

A. T. & S. F.

C. T. HERZOG, Trainmaster.....Pueblo, Colo.
G. A. BIGELOW, Chief Dispatcher.....Pueblo, Colo.
H. J. IMMROTH, Ass't. Chief Dispatcher.....Pueblo, Colo.
R. HARTLEY, Ass't. Chief Dispatcher.....Pueblo, Colo.

TRAIN DISPATCHERS — PUEBLO, COLORADO

W. BERKOVITZ	B. E. SPOONEMORE
W. H. SNIFF	W. N. WILLIS
W. W. CARROLL	A. W. JORDAN

D. R. AYRES

D. & R. G. W.

W. C. HORNER, Ass't. Superintendent.....Denver, Colo.
V. I. GRIFFITH, Ass't. Supt., Pueblo Term.....Pueblo, Colo.
L. J. DALY, Trainmaster.....Pueblo, Colo.
H. W. DEARING, Ass't. Supt., Denver Term.....Denver, Colo.
W. W. CRANE, Road Foreman of Equipment.....Pueblo, Colo.
M. LANGFORD, Road Foreman of Eqpt.....Denver, Colo.
S. F. O'BRIEN, Chief Dispatcher.....Denver, Colo.
W. R. O'BRIEN, Ass't. Chief Dispatcher.....Denver, Colo.
J. B. CULBERTSON, Ass't. Chief Dispatcher.....Denver, Colo.

TRAIN DISPATCHERS — DENVER, COLORADO

E. W. LARMEE	T. C. JACKSON
J. O. SMITH	A. M. FOWLER

J. C. PHILLIPS

The Atchison, Topeka & Santa Fe Railway Company

The Denver and Rio Grande Western Railroad Company

DENVER DIVISION

TIME TABLE No. 97

In Effect Sunday, May 31, 1953
At 12:01 A. M. Mountain Standard Time

This Time Table is for the Exclusive
Use and Guidance of Employes.

G. R. BUCHANAN,
General Manager,
Amarillo, Texas

K. L. MORIARTY,
General Manager,
Denver, Colorado

J. E. LESTER,
Assistant Gen'l Mgr.,
La Junta, Colorado

L. H. HALE,
Supt. Transportation,
Denver, Colorado

J. P. SPEARS,
Superintendent,
Pueblo, Colorado

L. B. COLEMAN,
Superintendent,
Denver, Colorado

RECEIVED

DEPARTMENT OF THE ARMY

OFFICE OF THE ADJUTANT GENERAL

WASHINGTON, D. C.

NOV 15 1954

ADJUTANT GENERAL

ADJUTANT GENERAL

ADJUTANT GENERAL

ADJUTANT GENERAL

ADJUTANT GENERAL

ADJUTANT GENERAL

ADJUTANT GENERAL

DENVER DISTRICT—D. & R. G. W.

DENVER DIVISION. 1

Track Capacity 48 ft. Per Car		SOUTHWARD				D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE No. 97, May 31, 1953				Ruling Grade Ascending	Distance from Pueblo	Fuel, Water, Turn Tables and Wyes	Communication	NORTHWARD			
		FIRST CLASS														FIRST CLASS			
				3	1													4	2
Other Tracks.	Siding.	Colorado Eagle D. & R. G. W.		Royal Gorge D. & R. G. W.												Colorado Eagle D. & R. G. W.	Royal Gorge D. & R. G. W.		
		Leave Daily		Leave Daily												Arrive Daily	Arrive Daily		
		4.10 PM		8.50 AM												9.40 AM	3.30 PM		
	Yard	4.16		8.56		2.0	72.4			23.5	118.4			C		9.34	3.21		
		4.20 PM		9.00 AM		3.6	36.0			30.5	116.4	W F T Y		C		9.30 AM	3.17 PM		
		Arrive Daily		Arrive Daily							114.8			C		Leave Daily	Leave Daily		
		0.10 21.6		0.10 21.6												0.10 21.6	0.13 16.6		
								STATIONS.											
								DENVER U. D. YL 2.0											
								BURNHAM YL 1.6											
								SOUTH DENVER YL A. T. & S. F. CROSSING											
								(3.6)											
								...Time Over District... ..Average Speed Per Hour..											

D. & R. G. W. rules and regulations of the Operating Department, 1948, govern train and engine movements between Denver Union Terminal Railway Co.'s tracks and South Denver.

Trains or engines while on The Denver Union Terminal Railway Co.'s tracks, Denver, are governed by rules and regulations of The Denver Union Terminal Railway Co.'s time table.

First class trains move at restricted speed between 7th Street, Denver and connection with The Denver Union Terminal Railway Co.'s tracks at Cherry Creek.

Time at Burnham applies at Eighth Avenue.

Trains originating must get numbered clearance card at Denver U. D.

Southward first-class trains are not required to register departing time at Denver Union Depot and first-class trains are not required to register at Burnham, but will be registered by the train dispatchers through the operators.

Trains not authorized by time table, operating with current of traffic, between Denver U. D. and South Denver, will display signals as prescribed by Rule 21 and operate as follows:

SOUTHWARD—Move on receipt of numbered Clearance Card.

NORTHWARD—Move as prescribed by Rule 93, and will not be required to secure numbered Clearance Card.

DENVER DISTRICT—A. T. & S. F.

Track Capacity 50 ft. Per Car		SOUTHWARD				Distance from Denver	Ruling Grade Ascending	TIME TABLE No. 97, May 31, 1953				Ruling Grade Ascending	A. T. & S. F. Mile Post	Fuel, Water, Turn Tables and Wyes	Communication	NORTHWARD						
		FIRST CLASS														FIRST CLASS						
				141	27											101	21			23	102	25
Other Tracks.	Siding.	California and Chicago Express A. T. & S. F.		Gulf Coast Special C. & S.		Centennial State A. T. & S. F.		Texas Zephyr C. & S.								Texas Zephyr C. & S.	Centennial State A. T. & S. F.		Gulf Coast Special C. & S.		Chicago and California Express A. T. & S. F.	
		Leave Daily		Leave Daily		Leave Daily		Leave Daily								Arrive Daily	Arrive Daily		Arrive Daily		Arrive Daily	
		11.40 PM		7.10 PM		2.10 PM		12.01 PM								7.00 AM	1.00 PM		8.05 PM		10.40 PM	
	Yard									.5	0											
										0.9	0											
										2.2	31.7											
										3.9	39.6											
		11.50 PM		7.20 PM		2.20 PM		12.11 PM								6.50 AM	12.50 PM		7.55 PM		10.30 PM	
		Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily								Leave Daily	Leave Daily		Leave Daily		Leave Daily	
		0.10 23.5		0.10 23.5		0.10 23.5		0.10 23.5								0.10 23.5	0.10 23.5		0.10 23.5		0.10 23.5	
								STATIONS.														
								DENVER U. D. YL 0.5														
								C. B. & Q. CROSSING 0.4														
								RICE YARD YL 1.8														
								SO. PARK JCT. 1.7														
								SOUTH DENVER YL D. & R. G. W. CROSSING														
								(3.9)														
								...Time Over District... ..Average Speed per Hour..														

Southward trains originating at Denver Union Depot must secure numbered clearance card at South Denver. Trains or engines while on The Denver Union Terminal Railway Co.'s tracks, Denver, are governed by rules and regulations of The Denver Union Terminal Railway Co.'s time table.

Trains or engines between The Denver Union Terminal Railway Co.'s tracks, Denver and South Denver are governed by the Time Table, Rules and Regulations of the Denver Terminal Division of the Colorado and Southern Railway Co.

