

## A. T. & S. F.

C. T. HERZOG, Trainmaster.....Pueblo, Colo.  
L. M. MURPHY, Chief Dispatcher.....Pueblo, Colo.  
H. J. IMMROTH, Ass't. Chief Dispatcher.....Pueblo, Colo.  
W. W. CARROLL, Ass't. Chief Dispatcher.....Pueblo, Colo.

### TRAIN DISPATCHERS — PUEBLO, COLORADO

W. BERKOVITZ	A. W. JORDAN
M. E. GIBSON	D. R. AYERS
B. E. SPOONEMORE	J. A. PURCELL
W. N. WILLIS	E. GILLMORE

T. E. LEWIS

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

## D. & R. G. W.

E. H. WARING, Ass't. Superintendent.....Denver, Colo.  
V. I. GRIFFITH, Ass't. Supt., Pueblo Term.....Pueblo, Colo.  
J. F. SELBY, Trainmaster.....Pueblo, Colo.  
H. W. DEARING, Ass't. Supt., Denver Term.....Denver, Colo.  
W. W. CRANE, Road Foreman of Equipment.....Pueblo, Colo.  
S. 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

J. O. SMITH	T. C. JACKSON
J. C. PHILLIPS	L. P. HALL
H. D. SHILES, JR.	

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

### LOCAL INSPECTORS—DENVER DIVISION

HANSEN & HANSEN .....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-BULLOCH .....Pueblo  
W. H. PETTYJOHN .....Pueblo

# The Atchison, Topeka & Santa Fe Railway Company

## The Denver and Rio Grande Western Railroad Company

# DENVER DIVISION

# TIME TABLE No. 103

In Effect Sunday, April 24, 1955  
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

G. B. AYDELOTT,  
Vice Pres.-Gen'l Manager,  
Denver, Colorado

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

L. H. HALE,  
Gen'l Supt. of Transportation,  
Denver, Colorado

J. P. SPEARS,  
Superintendent,  
Pueblo, Colorado

W. C. HORNER,  
Superintendent,  
Denver, Colorado

**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. J. O. YEAGER, Nose and Throat.....Pueblo**  
**DR. W. T. DARDIS, Ophthalmologist.....Pueblo**  
**DR. G. HOPKINS, 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. E. J. SWETS, Eye Specialist.....Denver**  
**DR. G. W. SMITH, Eye, Ear, Nose and Throat.....Denver**

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

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

**DENVER DIVISION**

**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. CUREFMAN, JR.....Denver**  
**DR. R. H. ALTMIX.....Denver**  
**DR. F. C. STAECK.....Denver**  
**DR. W. G. DAVIS.....Denver**  
**DR. K. A. JANKOVSKY.....Denver**  
**DR. H. W. SHANKEL, Oculist.....Denver**  
**DR. WM. M. BANE, Oculist.....Denver**  
**DR. G. P. LINGENFELTER, Dermatologist.....Denver**  
**DR. IVAN W. PHILPOTT, Ear, Nose, & Throat.....Denver**  
**DR. J. A. PHILPOTT, JR., Dermatologist.....Denver**  
**DR. L. W. NUTTALL.....Littleton**  
**DR. C. J. KELLER.....Louviers**  
**DR. C. D. BLOOMQUIST.....Castle Rock**  
**DR. G. W. BANCROFT.....Colorado Springs**  
**DR. E. C. CROUCH.....Colorado Springs**  
**DR. R. C. VANDERHOOF.....Colorado Springs**  
**DR. V. H. BROBECK, Oculist.....Colorado Springs**  
**DR. H. S. AINSWORTH, Ear, Nose & Throat.....Colorado Springs**  
**DR. D. A. VANDERHOOF, Ear, Nose & Throat.....Colorado Springs**  
**DR. L. L. WARD.....Pueblo**  
**DR. C. N. CALDWELL.....Pueblo**  
**DR. F. W. BARROWS.....Pueblo**  
**DR. H. S. RUSK, Ear, Nose & Throat.....Pueblo**

**HOSPITALS ARE LOCATED AS FOLLOWS:**

**PUEBLO—ST. MARY'S      COLORADO SPRINGS—ST. FRANCIS'  
DENVER—ST. JOSEPH'S**

**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	102	Any Station		Beyond La Junta
4	Any Station		From connections	101	Littleton Any Station	{Colorado Springs Pueblo Rocky Ford La Junta and Beyond	
27	Littleton Castle Rock Larkspur Fountain Palmer Lake	Beyond Pueblo Pueblo and Beyond	Denver	130	Any Station		Beyond La Junta
28	Palmer Lake	Denver	Pueblo and Beyond	141	Any Station	Beyond La Junta	

