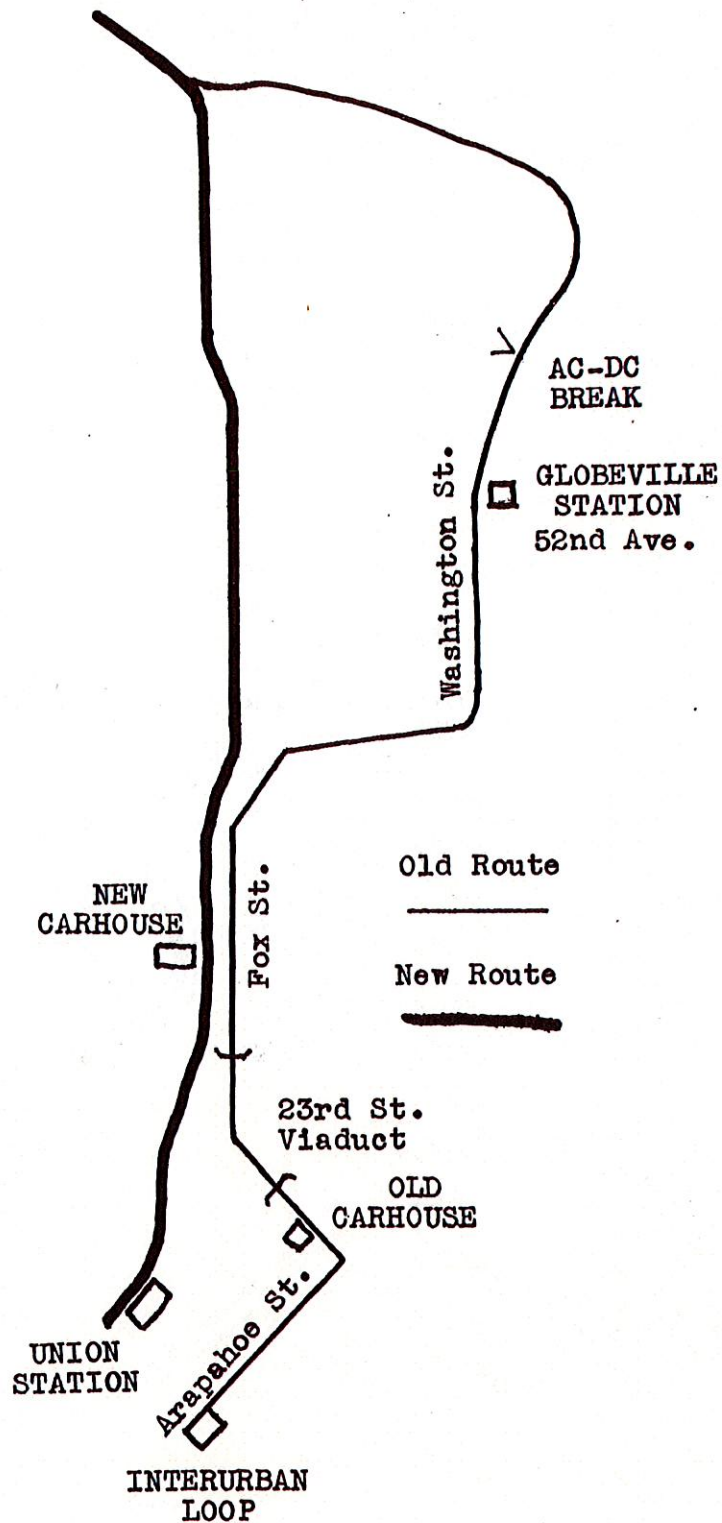


TO BOULDER



Route Denver City

Boulder City

To
Louisville

Pearl Street

□ D&I Station

Business District

□ C&S Station

D&I Substation

12th St.

C&S

Original Route

~~Route After 1918~~

Private R-O-W

University
of
Colorado

Interurban Park

To Marshall

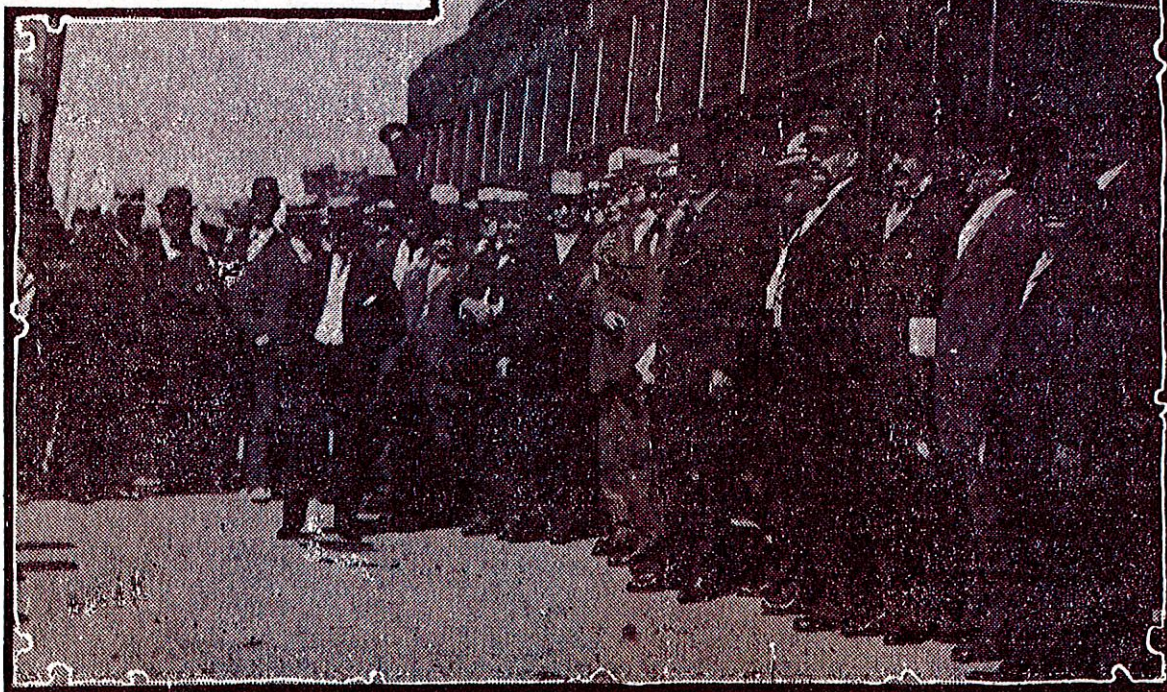
BOULDER RINGS BELLS AS FIRST ELECTRIC DASHES INTO THE CITY

High Speed Takes Interurban Car From Denver to the College City on Exact Time.

[SPECIAL TO THE NEWS.]
BOULDER, Colo., June 23.—Amid the ringing of bells, the blowing of whistles and the cheers of the people of Boulder the first car over the Denver & Interurban ran into the university city this afternoon after making the run in an hour and eight minutes, strictly on schedule time.

