Lascar
45.1	Sandy
55.6	Walsenburg
70.9	La Veta
108.3	Fort Garland
113.0	Blanca
132.3	Alamosa

**Table 13—MANITOU BRANCH**

MILES	STATIONS
0	Colorado Springs
2.7	Colorado City

**Table 14—ALAMOSA BRANCH**

MILES	STATIONS
0	Alamosa
13.6	Mosca
20.1	Hooper

**Table 7—LEADVILLE BRANCH**

MILES	STATIONS
0	Malta
4.9	Leadville

**Table 15—MONARCH BRANCH**

MILES	STATIONS
0	Salida
5.0	Poncha Junction
11.9	Maysville
18.3	Garfield
21.2	Monarch

**Table 8—CREEDE BRANCH**

MILES	STATIONS
0	Alamosa
17.3	Monte Vista
31.1	Del Norte
60.4	Wagon Wheel Gap
69.0	Creede

**NARROW GAUGE LINES**

**Table 16—ALAMOSA-DURANGO**

MILES	STATIONS
0	Alamosa
14.5	La Jara
21.6	Romeo
28.6	Antonito
54.4	Sublette
58.8	Toltec
66.7	Osier
78.9	Cumbres
92.4	Chama
111.8	Monero
117.9	Lumberton
121.6	Dulce
138.7	Gato
151.9	Arboles
159.3	Allison
174.0	Ignacio
199.8	Durango

**Table 9—GRAND JUNCTION-RIDGWAY**

MILES	STATIONS
0	Grand Junction
12.5	Whitewater
26.6	Bridgeport
51.5	Delta
62.1	Olathe
72.8	Montrose, Colo.
85.2	Colona
98.4	Ridgway

**Table 17—FARMINGTON BRANCH**

MILES	STATIONS
0	Durango
10.7	Bondad
29.2	Cedar Hill
35.1	Aztec
40.8	Flora Vista
50.0	Farmington

**Table 10—NORTH FORK BRANCH**

MILES	STATIONS
0	Delta
8.0	Austin
24.9	Hothkiss
33.1	Paonia
42.5	Somerset

**Table 11—WALSENBURG-TRINIDAD**

MILES	STATIONS
0	Walsenburg
8.0	Mayne
10.6	Monson
19.2	Lynn
26.3	Ludlow
40.8	Trinidad

**Table 12—LOMA BRANCH**

MILES	STATIONS
0	Walsenburg
15.0	Keble No. 2

**Table 19—SALT LAKE CITY—OGDEN**

MILES	STATIONS
0	Salt Lake City
5.8	North Salt Lake
8.5	Woods Cross
15.5	Farmington
19.3	Kaysville
22.1	Layton
25.7	Clearfield
30.0	Roy
39.9	Ogden

**Table 24—SUGAR HOUSE SPUR**

MILES	STATIONS
0	Salt Lake City
2.7	Roper
8.0	Sugar House Cement Quarry

**Table 20—MARYSVALE BRANCH**

MILES	STATIONS
0	Thistle
7.7	Pines
14.8	Indianola
23.3	Hill Top
27.2	Milburn
28.5	Oak Creek
32.0	Fairview
38.6	Mount Pleasant
44.1	Spring City
53.4	Ephraim
60.8	Manti
66.3	Sterling
72.9	Gunnison
79.2	Axtell
82.6	Redmond
86.4	Salina
91.6	Aurora
96.3	Sigurd
100.1	Kema
103.7	Richfield
111.7	Elsinore
116.5	Joseph
120.6	Sevier
132.2	Marysval

**Table 25—PROVO CANYON BRANCH**

MILES	STATIONS
0	Provo
1.1	Smoot
5.8	Caryhurst
9.3	Nunn's
10.6	Upper Falls
11.8	Vivian Park
17.2	Wallsburg
24.2	Charleston
27.9	Heber

**Table 26—SUNNYSIDE BRANCH**

MILES	STATIONS
0	Mounds
6.0	Banning
13.0	Columbia Junction
14.0	Dragerton
18.0	Sunnyside

**Table 21—MORONI SPUR**

MILES	STATIONS
0	Manti
7.4	Ephraim
18.7	Moroni

**Table 27—PLEASANT VALLEY BRANCH**

MILES	STATIONS
0	Colton
15.1	Scofield
21.0	Clear Creek

**Table 22—TINTIC BRANCH**

MILES	STATIONS
0	Provo
7.5	Springville
13.2	Spanish Fork
21.5	Payson
27.8	Santaquin
35.4	Goshen
51.1	Dividend
55.4	Eureka

**Table 28—BINGHAM GARFIELD BRANCHES**

MILES	STATIONS
0	Midvale
5.0	Welby
0	Welby
6.0	Kearns
.3	Bacchus
15.1	Garfield
15.4	Sands Junction
16.8	Garfield Junction
18.6	Sands
17.5	Garfield Smelter
5.0	Welby
14.1	Bingham

**Table 23—GOSHEN VALLEY BRANCH**

MILES	STATIONS
0	Dividend
2.7	Flora
5.2	Iron King
6.5	Pearl

**FOR PERFECT SHIPPING**  
 Pack RIGHT  
 Label RIGHT  
 Bill RIGHT  
 Stow RIGHT  
 SHIP IT . . .  
**Rio-Grande**

**PROTECT YOUR LUGGAGE**  
 Identify Your Baggage by Placing Your Name and Address Inside and Outside  
**BUY ROUND TRIP TICKETS AND SAVE**  
**TRAVEL ON CREDIT**  
**CONSULT AGENT**

☐ Interchange with Western Pacific, carload freight only.