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

FROM	TO	Class FT & F-7 Diesel Series 540-547 549-551 555-576	Class F-3 Diesel Series 552-554	Class L-131-132 Engines 3600-3619	Adjustment Factor
		Tons	Tons	Tons	Tons
Burham	Louviers	7800	6000	6000	5
Louviers	Palmer Lake	5500	3800	3100	4
Pueblo	Colorado Springs	7800	6000	5000	6
Colorado Springs	Palmer Lake	5000	3660	3000	4

D&RGW freight trains being helped northward Colorado Springs to Palmer Lake, and southward Louviers to Palmer Lake, when tonnage exceeds 65% of rating for engines, helper engine must be on rear of train.

# DENVER DISTRICT—D. & R. G. W.

DENVER DIVISION. 2

Track Capacity 48 ft. Per Car		SOUTHWARD				D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE No. 103, April 24, 1955				Ruling Grade Ascending	Distance from Pueblo	Fuel, Water, Turn Tables and Wyes	Communication	NORTHWARD			
		FIRST CLASS						FIRST CLASS											
		Other Tracks	Siding	3	1			4	2										
		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			
		4.00PM	9.15AM		72.4				23.5	118.4		C			9.50AM	2.00PM			
	Yard	4.06	9.21	2.0	36.0				30.5	116.4	WF TY	C			9.44	1.50			
		4.10PM	9.25AM	3.6						114.8		C			9.40AM	1.45PM			
		Arrive Daily	Arrive Daily												Leave Daily	Leave Daily			
		0.10 21.6	0.10 21.6												0.10 21.6	0.15 14.4			
								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.

**SOUTHWARD** trains originating at Burnham may leave Burnham without clearance card when no operator on duty.

**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 60 ft. Per Car		SOUTHWARD				Distance from Denver	Ruling Grade Ascending	TIME TABLE No. 103, April 24, 1955				Ruling Grade Ascending	A. T. & S. F. Mile Post	Fuel, Water, Turn Tables and Wyes	Communication	NORTHWARD			
		FIRST CLASS						FIRST CLASS											
		Other Tracks	Sidings	141	37			101	21	22	102					28	180		
		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	
		11.00 PM	7.20 PM	6.45 PM	12.01 PM					0	737.3		C		7.00 AM	2.20 PM	6.30 PM	9.15 PM	
	Yard					0.5	0			0	736.8								
						0.9	0			0	736.4	WF TY	C						
						2.2	31.7			0	735.1								
		11.10 PM	7.30 PM	6.55 PM	12.11 PM	3.9	39.6			0	733.4		C		6.50 AM	2.10 PM	6.20 PM	9.04 PM	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										Leave Daily	Leave Daily	Leave Daily	Leave Daily	
		0.10 23.4	0.10 23.4	0.10 23.4	0.10 23.4										0.10 23.4	0.10 23.4	0.10 23.4	0.11 21.3	
								STATIONS.											
								DENVER U. D. YL 0.5											
								C. B. & Q. CROSSING 0.4											
								RICE YARD YL 1.5											
								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.