2 DENVER DIVISION.

DENVER DISTRICT

Track Capacity A. T. & S. F. 50 ft. Per Car, D. & R. G. W. 48 ft. Per Car		SOUTHWARD						Communication	Fuel, Water, Turn Tables and Wyes	A. T. & S. F. Mile Post	D. & R. G. W. Mile Posts	Ruling Grade Ascending	STATIONS.
		FIRST CLASS											
		141	27	3	101	21	1						
Other Tracks.	Siding.	California and Chicago Express A. T. & S. F.	Gulf Coast Special C. & S.	Colorado Eagle D. & R. G. W.	Centennial State A. T. & S. F.	Texas Zephyr C. & S.	Royal Gorge D. & R. G. W.						
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
		11.50PM	7.20PM	4.20PM	2.20PM	12.11PM	9.00AM	C			3.6		SOUTH DENVER YL 3.9
		11.54	7.25	4.26	2.25	12.16	9.06	B			7.5	51.0	ENGLEWOOD YL 0.7
		11.55	7.26	4.27	2.26	12.17	9.07	B	Y		8.2	52.8	MILITARY JCT. YL 2.1
	106	11.58 AM	7.29	4.30	2.28	12.19	9.10	C	Y		10.3	52.8	LITTLETON YL 3.2
	37	12.02	7.33	4.33	2.31	12.22	9.15	B			13.5	50.0	WOLHURST 3.8
4	88	12.06	7.37	4.37	2.35	12.26	9.20	B			17.3	52.8	ACEQUIA 3.4
	49	12.10	7.41	4.40	2.38	12.29	9.24	C			20.7	53.0	LOUVIERS YL 3.8
14	101	12.14	7.45	4.44	2.42	12.33	9.29	B	W		24.5	64.5	SEDALIA 3.3
5	80	12.19	7.50	4.48	2.47	12.37	9.34	B		709.6		73.9	ORSA 4.3
25	114	12.25	7.57	4.52	f 2.53	12.43	9.41	B		705.2		73.9	CASTLE ROCK 5.0
5	61	12.31	8.04	4.59	2.59	12.50	9.48	B		700.2		73.9	TOMAH 5.3
24	80	12.37	8.11	5.05	f 3.05	12.57	f 9.55	C	W	694.9		73.9	LARKSPUR 3.4
6	80	12.41	8.16	5.09	3.09	1.01	f 10.01	B		691.5		73.9	GREENLAND 2.7
	58	12.44	8.20	5.13	3.13	1.05	10.05	B		688.8		73.9	SPRUCE 2.5
19	92	12.50	8.24	5.16	3.18	1.09	f 10.15	C	W		61.9	0	PALMER LAKE YL 4.0
24	68	12.56	8.29	5.21	3.24	1.14	f 10.21	B			55.9	0	MONUMENT 6.0
	54	1.04	8.37	5.29	3.32	1.21	10.29	B			61.9	0	HUSTED 10.4
13		1.15	8.49	5.41	3.43	1.32	10.41	B			72.3	0	ROSWELL YL 2.6
Yard	119	s 1.25	s 9.05	s 5.48	s 3.55	s 1.40	s 10.45 10.50	C	W Y		74.9	0	COLORADO SPRINGS YL 4.2
Yard	124	1.31	9.10	5.56	4.01	1.47	10.58	B			79.1	0	KELKER YL 9.2
31	78	1.39	9.20	6.05	f 4.09	1.55	f 11.08	B	W	650.5		0	FOUNTAIN 6.8
4	73	1.46	9.27	6.12	4.16	2.01	11.15	B		643.7		0	BUTTES 5.3
5	47	1.50	9.33	6.17	4.21	2.06	11.21			638.4		0	HENKEL 5.7
8	80	1.55	9.39	6.22	4.26	2.11	11.27	B		632.7		0	PINON 2.4
8	81	1.58AM	9.42PM	6.25PM	4.29PM	2.14PM	11.31AM	C		630.3		0	BRAGDON
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						(104.0)
		2.08 48.8	2.22 43.9	2.05 49.9	2.09 48.4	2.03 50.7	2.31 42.7					 Time Over District.... ..Average Speed per Hour..

Colorado Springs siding extends from switch M.P. 73.3, to crossover M.P. 74.6, north of Colorado Springs passenger station. Telephone located in booth at each end of siding. Switch connecting with C. R. I. & P. main track, south end of this siding, M.P. 74.5, is normally lined for C. R. I. & P. main track.

Between M.P. 74.5 opposite C. R. I. & P. Yard Limit Sign and crossover, M.P. 75.6, Colorado Springs, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 18 M.P.H.; between these points main track may be used not protecting against regular and extra trains and engines.

Time applies as follows:

Roswell—at north switch of stock track M.P. 72.3.

Between South Denver and interlocking home signal located at north siding switch Bragdon trains will run as prescribed by Rule 251.

SIGNAL SYSTEM TWO:

In effect South Denver to Bragdon.

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

DENVER DISTRICT

DENVER DIVISION. 3

TIME TABLE

No. 97,
May 31, 1953

Track Capacity
A. T. & S. F.
50 ft. Per Car,
D. & R. G. W.
48 ft. Per Car

					NORTHWARD								
					FIRST CLASS								
					22	4	102	2	28	130			
					Texas Zephyr C. & S.	Colorado Eagle D. & R. G. W.	Centennial State A. T. & S. F.	Royal Gorge D. & R. G. W.	Gulf Coast Special C. & S.	Chicago and California Express A. T. & S. F.			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
STATIONS.	Ruling Grade Ascending	D. & R. G. W. Mile Posts	A. T. & S. F. Mile Post	Fuel, Water, Turn Tables and Wyes	Communication							Sidings.	Other Tracks.
SOUTH DENVER YL 4.0	0		733.4		C	6.50AM	9.30AM	12.50PM	3.17PM	7.55PM	10.30PM		
ENGLEWOOD 2.8	0		729.4		C	6.43	9.24	12.39	3.11	7.48	10.24	63	45
LITTLETON 7.2	0		726.6		C	6.39	9.21	12.35	3.07	7.45	10.21	59	25
ACEQUIA 8.6	0		719.4		B	6.31	9.14	12.25	2.52	7.35	10.12	82	6
SEDALIA 8.0	0		712.8	W	B	6.23	9.07	12.17	f 2.45	7.26	10.05	98	15
CASTLE ROCK 10.5	0	32.5			C	6.13	8.59	12.07	s 2.35	7.15	9.57	78	17
LARKSPUR 8.9	0	43.0		W	B	6.01	8.48	11.56	f 2.24	7.03	9.47	81	23
PALMER LAKE YL 3.7	73.9		688.2	Y	C	5.50	8.38	11.45	s 2.13	6.52	9.37	69	83
MONUMENT 2.9	73.9		682.6		B	5.43	8.32	11.36	s 2.05	6.44	9.30	53	47
PRING 2.9	52.8		679.6	W	B	5.40	8.28	11.30	2.00	6.38	9.25	80	20
HUSTED 3.0	52.8		676.7		B	5.36	8.24	11.25	1.56	6.34	9.21	50	7
SOMMERS 2.2	52.8		673.7			5.31	8.20	11.19	1.51	6.30	9.16	58	5
BREED 4.5	52.8		671.5		B	5.27	8.17	11.16	1.47	6.26	9.13	82	7
PIKEVIEW YL 3.8	52.8		667.0		B	5.22	8.11	11.10	1.41	6.20	9.08	49	66
COLORADO SPRINGS YL 3.7	52.8		663.2	WFY	C	s 5.15	s 8.01	s 11.00	s 1.32 1.27	s 6.10	s 9.00	Yard	
KEBKER YL 2.1	52.8		659.5		B	5.02	7.52	10.43	1.17	5.55	8.43	99	Yard
SKINNERS 3.5	48.0		657.4		B	4.59	7.50	10.40	1.14	5.51	8.40	82	5
CREWS 3.0	39.0		653.9			4.55	7.47	10.37	1.10	5.47	8.37	58	5
FOUNTAIN 5.5	48.0	87.9		W	B	4.52	7.44	10.33	s 1.06	5.43	8.33	94	42
BUTTES 5.6	46.0	93.4			B	4.46	7.39	10.27	1.00	5.37	8.27	72	9
WIGWAM 6.3	46.0	99.0			B	4.40	7.34	10.21	12.54	5.31	8.21	90	9
PINON 3.2	37.0	105.3		W	B	4.34	7.28	10.15	12.47	5.24	8.15	49	
BRAGDON		108.5			C	4.30AM	7.25AM	10.10AM	12.43PM	5.19PM	8.10PM		
(103.9)						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
...Time Over District...						2.20	2.05	2.40	2.34	2.36	2.20		
..Average Speed per Hour..						44.6	49.9	38.9	41.9	40.0	44.6		

Between D. & R. G. W. connection, M.P. 662.4 and Bridge 663-I at Colorado Springs, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 18 M.P.H.; between these points main track may be used not protecting against regular and extra trains and engines.