The car carried as its passengers Governor Buchtel, Mayor Speer and other prominent officials of Denver and Boulder, with officials of the railway and many engineers. The car is finished on the inside with mahogany, the ceiling is

Denver "News"---
June 24, 1908.



THE FIRST CAR ON THE NEW BOULDER ELECTRIC LINE AND GROUP OF OFFICIALS AND THEIR GUESTS, PHOTOGRAPHED AT THE START OF THE TRIP.

painted green, and the seats upholstered with black leather. Sixty can be accommodated.

Regular service will be commenced tomorrow. Two cars will be placed on the run tomorrow and two more by the end of the week. Four other cars are in the barn and will be put on as soon as the transformer is installed in Boulder. The cars weigh 117,400 pounds each and cost \$20,000 apiece. By way of Marshall the service will be one hour and eight minutes; by way of Louisville one hour and fifteen minutes.

The cars will alternate between the two lines, going one way and returning the other. The single rate will be 70 cents. The round trip \$1.20, with numerous special \$1 rates. Commutation service will be as low as 1¼ cents a mile.

On the initial trip the car was in charge of Conductor F. L. Tomlinson and Motorman Lute Shoop and hardly a tremor was felt as the fast electric flew along mile after mile, making more than forty miles an hour on many occasions. Twenty minutes is allowed to the city

limits at Globeville and the cars stop at the station en route whenever flagged.

The track is slag ballasted to a depth of twelve inches and the party was carried to the University of Colorado by electricity, and from there into town by steam, as the electric power will not be on in Boulder until the transformer is placed in position.

The Eldorado Springs line will be opened in a week; until then the stub steam train will make connection at Marshall.

II - OPERATION

Featuring The Whiteford Photos

D&I normally operated 18 round trips per day, 9 going around the loop counter-clockwise by way of Louisville, and 9 going the opposite way via Superior. The original schedule called for cars to make the trip between terminals in one hour flat:

Denver-Globeville (3.18)	18 minutes
Globeville-Boulder (27)	38 minutes
Boulder city (1.56)	4 minutes

Figures in parentheses indicate mileage.

There were 27 possible stops on the main line between Globeville and Boulder and, in the early days of operation, many trains had to make every stop. From this it can be seen that very high acceleration and deceleration was required, as well as high speed between stops, to effect this schedule. The schedule proved too severe, however, and the running time was increased by 15 minutes in one direction and 10 minutes in the other which revised schedule held until the end of operation in 1926.

As has already been pointed out, D&I cars originally operated over city streets to and from their terminals in both Denver and Boulder. As traffic increased with the years, it was considered advisable to abandon city street operation in favor of 100% private right-of-way operation to the railroad stations in the two cities. Furthermore, such a shift would eliminate the need to run on DO current, simplifying maintenance. The Boulder terminal was the first to be shifted, the change being effected in 1918. The D&I had its original station in Boulder in the rear end of a bank building on Broadway (18th St.) near Pearl St. As the map shows, to reach this site, the interurban cars had to traverse some of the city's busiest intersections.

Operation to the interurban loop at 16th and Arapahoe in downtown Denver continued until 1923, when D&I cars were shifted to the Denver Union Station. The main reason for the Denver shift was the reconstruction of the 23rd St. Viaduct, over which D&I cars

had to pass. As the map shows, D&I cars left the loop, ran along Arapahoe to 23rd, turned north on 23rd (three blocks along which street was situated the original barn), crossed the railroads and the Platt River on the old wood viaduct, came down onto Fox St., veered right at 44th St. to Washington, finally reaching the Globeville station at 52nd St. From here the cars made a wide sweeping curve to the left, continuing on in a northerly direction until the tracks reached parallel operation with the C&S. When D&I shifted to the Union Station, both its barn and Globeville station were abandoned; a new carhouse was erected on the new route at 3625 Fox St. and D&I cars ran all the way from this time on via C&S trackage.

A glance at the financial statement of the D&I after its Denver operation was removed from city streets indicates all too clearly the adverse effect of the shift. From a multiplicity of points where passengers might board the cars, the D&I changed to but one point---and that point (Union Station) not located too close to the center of the city. Too, removing the big green interurbans from city streets eliminated their advertising value; the sight of one of them moving impressively down Arapahoe must have influenced many to make the ride to Boulder who would not otherwise have given the matter a moment's thought. Although the increasing use of the private automobile was being felt by all interurbans in 1923, there is some room for us to doubt the wisdom of the D&I (perhaps it was a C&S decision?) not to bear its share of the cost of the new 23rd St. Viaduct so its cars could continue to use the downtown loop.

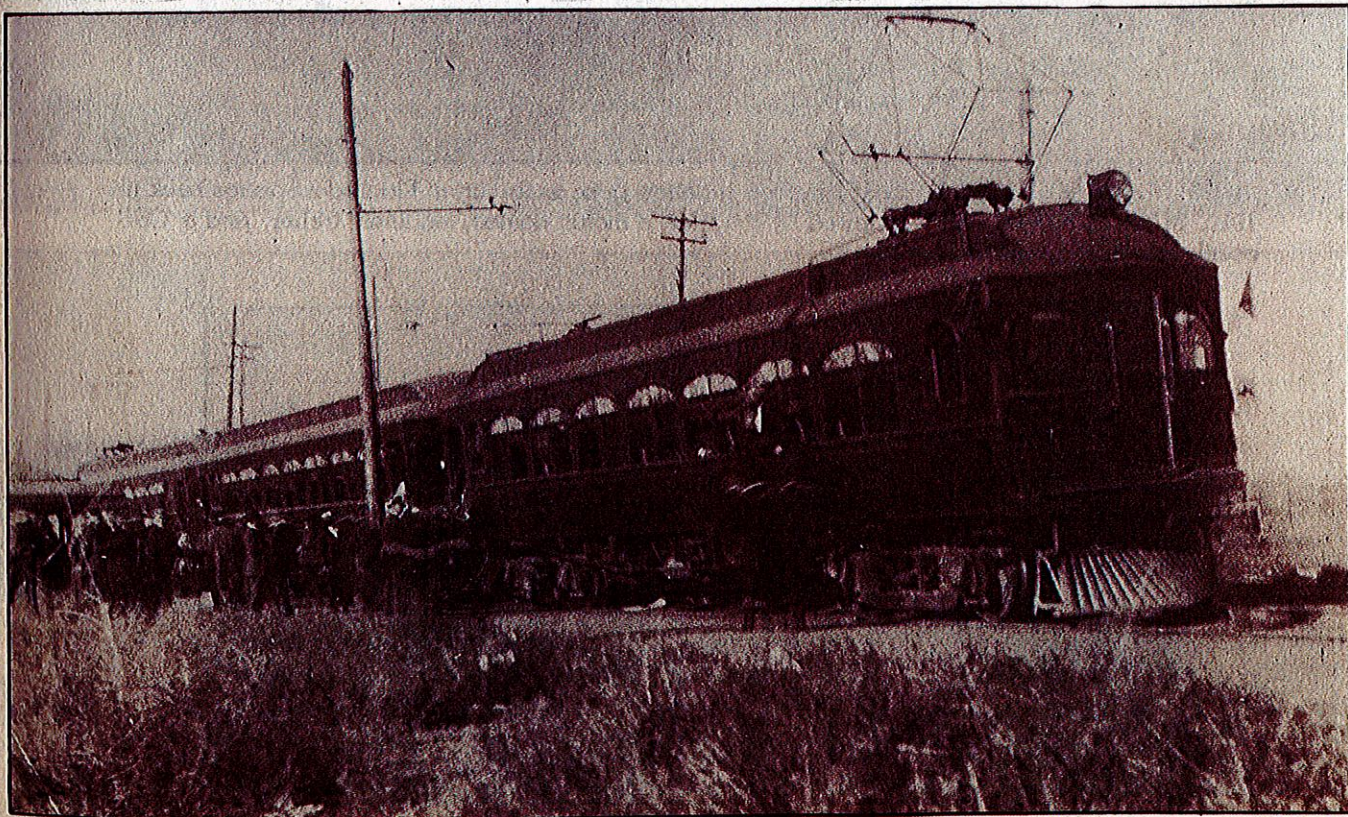
Throughout its lifetime, D&I operated its trains normally as one motor car or one motor and one trailer. The maximum size train, however, consisted of three motors and three trailers coupled, all arranged for multiple unit operation.