		SOUTHWARD						Communication	Fuel, Water, Turn Tables and Wyes	A. T. & S. F. Mile Post	D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE	
		FIRST CLASS											No. 103,	
		141	27	101	3	21	1						April 24, 1955	
Track Capacity A. T. & S. F. 50 ft. Per Car, D. & R. G. W. 48 ft. Per Car		California and Chicago Express A. T. & S. F.	Gulf Coast Special C. & S.	Centennial State A. T. & S. F.	Colorado Eagle D. & R. G. W.	Texas Zephyr C. & S.	Royal Gorge D. & R. G. W.							
Other Tracks.	Siding.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
		11.10 <sup>PM</sup>	7.30 <sup>PM</sup>	6.55 <sup>PM</sup>	4.10 <sup>PM</sup>	12.11 <sup>PM</sup>	9.25 <sup>AM</sup>	C		3.6	51.0	SOUTH DENVER VL		
		11.14	7.35	7.00	4.15	12.16	9.31	B		7.5	52.8	ENGLEWOOD VL		
		11.15	7.36	7.01	4.16	12.17	9.32	B	Y	8.2	52.8	MILITARY JCT. VL		
	106	11.18	7.38	7.03	4.18	12.19	9.35	C	Y	10.3	50.0	LITTLETON VL		
	37	11.22	7.42	7.06	4.22	12.22	9.40	B		13.5	52.8	WOLFHURST		
4	88	11.26	7.46	7.10	4.26	12.26	9.44	B		17.0	53.0	ACEQUIA		
	49	11.30	7.49	7.13	4.29	12.29	9.48	C		20.7	64.5	LOUVIERS VL		
14	101	11.34	7.53	7.17	4.33	12.33	9.53	B	W	24.5	73.9	SEDALIA		
5	80	11.39	7.57	7.22	4.37	12.37	9.57	B		709.5	73.9	ORSA		
25	114	11.46	8.02	7.28	4.42	12.43	10.03	B		705.2	73.9	CASTLE ROCK		
6	61	11.51	8.10	7.34	4.49	12.50	10.10	B		700.2	73.9	TOMAH		
24	80	11.57 <sup>AM</sup>	8.16	7.40	4.55	12.57	10.16	B	W	694.9	73.9	LARKSPUR		
6	80	12.01	8.21	7.44	4.59	1.01	10.21	B		691.5	73.9	GREENLAND		
	58	12.04	8.24	7.48	5.03	1.05	10.25	B		688.8	73.9	SPRUCE		
19	92	12.10	8.28	7.53	5.06	1.09	10.30	C	W		51.9	PALMER LAKE VL		
24	68	12.16	8.33	7.58	5.11	1.14	10.36	B			55.9	MONUMENT		
	54	12.24	8.41	8.06	5.19	1.21	10.44	B			61.9	HUSTED		
13		12.35	8.53	8.18	5.31	1.32	10.56	B			72.3	ROSWELL VL		
Yard	119	12.45	9.18	8.30	5.38	1.40	11.00 11.05	C	W Y		74.9	COLORADO SPRINGS VL		
Yard	124	12.51	9.23	8.36	5.46	1.47	11.13	B			79.1	KELKER VL		
31	78	12.59	9.32	8.44	5.55	1.55	11.23	B	W	660.5	0	FOUNTAIN		
4	73	1.06	9.39	8.51	6.02	2.01	11.30	B		643.7	0	BUTTES		
5	47	1.10	9.44	8.56	6.07	2.06	11.36			638.4	0	HENKEL		
25	80	1.15	9.49	9.01	6.12	2.11	11.42	B		632.7	0	PINON		
8	81	1.18 <sup>AM</sup>	9.52 <sup>PM</sup>	9.04 <sup>PM</sup>	6.15 <sup>PM</sup>	2.14 <sup>PM</sup>	11.46 <sup>AM</sup>	C		630.3	0	BRAGDON		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
		2.08 48.8	2.22 43.9	2.09 48.4	2.05 49.9	2.03 50.7	2.21 44.3							

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

SOUTH DENVER VL	3.9
ENGLEWOOD VL	0.7
MILITARY JCT. VL	2.1
LITTLETON VL	3.2
WOLFHURST	3.5
ACEQUIA	3.7
LOUVIERS VL	3.8
SEDALIA	3.3
ORSA	4.3
CASTLE ROCK	5.0
TOMAH	5.3
LARKSPUR	3.4
GREENLAND	2.7
SPRUCE	2.5
PALMER LAKE VL	4.0
MONUMENT	6.0
HUSTED	10.4
ROSWELL VL	2.6
COLORADO SPRINGS VL	4.2
KELKER VL	9.2
FOUNTAIN	6.8
BUTTES	5.3
HENKEL	5.7
PINON	2.4
BRAGDON	

(104.0)

...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.

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.