Trains must get numbered clearance card before leaving Colorado Springs.

Between interlocking home signal located at north siding switch Bragdon and South Denver trains will run as prescribed by Rule 251.

SIGNAL SYSTEM TWO:
In effect Bragdon to South Denver.

4 DENVER DIVISION.

DENVER DISTRICT—A. T. & S. F.

Track Capacity 50 ft. Per Car.		SOUTHWARD				A. T. & S. F. Mile Post	Ruling Grade Ascending	NORTHWARD											
		FIRST CLASS						FIRST CLASS											
		141	27	101	21			22	102	28	130								
		California and Chicago Express A. T. & S. F.	Gulf Coast Special C. & S.	Centennial State A. T. & S. F.	Texas Zephyr C. & S.			Texas Zephyr C. & S.	Centennial State A. T. & S. F.	Gulf Coast Special C. & S.	Chicago and California Express A. T. & S. F.								
Other Tracks.	Sidings.	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								
8	81	1.58AM	9.42PM	4.29PM	2.14PM	630.3	0												
	Yard					619.5	30.1												
						619.0	22.0												
		2.15AM	10.00PM	4.45PM	2.28PM	618.8													
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily								
		0.17 38.5	0.18 36.3	0.16 40.9	0.14 46.7			0.15 43.6	0.15 43.6	0.19 34.4	0.15 43.6								
TIME TABLE No. 97, May 31, 1953																			
STATIONS.																			
CTC { BRAGDON 10.2 PUEBLO YARD YL 0.5 D. & R. G. W. Crossing YL 0.2 PUEBLO U. D. YL								52.8				C							
								0				W F T Y				C			
								0											
								0								C			
								(10.9)											
....Time Over District.... ..Average Speed per Hour..																			

Trains originating must get numbered clearance card before leaving Pueblo U. D.

Trains originating must register and get numbered clearance card before leaving Pueblo yard office.

SIGNAL SYSTEM TWO:

In effect M.P. 619.0 to Bragdon.

RULE 261 (CTC)

In effect M.P. 619.0, to and including interlocking home signal located at north siding switch Bragdon.

Trains and engines using loop line between Block 2 and C.T home signal, M.P. 619.0, be governed by Rule 93.

Trains or engines while on the Pueblo Union Depot and Railroad Co.'s tracks, Pueblo, are governed by rules and regulations of the Pueblo Union Depot and Railroad Co.'s time table.

Track Capacity 48 ft. Per Car.		SOUTHWARD			D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE				Ruling Grade Ascending	Distance from Pueblo	Fuel, Water, Turn Tables and Wyes	Communication	NORTHWARD				
		FIRST CLASS					No. 97, May 31, 1953								FIRST CLASS				
		Other Tracks.	Sidings.	3			1	STATIONS.							4	2			
				Colorado Eagle D. & R. G. W.	Royal Gorge D. & R. G. W.														
		Leave Daily	Leave Daily																
		6.25PM	11.31AM	108.6	0	C.T.C.	BRAGDON } 1.1 } Two Main TAPP } 7.1 } Tracks	52.8	10.9	C	7.25AM	12.43PM							
				109.6	0				41.2	9.8	B								
				116.7	0		FUEGO } 1.8 } PUEBLO JCT. } A.T.&S.F. Crossing } 0.3 } Mo. Pac. Crossing } 0.6 }	42.2	2.7	B									
		6.35PM	11.43AM	118.5	0			31.7	0.9		7.14AM	12.29PM							
				118.8	0			22.0	0.6										
	Yard	6.40PM	11.50AM	119.4	0		PUEBLO U. D. }			W F T Y	7.10AM	12.25PM							
		Arrive Daily	Arrive Daily								Leave Daily	Leave Daily							
		0.15 43.6	0.19 34.4				(10.9)				0.15 43.6	0.18 36.3							
							... Time Over District....												
							... Average Speed per Hour..												

D. & R. G. W. rules and regulations of the Operating Department, 1948, govern train and engine movements from south limits Bragdon Interlocking to and including Pueblo Terminal.

Trains operate by Centralized Traffic Control between south limits Bragdon interlocking and south limits Pueblo Junction interlocking as indicated by signs.

Northward first-class trains originating at Pueblo Union Depot must secure D. & R. G. W. clearance card, Form 3249, and A. T. & S. F. clearance card, Form 902. Northward extra trains originating Pueblo Union Depot and Pueblo Yard must secure a numbered D. & R. G. W. clearance card, Form 3249.

If interlocking home signal governing northward movements at Pueblo Junction cannot be cleared, hand signal from operator will be authority to proceed through interlocking limits only as per D. & R. G. W. Operating Rule 663, and permissive card in addition must be secured before proceeding through C.T.C. limits.

If interlocking home signal governing southward movements at Bragdon cannot be cleared, hand signal from operator will be authority to proceed through interlocking limits only, as per A. T. & S. F. Operating Rule 606-A, and permissive card in addition must be secured before proceeding through C.T.C. limits.

Trains or engines while on The Pueblo Union Depot and Railroad Co.'s tracks, Pueblo, are governed by rules and regulations of The Pueblo Union Depot and Railroad Co.'s time table.

All trains and engines will move at restricted speed between south limits Pueblo Junction interlocking and Pueblo Union Depot on both Pueblo Union Depot and Railroad Company's tracks and D. & R. G. W. Railroad Co. tracks.

Northward A.B.S. 1096 at Tapp has an additional signal (Rule 510-B) and when illuminated, displays letter "S" and indicates train or engine must move on southward track and is authority to line spring switch for the movement. Spring switch must be returned to normal position when train or engine is clear of northward track.