## CONDENSED SCHEDULES VIA CONNECTING LINES

### BURLINGTON LINES

* 4 00 PM	* 7 15 PM	* 8 30 PM	Lv Denver (mst)..... Ar	* 8 10 AM	* 8 20 AM	* 8 30 AM
12 04 AM	3 35 AM	6 30 AM	Ar Lincoln (cstr)..... Lv	12 03 "	1 14 "	1 57 "
1 08 "	4 45 "	7 45 "	Ar Omaha..... Lv	10 20 PM	11 55 PM	12 45 "
9 00 "	1 00 PM	7 55 PM	Ar Chicago..... Lv	11 20 AM	3 30 "	5 00 PM

### COLORADO & SOUTHERN-FT. WORTH & DENVER RYS.

* 8 00 PM	* 1 00 PM	Lv Denver (mst)..... Ar	* 6 40 AM	* 5 40 PM
9 44 "	2 40 "	Lv Colorado Springs..... Ar	5 00 "	4 00 "
11 08 "	3 31 "	Lv Pueblo..... Ar	3 53 "	2 42 "
3 30 "	6 10 AM	Ar Fort Worth (cstr)..... Lv	2 45 PM	10 45 "
4 40 "	7 20 "	Ar Dallas..... Lv	1 30 "	9 30 "
* 5 00 PM	* 9 25 AM	Lv Dallas..... Ar	* 12 47 PM	* 9 00 PM
9 15 "	1 35 PM	Ar Houston..... Lv	8 35 AM	5 00 "

### MISSOURI PACIFIC R. R.

* 6 55 PM	Lv Pueblo (mst)..... Ar	* 7 10 AM
7 10 AM	Ar Kansas City (cstr)..... Lv	9 10 PM
12 30 PM	Ar St. Louis..... Lv	4 00 "

### ROCK ISLAND LINES

* 12 40 PM	Lv Denver (mst)..... Ar	* 8 35 AM
12 35 "	Lv Colorado Springs..... Ar	8 45 "
10 03 "	Lv Lincoln (cstr)..... Ar	11 30 PM
11 10 "	Ar Omaha..... Lv	11 05 "
2 05 AM	Ar Des Moines..... Lv	8 25 "
6 35 PM	Ar St. Paul..... Lv	12 10 PM
7 20 "	Ar Minneapolis..... Lv	11 45 AM
8 30 AM	Ar Chicago..... Lv	2 25 PM

### SOUTHERN PACIFIC COMPANY

* 9 35 PM	* 6 50 PM	Lv Ogden (mst)..... Ar	* 6 10 AM	* 9 20 AM
7 37 AM	2 50 AM	Lv Reno (psr)..... Ar	6 38 PM	11 14 PM
12 40 PM	7 30 "	Ar Sacramento..... Lv	1 44 "	6 43 "
2 52 "	9 32 "	Ar Oakland (16th St.)Lv	11 31 AM	4 40 "
3 45 "	10 20 "	Ar San Francisco..... Lv	10 50 "	4 00 "
* 8 08 AM	* 9 20 PM	Lv Oakland (16th St.)Ar	* 7 12 AM	* 6 28 PM
8 10 "	2 20 AM	Lv Sacramento..... Ar	2 20 AM	2 00 PM
12 30 PM	10 40 "	Ar Fresno..... Lv	6 00 PM	6 40 AM
7 55 "	10 40 "	Ar Los Angeles..... Lv	6 00 PM	6 40 AM
* 8 15 AM	* 9 00 PM	Lv San Francisco..... Ar	* 8 30 AM	* 6 00 PM
3 41 PM	5 45 AM	Ar Santa Barbara..... Lv	11 34 PM	10 30 AM
6 00 "	8 30 "	Ar Los Angeles..... Lv	9 00 "	8 15 "
* 7 20 AM	* 7 20 PM	Lv San Francisco..... Ar	* 9 10 AM	* 8 10 PM
7 50 "	8 25 "	Ar Oakland Pier..... Ar	8 35 "	7 35 "
11 25 PM	7 55 "	Ar Portland..... Lv	4 45 PM	10 15 "

### UNION PACIFIC R. R.

* 9 30 AM	* 10 25 PM	* 7 50 PM	Lv SaltLakeCity (mst) Ar	* 8 05 AM	* 5 05 AM	* 6 00 PM
7 35 PM	6 20 AM	2 30 AM	Ar Las Vegas (psr)..... Lv	11 20 PM	7 15 PM	7 20 AM
5 30 AM	2 00 PM	9 30 "	Ar Los Angeles (psr)..... Lv	4 30 "	11 45 AM	10 30 PM
* 6 45 PM	* 5 25 AM	6 15 "	Lv SaltLakeCity (mst) Ar	* 10 05 PM	* 9 15 "	* 8 20 AM
7 40 "	6 30 AM	Ar Ogden..... Lv	7 30 PM	9 15 "	7 30 "	
	6 30 AM	Ar Spokane (psr)..... Lv	7 30 PM	9 30 PM		
	5 30 AM	Ar Portland (psr)..... Lv	7 30 PM	6 02 PM		
	12 01 PM	Ar Tacoma (psr)..... Lv	7 30 PM	5 00 "		
	1 00 "	Ar Seattle (psr)..... Lv	7 30 PM	4 30 PM		
* 3 30 PM	12 30 AM	8 45 "	Lv Denver (mst)..... Ar	* 8 30 AM	12 45 "	
12 30 AM	8 45 "	Ar Omaha (cstr)..... Lv	8 30 AM	4 30 PM		
8 45 "	10 30 PM	Ar Chicago (cstr)..... Lv	8 30 AM	8 30 AM		
* 9 15 AM	* 6 40 PM	Lv Denver (mst)..... Ar	* 8 05 AM	* 6 30 PM		
10 30 PM	7 05 AM	Ar Kansas City (cstr)..... Lv	9 40 PM	8 30 AM		
7 35 AM	12 29 PM	Ar St. Louis (cstr)..... Lv	4 15 "	11 20 PM		

### WESTERN PACIFIC R. R.

* 10 15 PM	* 8 40 AM	Lv SaltLakeCity (mst) Ar	3 45 PM	* 5 40 AM
12 35 "	1 50 "	Lv Sacramento (psr)..... Lv	8 00 "	* 1 10 PM
1 42 "	2 53 "	Ar Stockton..... Lv	6 55 "	12 10 "
4 55 "	5 55 "	Ar San Francisco..... Lv	4 00 "	9 25 AM

#### Reference Notes:

- \* Daily.
- cstr Central Standard Time.
- psr Pacific Standard Time.
- Joint service via G.N.-N.P.-U.P.
- Leave Salt Lake City and San Francisco Sunday, Wednesday and Friday.
- Light face figures A. M.
- Light face figures P. M.