# DENVER DISTRICT

DENVER DIVISION. 4

TIME TABLE No. 103, April 24, 1955		NORTHWARD							Track Capacity A. T. & S. F. 50 ft. Per Car. D. & R. G. W. 48 ft. Per Car						
		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.								
STATIONS		Ruling Grade Ascending	D. & R. G. W. Mile Posts	A. T. & S. F. Mile Post	Fuel, Water, Turn Tables and Wyes	Communication	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Siding.	Other Tracks.	
<b>TWO TRACKS</b>  AUTOMATIC BLOCK SYSTEM		SOUTH DENVER YL 4.0	0	733.4		C	6.50 <sup>AM</sup>	9.40 <sup>AM</sup>	2.10 <sup>PM</sup>	1.45 <sup>PM</sup>	6.20 <sup>PM</sup>	9.04 <sup>PM</sup>			
		ENGLEWOOD 2.8	0	729.4		C	6.43	9.34	2.01	1.39	6.13	8.56		63	45
		LITTLETON 7.2	0	726.6		C	6.39	9.31	1.57	1.35	6.10	8.52		59	25
		ACEQUIA 5.6	0	719.4		B	6.31	9.24	1.48	1.23	6.00	8.43		82	6
		SEDALIA 8.0	0	712.8	W	B	6.23	9.17	1.41	1.15	5.53	8.35		98	15
		CASTLE ROCK 10.5	0	32.5		C	6.13	9.09	1.32	1.05	5.44	8.27		78	17
		LARKSPUR 8.9	0	43.0	W	B	6.01	8.58	1.22	12.54	5.33	8.16		81	23
		PALMER LAKE YL 3.7	73.9	686.2	Y	C	5.50	8.48	1.12	12.43	5.23	8.06		69	83
		MONUMENT 2.9	73.9	682.5		B	5.43	8.42	1.05	12.35	5.16	7.58		53 47	12
		PRING 2.9	52.8	679.6	W	B	5.40	8.38	1.00	12.31	5.12	7.53		80	20
		HUSTED 3.0	52.8	676.7		B	5.36	8.34	12.55	12.27	5.08	7.49		50	7
		SOMMERS 2.2	52.8	673.7			5.31	8.30	12.51	12.23	5.03	7.44		58	5
		BREED 4.5	52.8	671.5		B	5.27	8.27	12.48	12.19	5.00	7.40		76	7
		PIKEVIEW YL 3.8	52.8	667.0		B	5.22	8.21	12.43	12.13	4.55	7.35		49	66
		COLORADO SPRINGS 3.7	52.8	663.2	W F Y	C	5.15	8.11	12.35	12.05 12.01 PM	4.47	7.27		Yard	
		KELKER YL 2.1	52.8	659.5		B	5.02	8.02	12.18	11.50	4.32	7.10		99	Yard
		SKINNERS 3.5	48.0	657.4		B	4.59	8.00	12.15	11.47	4.29	7.07		82	5
		CREWS 3.0	39.0	653.9			4.55	7.57	12.12	11.43	4.25	7.03		58	5
		FOUNTAIN 5.5	48.0	87.9	W	B	4.52	7.54	12.09	11.39	4.22	6.59		94	42
		BUTTES 5.6	46.0	93.4		B	4.46	7.49	12.04 PM	11.33	4.16	6.53		72	9
WIGWAM 6.3	46.0	99.0		B	4.40	7.44	11.58	11.27	4.10	6.47		90	9		
PINON 3.2	37.0	105.3	W	B	4.34	7.38	11.52	11.21	4.04	6.41		49			
BRAGDON		108.5		C	4.30 <sup>AM</sup>	7.35 <sup>AM</sup>	11.48 <sup>AM</sup>	11.17 <sup>AM</sup>	4.00 <sup>PM</sup>	6.36 <sup>PM</sup>					
(103.9)					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Time Over District . . . . .						2.20	2.05	2.22	2.28	2.20	2.28				
Average Speed per Hour. . . . .						44.5	49.9	43.9	42.1	44.5	42.1				

Trains originating must secure numbered clearance card before leaving Colorado Springs.

Stops for Train 2 at Fountain, Monument, and Palmer Lake are not required on Sundays or Holidays.

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.

5 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				
Other Tracks.	Sidings.	California and Chicago Express A.T. & S.F.	Gulf Coast Special C. & S.	Centennial State A.T. & S.F.	Texas Zephyr C. & S.	630.3	0	TIME TABLE No. 103, April 24, 1955	Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communication	Texas Zephyr C. & S.	Centennial State A.T. & S.F.	Gulf Coast Special C. & S.	Chicago and California Express A.T. & S.F.
8	81	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	Yard					619.5	30.1	CTC	62.8	W T Y	C	4.30 AM	11.48 AM	4.00 PM	6.36 PM
						619.0	22.0					BRAGDON 10.2			
						618.8		PUEBLO YARD YL 0.5							
		1.35 AM	10.10 PM	9.20 PM	2.28 PM			D.&R.G.W. Crossing YL 0.2							
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			PUEBLO U. D. YL				4.15 AM	11.35 AM	3.44 PM	6.20 PM
		0.17 38.5	0.18 36.3	0.16 40.9	0.14 46.7			(10.9)				Leave Daily	Leave Daily	Leave Daily	Leave Daily
								..... Time Over District .....				0.15 43.6	0.13 50.3	0.16 40.9	0.16 40.9
								..... 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 interlocking home signal located at north siding switch Bragdon.