EMPLOYEE RELATIONS: A crew in mainline service on the D&I consisted of conductor, motoneer (motorman to us), and one brakeman. Crews on the Eldorado Springs branch consisted of conductor and motoneer, and in addition to their shuttle runs back and forth from Marshall they were required to handle baggage and freight without increased compensation.

To give an idea of wages, the schedule in effect March 6th, 1919, called for wages of 67¢ per hour for conductors and motoneers, while brakemen received 50¢ per hour. Eight hours or less constituted a day's work. Work in excess of eight hours was paid for as overtime or mileage, whichever was greater, but not both. All mileage made in excess of 5,000 miles per month was paid for at rates of 3.2¢ per mile for motoneers and conductors and 2.4¢ per mile for brakemen, but such excess mileage was not paid for in both mileage and overtime rates but whichever rate gave the higher compensation was paid. Mileage allowances were as follows: between D&I car barn and Globeville 3.2 miles. 6.4 miles between same points for round trip. Between Globeville and Boulder, in either direction, 28.5 miles; round trip 57 miles. Between Marshall and Eldorado Springs 3.3 miles.

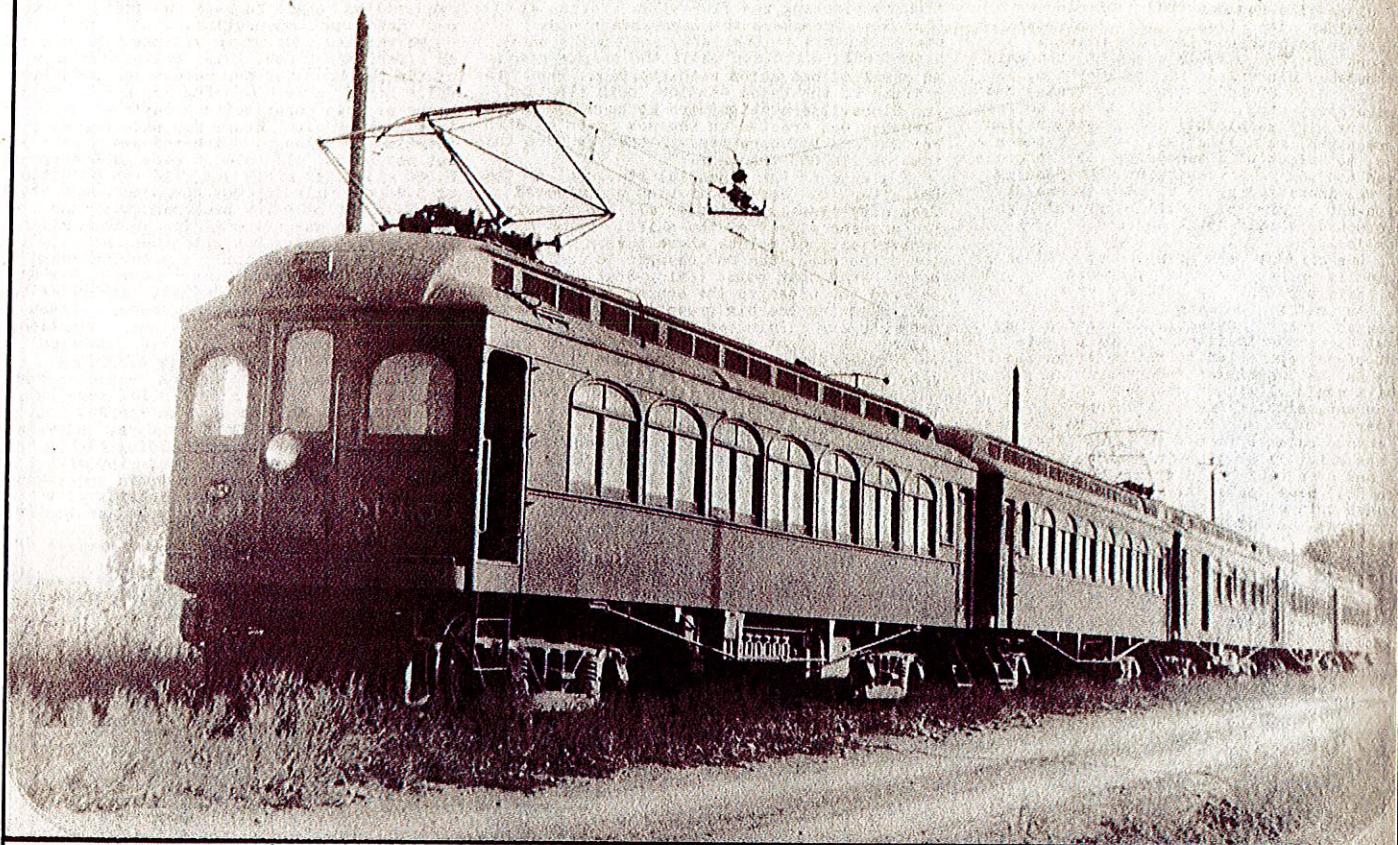
All new runs and permanent vacancies for motoneers and trainmen on the D&I were allotted on the D&I and also on the Ft. Collins District of the C&S for five days, and were given: first, to the men holding rights on the D&I in order of their seniority with the D&I; next, to employees in train and engine service on the Ft. Collins District of the C&S, in order of their rights and seniority on the Ft. Collins district.