SALT LAKE CITY visitors are welcome to the free organ recitals presented daily, except Sunday, at 12 noon, by celebrated artists in the great domed Mormon Tabernacle, famed for its superb acoustics. Sunday recitals at 4:00 P.M. The nationwide radio broadcast of the Mormon Tabernacle Choir and Organ is presented each Sunday at 9:30 A.M.

## INFORMATION

**SPECIAL NOTICE.** The time shown in this folder is subject to change without notice; is that at which trains may be expected to arrive at and depart from the several stations, but their arrival or departure at the time stated is not guaranteed. This Company reserves the right to discontinue trains, change schedules, and substitute equipment, and will not be responsible for any delay or other deviation from conditions outlined in this time table.

**ADJUSTMENT OF FARES.** Should any difference arise between yourself and the conductor, pay the fare requested, take receipt for the amount, and refer the matter to the Passenger Traffic Manager, Denver, Colo., for adjustment.

**CHILDREN** under 5 years of age, free, when accompanied by parent or guardian; 5 years of age and under 12, one-half fare; 12 years of age or over, full fare.

**CHILDREN TRAVELING ALONE.** Children under 5 years of age must be accompanied by an adult. Children of half fare age when unaccompanied by parent or guardian will not be accepted unless authorized by Ticket Agent, and arrangements for such acceptance must be made in advance.

**STOPOVERS** are permitted at any point enroute where trains are scheduled to stop, within limit of ticket.

**FREE SIDE TRIP PUEBLO TO COLORADO SPRINGS OR DENVER AND RETURN.** Side trip tickets from Pueblo to Colorado Springs and return will be furnished to holders of tickets reading over the Mo. Pac., sold at stations east of and including Geneseo, Kan., destined to Salt Lake City, Utah, or points beyond, or the reverse. Side trip tickets Pueblo to Denver and return are furnished only in connection with round-trip tickets. Consult D. & R. G. W. or Mo. Pac. conductor, or UNION DEPOT TICKET AGENT, PUEBLO, COLO.

**FREE SIDE TRIP DENVER TO COLORADO SPRINGS AND RETURN.** Arrangements are in effect whereby passengers may obtain free side trips Denver to Colorado Springs and return on certain tickets without additional charge. Side trip tickets may be included in original ticket, or obtained upon presentation of through round-trip excursion ticket, within limit, at Denver Union Station, or any C. B. & Q., C. R. I. & P. or U. P. ticket office at Denver.

**CHOICE OF ROUTES.** Tickets reading via D. & R. G. W. between Denver, Colorado Springs or Pueblo and Salt Lake City or Ogden will be honored either via Canon City and the Royal Gorge or via the Moffat Tunnel Route (Dotsero Cut-off), except as otherwise provided by tariff.

**REDEMPTION OF TICKETS.** For refund on partially used or wholly unused D. & R. G. W. rail tickets, consult local ticket agent, or mail tickets, with explanation of non-use to H. F. Eno, Passenger Traffic Manager, D. & R. G. W. R. R., Room 101 Rio Grande Bldg., 1531 Stout St., Denver 17, Colo.

**BEFORE BOARDING TRAINS** ask the ticket agent, brakeman, or conductor whether the train stops at the station to which you may be ticketed. There are stations at which some trains do not stop.

**STOPPING TRAINS ON SIGNAL.** Where trains are scheduled to stop only on signal, passengers on trains must give advance notice to conductor, and persons intending to board trains must advise agent to that effect, in order that necessary arrangement may be perfected.

**TICKET HONORING.** All classes of tickets will be honored on all trains, except 20-day excursion, Drivers, Caretakers and Banana Messenger tickets will not be honored on the California Zephyr, Trains 17 and 18, and 25 Day round-trip reduced rate Prospector first-class tickets will be valid only on trains 7 and 8. EXCEPTION: Drivers tickets will be honored on all trains, except on the California Zephyr, Trains 17 and 18, to regular or flag stops (not conditional stops) except that Train No. 1 will stop at any station west of Pueblo where conditional stops are authorized, to discharge passengers holding Drivers tickets.

**BAGGAGE.** Passengers are requested to take advantage of the baggage checking privileges offered by the railroads and check thru to destination all baggage not required for personal use enroute.

In addition to any baggage carried, an additional 150 pounds of personal baggage not exceeding \$100 in value may be checked on each adult ticket without additional charge. Around-the-World or Trans-Pacific passengers may check 350 pounds not exceeding \$100 in value on each adult ticket without additional charge. A maximum of 300 pounds is allowed without charge to each family group traveling on Family Fare Plan tickets. Baggage may be checked thru to residences, hotels, steamship piers, etc., on payment of charges to cover transfer beyond railroad stations.

Articles of unusual value, such as jewelry, money, negotiable instruments, etc., as well as fragile articles and liquids which may damage other contents of the baggage, must not be included in checked baggage. Carriers will not be responsible for loss or damage resulting from these articles being included in baggage.

Each passenger may declare a higher value than the free allowance at time of checking. A nominal charge will be made for each \$100 of additional value so declared. The value of baggage checked on one ticket is limited to \$2500.

Baggage insurance for protection against loss or damage to all baggage (both checked and unchecked) for the duration of the entire journey may be purchased for a small charge at most ticket offices and baggage checking counters.

To insure baggage being at destination on arrival, it should be checked as much in advance of departure as possible. Storage charges accrue after baggage has been on hand at destination over 24 hours.