Trains and engines using loop line between Block 2 and C.T.C. 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.

DENVER DISTRICT—D. & R. G. W.

Track Capacity 48 ft. Per Car.		SOUTHWARD		D. & R. G. W. Mile Posts	Ruling Grade Ascending	NORTHWARD								
		FIRST CLASS				FIRST CLASS								
		3	1			4	2							
Other Tracks.	Sidings.	Colorado Eagle D. & R. G. W.	Royal Gorge D. & R. G. W.	108.5	0	TIME TABLE No. 103, April 24, 1955	Ruling Grade Ascending	Distance from Pueblo	Fuel, Water, Turn Tables and Wyes	Communication	Colorado Eagle D. & R. G. W.	Royal Gorge D. & R. G. W.		
		Leave Daily	Leave Daily								Arrive Daily	Arrive Daily		
		6.15 PM	11.46 AM	109.6	0	CTC	52.8	10.9		C	7.35 AM	11.17 AM		
				116.7	0						BRAGDON 1.1			
					0	TAPP 7.1		9.8		B				
					0	FUEGO 1.8		2.7		B				
		6.25 PM	11.57 AM	118.5	0	PUEBLO JCT. A.T.&S.F. Crossing 0.3	Two Main Tracks	0.9			7.24 AM	11.05 AM		
				118.8	0	Mo. Pac. Crossing 0.6			0.6					
	Yard	6.30 PM	12.05 PM	119.4	0	PUEBLO U. D.			W T Y	C	7.20 AM	11.01 AM		
		Arrive Daily	Arrive Daily			(10.9)					Leave Daily	Leave Daily		
		0.15 43.6	0.19 34.4			..... Time Over District .....					0.15 43.6	0.16 40.9		
						..... 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.

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.

Trains have no time table superiority between beginning and end of CTC north of D. & R. G. W.-M. P. crossing (near Santa Fe Avenue) and Union Avenue Viaduct (entrance to Pueblo U. D., Pueblo). Rule 93 governs.

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.

## Fort Logan District—D. &amp; R. G. W.

## SOUTHWARD

## NORTHWARD

Track Capacity 48 ft. Per Car.		D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE No. 103, April 24, 1955		Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communication
Other Tracks.	Sidings.			STATIONS				
		8.2	121.4	MILITARY JUNCTION 1.4		121.4	Y	B
13		9.6	121.4	LORETTO 0.4		0		
17		10.0		FORT LOGAN				
(1.8)								

## LOCATION OF CROSS-OVERS

D. &amp; 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. &amp; R. G. W. AND A. T. &amp; S. F.

Littleton, Sedalia,	Palmer Lake, Colorado Springs,	Kelker, (2) Fountain,	Buttes, (2)
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## SOUTHWARD

## NORTHWARD

73	75	41	65	97	31	Freight Train Terminals, and Junctions.  (Subject to Change Without Notice)	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.		STATIONS	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.
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed. & Fri.	Leave Daily	DENVER		Arrive Daily	Arrive Tue., Thurs. & Sat.	Arrive Daily	Arrive Daily	Arrive Daily
2.30 PM	5.00 AM	12.01 AM	9.00 PM	10.30 AM	12.30 PM	BURNHAM	7.00 PM	8.00 PM	3.00 AM	9.00 PM	3.00 AM	10.00 PM
			9.00 PM	3.30 PM	3.30 PM	COLORADO SPRINGS	3.15 PM	4.00 PM	11.30 PM	6.00 PM	11.30 PM	6.25 PM
5.40 PM	7.00 AM	3.10 AM	12.15 AM		5.00 PM	PUEBLO—A. T. & S. F.				4.35 PM	9.30 PM	5.00 PM
7.15 PM	9.00 AM	5.00 AM	2.00 AM			PUEBLO—D. & R. G. W.	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. &amp; S. F. Rules, Operating Department, govern train operation on Denver Division, except as otherwise provided.