Employees who returned to the service of the C&S, due to reduction of force, held their seniority on the D&I and when needed, were returned to the D&I without change in the order of their D&I seniority.

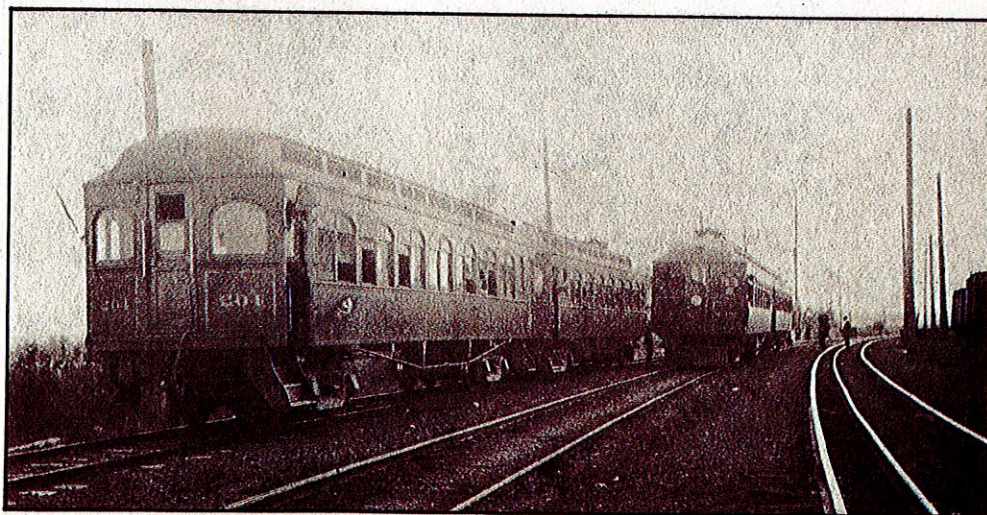


Turn back the calendar to 1914 and behold a typical D&I special train at Eldorado Springs. M-152, a trailer and another motor comprise our train in this rare photo. Note roof headlight. The El Dorado spur was about three miles long and operated

only during the summer excursion season. On the heaviest holidays and Sundays, from 4000 to 5000 excursionists were handled.

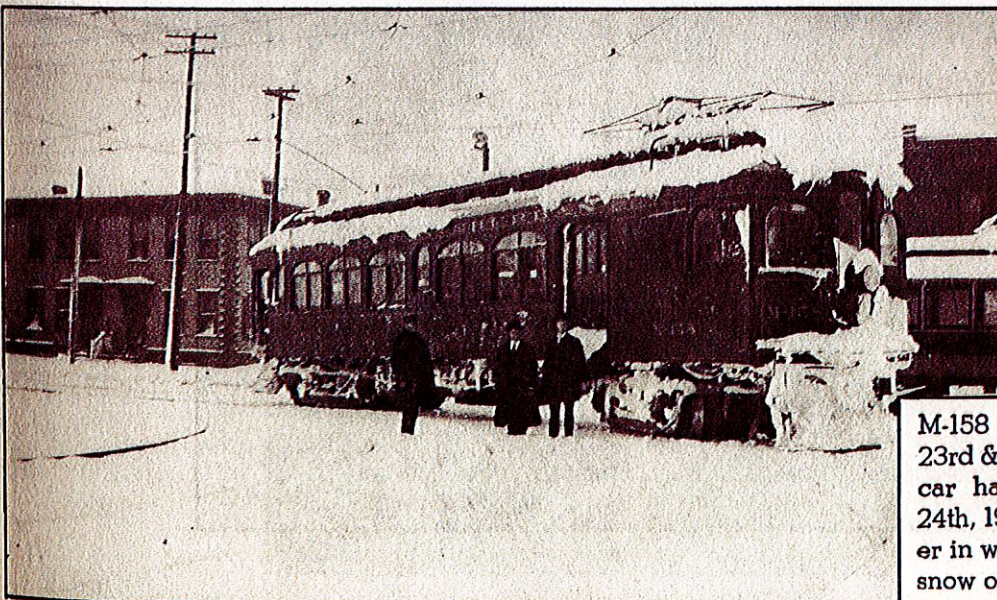
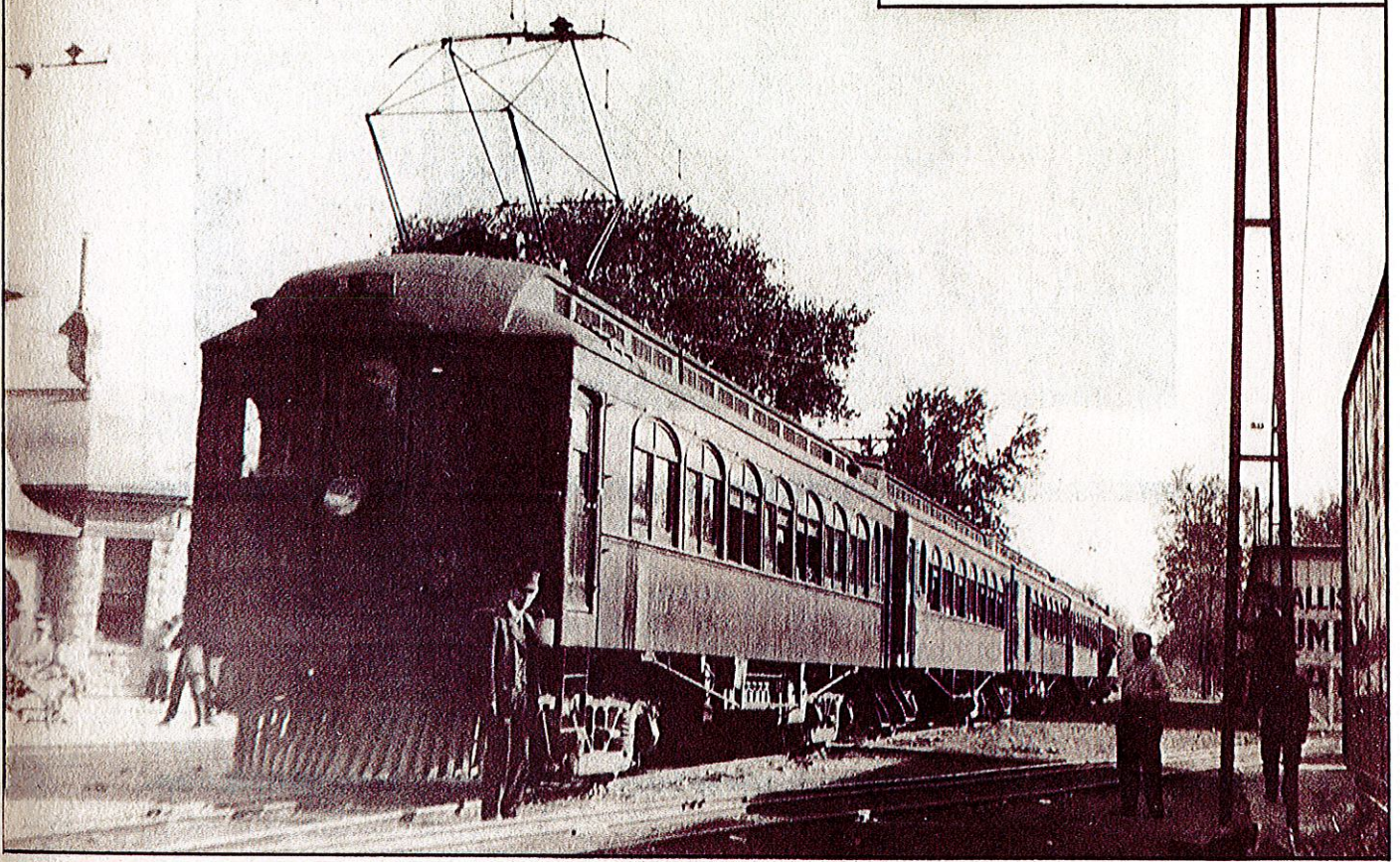