All baggage should carry proper identification to assist in case of loss or misplacement. Dogs and other small pets may be checked in baggage service subject to tariff regulations. To save possible disappointment, owners should comply with quarantine regulations before checking pets.

In addition to personal baggage, a limited number of articles such as golf clubs, bicycles, baby carriages, etc., may be checked without charge in baggage service. See checking agent.

Agents will be glad to assist in the recovery of LOST ARTICLES. Inquiries regarding lost articles and baggage problems should be addressed to J. H. Tanner, Assistant Passenger Traffic Manager, Denver, Colorado.

RAIL AND PULLMAN FARES

The fares shown below are those in effect October 1, 1957, and do not reflect any increase which may be authorized at a subsequent date. These fares are quoted as information only, are subject to change without notice, and they do not include 10% Federal and 2% Utah taxes.

	RAILROAD FARES				One-Way Pullman Fares	
	In Coaches		In Pullmans		Standard Car	
	One-way	6 Months Round-trip	One-way	6 Months Round-trip	Lower Berth	Seat Fare Day Travel
<b>COLORADO SPRINGS TO</b>						
Chicago..... Ill.	\$28.53	\$51.40	\$39.95	\$71.95	\$12.25	
Glenwood Springs..... Colo.	7.85	14.15	11.00	19.80	5.80	\$2.00
Grand Junction..... Colo.	10.32	18.60	14.46	26.05	5.80	2.85
Kansas City..... Mo.	17.17	30.95	24.00	43.20	7.55	
Los Angeles..... Calif.	35.60	66.85	49.84	88.95	17.70	
New York..... N. Y.	62.19	109.00	85.04	157.65	20.80	
Ogden..... Utah	16.26	29.30	22.76	41.00	8.70	
Omaha..... Nebr.	15.65	28.20	21.87	39.40	7.55	
Pueblo..... Colo.	1.29	2.35	1.80	3.25		1.15
St. Louis..... Mo.	24.86	44.75	34.77	62.60	11.45	
Salida..... Colo.	3.87	7.00	5.43	9.80		1.20
Salt Lake City..... Utah	16.26	29.30	22.76	41.00	8.70	
San Francisco..... Calif.	37.63	66.85	52.68	88.95	17.70	
Wichita..... Kans.	13.26	23.90	18.56	33.45	6.70	
<b>DENVER TO</b>						
Chicago..... Ill.	28.53	51.40	39.95	71.95	12.25	
Colorado Springs..... Colo.	2.06	3.75	2.90	5.25		1.15
Craig..... Colo.	6.92	12.50				
Glenwood Springs..... Colo.	5.65	10.20	7.92	14.30	5.80	1.90
Grand Junction..... Colo.	8.12	14.65	11.36	20.45	5.80	2.70
Kansas City..... Mo.	17.44	31.40	24.39	43.95	7.55	
Los Angeles..... Calif.	37.63	66.85	52.68	88.95	17.70	
Ogden..... Utah	16.26	29.30	22.76	41.00	8.70	
Pueblo..... Colo.	3.31	6.00	4.63	8.35		1.25
St. Louis..... Mo.	25.12	45.25	35.14	63.30	11.45	
Salida..... Colo.	5.92	10.70	8.31	15.00		1.80
Salt Lake City..... Utah	16.26	29.30	22.76	41.00	8.70	5.30
San Francisco..... Calif.	37.63	66.85	52.68	88.95	17.70	
Steamboat Springs..... Colo.	5.81	10.50				
Wichita..... Kans.	14.98	27.00	20.96	37.75	6.70	
<b>GLENWOOD SPRINGS TO</b>						
Chicago..... Ill.	34.18	61.55	47.87	86.20	14.50	
Grand Junction..... Colo.	2.47	4.45	3.47	6.25		1.15
Kansas City..... Mo.	22.98	41.40	32.17	57.95	10.20	
Los Angeles..... Calif.	32.67	57.90	45.49	75.00	14.05	
New York..... N. Y.	67.56	119.20	92.96	171.95	22.85	
Ogden..... Utah	11.62	20.95	16.29	29.35	5.80	
Omaha..... Nebr.	20.46	36.85	28.64	51.60	10.20	
St. Louis..... Mo.	30.68	55.25	42.95	77.35	13.75	
Salida..... Colo.	3.99	7.20	5.60	10.10		1.45
Salt Lake City..... Utah	10.61	19.10	14.87	26.80	5.80	3.55
San Francisco..... Calif.	34.24	61.80	47.88	80.00	14.05	
Wichita..... Kans.	18.65	33.60	26.09	47.00		