SOUTHWARD				NORTHWARD						
Track Capacity 48 ft. Per Car.		D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE No. 97, May 31, 1953		Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communication		
Other Tracks.	Sidings.			STATIONS.						
				MILITARY JUNCTION 1.4	121.4				Y	B
13				LORETTO 0.4	0					
17		FORT LOGAN								
				(1.8)						

LOCATION OF CROSS-OVERS

D. & R. G. W.

Miles from Denver	BETWEEN		POINTS	Miles from Denver	BETWEEN		POINTS
1.0	Denver	Littleton	Trailing	118.8	Pueblo Jct.	Pueblo	Trailing
1.6	Denver	Littleton	Trailing	118.9	Pueblo Jct.	Pueblo	Facing
2.6	Denver	Littleton	Facing	119.0	Pueblo Jct.	Pueblo	Trailing
BETWEEN D. & R. G. W. AND A. T. & S. F.							
Littleton, Sedalia,	Palmer Lake, Colorado Springs,		Kelker, (2) Fountain,	Buttes, (2)			

SOUTHWARD						Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	NORTHWARD					
73	75	41	65	97	31		68	98	66	36	46	76
Fast Freight C. & S.	Fast Freight C. & S.	Fast Freight A. T. & S. F.	Fast Freight D. & R. G. W.	Way Freight A. T. & S. F.	Fast Freight A. T. & S. F.		Fast Freight D. & R. G. W.	Way Freight A. T. & S. F.	Fast Freight D. & R. G. W.	Fast Freight A. T. & S. F.	Fast Freight A. T. & S. F.	Fast Freight C. & S.
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed. & Fri.	Leave Daily		Arrive Daily	Arrive Tue., Thurs. & Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
2.30 PM	4.00 AM	12.01 AM		10.30 AM	12.30 PM			8.00 PM		9.00 PM	8.00 AM	10.00 PM
			9.00 PM				7.00 PM		3.00 AM			
5.40 PM	6.00 AM	3.10 AM	12.15 AM	3.30 PM	3.30 PM		3.15	4.00 PM	11.30 PM	6.00 PM	11.30 PM	
7.15 PM	8.00 AM	5.00 AM			5.00 PM					4.35 PM	9.30 PM	5.00
			2.00 AM				1.15 PM		9.00 PM			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed. & Fri.	Arrive Daily		Leave Daily	Leave Tue., Thurs. & Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily

Trains shown on this page have no time table authority

SPECIAL RULES.

**A. T. & S. F. Rules, Operating Department, govern train operation on Denver Division,
except as otherwise provided.**

Rules Nos. 10 (A), 17, 315, 509, 511, D-514, 656 (A), 660, 1000 (C), and Definitions of Medium Speed and Restricted Speed, Pages 106, 111, 114 and 115, Rules of the Operating Department, are amended as follows:

Rule 10 (A). The second paragraph of Operating Rule 10 (A) amended to read:

Permanent signs, yellow with numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and the other numerals the maximum speed for freight trains,

except that where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent green resume speed sign. There may be more than one yellow sign in advance of a green sign, in which case the reduced speed shown on each yellow sign must be observed in succession until rear of train has passed the green sign.

Rule 17. First paragraph amended to read:

The headlight will be displayed to the front of every train by day and night. It must be extinguished when a train turns out to meet another train and has stopped clear of main track. In case of

**A. T. & S. F. Rules, Operating Department, govern train operation on Denver Division,
except as otherwise provided.**

headlight failure enroute at night, if repairs cannot be made promptly, a white lantern must be placed on the front or leading end of train and the train should proceed at restricted speed while the head end is passing through stations and over street and highway crossings. The whistle must be sounded frequently and the bell must be rung continuously. The train dispatcher should be notified at first opportunity.

Rule 315. Amended to read:

A train, other than a passenger train, will not be permitted to follow a train, other than a passenger train, into a block, except when authorized by train order or permissive signal, and when such movement is authorized the following train must proceed through the block prepared to stop short of train or obstruction, but not exceeding twenty miles per hour.

Rule 509. Amended to read:

When a train or engine is stopped by a "stop and proceed" signal, it may:

(a) On single track, where block can be seen to be clear of opposing movement, proceed at once at restricted speed. Where block cannot be seen to be clear of opposing movement, wait five minutes and then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

(b) Where facing point switch is located immediately beyond signal and switch is lined for turnout, train may, without stopping, pass such signal at restricted speed to enter turnout, provided main track is clear to fouling point.

(c) On two or more tracks, proceed at once at restricted speed.

Rule 511. Amended to read:

A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule D-514 changed to Rule 514. Amended to read:

Where separate signal governing train movements from siding or other track to main track indicates "stop" and train has other authority to enter main track, the main track switch may be opened and after the expiration of five minutes, train may proceed, complying with Rules 99 and 509(a) on single track, and Rules 99 and 509(c) on two or more tracks.

When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal.

This rule will also apply where such signals are located at non-continuous interlocking stations and are set for automatic operation during hours office is closed.

Rule 656 (A). Amended to read:

Except as provided in Rule 656, trains or engines must not make a reverse movement without authority of control station, or under flag protection. On helper districts (Belen-Mountainair) (Waynoka-Curtis) (Raton Mountain) pusher engines detaching from a train in the block must not make reverse movement except on proceed indication from an interlocked signal authorizing such movement, and must if necessary follow the train from which it detaches at restricted speed to a point where such reverse signal can be secured.

Rule 660. Amended to read:

A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 1000(C). Amended to include:

In the application of Operating Rule 1000(C) the Federal Communication Commission has modified its rules to permit an employee, authorized by the Railway Company to do so, to operate a mobile radio unit without having passed an examination on the

rules; but an employee must pass an examination before operating a fixed or base radio station.

MEDIUM SPEED—A speed not exceeding 40 miles per hour.

RESTRICTED SPEED—A speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

Definitions, Page 104, amended to include:

AUTOMATIC TRAIN STOP SYSTEM (ATS).

A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

1. (A) Except as otherwise provided, Northward trains are superior to Southward trains of the same class.

(B) Northward track is under A. T. & S. F. operating jurisdiction between Bragdon and South Denver.

Southward track is under D. & R. G. W. operating jurisdiction between South Denver and Bragdon.

2. **YARD LIMITS.**

(A) Colorado Springs—D. & R. G. W. (extends to and includes Roswell).

Colorado Springs—A. T. & S. F. (extends to and includes Pikeview).

Denver (extends to and includes South Denver).

Englewood—D. & R. G. W. (extends to and includes Littleton and Fort Logan).

Kelker (extends to and includes Camp Carson).

Louviers—D. & R. G. W.

Palmer Lake.

Pueblo.

3. **SPEED REGULATIONS.**

(A) Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

(B) **MAXIMUM AUTHORIZED SPEED FOR TRAINS**

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
DENVER DISTRICT	70	45
D. & R. G. W.— BETWEEN 7TH STREET DENVER AND BURNHAM (West 8th Ave.)	25	20
BETWEEN BURNHAM (West 8th Ave.) AND SOUTH DENVER (W. Virginia Ave.)	30	25
A. T. & S. F.—D. & R. G. W.— BETWEEN SOUTH DENVER (West Virginia Ave.) AND SOUTH CITY LIMITS (A.T.&S.F. M.P. 730.5, D.&R.G.W. M.P. 6.4)	35	30

KELKER—CAMP CARSON

Trains or engines must not exceed speed of fifteen (15) miles per hour between Kelker and Camp Carson and not exceed five (5) miles per hour inside Camp Carson yard and all movements over switches within the yard must be made at slow speed.

8 DENVER DIVISION.

3. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS—(Cont'd).

