

A. T. & S. F.

L. P. HEATH, Trainmaster.....Pueblo, Colo.
H. C. JACKSON, Road Foreman of Engines.....Pueblo, Colo.
L. M. MURPHY, Chief Dispatcher.....Pueblo, Colo.
H. J. IMMROTH, Ass't Chief Dispatcher..... Pueblo, Colo.
W. N. WILLIS, Ass't Chief Dispatcher.....Pueblo, Colo.

TRAIN DISPATCHERS — PUEBLO, COLORADO

W. BERKOVITZ T. E. LEWIS
B. E. SPOONEMORE L. V. ANDERSON
A. W. JORDAN A. W. ABEL
L. N. STEPHAN

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

LOCAL TIME INSPECTORS—DENVER DIVISION

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

D. & R. G. W.

J. B. NORWOOD, JR., Ass't Superintendent.....Denver, Colo.
R. F. SPURLING, Ass't Supt., Pueblo Terminal..Pueblo, Colo.
R. L. JACOBSEN, Trainmaster.....Pueblo, Colo.
H. W. DEARING, Ass't Supt., Denver Terminal..Denver, Colo.
F. H. GREEN, Road Foreman of Equipment.....Pueblo, Colo.
S. M. LANGFORD, Road Foreman of Eqpt.....Denver, Colo.
H. W. EGLEY, Chief Dispatcher.....Denver, Colo.
L. S. LIVELY, Ass't Chief Dispatcher.....Denver, Colo.
W. R. O'BRIEN, Ass't Chief Dispatcher.....Denver, Colo.

TRAIN DISPATCHERS — DENVER, COLORADO

T. C. JACKSON E. L. CRUTCHFIELD
J. F. STRACK J. O. SMITH

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. 112

In Effect Sunday, April 24, 1960
At 12:01 A. M. Mountain Standard Time

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

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

L. H. HALE,
Vice Pres.—Gen'l Manager,
Denver, Colorado

J. H. BLAKE,
Assistant Gen'l Mgr.,
Amarillo, Texas

W. C. HORNER,
Supt. of Transportation
Denver, Colorado

G. A. ALEXANDER,
Superintendent,
Pueblo, Colorado

E. R. MORAN,
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. R. H. MCILROY.....Pueblo
 DR. WM. N. BAKER.....Pueblo
 DR. GEO. M. MYERS, Urologist.....Pueblo
 DR. H. S. RUSK, Eye, Ear, Nose and Throat.....Pueblo
 DR. LEONARD PETITTI, Ear, Nose and Throat.....Pueblo
 DR. W. T. DARDIS, Ophthalmologist.....Pueblo
 DR. G. HOPKINS, Ophthalmologist.....Pueblo
 DR. WILLIAM S. WALLACE, Radiologist.....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. L. L. RETALLACK.....Denver
 DR. G. W. SMITH, Eye, Ear, Nose and Throat.....Denver
 DR. M. B. RIDER, Eye Specialist.....Denver
 DR. KENNETH D. A. ALLEN, Radiologist.....Denver

**THE D. & R. G. W. RAILROAD MEDICAL DEPARTMENT
ERVIN A. HINDS, M.D., Chief Surgeon.....Denver**
*Suggested Doctors and Hospitals for Care of Sick and Injured
Passengers*

(Any physician or hospital may be used when expedient)
 DENVER MEDICAL SOCIETY REFERRAL CENTER AC 2-5817
 (Will Furnish Doctors as Requested)

ST. JOSEPH'S HOSPITAL.....Denver
 E. C. CROUCH, M.D.....Colorado Springs
 ST. FRANCIS HOSPITAL.....Colorado Springs
 F. W. BARROWS, M.D.....Pueblo
 C. N. CALDWELL, M.D.....Pueblo
 ST. MARY'S-CORWIN HOSPITAL.....Pueblo

**D. & R. G. W. HOSPITAL ASSOCIATION
Treatment of Sick and Injured Employes**

DENVER DIVISION DOCTORS

DENVER AND VICINITY.....DU 8-3693
 DR. R. H. ALTMAN.....Englewood
 DR. L. W. NUTTALL.....Littleton
 DR. C. J. KELLER.....Louviers
 DR. W. A. HEATON.....Castle Rock
 DR. G. W. BANCROFT.....Colorado Springs
 DR. E. C. CROUCH.....Colorado Springs
 DR. R. C. VANDERHOFF, Ophthalmologist.....Colorado Springs
 DR. V. H. BROBECK, Ophthalmologist.....Colorado Springs
 DR. K. M. STONE, Dentist.....Colorado Springs
 DR. W. L. INGRAM.....Pueblo
 DR. W. M. LEWALLER.....Pueblo
 DR. T. A. GUNTER, Dentist.....Pueblo
 DR. E. B. LEY.....Pueblo
 DR. H. T. LOW.....Pueblo
 DR. J. S. NORMAN.....Pueblo
 DR. T. S. PHILIPPUS.....Pueblo
 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:

DENVER—ST. JOSEPH'S and St. ANTHONY'S
 COLORADO SPRING—ST. FRANCIS' PUEBLO—ST. MARY'S-CORWIN

**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
3	Any Station	East of Pueblo via Mo. Pac.	From connections at Denver and Colorado Springs
4	Any Station except Englewood		From connections
27	Palmer Lake	Pueblo and Beyond	Denver

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

FROM	TO	Class F-9 & Gp-9 Diesel Series 577 5901-5954	Class FT & F-7 Diesel Series 540-547 549-551 555-576	Class F-3 Diesel Series 552-554	Adjustment Factor
		Tons	Tons	Tons	
Burnham.....	Louviers.....	8400	7800	6000	5
Louviers.....	Palmer Lake.....	5940	5500	3800	4
Pueblo.....	Colorado Springs....	8400	7800	6000	6
Colorado Springs.....	Palmer Lake.....	5400	5000	3660	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.

Tonnage ratings shown for FT, F-3, F-7, F-9 and GP-9 diesel locomotives are based on four units. Where more or less than this number is used, tonnage will be figured according to number of units used. Where different types of diesel electric units are used in a locomotive, either as train engine or in helping service, the rating of the lowest rated unit will govern the rating of all units on that train.

3 DENVER DIVISION.

DENVER DISTRICT

Track Capacity 48 ft. Per Car		SOUTHWARD						Communication	Turn Tables and Wyes	A. T. & S. F. Mile Posts	D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE	
		FIRST CLASS											No. 112,	
		27	3	21	1	April 24, 1960								
Other Tracks	Siding	Gulf Coast Special C. & S.	Colorado Eagle D. & R. G. W.	Texas Zephyr C. & S.	Royal Gorge D. & R. G. W.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS				
		8.00 ^{PM}	4.25 ^{PM}	12.55 ^{PM}	9.10 ^{AM}	C			3.6		51.0	SOUTH DENVER YL		
		8.06	4.30	1.00	9.16	B			7.5		52.8	ENGLEWOOD YL		
		8.07	4.31	1.01	9.17	B	Y		8.2		52.8	MILITARY JCT. YL		
	108	f 8.10	s 4.33	1.04	s 9.20	C	Y		10.3		50.0	LITTLETON YL		
	37	8.14	4.37	1.07	9.24	B			13.6		52.8	WOLFHURST		
	88	8.18	4.41	1.11	9.28	B			17.0		53.0	ACEQUIA		
	49	8.21	4.44	1.15	9.32	C			20.7		64.5	LOUVIERS YL		
14	101	8.25	4.48	1.19	f 9.36	B			24.5		73.9	SEDALIA		
5	80	8.28	4.52	1.23	9.40	B		709.5			73.9	ORSA		
25	114	f 8.32	4.57	1.28	9.46	B		705.2			73.9	CASTLE ROCK		
5	61	8.39	5.03	1.34	9.53	B		700.2			73.9	TOMAH		
24	80	f 8.46	5.08	1.40	f 9.58	B		694.9			73.9	LARKSPUR		
6	80	8.51	5.12	1.44	f 10.04	B		691.5			73.9	GREENLAND		
	58	8.55	5.16	1.48	10.08	B		688.8			73.9	SPRUCE		
19	92	9.00	5.19	1.52	f 10.13	C			51.9		0	PALMER LAKE YL		
24	68	9.05	5.24	1.57	f 10.18	B			55.9		0	MONUMENT		
64	57	9.12	5.32	2.03	10.26	B			61.9		0	HUSTED		
13		9.22	5.42	2.13	10.36	B			72.3		0	ROSWELL YL		
Yard	119	s 9.38	s 5.53	s 2.27	s 10.40 10.50	C	Y		74.9		0	COLORADO SPRINGS		
Yard	124	9.45	6.01	2.34	10.58	B			79.1		0	KELKER YL		
31	78	f 9.53	6.10	2.42	f 11.08	B		650.5			0	FOUNTAIN		
4	73	9.59	6.17	2.48	11.15	B		643.7			0	BUTTES		
5	47	10.04	6.22	2.53	11.21			638.4			0	HENKEL		
25	80	10.09	6.27	2.58	11.27	B		632.7			0	PINON		
8	118	10.12 ^{PM}	6.30 ^{PM}	3.01 ^{PM}	11.31 ^{AM}			630.3			0	BRAGDON		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							(104.0)		
		2.12 48.0	2.05 49.9	2.06 49.5	2.21 44.2							Time Over District Average Speed per Hour		

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

SIGNAL SYSTEM TWO IN EFFECT.

RULE 251 IN EFFECT: Between South Denver and sign indicating "Begin T.C.S." Bragdon.

Southward trains must get a numbered A.T.&S.F. clearance card form 902 at South Denver.

Time of trains at Roswell applies at north switch of stock track, M. P. 72.3.

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.