	RAILROAD FARES				One-Way Pullman Fares	
	In Coaches		In Pullmans		Standard Car	
	One-way	6 Months Round-trip	One-way	6 Months Round-trip	Lower Berth	Seat Fare Day Travel
<b>GRAND JUNCTION TO</b>						
Chicago..... Ill.	\$36.65	\$66.00	\$51.31	\$92.40	\$15.50	
Kansas City..... Mo.	25.45	45.85	35.64	64.20	11.45	
Los Angeles..... Calif.	30.20	53.50	42.03	69.20	13.75	
New York..... N. Y.	70.04	123.60	96.39	178.10	23.75	
Ogden..... Utah	9.18	16.55	12.82	23.10	5.80	
Omaha..... Nebr.	22.93	41.30	32.09	57.80	11.45	
St. Louis..... Mo.	33.15	59.70	46.40	83.50	14.50	
Salida..... Colo.	6.46	11.65	9.05	16.30		\$2.35
Salt Lake City..... Utah	8.15	14.70	11.41	20.55	5.80	2.95
San Francisco..... Calif.	31.77	57.40	44.42	74.20	13.75	
Wichita..... Kans.	21.12	38.05	29.56	53.25		
<b>PUEBLO TO</b>						
Chicago..... Ill.	28.53	51.40	39.95	71.95	12.25	
Glenwood Springs..... Colo.	6.62	11.95	9.26	16.70	5.80	2.00
Grand Junction..... Colo.	9.08	16.35	12.73	22.95	5.80	2.85
Kansas City..... Mo.	16.37	29.50	22.91	41.25	7.55	
Los Angeles..... Calif.	34.36	66.85	48.10	86.95	16.70	
New York..... N. Y.	60.94	109.00	84.91	156.20	20.80	
Ogden..... Utah	16.26	29.30	22.76	41.00	8.70	
Omaha..... Nebr.	16.93	30.50	23.68	42.65	7.55	
St. Louis..... Mo.	24.07	43.35	33.68	60.65	11.45	
Salida..... Colo.	2.64	4.80	3.70	6.70		1.15
Salt Lake City..... Utah	16.26	29.30	22.76	41.00	8.70	
San Francisco..... Calif.	37.63	66.85	52.68	88.95	17.70	
Wichita..... Kans.	12.03	21.70	16.83	30.30	6.70	
<b>SALT LAKE CITY TO</b>						
Chicago..... Ill.	41.17	74.15	57.62	103.75	16.70	
Kansas City..... Mo.	31.87	57.40	44.57	80.25	14.05	
Los Angeles..... Calif.	21.50	38.70	30.06	54.15	10.20	
New York..... N. Y.	75.01	131.75	102.70	181.75	25.00	
Omaha..... Nebr.	28.43	51.20	39.82	71.70	13.25	
St. Louis..... Mo.	39.00	70.20	54.59	98.30	16.70	
Salida..... Colo.	14.61	26.30	20.46	36.85	7.05	
San Francisco..... Calif.	23.63	42.60	33.01	59.55	10.20	
Wichita..... Kans.	28.29	50.95	39.61	71.30	13.25	
<b>SAN FRANCISCO TO</b>						
Chicago..... Ill.	61.12	99.40	85.56	139.45	24.20	
Colorado Springs..... Colo.	37.63	66.85	52.68	88.95	17.70	
Denver..... Colo.	37.63	66.85	52.68	88.95	17.70	
Glenwood Springs..... Colo.	34.24	61.70	47.88	86.35	14.05	
Grand Junction..... Colo.	31.77	57.30	44.42	80.10	13.75	
Kansas City..... Mo.	48.48	83.40	67.86	113.95	20.80	
New York..... N. Y.	89.87	153.25	124.94	220.90	33.20	
Omaha..... Nebr.	48.48	83.40	67.86	113.95	20.80	
Pueblo..... Colo.	37.63	66.85	52.68	88.95	17.70	
St. Louis..... Mo.	56.18	94.35	78.62	131.95	23.15	

**FARES FOR OTHER STANDARD PULLMAN ACCOMMODATIONS**  
Based on charge for Lower Berth as shown in above table. Applies only between points where through Pullman fares are published—not to combination Pullman fares.

WHERE LOWER BERTH FARE IS	Upper berth fare will be	Roomette Fare for one person will be	Bedroom Fare		Compartment Fare		Drawing Room Fare	
			for one person will be	two persons will be	for one person will be	two or more persons will be	for one person will be	two or more persons will be
\$5.80	\$4.40	\$8.10	\$10.90	\$12.75	\$11.55	\$13.85	\$15.90	\$19.35
6.70	5.15	9.40	12.75	14.65	13.40	16.05	18.40	22.40
7.05	5.40	9.95	13.40	15.50	14.10	16.95	19.40	23.65
7.55	5.65	10.55	14.40	16.65	15.10	18.10	20.75	25.25
8.70	6.65	12.20	16.65	19.20	17.45	20.90	23.95	29.20
10.20	7.80	14.40	19.45	22.50	20.45	24.50	28.10	34.25
11.45	8.65	16.00	21.70	25.20	22.90	27.50	31.50	38.35
12.25	9.25	17.10	23.25	26.90	24.50	29.45	33.70	41.05
13.25	10.10	18.65	25.25	29.20	26.55	31.85	36.50	44.45
13.75	10.50	19.20	26.10	30.35	27.50	33.00	37.80	46.05
14.05	10.70	19.70	26.80	31.00	28.15	33.75	38.70	47.15
14.50	10.95	20.20	27.50	31.80	29.00	34.80	39.85	48.60
15.50	11.80	21.70	29.60	34.25	31.05	37.25	42.70	52.00
16.70	12.70	23.25	31.65	36.05	33.40	40.05	45.90	55.90
17.70	13.55	24.75	33.65	38.05	35.40	42.50	48.70	59.35
20.80	15.90	29.15	39.65	45.85	41.60	49.95	57.25	69.70
22.85	17.40	32.05	43.40	50.20	45.70	54.85	62.80	76.50
23.15	17.65	32.45	44.00	50.95	46.35	55.60	63.70	77.65
23.75	18.10	33.15	45.10	52.25	47.50	57.05	65.30	79.55
24.20	18.40	33.80	45.90	53.05	48.35	58.05	66.50	81.00
25.00	18.95	34.80	47.35	54.80	49.95	59.95	68.70	83.65
33.20	25.30	46.60	63.20	73.20	66.45	79.70	91.40	111.30

Exclusive Space Occupancy by One Person: One and one-fourth railroad tickets must be purchased for exclusive use of drawing room; one adult rail ticket for compartment, bedroom or roomette.  
• Applies via direct route.

Coach tickets valid in Slumbercoach on The Denver Zephyr—Reserved single room charge Colorado Springs to Chicago \$7.50, \$13.50 double, plus tax.

**Yes, Rio Grande**  
has the  
**FAMILY FARE PLAN**  
Take the whole family by train and SAVE.  
Here's how it works:

On one-way trips, one parent pays full fare (either coach or Pullman); other parent and all children from ages 12 through 21 pay one-half regular fare; children 5 through 11 pay one-fourth fare; children under five ride free.