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FORT LOGAN DISTRICT	15	15
PUEBLO AND BRAGDON		
A. T. & S. F.		
Curve, MP 619.0 to 619.1	25	25
Curve, MP 619.3 to 619.4	40	40
Curve, MP 619.5 to 619.6	40	40
Curve, MP 619.7 to 619.9	40	40
Curve, MP 630.2 AT&SF to 108.4 D&RGW	30	20
D. & R. G. W.		
Curve, MP 112.8 to 113.0	55	45
Curve, MP 114.4 to 114.8	55	45
Curve, MP 115.1 to 115.2	55	45
Curve, MP 116.6 to 116.7	55	45
Curve, MP 117.8 to 117.9	55	45
Curve, MP 118.2 to 118.5	30	25
Curve, MP 119.1 to 119.3	30	25
BRAGDON AND SOUTH DENVER		
NORTHWARD TRACK		
Curve, MP 95.0 to 94.9 D&RGW	50	45
Curve, MP 88.3 to 88.1 D&RGW	50	45
3 Curves, MP 86.2 D&RGW to MP 653.8 AT&SF	60	45
1 Curve, MP 658.2 to MP 658.4 AT&SF	65	45
6 Curves, MP 659.1 to MP 662.1 AT&SF	45	40
1 Curve, MP 662.2 to MP 662.4 AT&SF	40	30
2 Curves, MP 663.7 to MP 664.2 AT&SF	25	25
2 Curves, MP 664.5 to MP 665.1 AT&SF	30	30
6 Curves, MP 668.7 to MP 670.5 AT&SF	45	40
17 Curves, MP 670.7 to MP 683.2 AT&SF	50	45
5 Curves, MP 683.8 to MP 685.4 AT&SF	35	35
3 Curves, MP 685.6 to MP 686.2 AT&SF	30	25
4 Curves, MP 686.4 to MP 687.6 AT&SF	50	45
2 Curves, MP 688.0 AT&SF to MP 49.6 D&RGW	55	45
Curve, MP 47.4 to 47.1 D&RGW	55	45
Curve, MP 45.5 to 45.2 D&RGW	55	45
Curve, MP 44.3 to 44.2 D&RGW	40	35
3 Curves, MP 44.1 to 43.4 D&RGW	40	35
Curve, MP 41.9 to 41.3 D&RGW	55	45
Curve, MP 40.0 to 39.8 D&RGW	55	45
Curve, MP 33.8 to 33.6 D&RGW	55	45
3 Curves, MP 32.4 to 31.7 D&RGW	45	40
2 Curves, MP 30.1 to 28.8 D&RGW	55	45
Curve, MP 27.2 to 27.0 D&RGW	55	45
Curve, MP 26.0 to 25.8 D&RGW	55	45
Curve, MP 25.2 D&RGW to MP 712.2 AT&SF	70	45
8 Curves, MP 713.1 to MP 717.0 AT&SF	60	45
4 Curves, MP 717.7 to MP 720.0 AT&SF	65	45
2 Curves, MP 720.8 to MP 721.2 AT&SF	55	45
3 Curves, MP 721.7 to MP 722.6 AT&SF	60	45
1 Curve, MP 722.9 to MP 723.1 AT&SF	50	45
2 Curves, MP 723.4 to MP 724.6 AT&SF	65	45
3 Curves, MP 725.8 to MP 726.9 AT&SF	55	45

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS—(Cont'd).

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
BRAGDON AND SOUTH DENVER—(Cont'd)		
SOUTHWARD TRACK		
Curve, MP 18.0 to 18.2 D&RGW	55	45
2 Curves, MP 21.6 to 22.0 D&RGW	55	45
2 Curves, MP 23.4 to 24.0 D&RGW	50	45
Curve, MP 712.4 to MP 712.3 AT&SF	40	35
4 Curves, MP 712.2 to MP 710.2 AT&SF	45	35
5 Curves, MP 708.9 to MP 706.0 AT&SF	50	45
4 Curves, MP 705.5 to MP 704.4 AT&SF	35	30
2 Curves, MP 704.2 to MP 703.7 AT&SF	50	45
3 Curves, MP 700.0 to MP 698.3 AT&SF	60	45
8 Curves, MP 697.8 to MP 692.9 AT&SF	55	45
4 Curves, MP 692.1 to MP 688.8 AT&SF	45	35
3 Curves, MP 688.5 AT&SF to MP 49.9 D&RGW	40	35
3 Curves, MP 50.5 to 51.1 D&RGW	50	45
3 Curves, MP 52.0 to 53.2 D&RGW	50	45
5 Curves, MP 53.9 to 55.6 D&RGW	40	35
4 Curves, MP 56.2 to 57.7 D&RGW	50	45
6 Curves, MP 58.4 to 60.3 D&RGW	40	35
2 Curves, MP 62.0 to 62.7 D&RGW	50	45
3 Curves, MP 62.8 to 63.7 D&RGW	40	35
Curve, MP 63.8 to 64.0 D&RGW	55	45
3 Curves, MP 65.7 to 66.5 D&RGW	45	40
2 Curves, MP 68.1 to 68.6 D&RGW	50	45
3 Curves, MP 71.3 to 72.2 D&RGW	55	45
2 Curves, MP 73.1 to 73.6 D&RGW	55	45
2 Curves, MP 76.0 to 76.1 D&RGW	40	35
3 Curves, MP 77.2 to 78.0 D&RGW	50	45
3 Curves, MP 78.7 to 79.5 D&RGW	55	45
Curve, MP 649.3 to MP 649.1 AT&SF	65	45
2 Curves, MP 648.4 to MP 648.1 AT&SF	45	45
2 Curves, MP 648.0 to MP 647.4 AT&SF	55	45
Curve, MP 646.1 to MP 646.0 AT&SF	65	45

(C) While head of train is passing the street crossings of cities or towns named below, indicated speed must not be exceeded:

STATION	STREETS	MILES PER HOUR
Littleton	City Limits	25
Castle Rock	All Streets—Northward Track	40
Colorado Springs	All streets	18

(D) MAXIMUM LOCOMOTIVE SPEEDS

Diesel and Gas-Electric	Backing or When Controlled From Rear Unit Dead-In-Train			
	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour
A. T. & S. F.				
1-90, 300-314	100	45	45	90
325-349	80	45	45	80
100-287, 400-430, 2611	65	45	45	60
2099, 2100-2157, 2650-2849, 3000-3029	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

(D) MAXIMUM LOCOMOTIVE SPEEDS—(Cont'd).

Diesel and Gas—Electric A. T. & S. F.—(Cont'd)	Light Forward		Backing or When Controlled From Rear Unit	Dead-In-Train
	Miles Per Hour	Miles Per Hour	Miles Per Hour	Miles Per Hour
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2433, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
M110, M159, M163-M187	65	65	25	65
M160-M162	70	70	25	70
M190	75	60	25	75
Steam				
6-wheel and 8-wheel switch	20	20	20	
643, 664-665, 735, 761-768, 777, 804-816, 856, 900-984, 1600-1702, 1900-1983, 2542-2569, 3290-3292	35	35	25	
885-898, 3102-3158	45	35	25	
1001-1214, 1801-1882, 3160-3286, 4000-4115, 4197, 5000-5035	60	40	25	
1316, 1319, 1385, 1487-1550, 3445, 3516-3520, 3751-3775	90	40	25	
1473, 2900-2929, 3403-3442, 3446-3448, 3450-3465, 3776-3785	100	40	25	
2507-2525	55	40	25	
3700-3749	70	40	25	
3800-3940	50	40	25	
Note: *65 M.P.H. applies when backing handling trains.				
C.&S.-C.B.&Q.-F.W.&D.C. Diesels 9950, 9980	85	40	40	
Diesels 9906-9915, Incl.	100	40	40	
Diesels 105-136, Incl.; 700-752, Incl.	60	40	40	
Diesels 200, 400, 800, Incl.	65	35	30	60
373-375, Incl.	65	40	25	
370-372, 7000-7020, Incl.	70	40	25	
900-914, 6100-6170, 6300-6309, Incl.	45	40	25	
6310-6327, Incl.	50	40	25	
D. & R. G. W.				
Diesel Mo. Pac. 8000-8012, Incl.	100	70	40	
Diesel Mo. Pac. 7000-7014, Incl.	98	60	40	
Diesels 548, 552-554, Incl.	70	60	60	
Diesels 540-547, 549-551, 555-569, 5101-5104, Incl.	65	60	60	
Diesels 600-601	80	60	60	
Diesels 66-74, 100-119, Incl.	50	50	50	
Diesels 38-43, Incl.	35	35	35	35
1700-1713, 1800-1804, Incl.	70	50	20	
1501-1530, Incl.	50	50	20	
3600-3619, Incl.	45	45	20	
3700-3714, Incl.	65	50	20	

(E) Movements Over Submerged Track. (Rule 817)

Equipment listed below must not be moved through water above top of rail greater than the depth and not in excess of the speeds shown:

3. SPEED REGULATIONS—(Cont'd).

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines, Classes:			
450-451	2	5	5
1-11-50-80-2099-2100	3	5	5
51-90-650-2300-2301-2310-2600-3000	4	5	5
460-2400	4½	5	5
16-37-100-200-300-325-500-501-503-625-1500-2201-2207-2260-2303-2322-2394-2403-2418-2611-2650	5	5	5
Diesel-electric and gas-electric motor cars:			
Roller Bearing	3	5	5
Steam Engines:			
Roller Bearing	9	5	5
Passenger Cars:			
Roller Bearing	8	5	—
Friction Bearing	12	5	—

The foregoing does not modify Rule 817 Operating Department, A.T.&S.F., or Rules 828 and 936, Rules and Regulations, Operating Department, D.&R.G.W.