A D&I excursion train ties up at Boulder Junction prior to its run to Eldorado Springs back in 1919. M-151 is on the head, followed by a trailer, a motor combo, another trailer, and a C&S coach bringing up the rear.



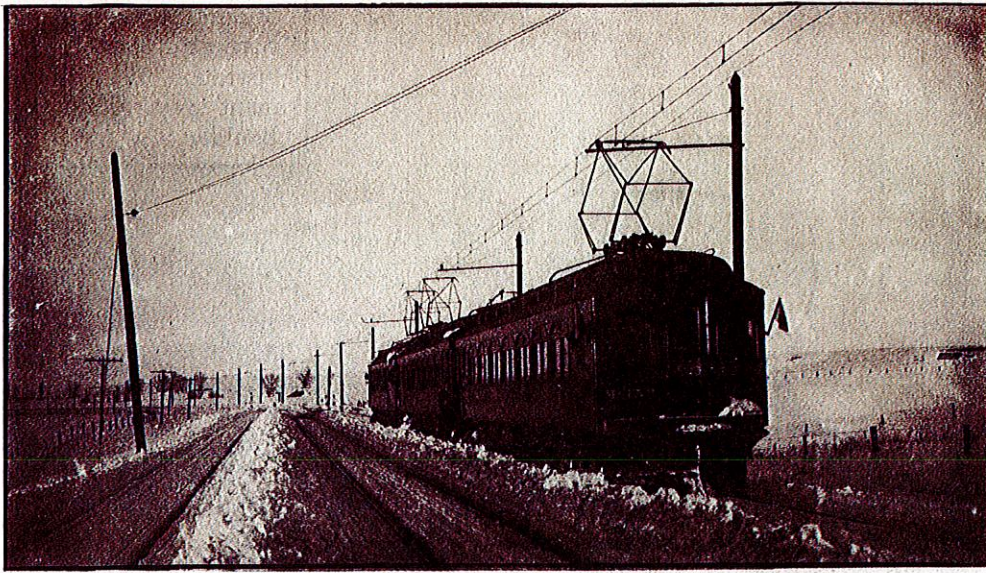
A meet at Semper in 1912: Trailer 204 and motor M-153 are at left; other train is headed by M-155.

Five car train at Boulder Station of the C&S about 1919. D&I abandoned its original route through Boulder in 1918 because of traffic and power conditions, operating from then until final abandonment over C&S trackage through Boulder.

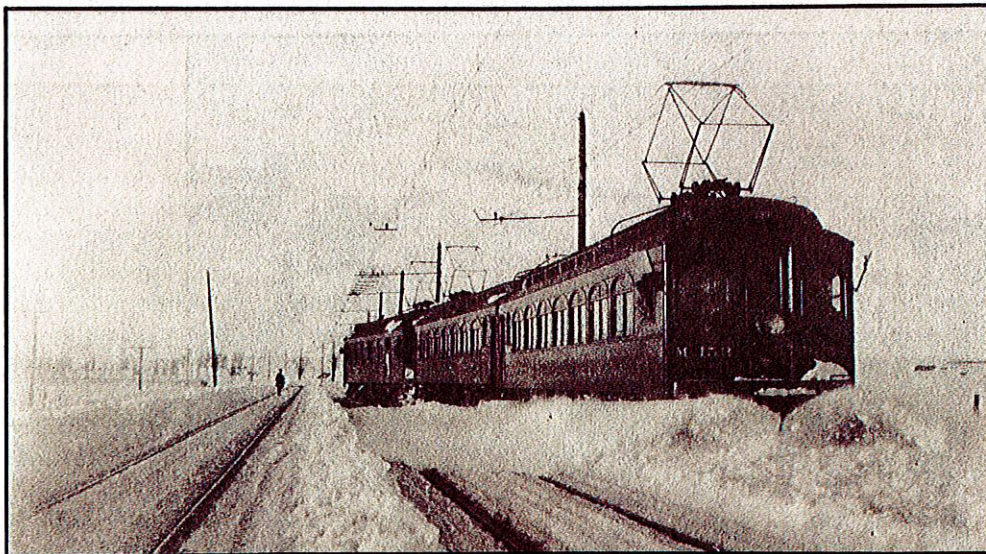


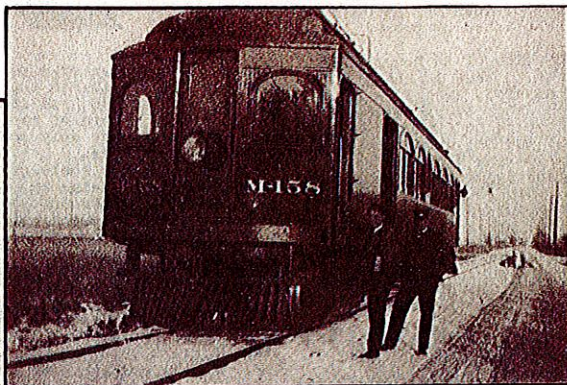
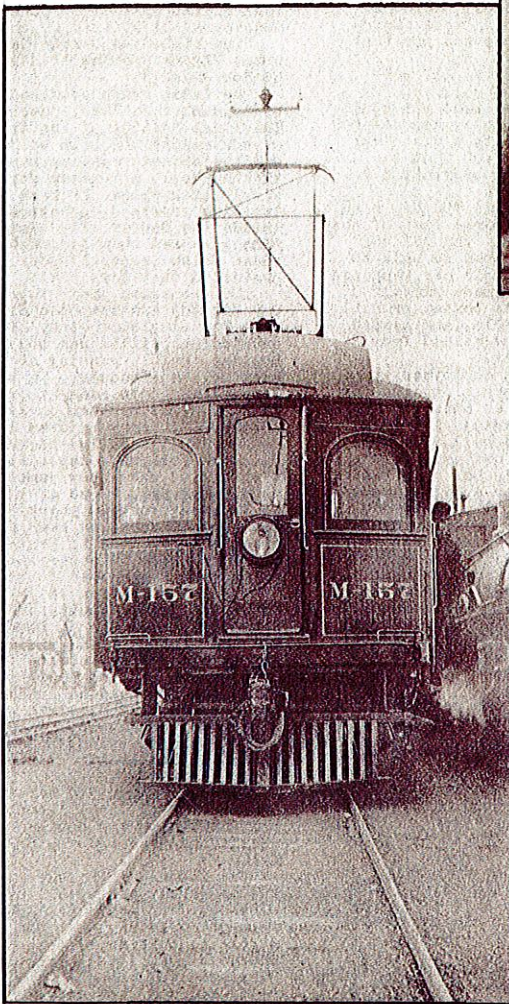
M-158 at original barn in Denver at 23rd & Market. Photo was taken after car had arrived at 8:30 AM on May 24th, 1909, after its fast run from Boulder in which it encountered the heaviest snow of the year.