- (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.  
Rule 16 of the Rules, Operating Department, revised 1953, is amended as follows:  
(e): Cancelled.  
(l): \_\_\_\_\_ When standing—apply or release air brakes.  
(m): \_\_\_\_\_ When running—brakes sticking; look back for hand signals.  
Note: Hand or lamp signals must be given in addition to communicating signals (a), (c), (l).
- 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 Fort Carson).  
Louviere—D. & R. G. W.  
Palmer Lake.  
Pueblo.
- 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,

- SPEED REGULATIONS—(Cont'd).**  
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. Va. Ave.)	30	25
A. T. & S. F.—D. & R. G. W.— BETWEEN SOUTH DENVER (West Virginia Ave.) & SOUTH CITY LIMITS (A.T.&S.F. M.P. 730.5, D.&R.G.W. M.P. 6.4)	35	30

## KELKER—FORT CARSON

In delivery and receipt of loads and empties to and from Fort Carson at Kelker, unless otherwise directed, A. T. & S. F. and D. & R. G. W. will deliver on No. 6 track. A. T. & S. F. will receive from Fort Carson on No. 7 track. D. & R. G. W. will receive from Fort Carson on No. 8 track.

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

A. T. & S. F. Rule 93 governs.

# 7 DENVER DIVISION.

# 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
<b>FORT LOGAN DISTRICT</b>	15	15
<b>PUEBLO AND BRAGDON</b>		
<b>A. T. &amp; S. F.</b>		
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
<b>D. &amp; R. G. W.</b>		
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
<b>BRAGDON AND SOUTH DENVER</b>		
<b>NORTHWARD TRACK</b>		
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 653.2 to MP 653.4 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

## 3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>BRAGDON AND SOUTH DENVER—(Cont'd).</b>		
<b>SOUTHWARD TRACK</b>		
Curve, MP 18.0 to 18.2 D&RGW	70	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 and towns named below, indicated speed must not be exceeded:

STATION	STREETS	MILES PER HOUR
Littleton .....	All Streets.....	25
Castle Rock.....	All Streets—Northward Track.....	40
Colorado Springs..	All streets .....	30

### (D) MAXIMUM LOCOMOTIVE SPEEDS

Diesel and Gas-Electric	Backing or When Controlled From Rear Dead-In-Train			
	Forward Miles Per Hour	Light Forward Miles Per Hour	Unit Miles Per Hour	Train Miles Per Hour
<b>A. T. &amp; S. F.</b>				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-286, 401-430	65	45	45	60
99, 2099, 2100-2162, 2650-2893, 3000-3019	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)	Backing or When Controlled			
	Forward Miles Per Hour	Light Forward Miles Per Hour	From Rear Unit Miles Per Hour	Dead-In- Train Miles Per Hour
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (coupled)	80	80	70	70
RDC 191, 192 (single unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75

Note: \*65 M.P.H. applies when backing handling train.

Steam				
6-wheel and 8-wheel switch	20	20	20	
777, 856, 900-984, 1600-1698, 1902-1977, 2542-2568	35	35	25	
3113, 3154	45	35	25	
1001-1133, 1801-1882, 3168-3236, 4013-4114, 5000-5035	60	40	25	
3516, 3751-3775	90	40	25	
2900-2929, 3403-3435, 3450-3465, 3776-3785	100	40	25	
2508-2522	55	40	25	
3715-3744	70	40	25	
3828-3933	50	40	25	
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. Diesel Mo. Pac. 7000-7014, Incl.	100 98	70 60	40 40	
Diesels 548, 552-554, Incl.	70	60	60	
Diesels 5100-5113, 5200-5204, 5300-5304, 555-576	65	60	60	
Diesels 540-547, 549-551	40	40	40	40
Diesels 600-601	80	60	60	
Diesels 66-74, 100-119, Incl.	50	50	50	
Diesels 38-43, Incl.	25	25	25	25
1700-1713, Incl.	70	50	20	
1501-1529, Incl.	50	50	20	
3600-3619, Incl.	45	45	20	
3700-3712, 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:

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

**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)
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	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 Derricks, etc.**

Trains handling steam derricks, steam shovels, clam shells, pile drivers, spreaders (except spreaders with wings folded and fastened), 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 must not exceed speed of thirty-five (35) miles per hour.

Trains handling C. & S. or D. & R. G. W. scale test cars or D. & R. G. W. sand car X-3551 must not exceed speed of twenty-five (25) miles per hour.