(F) Steam Wrecking Cranes, etc.

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), D. & R. G. W. snow plows and similar machinery running on their own running gear, must not exceed speed of thirty (30) miles per hour at any point. Trains handling D. & R. G. W. steam derricks 0-22 to 0-29, inclusive, must not exceed speed of thirty-five (35) miles per hour.

Trains handling C. & S. or D. & R. G. W. Scale test cars, D. & R. G. W. System loaded coke racks, Sand cars X 3550-X 3551, K. & J. and Western air dumps, or G. N. ore cars, series 83000, 86000, and 89000 must not exceed speed of twenty-five (25) miles per hour.

(G) Locomotives Handled Dead in Trains.

Locomotives handled dead in trains with side rods in position are not to be run faster than twenty (20) miles per hour;

With side rods all removed and all drivers on rail fifteen (15) miles per hour;

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour;

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH			25 MPH	35 MPH
All Freight and Switch Locomotives include types:			Passenger Mountain Type	Locomotives All Locomotives Except Mountain Type Include
0-4-0	2-6-2	2-10-0	Includes 4-8-2	4-4-0
0-6-0	2-8-0	2-10-2	4-8-4	4-4-2
0-8-0	2-8-2	2-10-4		4-6-0
2-6-0	2-8-4			4-6-2
				4-6-4

(H) Spring Switches, Turnouts and Crossovers.

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein on Denver Division, trains or engines must not exceed speed of fifteen (15) miles per hour. On all other turnouts and crossovers, trains or engines must not exceed a speed of ten (10) miles per hour.

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
A.T. & S.F.				
Pueblo				
29th St.	Interlocked	North end yard.....	30	30
Pueblo	Dual	North end Pueblo U.D. Passenger lead.....	15	15

10 DENVER DIVISION.

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

(H) Spring Switches, Turnouts and Crossovers—(Cont'd).

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passen-ger	Freight
Pueblo	Dual	North end loop line.....	15	15
Pueblo	Dual	South end receiving yard lead.....	15	15
		South end departure yard lead.....	15	15
Bragdon	Interlocked	South end siding.....	30	20
Bragdon	Interlocked	Crossovers A. T. & S. F.	30	20
		D. & R. G. W.	30	20
South Denver	Interlocked	Normal Route.....	30	30
		Reverse movements or movements other than normal route.....	10	10
Tapp Fuego	Spring	End two main tracks.....	50	45
	Dual	End two main tracks.....	50	45

NORTHWARD TRACK

Pinon	Spring	North end of siding.....	15	15
Wigwam	Spring	North end of siding.....	15	15
Buttes	Spring	North end of siding.....	15	15
Fountain	Spring	North end of siding.....	15	15
Crews	Spring	North end of siding.....	15	15
Skinners	Spring	North end of siding.....	15	15
Kelker	Spring	North end of siding.....	15	13
Colorado Springs	Interlocked	South end of yard.....	15	15
	Spring	North end of yard.....	15	15
Pikeview	Spring	North end of siding.....	15	15
Breed	Spring	North end of siding.....	15	15
Sommers	Spring	North end of siding.....	15	15
Husted	Spring	North end of siding.....	15	15
Pring	Spring	North end of siding.....	15	15
Monument	Spring	North end of old siding.....	15	15
Palmer Lake	Spring	North end of siding.....	15	15
Palmer Lake	Spring	North leg of wye.....	15	15
Larkspur	Spring	North end of siding.....	15	15
Castle Rock	Spring	North end of siding.....	15	15
Sedalia	Spring	North end of siding.....	15	15
Acequia	Spring	North end of siding.....	15	15
Littleton	Spring	North end of siding.....	15	15
Englewood	Spring	North end of siding.....	15	15

SOUTHWARD TRACK

Littleton	Spring	South end of siding.....	20	20
Acequia	Spring	South end of siding.....	15	15
Louviere	Spring	South end of siding.....	15	15
Sedalia	Spring	South end of siding.....	15	15
Orsa	Spring	South end of siding.....	15	15
Castle Rock	Spring	South end of siding.....	15	15
Tomah	Spring	South end of siding.....	15	15
Larkspur	Spring	South end of siding.....	15	15
Greenland	Spring	South end of siding.....	15	15
Spruce	Spring	South end of siding.....	15	15
Palmer Lake	Spring	South end of siding.....	30	30
Monument	Spring	South end of siding.....	30	30
Husted	Spring	South end of siding.....	15	15
Colorado Springs	Interlocked	North end of siding.....	30	30
	Spring	South end of yard.....	15	15
Kelker	Spring	South end of siding.....	15	15
Fountain	Spring	South end of siding.....	15	15
Buttes	Spring	South end of siding.....	15	15
Henkel	Spring	South end of siding.....	15	15

(I) Speed Table. Table of train speeds (minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
-	36	100	-	43	83.7	-	50	72.0
-	37	97.3	-	44	81.8	-	51	70.6
-	38	94.7	-	45	80.0	-	52	69.2
-	39	92.3	-	46	78.3	-	53	67.9
-	40	90.0	-	47	76.6	-	54	66.6
-	41	87.8	-	48	75.0	-	55	65.5
-	42	85.7	-	49	73.5	-	56	64.2

3. SPEED REGULATIONS—(Cont'd).

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
-	57	63.2	1	26	41.9	1	56	31.0
-	59	61.0	1	28	40.9	1	58	30.5
1	-	60.0	1	30	40.0	2	-	30.0
1	02	58.0	1	32	39.1	2	05	28.8
1	04	56.2	1	34	38.3	2	10	27.7
1	06	54.2	1	36	37.5	2	15	26.7
1	08	52.9	1	38	36.8	2	30	24.0
1	10	51.4	1	40	36.0	2	45	21.8
1	12	50.0	1	42	35.3	3	-	20.0
1	14	48.6	1	44	34.6	3	30	17.1
1	16	47.4	1	46	34.0	4	-	15.0
1	18	46.1	1	48	33.3	5	-	12.0
1	20	45.0	1	50	32.7	6	-	10.0
1	22	43.9	1	52	32.1	-	-	-
1	24	42.9	1	54	31.6	-	-	-

(J) COLORADO SPRINGS—Trains or engines must not exceed speed of fifteen (15) miles per hour on connection between Northward track and Southward track.

(K) PALMER LAKE—Engines must not exceed speed of six (6) miles per hour on wye.

4. DANGEROUS OBSTRUCTIONS (See A. T. & S. F. Rule 761-D. & R. G. W. Rule 812)

MILE POSTS	BRIDGE NUMBER	NAMES
Pueblo—		
D.&R.G.W.—119.0	"C" Street viaduct.
D.&R.G.W.—118.1	Spur track north of Pueblo Jct. tower.
D.&R.G.W.—117.9	East 4th St. viaduct.
D.&R.G.W.— 93.9	93.94	Fountain River bridge—Northward track.
Colorado Springs—Southward track.		
D.&R.G.W.— 75.0	Colorado Ave. viaduct.
D.&R.G.W.— 74.7	Bijou St. viaduct.
Denver—		
3rd Ave. electric wires—A. T. & S. F.		
8th Ave. viaduct—A. T. & S. F.		
7th St. Yard—Main and yard tracks close side clearance between 11th and Walnut Sts., particularly L-131-132 class engines—D. & R. G. W.		
Larimer St. viaduct, lumber yard tracks and lead—D. & R. G. W.		
14th St. viaduct.		
Cherry Creek bridge, E. & W.		
16th St. viaduct.		