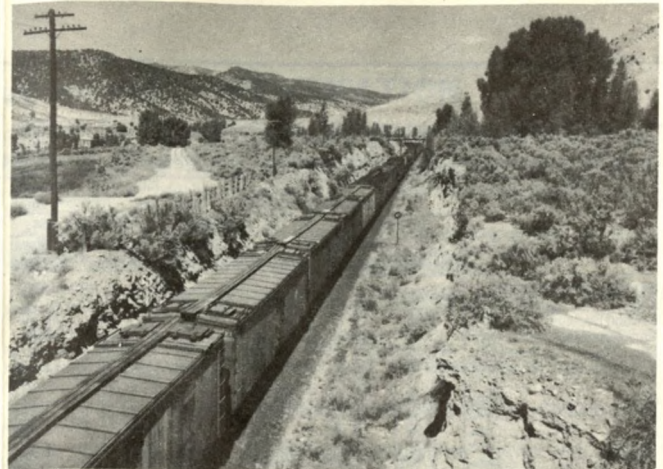
On round trips, one parent pays the full round trip fare; other parent and children 12 through 21 pay the usual one-way fare; children 5 through 11 pay half the usual one-way fare; children under five ride free.

These family fares are good on all Rio Grande trains except The Silverton. Trips must start on Mondays, Tuesdays, Wednesdays or Thursdays.

Farmers along the Rio Grande know that efficient transportation of their products to market is as important as efficient production practices.

Modern equipment in orchards and on farms in the territory served by Rio Grande coupled with up-to-date methods of transportation has greatly improved the agricultural economy in the intermountain states served by Rio Grande.

Potatoes, onions, grain and other agricultural products move continually from the fertile mountain valleys and broad mesas of Colorado and Utah to the consumer centers of the nation, keeping the Rocky Mountain territory in the forefront as a progressive agricultural district where happy homes and prosperous communities are evidence of a coordinated economy, combining production, harvesting, transportation and marketing in a function vital to the American system.



Refrigerator cars by the trainload rush agricultural products from Colorado and Utah to consuming centers throughout the nation.

For further information as to agricultural development on the Rio Grande, write

P. K. Yonge  
Director of Agriculture  
Denver & Rio Grande Western Railroad  
P. O. Box 5482  
Denver 17, Colorado

## THERE'S ONLY ONE PLACE FOR YOUR PLANT (BRANCH OFFICE, NEW BUSINESS, OR DISTRIBUTION CENTER) . . .



Consolidated Western Division of U. S. Steel Corporation manufactures expanded steel pipe for industry in this new, modern plant at Provo, Utah, on Rio Grande's main line.

Address inquiries to E. L. Beardsley  
Director of Industrial Development  
Rio Grande Building, P. O. Box 5482  
Denver 17, Colorado

- . . . a place with adequate water, power, resources . . . ample, productive labor . . . and **good** transportation!
- . . . a place where living is enjoyable and it's as easy to raise a family as a business!
- . . . a place that's uncrowded but thriving . . . an industrial frontier with room to grow!
- . . . a place with progress a-plenty . . . in America's fastest growing market area!
- . . . a place . . . the **right** place . . . in Grande Land . . . the Colorado-Utah business belt.

To help you put your plant in **its** place . . . we'll be happy to arrange a site-seeing tour.

No obligation . . . all inquiries will be held in confidence.



# DENVER & RIO GRANDE WESTERN RAILROAD

## PIONEERING FOR 87 YEARS

The Denver & Rio Grande Western Railroad, key link in the direct central transcontinental railroad system, has been pioneering for 86 years.

The Rio Grande was conceived by General William Jackson Palmer as a trunk line beginning at Denver and terminating at Mexico City. The projected route was defined along the Rio Grande del Norte, hence the original name, Denver & Rio Grande.

Sometimes transportation leads, sometimes follows the march of civilization. Between Denver and Pueblo, a territory then populated by less than 500 persons, the Rio Grande led. Grading started in March, 1871, the road extending to Colorado Springs January 1, 1872; to Pueblo June 15, 1872. General Palmer founded Colorado Springs to become a national recreation center, a destiny richly fulfilled. He was responsible for formation of the Colorado Coal & Iron Co., predecessor of the modern Colorado Fuel & Iron Corp. First steel rails rolled at Pueblo were purchased by the "baby road."

Called the "baby road" because its builders had decided upon narrow gauge track (3' 0" wide) instead of standard gauge (4' 8½" wide), the Rio Grande was able to speedily and economically push its lines west and south, reaching Canon City in 1874, and El Moro (four miles from Trinidad) in 1876. It was now ready to lay rails over Raton Pass and tap the Rio Grande river valley, but prominence of the Leadville district as a mineral region created a clamor for rail transportation which could not be ignored. The Rio Grande chose to follow the march of men into the Rockies, and all efforts were centered on extension west from Canon City.

Both the Rio Grande and the Santa Fe were struggling for a southern outlet through Raton Pass and a western outlet through the Royal Gorge. By agreement Raton Pass was left to the Santa Fe, but clash of ambitions on the western front finally terminated in the Royal Gorge War, a vivid chapter in railroad history. Final settlement of the controversy came in February, 1880, when an agreement was executed prohibiting the Santa Fe, for a period of ten years, from building west from Canon City and prohibiting the Rio Grande for a like period from building south from Trinidad, or south from Espanola, New Mexico. This was the course of the Rio Grande permanently turned west.

Once the eyes of its founders had been turned west, every possible location through the mountains was surveyed, as the Rio Grande laid rails to almost every spot in the mountain region where mining development demanded transportation. The spirit of high adventure lightened hardships, the romance of achievement bolstered bold courage, the empire of the Intermountain West was reclaimed from a territory described in the '60's as an "impenetrable wilderness." Serving more of Colorado than any other railroad, the Rio Grande blankets southwestern Colorado, northern New Mexico and northcentral Utah with a network of steel highways.