IT TOOK THREE HUSKY MOTOR CARS TO BUCK WINTER
SNOWDRIFTS ON THE HIGH PLATEAU BETWEEN DENVER
AND BOULDER. IN THESE MAGNIFICENT PHOTOS, WE
SEE THE MOTORS AT MADISON, COLORADO, IN 1913.

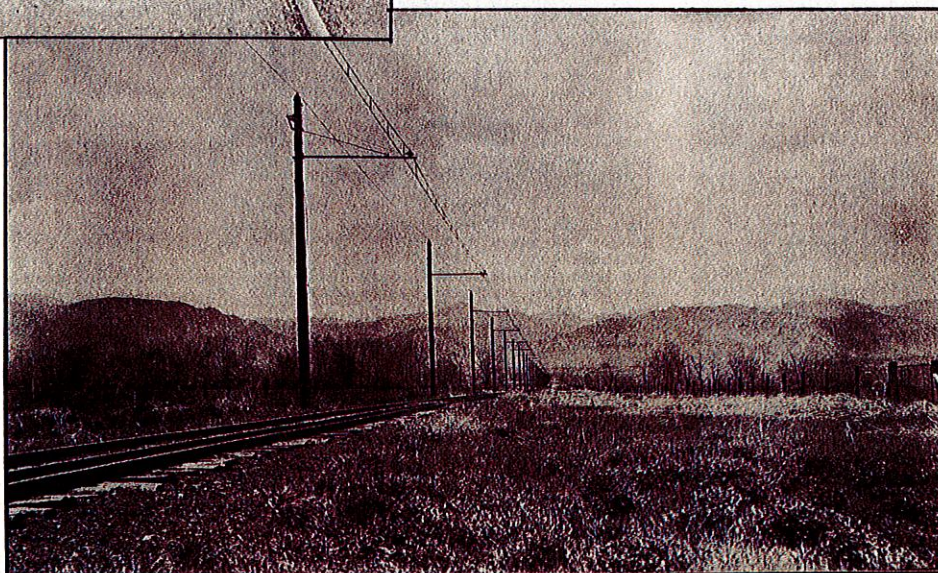




ABOVE: M-158 TAKEN AT C&S CROSSING, BOULDER, DECEMBER 15, 1914. IN THE PHOTO IS THE CREW: BILLY DELANEY AND WALTER BICKNELL.

LEFT: M-157 POSES FOR A HEAD-ON SHOT IN 1912 AT SEMPER. NOTE THE NARROW-GAUGE C&S STEAM LOCOMOTIVE ALONGSIDE.

BELOW: ONE OF THE MOST BEAUTIFUL RIGHT-OF-WAY SCENES EVER TAKEN OF AN INTERURBAN. PHOTO WAS TAKEN NEAR BOULDER JCT. IN 1911.



C&S employees who desired to familiarize themselves with electric operation were given an opportunity to do so after getting permission from the proper officer of the C&S under arrangements established by proper officers of the D&I.

After continuous service of 16 hours, D&I employees were required to take 10 hours off duty before resuming service, except in cases of washouts, wrecks or other emergencies.

Steam trains were apt to be run temporarily on any or all parts of the D&I under C&S rates of pay and by C&S Ft. Collins District men.

These interesting arrangements regarding interchange of men between the D&I and the C&S were established to prevent recurrence of labor troubles that took place in 1916, when C&S men attempted to have all D&I men ousted and their jobs awarded to them. When D&I first opened, steam men did not give the new electric line much of a chance to survive; After its success was assured, they looked upon the easier work of the D&I men with a great deal of envy. Inasmuch as most D&I employees came originally from the Cripple Creek electric line, the C&S men felt that their seniority on the Ft. Collins District gave them an ethical right to the better jobs the D&I afforded. Feeling ran high for a time, with even the newspapers taking part; eventually the D&I men were vindicated, with provisions being made for steam men to switch to D&I service as above indicated.

SPECIAL RULES: The D&I Book of Rules was that of the Colorado & Southern; D&I men had to be absolutely familiar with the C&S Book of Rules for it applied to all service on the D&I Railroad.

Maximum speed on tangents was 50 miles per hour; on curves, 40.

Standard clocks were located in the Denver carhouse and at Boulder Station.

Registers were located at Denver, Coalton, Ara, Boulder; also at Marshall and Eldorado Springs for Eldorado Springs branch trains.

Derrails were located at Union Station and on the back track at Eldorado Springs.

The wye was located at Denver carhouse.

Red flags and red lanterns had to have at least two torpedoes and two fuses attached at all times.

Conductors of work extras and foremen of bridge and track gangs had to furnish their flagmen with written instructions to be given to motoneer of train flagged, detailing clearly what he was to do.

Whenever a motor car had to be set out on a siding, it had to have its pantograph lowered, windows closed, and all doors locked.

Inasmuch as D&I cars had metal roofs, it was widely heralded that to go on the roof while car was standing under a trolley wire was especially dangerous.

Trains had to come to a complete stop before crossing these railroad crossings: Burlington (MP 0.45), C&S (MP 0.55), Burlington (0.71), C&S (1.56), D&I&N (3.53). At Burns Junction, D&I trains were ordered to approach the crossing with the Burlington under full control expecting to find crossing occupied.

Employees were cautioned against impaired clearances due to coal and ore chutes, viaducts, bridges, stock yards, telegraph poles, mail cranes, switch stands, projecting rook in outs, overhead and guy wires, skidways, cribbing around mine property, mine buildings, shaft houses, trolley wires and poles; also, tracks at terminal stations were so close together that it was dangerous for a man to ride on the side of a D&I car.

LOCAL COLOR: No reports concerning life on the D&I could be complete without certain colorful instances that seem to crop up wherever trolley wire ran and the populace grew to depend on the speedy cars.

For instance--The D&I ran through a well developed mining district, and miners have never been noted for their sophistication. During one particularly bitter strike of the miners, passengers in a D&I car passing thru Louisville one afternoon were somewhat taken back when bullets began winging their way through windows and woodwork. In no time at all passengers were hugging the floor, while the big green car rapidly got out of range of the warring miners.