5. SPECIAL RULES AND FACILITIES.

(A) Trains or engines entering main track where there is no headout signal or switch indicator will line switch and wait three (3) minutes before fouling main track, protecting as prescribed by Rule 99. Trainmen, during this interval, must remain at switch, and, in event train is seen or heard approaching, switch must be immediately lined back for main track.

(B) Slow boards, with the required numerals, are located, on D. & R. G. W. track, 1400 feet in advance of certain locations where speed of trains is permanently restricted.

On boards where but one numeral appears this numeral denotes the maximum permissible speed in miles per hour for passenger trains. Freight or mixed trains must not exceed speed of five (5) miles per hour less than that shown on the board.

Slow boards do not abrogate nor modify special rules, train orders, nor instructions further restricting the speed of any or all trains. When two or more restricted areas are close together, but one slow board will be used. Enginemen should restrict the speed of train until, in their judgment, the entire train has passed the restricted territory, when normal speed may be resumed. The reverse side of the slow boards painted green indicate a point 1400 feet beyond the restricted territory and serve as a guide to enginemen in resuming normal speed.

5. SPECIAL RULES AND FACILITIES (Cont'd).

The foregoing provides maximum safe speeds in restricted territory and speeds therein specified must not be exceeded.

Speed restrictions governing freight trains govern the speed of light engines unless otherwise provided.

(C) COLORADO SPRINGS SOUTHWARD TRACK—Track next to passenger station Colorado Springs is used by C. R. I. & P. trains having no time table authority between passenger station and C. R. I. & P. connection M.P. 74.5 governed by Rule 93. Other trains and engines using this track must not delay C. R. I. & P. trains or engines. Switches must be left lined and locked for this route.

Normal position of switch at D. & R. G. W.-A. T. & S. F. connection south end of yard is for connection.

Before occupying connection notify signalman and be governed by indication of signal.

(D) COLORADO SPRINGS—City ordinance prohibits the use of locomotive whistle, except in cases of emergency, within the city limits.

(E) PALMER LAKE—Passenger trains in both directions must make running test of air brakes as prescribed by Rule 945 before passing over the summit at Palmer Lake.

The use of retainers on trains descending grades will be left to the judgment of conductor and engineman.

Freight trains must not exceed speed of twenty-five (25) miles per hour when operating retainers, and will reduce speed to fifteen

5) miles per hour at points where it is necessary for trainmen to change the position of retainers.

(F) When trains display markers with green instead of yellow discs, these green discs will be considered as indicating the same as yellow.

6. RAILROAD CROSSINGS AND JUNCTIONS.

(A) NAME	TYPE	SPEED
Pueblo Jct.	Standard	15
Bragdon	Standard	See Rule 3(H)
Colorado Springs—Northward track— South end of yard.....	Standard	
Colorado Springs—Southward track— North end of Siding.....	Standard	See Rule 3(H)
South Denver	Standard	See Rule 3(H)

At Bragdon following whistle signals indicate routes:
From A. T. & S. F. to D. & R. G. W., _____ o.
From D. & R. G. W. to A. T. & S. F., _____ .
For siding A. T. & S. F. track, _____ o.

COLORADO SPRINGS NORTHWARD TRACK—Interlocking controls main track switch at south end of yard, main track switch leading to D. & R. G. W. connection and switch leading from siding to south end of yard.

Northward automatic signal in advance of home signal. No southward advance signal.

Telephones connected with Colorado Springs, Northward Track, located on signal mast or adjacent thereto at all interlocked signals. Also telephone located in booth at junction of connection D. & R. G. W. track.

Advise signalman by telephone before occupying D. & R. G. W.-A. T. & S. F. connection and be governed by indication of signal.

SOUTH DENVER—Within interlocking limits the Rules of the Operating Department, Burlington Lines, are in effect. Interlocking home signal indications govern as follows:

- Northward—Northward main track:
 - Top light—Movement to D. & R. G. W. northward main track.
 - Middle light—Movement to C. & S.-A. T. & S. F. northward main track.
 - Bottom light—Movement to C. & S.-A. T. & S. F. southward main track.
- Southward—C. & S.-A. T. & S. F. Southward main track:
 - Top light—Movement to D. & R. G. W. southward main track.
 - Bottom light—All other movements.

6. RAILROAD CROSSINGS AND JUNCTIONS (Cont'd).

PUEBLO—A. T. & S. F., D. & R. G. W. and Mo. Pac. Junction with Union Depot tracks under Main Street viaduct. All trains entering and leaving Union Depot use same lead. Authority to use this lead governed by The Pueblo Union Depot and Railroad Co.'s rules and regulations.

PUEBLO—Mo. Pac. crossing, M.P. 118.8, is protected by gate normally set against Mo. Pac. trains. Position of gate is indicated by lights at night. When gate is set for movement, D. & R. G. W. and Mo. Pac. trains may proceed not exceeding a speed of 15 miles per hour over crossing.

DENVER—D. & R. G. W. transfer tracks between D. & R. G. W. and C. B. & Q. at Eleventh Street, crossing over C. & S. two main tracks is protected by gate normally set against D. & R. G. W. and C. B. & Q. movements. Position of gate is indicated by lights at night. Movements over transfer tracks in either direction must stop and open gate before attempting to pass over crossing and must restore gate to normal position when crossing has been passed.

Automatic crossing gates protect crossings at West Third Avenue, Kalamath Street, West First Avenue, Santa Fe Drive, and Bayaud Avenue, Denver.

Gates are controlled for switching or special movements by gateman located in control tower at 3rd and Kalamath. Continuous movement of trains through this territory will be protected automatically.

Switch engine approaching crossing protected by gates shall give standard road crossing whistle signal to notify gateman of intention to cross street. If approaching engine is to stop short of crossing, the gateman shall be informed by a whistle signal consisting of one long blast of whistle. Gateman shall then release the gates for street traffic.

7. SPURS, OTHER TRACKS AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGE OF TIME TABLE.

LOCATION	Mile Posts	Car Capacity	Switch Connections	Flag Stops for Trains
SOUTHWARD TRACK				
Yale Ave.....	6.5	10	South	Freight Only
Leyner Spur.....	9.9	31	South	Freight Only
Magazine.....	19.6	87	North	Freight Only
Carlton Mine.....	69.1	38	North & South	Freight Only
Camp Carson.....	79.5		North	
Holmes.....	646.6	8	North & South	Freight Only
NORTHWARD TRACK				
Greenland.....	46.6	24	North	

8. BULLETIN BOOKS.

- A. T. & S. F.
 - COLORADO SPRINGS.....Telegraph Office.
 - DENVER U. D.....Room 219.
 - PUEBLO.....Yard Office.
 - PUEBLO U. D.....Room 8.
 - RICE YARD.....C. & S. Yard Office, C. & S. Roundhouse Office.
- D. & R. G. W.
 - BURNHAM.....Yard Office, Roundhouse Office.
 - COLORADO SPRINGS.....Passenger Station.
 - DENVER U. D.....Room 201.
 - PUEBLO.....Yard Office, Roundhouse Office.
 - PUEBLO U. D.....Room 8.