Progress was rapid after 1881. The line from Leadville was extended west over Tennessee Pass to Glenwood Springs, but the original main line crossed Marshall Pass at an elevation of 10,856 feet, following the Gunnison River to its confluence with the Colorado at Grand Junction near the Utah border.

In Utah, the Rio Grande Western, closely affiliated with the parent company, was formed in 1881. Small disconnected lines in the Salt Lake City region were unified and new lines were pushed east toward the Colorado border.

The through narrow gauge railroad, Denver to Ogden via Marshall Pass, 756.6 miles in length, was placed in operation May 21, 1883. So well was the new service received that travelers christened the Rio Grande "Scenic Line of the World," a designation now universally recognized.

Standard gauging was imperative as it became evident that the Rio Grande was destined to become an important transcontinental railroad. The Royal Gorge Route, a through standard gauge railroad, Denver to Ogden via Tennessee Pass (10,221 feet elevation) 782 miles in length, supplanted the original narrow gauge route November 14, 1890.

The entire system is now standard gauge with the exception of the lines from Alamosa to Durango, Silverton and Farmington, N. M. These lines constitute the longest narrow gauge system in the United States. Because of the type of power and equipment used, they are considered the model pattern for all narrow gauge operations in the world.

A unique feature of this system is the three-rail installation between Alamosa and Antonito (28.6 miles). This enables handling of

both standard and narrow gauge cars and is of particular importance to agricultural shippers in the La Jara-Romeo-Antonito section of the San Luis Valley.

During all these years the high front range of the Rockies remained a relentless barrier to Denver's ambition for position on a transcontinental line directly west through the mountains. As early as the first year of the Civil War, Colorado's first territorial governor, William Gilpin, prophesied that some day trains would glide through a great bore under the Continental Divide in the vicinity of James Peak. Such a tunnel could not be privately financed, but the dream persisted and in 1902 David Moffat started building of the Denver & Salt Lake Railway, crossing the divide at Corona Pass, 11,660 feet in elevation, then the highest standard gauge railroad in the world. Construction was costly and the extreme expense of operation hindered the new line, which by 1913 reached only to Craig, in northwestern Colorado, far short of its Utah objective.

Then came decision by the people of Denver and eight other Colorado counties to construct the Moffat Tunnel. One of America's great engineering feats, the Moffat Tunnel extends 6.2 miles under the Continental Divide. The bore is 4,021 feet under the summit of James Peak, which rears its lofty crest 13,260 feet above sea level.

The eastern portal is on the south fork of Boulder Creek, waters from which make their way to the Atlantic Ocean. The western portal is on the right bank of the Fraser River, waters from which flow to the Pacific through the Colorado River and Hoover Dam's Lake Mead. Both streams follow glacial channels, the erosive work of the vast ice sheet that drifted down the sides of the Continental Divide.

The apex, in the center of the tunnel, is the highest point on the Moffat Tunnel Route, 9,239 feet above sea level. The railroad tunnel, 16 feet wide by 24 feet high to the intrados of its semi-circular roof, is the maximum for American railroads. The water tunnel, driven as a pioneer bore for the railroad tunnel, has been enlarged and lined for carrying water to a diameter of 10 feet 6 inches. With an annual capacity of 100,000 acre feet this tunnel brings Denver a trans-mountain water supply from the Fraser River on the Pacific slope. The two tunnels are 75 feet apart.

The permanent railroad tunnel lining is reinforced concrete of varying thickness. The railroad through the tunnel is laid with continuous jointless welded 133-pound rail, providing unusually smooth riding qualities. An elaborate tunnel ventilating system, use of diesel-electric power, and air-conditioning of passenger cars guarantees pure, fresh air.

Total net cost of the tunnel construction was approximately \$18,-000,000. Work started in August, 1923. Completed in February, 1928, it is the second longest railroad tunnel in the United States, being exceeded only by the 7.79 mile Cascade Tunnel on the Great Northern Railway in Washington.

Denver's ambition for a direct transcontinental railroad was realized June 17, 1934, when the Denver & Rio Grande Western completed the Dotsero Cutoff, a new 38-mile railroad along the Colorado River connecting tracks of the Rio Grande at Dotsero and the Moffat Road at Orestod (Dotsero spelled backwards).

With inauguration of service via the Moffat Tunnel Route, the Denver & Rio Grande Western made good a prophecy which had remained only a dream for 75 years. Finally the last barrier of the mountains was conquered. The direct central transcontinental railroad, Denver to Ogden, 606.9 miles in length, became a reality.

The Denver & Rio Grande Western, home railroad of Colorado and Utah, was reorganized in 1947, absorbing the Denver & Salt Lake Railway (Moffat Road). Completely independent, the Rio Grande is a strong, virile, progressive western railroad.

No single factor has meant more to development of the Rocky Mountain West; no railroad more adequately serves its local territory. The Rio Grande is a vital link in the several great transportation chains making up the direct central transcontinental routes. Through Salt Lake City and Ogden, people and goods are transported to and from the Pacific Coast; the Royal Gorge Route via the Pueblo gateway most important to Kansas City and St. Louis; the Moffat Tunnel Route via the Denver gateway most important to Omaha and Chicago. Significantly, its two routes contribute almost 50-50 to Rio Grande's total revenues.

Impressively entering the transportation scene through the Rockies, not around them, the Denver & Rio Grande Western has gained a leading role among American railroads, emerging from a glamorous past to a progressive present and a future promising increased usefulness.