Trains handling D. & R. G. W. work equipment not equipped with "AB" or "LN" type brakes must not be over fifty (50) cars in length nor exceed a speed of forty (40) 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 Except Mountain Type
0-4-0	2-6-2	2-10-0	4-8-2
0-6-0	2-8-0	2-10-2	4-8-4
0-8-0	2-8-2	2-10-4	4-4-0
2-6-0	2-8-4		4-4-2
			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
<b>A.T.&amp;S.F.</b>				
Pueblo	Interlocked	North end yard	30	30
Pueblo	Dual	North end Pueblo U.D.		
		Passenger lead	15	15
Pueblo	Dual	North end loop line	15	15
		South end receiving yard lead	15	15
Pueblo	Dual	South end departure yard lead	15	15
Pueblo	Dual	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

# 9 DENVER DIVISION.

# SPECIAL RULES.

## 3. SPEED REGULATIONS—(Cont'd.)

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

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
D. & R. G. W.				
Tapp	Spring	End two main tracks....	50	45
Fuego	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
Skinnners	Spring	North end of siding.....	15	15
Kelker	Spring	North end of siding.....	15	15
Colorado Springs	{Interlocked (Spring	South end of yard.....	15	15
		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
Louviers	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 (Spring	North end of siding.....	30	30
		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	—	55	65.5	1	28	40.9
—	37	97.3	—	56	64.2	1	30	40.0
—	38	94.7	—	57	63.2	1	32	39.1
—	39	92.3	—	58	62.6	1	34	38.3
—	40	90.0	—	59	61.0	1	36	37.5
—	41	87.8	1	—	60.0	1	38	36.8
—	42	85.7	1	02	58.0	1	40	36.0
—	43	83.7	1	04	56.2	1	42	35.3
—	44	81.8	1	06	54.2	1	44	34.6
—	45	80.0	1	08	52.9	1	46	34.0
—	46	78.3	1	10	51.4	1	48	33.3
—	47	76.6	1	12	50.0	1	50	32.7
—	48	75.0	1	14	48.6	1	52	32.1
—	49	73.5	1	16	47.4	1	54	31.6
—	50	72.0	1	18	46.1	1	56	31.0
—	51	70.6	1	20	45.0	1	58	30.5
—	52	69.2	1	22	43.9	2	—	30.0
—	53	67.9	1	24	42.9	2	05	28.8
—	54	66.6	1	26	41.9	2	10	27.7

## 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.	
2	15	26.7	3	—	20.0	5	—	12.0
2	30	24.0	3	30	17.1	6	—	10.0
2	45	21.8	4	—	15.0			

(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
D.&R.G.W.—119.0		Pueblo—
D.&R.G.W.—118.1		“C” Street viaduct.
D.&R.G.W.—117.9		Spur track north of Pueblo Jct. tower.
D.&R.G.W.—93.9	93.94	East 4th St. viaduct.
		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.
	0.27	Cherry Creek bridge, E. & W.
		16th St. viaduct.

## 5. SPECIAL RULES AND FACILITIES

(A) Train 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 a train is seen or heard approaching, switch must be immediately lined back for main track.

(B) Through moves or switching, Littleton, if proper headlight not burning on front of engine or cars from 30 minutes after sunset to 30 minutes before sunrise, must stop and flag each crossing. At present, street crossings at Littleton include two street crossings, Broadway just south of depot and Prince Street 1800 feet south of depot.

(C) 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.

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.

(D) 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

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

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.

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

(F) 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 (15) miles per hour at points where it is necessary for trainmen to change the position of retainers.

(G) 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.

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 Ave-

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

nue, 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.

Automatic gates at Hampden Avenue, Englewood, track circuits on northward track extend approximately 200 feet each side of this crossing, and when stop is made, outside this 200 foot area, after a time limit, gates will clear. Then, when movement of train is resumed, must proceed at a reduced speed to allow gates to go down before front of engine or cut reaches crossing.

## 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
<b>SOUTHWARD TRACK</b>				
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
Fort Carson.....	79.5		North	
<b>NORTHWARD TRACK</b>				
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

## 10. STANDARD THERMOMETERS

Northward Track—			
Bragdon	Colorado Springs	Littleton	Pueblo
Castle Rock	Denver	Palmer Lake	
Southward Track—			
Bragdon	Colorado Springs	Palmer Lake	
Burnham	Denver	Pueblo	

## 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.