9. STANDARD CLOCKS.

- A. T. & S. F.
 - COLORADO SPRINGS.....Telegraph Office.
 - DENVER U. D.....Room 219.
 - PUEBLO.....Yard Office.
 - PUEBLO U. D.....Room 8.
 - RICE YARD.....C. & S. Yard Office, C. & S. Roundhouse Office.
- D. & R. G. W.
 - BURNHAM.....Yard Office, Roundhouse Office.
 - COLORADO SPRINGS.....Passenger Station.
 - DENVER.....7th St. Yard Office.
 - DENVER U. D.....Room 201.
 - PUEBLO.....Yard Office, Roundhouse Office.
 - PUEBLO U. D.....Room 8.

12 DENVER DIVISION.

SPECIAL RULES.

10. STANDARD THERMOMETERS.

Northward Track—

Bragdon	Denver	Pueblo
Castle Rock	Littleton	
Colorado Springs	Palmer Lake	

Southward Track—

Bragdon	Denver	Pueblo
Burnham	Palmer Lake	
Colorado Springs		

11. STATUTORY REGULATIONS.

In Colorado, a railroad company has the right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at the next agency station.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at the next agency station; this may be done upon tender of refund of unearned portion of fare.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS
 The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
3	Any Station	East of Pueblo via Mo. Pac.	From connections at Denver and Colorado Springs	28	Palmer Lake	Denver	Pueblo and beyond
				102	Any Station		Beyond La Junta
4	Any Station		From connections	101	Littleton	{ Colorado Springs Pueblo Rocky Ford La Junta and Beyond	
27	Littleton Castle Rock Larkspur Fountain	Beyond Pueblo			Any Station		
		Palmer Lake	Pueblo and Beyond	Denver	141	Any Station	Beyond La Junta

D. & R. G. W. ADJUSTED TONNAGE RATINGS

FROM	TO	Class F-7 Diesel Series 559-576	Class F-7 Diesel Series 555-558	Class F-3 Diesel Series 552-554	Class F-T. Diesel Series 540-547 549-551	Class L-131-132 Engines 3600-3619	Class L-77 Engines 3360-3375	Class M-68 Engines 1800-1804	Class M-64 M-67 Engines 1501-1530 1700-1713	Class K-59 Engines 1200-1213	Class C-48 Engines 1131-1199	Adjust- ment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Burnham.....	Louviers.....	7800	7800	6000	6000	6000	3340	2860	2630	2045	1800	5
Louviers.....	Palmer Lake.....	5500	5500	3800	3800	3100	2175	1875	1730	1315	1200	4
Pueblo.....	Colorado Springs.....	7800	7800	6000	5400	5000	3370	2790	2600	1800	1590	6
Colorado Springs.....	Palmer Lake.....	5000	4800	3660	3650	3000	2150	1750	1650	1190	1060	4

TIME INSPECTORS AND SURGEONS

A. T. & S. F.

A. J. STROBEL, General Watch Inspector.....Topeka.

LOCAL TIME INSPECTORS—DENVER DIVISION

W. BERT FARABEE.....Pueblo.
 HOWELL-SMITH, INC.Colorado Springs.
 HANSEN & HANSEN JEWELRY Co.....Denver.

SURGEONS OF

THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY,
AND THE A. T. & S. F. HOSPITAL ASSOCIATION.

DR. G. S. HOPKINS, Chief Surgeon.....Topeka

LOCAL SURGEONS

DR. D. B. SHAW.....Pueblo.
 DR. WM. N. BAKER.....Pueblo.
 DR. H. S. RUSK, Eye, Ear, Nose and Throat.....Pueblo.
 DR. W. T. DARDIS, Ophthalmologist.....Pueblo.
 DR. H. C. BRYAN.....Colorado Springs.
 DR. W. A. CAMPBELL.....Colorado Springs.
 DR. W. H. LAMBERSON, Eye, Ear, Nose and Throat Colorado Springs.
 DR. L. W. NUTTALL.....Littleton.
 DR. J. F. PRINZING.....Denver.
 DR. J. L. SWIGERT, Ophthalmologist.....Denver.

D. & R. G. W.

F. U. HUGUNIN, General Time Inspector.....St. Louis, Mo.

LOCAL INSPECTORS—DENVER DIVISION

HANSEN & HANSEN JEWELRY Co.....Denver.
 IVAN E. SUNDMAN.....Denver.
 RAY W. GUMM.....Denver.
 CAMERON JEWELERS.....Denver.
 DENVER JEWELRY Co.....Denver.
 HENRI GRUSIN.....Littleton.
 HOWELL-SMITH, INC.Colorado Springs.
 W. BERT FARABEE.....Pueblo.
 HARDING JEWELRY Co.....Pueblo.
 W. H. PETTYJOHN.....Pueblo.

SURGEONS OF THE D. & R. G. W. HOSPITAL
ASSOCIATION

DR. E. A. HINDS, Chief Surgeon.....Denver.

DENVER DIVISION

DR. WM. M. BANE, Eye Specialist.....Denver.
 DR. G. D. ELLIS.....Denver.
 DR. F. B. MCGLONE.....Denver.
 DR. A. H. GOOD.....Denver.
 DR. D. G. MONAGHAN.....Denver.
 DR. E. B. BADGER.....Denver.
 DR. GEO. H. CURFMAN, JR.....Denver.
 DR. M. P. VANDENBOSCH.....Denver.
 DR. R. J. ZARLENGO.....Denver.
 DR. W. A. HINES.....Denver.
 DR. K. A. JANKOVSKY.....Denver.
 DR. H. W. SHANKEL, Oculist.....Denver.
 DR. SAMUEL GOLDHAMMER, Oculist.....Denver.
 DR. G. P. LINGENFELTER, Dermatologist.....Denver.
 DR. J. H. LEYDA, Ear, Nose & Throat.....Denver.
 DR. IVAN W. PHILPOTT, Ear, Nose & Throat.....Denver.
 DR. G. C. MOORE.....Littleton.
 DR. L. W. NUTTALL.....Littleton.
 DR. C. J. KELLER.....Louviers
 DR. G. W. BANCROFT.....Colorado Springs.
 DR. E. C. CROUCH.....Colorado Springs.
 DR. R. G. VANDERHOOF.....Colorado Springs.
 DR. V. H. BROBECK, Oculist.....Colorado Springs.
 DR. D. A. VANDERHOOF, Ear, Nose & Throat.....Colorado Springs.
 DR. J. W. BRADLEY, Ear, Nose & Throat.....Colorado Springs.
 DR. L. L. WARD.....Pueblo.
 DR. C. N. CALDWELL.....Pueblo.
 DR. W. S. JOHNSTON.....Pueblo.
 DR. H. S. RUSK, Eye, Ear, Nose & Throat.....Pueblo.

HOSPITALS ARE LOCATED AS FOLLOWS:
 PUEBLO—St. MARY'S COLORADO SPRINGS—St. FRANCIS'
 DENVER—St. JOSEPH'S

DATE	DESCRIPTION	AMOUNT	BALANCE
1/1	Balance		
1/2	...		
1/3	...		
1/4	...		
1/5	...		
1/6	...		
1/7	...		
1/8	...		
1/9	...		
1/10	...		
1/11	...		
1/12	...		
1/13	...		
1/14	...		
1/15	...		
1/16	...		
1/17	...		
1/18	...		
1/19	...		
1/20	...		
1/21	...		
1/22	...		
1/23	...		
1/24	...		
1/25	...		
1/26	...		
1/27	...		
1/28	...		
1/29	...		
1/30	...		
1/31	...		

STATE OF TEXAS
COUNTY OF ...

I, the undersigned, Clerk of the County of ... State of Texas, do hereby certify that the foregoing is a true and correct copy of the ... as the same appears from the records of the County Clerk's office.

Witness my hand and the seal of said County at the City of ... this ... day of ... 1945.

CLERK OF COUNTY