Before the day of the automobiles, D&I hauled athletic teams and their rooters between Denver and Boulder. Never were the big green cars livelier than when in such service. Once a victorious team swiped a lady's goat in Denver, loaded it aboard a D&I car and took it to Boulder. When that



car returned to Denver without the goat, an irate biddy collared the motorman (who was A. W. Whiteford) and loudly demanded the immediate return of her animal. Needless to relate, the only goat she got that day was Whiteford's.

Towns along the route of the D&I were slow putting up their own schools, so for many years school trains operated; it would be interesting to check up today and see how many grown men and women of that district owe their education to the fact that the D&I provided them dependable transportation to and from school.

Snow was always a problem. The big snow of December 1913 deposited three feet of the white stuff on level ground. The D&I was tied up tight and its crews had to walk to their homes from wherever their car happened to stall. Andrew Whiteford made himself a pair of snowshoes from apple boxes, swung down off his car at Globeville, and headed for home, 18 miles away; he walked from 5 AM to 4 PM before he made it.

D&I held picnics for its employees at Eldorado Springs and ran special trains for them. The Springs was not an amusement resort such as is common today; it had a swimming pool, hotel, dance hall, and hot springs--but no amusement devices. Thru operation to the Springs via D&I operated only on Sundays, holidays or special excursions with shuttle service being provided by a solitary car crewed by Motoneer Humlong and Conductor Rufus Jones who made nine 20-minute round trips daily over the 3 miles that separated the Springs from Marshall.

Church's Lake, near Broomfield, attracted a good number of hunters and fishermen each season; most of them traveled via D&I cars in the early days, and crews usually had a little something extra to take home to the wife to be cooked for supper.

MISCELLANEOUS CHANGES: As the years went by, certain changes took place in D&I cars and trackage, some of which have been mentioned (such as change in route through Denver and Boulder). Others follow:

CARS: Originally all D&I motor cars were single end. These operated around the Interurban Loop in Denver, around the Louisville Junction-Boulder loop through Boulder, and turned on a loop at Eldorado Springs during summer operation to that point. In 1922 and 1923 when operation was shifted to the Denver Union Station, all of the cars were then arranged for double end operation.

Originally all cars had their multiple unit receptacles located beneath the drawbars which necessitated men getting down very low between cars to make the necessary couplings. All cars were later put through the shops and the receptacles relocated on the front panels making it much easier to couple up trains.

The motors on D&I cars were originally rated at 125 horsepower each with natural ventilation; due to the severity of service Mr. Edmunds had these changed for high speed forced ventilation which gave them a rating of 160 horsepower.

Regarding Fort Collins cars, the original cars installed there by the D&I were small double end streetcars which were sold to an Oklahoma concern after the city took over the Fort Collins operation in 1918; the Birneys were purchased by the city after it began operation of the system.

The original plans were to have trailers constructed somewhat shorter than the motor cars. At the time of construction, however, they were built so that they were within a few inches of being the same length.

ROUTE: D&I Junction was a casualty of the passing years. Originally D&I cars made connection with C&S tracks for operation around the loop at Louisville Junction (now Coalton) and at Webb. The idea of this arrangement was to keep D&I traffic off C&S tracks as long as possible. This required the services of three operators at Webb and three operators at Louisville Junction. The C&S track between Louisville Junction and Webb was later electrified and the old D&I trackage between D&I Junction and Webb was abandoned and removed. By this change the three operators at Webb were dispensed with.

THE GLOBEVILLE DISASTER

Safety was the watchword on the D&I. In all its years of operation the big green cars had a perfect safety record except for one major accident--that which occurred on Labor Day, 1920. Newspaper readers all over the west picked up their papers the following morning to be greeted by these headlines:

"Ten Killed As Denver Cars Crash; Interurban Flyers Running At High Speed Hit In Headon Smash."

The fatal crash occurred on the afternoon of September 6, 1920, just outside Globeville. The final holiday of the summer saw large crowds making the trip to Eldorado Springs, and the D&I was running many extra trains to that resort. A tramway strike on the Denver city system, plus the fact that daylight saving time governed operation of D&I trains inside the Denver city limits while standard time governed them beyond Globeville, further added to the general state of confusion which prevailed that day.

The excursion train involved in the Labor Day tragedy was composed of M-157 and a trailer. The single car they hit on a curve just outside Globeville was the regular train from Boulder, M-151, running at high speed to get back on its schedule. When the two cars hit they plowed into each other for a distance of 15 feet. Few persons on either train escaped injury, 101 being injured in addition to the ten killed instantly and the two more who died the following day. At least two persons were killed when they jumped in an attempt to save themselves; one of these was Conductor C. W. Grenamyer, 60 years old, in charge of the inbound car. As soon as word of the wreck was received in Denver, a squad of soldiers there in connection with the tramway strike was rushed to the scene.

The investigation which followed blamed Conductor J. W. Schultz and Motorman Lawrence Cripps of the El Dorado special train for the wreck. C. W. Richards, agent of the D&I at Globeville, stated flatly that "the crew of the special northbound train is to blame for the head-on collision." Schultz declared that he received orders at Globeville to proceed, but Richards denied this, adding that the special train should have waited at Globeville for the inbound car to pass.

The two telescoped cars were rebuilt and operated until final abandonment. M-157 in the rebuilding was changed to a straight double-end passenger motor and renumbered M-159.

The Labor Day tragedy struck deep into the sensibilities of D&I officials and employees. For instance, Andrew Whiteford felt it so keenly that the subject was never mentioned in his presence. The D&I, of course, found itself faced with numerous damage suits, and when the last claim was paid off, the interurban company's financial position was seriously impaired.

INTERURBANS publishes the above version of the investigation and its findings in good faith, taking same verbatim from the accounts published in the Los Angeles "Times" of that period, released under an Associated Press credit-line.

In an effort to be fair to all, we next publish Mr. Edmunds' account of the facts leading up to the disaster; Mr. Edmunds' account is contained in a letter to the publisher of INTERURBANS and bears the date of September 29, 1947:

"As stated previously, our cars were operated from the city limits of Denver to the Interurban Loop and back by Denver Tramway crews as long as we operated over Tramway tracks. On the date of the wreck in question the tramway crews turned over this equipment to the D&I crew (an extra crew recruited from C&S forces for the day) at 12:18 PM City Time, which was 11:18 AM by railroad time. No D&I train was due in at 12:19 PM railroad time but there was one due in at 11:18 AM and the crew figured they had nothing to clear at this point as they had the city time then in mind. From all evidences available this set of circumstances was undoubtedly the cause of the accident."