# PERSONALIZED SERVICE

*Rio Grande passenger and freight representatives, listed below, will welcome an opportunity to assist you with any travel or shipping problems.*



- ALAMOSA, COLO.**—Rio Grande Freight Depot—Phone 210  
H. E. CASH, District Freight & Passenger Agent.
- ATLANTA 3, GA.**—1521 Healey Bldg.—  
57 Forsyth St. N. W.—Jackson 4-4831  
R. E. KNIGHT, General Agent.
- BOISE, IDAHO**—215 North Eighth St.—Phone 2-1722  
G. L. NICOLIN, General Agent  
T. F. MEYER, District Freight Agent.
- BOSTON 16, MASS.**—411 Little Bldg.—  
80 Boylston St.—Liberty 2-9891  
P. P. MAGUIRE, General Agent.
- CHICAGO 3, ILL.**—Suite 2321 Bankers Building—  
105 West Adams St.—Randolph 6-7445  
G. C. CLEGG, Eastern Traffic Manager.  
D. W. BALDWIN, Assistant to Eastern Traffic Manager.  
J. B. WILLIAMS, Traffic Manager.  
C. J. DOMBROW, General Agent.  
W. H. MESTER, District Passenger Agent.  
D. J. LEWIS, District Freight Agent.  
J. A. BURKE, District Freight Agent.  
R. K. HANSEN, District Freight Agent.  
M. L. COLBY, Dist. Frt. & Psgr. Agt. (Milwaukee)  
R. W. BAILEY, District Freight & Passenger Agent.  
W. P. MENARD, District Freight & Passenger Agent.
- CINCINNATI 2, OHIO**—1431 Enquirer Bldg.—  
617 Vine St.—Parkway 1-3212  
C. M. WILDT, General Agent.  
E. H. NELSON, Dist. Frt. & Psgr. Agt. (Columbus)  
T. D. ODWALT, Dist. Frt. & Psgr. Agt. (Louisville)
- CLEVELAND 13, OHIO**—509 Terminal Tower Building—  
50 Public Square—Cherry 1-7386  
W. M. DODDS, General Agent.  
R. W. LUSIN, District Freight & Passenger Agent.
- COLORADO SPRINGS, COLO.**—  
Rio Grande Passenger Depot—Melrose 4-4857  
R. L. TAYLOR, General Agent.  
E. S. LINDSEY, Dist. Freight & Passenger Agent.
- CRAIG, COLO.**—Rio Grande Freight Depot—Taylor 4-6546  
E. G. DEAKINS, District Freight & Passenger Agent.
- DALLAS 1, TEXAS**—411 Southland Life Building  
1416 Commerce St.—Riverside 2-6322  
J. B. LATIMER, General Agent.  
T. J. BACON, Dist. Frt. & Psgr. Agent (Houston)
- DENVER 17, COLO.**—  
Rio Grande Bldg.—1531 Stout St.—Acoma 2-5533  
City Ticket Office—Room 101—Main Floor  
B. E. GREGORY, General Passenger Agent.  
H. M. COX, City Ticket Agent.  
D. G. FRAZIER, District Passenger Agent.  
J. W. HAMILTON, District Passenger Agent.  
T. D. JOHNSON, Depot Passenger Agent.  
Freight Department—Room 100—Main Floor  
H. F. BURNAUGH, Central Traffic Manager.  
W. S. MOORE, General Agent, Freight Department.  
A. D. COX, District Freight Agent.  
C. L. RAHNE, District Freight Agent.  
J. D. WRIGHT, District Freight Agent.  
R. L. THOMPSON, District Freight Agent.  
D. J. IZETT, Livestock Agent.
- DETROIT 2, MICH.**—5-157 General Motors Bldg.—  
3044 West Grand Blvd.—Trinity 5-3025  
P. O. SPURGEON, General Agent.  
W. A. SIEBERT, District Freight & Passenger Agent.  
E. C. NIELSEN, District Freight & Passenger Agent.
- EUGENE, ORE.**—230 Ardel Offices  
33 Tenth Avenue East—Diamond 5-8535  
J. T. HULL, General Agent.
- FRESNO 21, CAL.**—207 T. W. Patterson Bldg.—  
2014 Tulare St.—Amherst 4-3290  
M. E. PYEATT, General Agent.  
C. E. MILLS, District Freight & Passenger Agent.
- GRAND JUNCTION, COLO.**—  
Rio Grande Freight Depot—Chapel 3-2550  
W. J. MOORE, General Agent.
- KANSAS CITY 5, MO.**—602 Board of Trade Bldg.  
127 West Tenth St.—Victor 2-5520  
J. W. SAMPLE, General Agent.  
K. N. HAHNE, District Frt. & Psgr. Agent (Wichita)  
W. E. MILLER, District Freight & Passenger Agent.
- LOS ANGELES 14, CAL.**—841 Pacific Mutual Bldg.  
523 West Sixth St.—Madison 9-2156  
R. E. DAVIS, General Agent.  
O. V. HOWARD, District Freight & Passenger Agent.  
L. S. BRISTOL, District Freight Agent.  
E. D. BURKE, District Freight Agent.  
R. E. PORT, District Freight Agent.
- MEDFORD, ORE.**—108 O. L. Davis Bldg.—  
34 North Central Avenue—Spring 2-5243.  
R. L. BURNETT, District Freight & Passenger Agent.
- MINNEAPOLIS 2, MINN.**—360 Rand Tower  
527 Marquette Ave.—Federal 3-7888  
C. W. CAMPBELL, General Agent.
- NEW YORK 36, N. Y.**—500 Fifth Ave., Room 220.  
Chickering 4-7515  
A. C. DICK, Traffic Manager.  
W. C. RUBIEN, District Freight & Passenger Agent.  
C. J. DOBOL, District Freight Agent.  
J. W. WESTLAKE, District Freight & Passenger Agent.  
J. R. MELANSON, District Freight & Passenger Agent.  
T. V. SIMMONS, District Freight Agent.  
W. T. BOETTIGHEIMER, District Freight Agent.
- OAKLAND 12, CAL.**—514 Central Bldg.—  
14th & Broadway—Glencourt 1-4925  
M. E. CHASE, General Agent.  
W. B. WAGNER, District Freight & Passenger Agent.  
T. M. SAFFOLD, District Freight & Passenger Agent.
- OGDEN, UTAH**—Rio Grande Freight Depot  
130 24th Street—Export 3-3325  
R. B. WILLIAMS, General Agent.
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