Interurbans



III - ABANDONMENT



The early years of the D&I were profitable years---just as they were with so many other interurbans. Little by little, however, the Denver-Boulder countryside was gridironed by hard-surface roads, each of which carried a growing number of automobiles and trucks. This diversion of traffic was not felt in a major way until the 1920s, but the World War and its economic ramifications resulted in putting the D&I into its first receivership. The first receivership was brought about at the behest of the Guaranty Trust Company of New York City, trustee, representing the bondholders. Mr. Edmunds was appointed the receiver and his careful management resulted in the successful discharge of the receivership a short time later. The major casualty of this first receivership was the loss of the city system in Fort Collins which Edmunds sold to the city of Fort Collins in 1918.

For two or three years, D&I operated at a profit. The outlook for the future might have seemed satisfactory had it not been for the Globeville collision and its attendant claims.

When the end finally came for the D&I, it came suddenly and with complete finality. The profitable years of 1921 and 1922 were followed by years of increasingly severe losses. Figures for the five years immediately preceding the abandonment year, 1926, follow:

1921.....\$ 6,782	(operating profit)
1922..... 27,095	"
1923..... 13,051	(loss)
1924..... 42,226	"
1925..... 53,514	"

The year 1926 showed a loss to August 1st of \$51,217.

With these disastrous years, the road was of course unable to keep up its interest payments on its first mortgage 6% gold bonds

and this brought back into the picture the Guaranty Trust Company, trustee for the bondholders. Guaranty again applied for an order putting the D&I into the hands of a receiver, and as the result of this suit in equity, the Kite Route was placed in the hands of the receiver on September 2nd, 1926. Federal Judge Robert E. Lewis named William H. Edmunds, D&I general manager since its opening, receiver. Mr. Edmunds gave as his opinion that it would be desirable to discontinue interurban operation. A short time later the C&S officially asked for permission to abandon its electric interurban subsidiary in favor of its motor coach subsidiary, Denver & Interurban Motor Co. which it had established on a parallel route between Denver and Boulder in 1925.

According to C&S officials' testimony at the abandonment hearings, the Denver & Interurban Motor Co. was organized in self-defense. The bus company and the interurban, both owned by the Colorado & Southern, were competitive and did not share profits. In view of the interurban's poor financial showing, the C&S desired to discard it, putting all the Denver-Boulder traffic into buses; citizens along the route actively opposed the plan.

On December 10, 1926, Judge J. Foster Symes in the federal district court at Denver instructed Mr. Edmunds to cease operation of the D&I. In passing upon the contract between the electric line and the city of Boulder, Judge Symes said that the contract did not bind the railroad to operate at a loss. Attorneys for the city of Boulder told the court that it had unlimited power to issue receiver's certificates and should do so to keep the road in operation. The court answered that it did not so understand the law and that there was no visible means of the road improving its earning power. The contract

mentioned was one entered into by the D&I and the city of Boulder and which expired in June 1927; it was in the nature of a guarantee of service. Several of the other cities on the line, anxious to keep their interurban cars, also requested permission to intervene and oppose the abandonment plea, but Judge Symes ruled that none of them besides Boulder had any contract guaranteeing service.

On December 15, 1926, operation of the big green interurban cars was suspended for all time. The Denver & Interurban Motor Co. took over all service, including the summer operation to Eldorado Springs. Officials of the interurban carried on their jobs overseeing motor coach operation---and to their credit it should be recorded that they did as well as anyone could with the inferior type of vehicles they were forced to use. One by one the big electric cars were disposed of; two trailers were sold to the contracting firm of Hamilton & Gleason, the motors were burned, and the records do not indicate final disposition of the other trailers.

Today the visitor to the Denver area seeking traces of the D&I has little to go by. True, steam trains still operate to Boulder via Louisville, but the route via Marshall has been abandoned. The D&I Motor Co. was absorbed by Burlington Trailways in 1941, and recently has become a tiny part of the new American Buslines combine. The interurban loop in downtown Denver, around which the big D&I trains operated until 1923, is very much in operation today, accommodating cars of the Denver & Intermountain Railroad which still roll to Golden, Leyden, and Arvada. The D&I's new car barn at 3625 Fox St. is also much in evidence. However, the few remaining shadows of the once-thriving D&I Railroad are too forlorn, too lonesome, to inspire the chance observer to recreate in his own mind the busy scenes of yesterday. The Denver & Interurban Railroad has receded into that bourne peopled by the greats of Denver's romantic yesterdays: such figures as Tammen and Bonfils, Silver Dollar Tabor and her legendary father, "Haw." There may it rest in peace, a respected member of the family of builders of the Mile-High City.



OFF THE TRACK WAS M-168 AT ANSTEE'S SIDING IN 1916---AND OFF THE TRACK WAS D&I IN ITS ENTIRETY TEN YEARS LATER.



INTERURBANS



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Special No. 5 --- The Denver & Interurban Railroad

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Special No. 4
The Bamberger Railroad
(50c)

**JEALOUS RAILROAD EMPLOYEES
WOULD REMOVE D. & I. CREW
Camps Feb. 15/16.**

Petitions signed by the engineers and firemen, conductors, brakemen and other employees of the Colorado & Southern railroad, have been filed with the officers of nearly every city in the Denver and interurban territory for the removal of the interurban employees of the C. & S. union men and flagmen of the interurban were never in the C. & S. union, but were called into operation from the Cripple Creek line at the time the electric was put into operation. C. & S. employees, it was understood, were originally offered the positions but refused as they had doubts as to the success of the interurban.

The petitioners would have the positions on the interurban system put on the same basis as those on the Colorado and Southern, where the senior men in service would secure the best positions. This would mean that Conductors and Spencer would go to the interurban as they were senior men in the C. & S. railroad. In case the petition was adopted the interurban officials would be required to call for bids every time a change was made in the D. & I. schedule and when vacancies occurred.

The men named have many friends in Boulder and along the line between this city and Denver who would regret to see the petition granted.

DENVER & INTERURBAN RAILROAD

VIA COLORADO & SOUTHERN FROM COALTON TO ARA, VIA LOUISVILLE; AND FROM PEARL

ELDORADO SPRINGS BRANCH

STATIONS

All trains will stop on flag at Fox Street M. P. 1.83; Burlington shops M. P. 2.75; Utah Jct. M. P. 2.66; Modern Crossing M. P. 4.13. Federal Blvd. M. P. 5.61, and Sheridan Blvd. M. P. 8.43. Cross-over to C. & S. Ry. at M. P. 0. at M. P. 0.65 at M. P. 4.02 at M. P. 8.01 and at M. P. 14.83.

Electric Sidings and capacity in cars.

Denver, 4; Car House, 21; Utah Jct., 6; Westminster, 4; Anatees, 4; Semper, 4; Broomfield, 4; D. & I. Jct., 3; Coalton, 11.

D. & I. trains will proceed with caution between Q. & S. crossing M. P. 1.56 at Prospect and C. B. & Q. Crossing M. P. 0.45, looking out for C. B. & Q. yard engines occupying main track.

STREET. BOULDER. TO COALTON, VIA MARSHALL