DENVER DISTRICT

DENVER DIVISION. 4

TIME TABLE No. 112, April 24, 1960						NORTHWARD				Track Capacity 48 ft. Per Car Sidings Other Tracks				
						FIRST CLASS								
		Ruling Grade Ascending	D. & R. G. W. Mile Posts	A. T. & S. F. Mile Posts	Turn Tables and Wyes	Communication	22	4	2			28		
							Texas Zephyr C. & S.	Colorado Eagle D. & R. G. W.	Royal Gorge D. & R. G. W.			Gulf Coast Special C. & S.		
STATIONS				Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily				
TWO TRACKS	AUTOMATIC BLOCK SYSTEM													
	SOUTH DENVER YL 4.0	0	733.4		C	6.20 ^{AM}	9.40 ^{AM}	2.50 ^{PM}	5.55 ^{PM}					
	ENGLEWOOD 2.8	0	729.4		C	6.14	9.32	2.41	5.47	63	67			
	LITTLETON 7.2	0	726.6		C	6.10	s 9.28	s 2.36	f 5.43	59	28			
	ACEQUIA 6.6	0	719.4		B	6.02	9.21	2.26	5.34	82	9			
	SEDALIA 8.0	0	712.8		B	5.55	9.14	f 2.19	5.27	98	15			
	CASTLE ROCK 10.5	0	32.5		C	5.47	9.06	s 2.10	5.19	78	17			
	LARKSPUR 8.9	0	43.0		B	5.36	8.55	f 1.58	f 5.08	81	23			
	PALMER LAKE YL 3.7	73.9	686.2		C	5.26	8.45	f 1.47	f 4.57	69	83			
	MONUMENT 2.9	73.9	682.5		B	5.19	8.39	f 1.38	4.49	53 47	12			
	PRING 2.9	52.8	679.6		B	5.15	8.35	1.34	4.45	80	20			
	HUSTED 3.0	52.8	676.7		B	5.11	8.31	1.30	4.40	50	7			
	SOMMERS 2.2	52.8	673.7			5.06	8.27	1.26	4.36	58	5			
	U. S. AIR FORCE ACADEMY 4.5	52.8	671.5		B	5.03	8.24	1.23	4.33	95	153			
	PIKEVIEW YL 3.8	52.8	667.0		B	4.58	8.19	1.18	4.28		115			
	COLORADO SPRINGS 3.7	52.8	663.2	Y	C	s 4.50	s 8.11	s 1.08	s 4.20		Yard			
	KELKER YL 2.1	52.8	659.6		B	4.40	8.02	12.53	3.59	99	Yard			
	SKINNERS 3.5	48.0	657.4		B	4.38	8.00	12.50	3.56	82	5			
	CREWS 3.0	39.0	653.9		B	4.35	7.57	12.46	3.53	58	6			
	FOUNTAIN 5.5	48.0	87.9		B	4.32	7.54	f 12.42	3.50	94	42			
BUTTES 5.6	46.0	93.4		B	4.27	7.49	12.36	3.44	72	9				
WIGWAM 6.3	46.0	99.0		B	4.22	7.44	12.30	3.39	90	9				
PINON 3.2	37.0	105.3		B	4.16	7.38	12.24	3.32	49					
BRAGDON (103.9)		108.5			4.13 ^{AM}	7.35 ^{AM}	12.20 ^{PM}	3.28 ^{PM}						
					Leave Daily	Leave Daily	Leave Daily	Leave Daily						
Time Over District Average Speed per Hour					2.07 49.1	2.05 49.9	2.80 41.5	2.27 42.4						

SIGNAL SYSTEM TWO IN EFFECT.

RULE 251 IN EFFECT: Between sign indicating "End T.C.S." Bragdon and South Denver.

Northward trains entering territory where Rule 251 is effective at Bragdon will continue the display of signals previously authorized.

5 DENVER DIVISION.

DENVER DISTRICT — A. T. & S. F.

Track Capacity 48 ft. Per Car		SOUTHWARD				A. T. & S. F. Mile Posts	Ruling Grade Ascending	TIME TABLE No. 112, April 24, 1960				Ruling Grade Ascending	Turn Tables and Wyes	Communication	NORTHWARD				
		FIRST CLASS						STATIONS							FIRST CLASS				
		Other Tracks	Sidings	27	21			22	28	27	21				22	28			
			Gulf Coast Special C. & S.	Texas Zephyr C. & S.												Texas Zephyr C. & S.	Gulf Coast Special C. & S.		
			Leave Daily	Leave Daily												Arrive Daily	Arrive Daily		
8	118		10.12PM	3.01PM	630.3	0		BRAGDON 10.2		62.8						4.13AM	3.28PM		
Yard					619.5	30.1	T.C.S.	PUEBLO YARD 0.5		0	Y	C							
					619.0	22.0		D.&R.G.W. Crossing Yl 0.2		0									
			10.26PM	3.15PM ²⁸	618.8			PUEBLO U. D. Yl					C			4.00AM	3.15PM ²¹		
			Arrive Daily	Arrive Daily				(10.9)								Leave Daily	Leave Daily		
			0.14 46.7	0.14 46.7				Time Over District Average Speed per Hour								0.13 50.3	0.13 50.3		

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT: On main track and siding between M. P. 619.0 Pueblo and signs indicating "Begin T.C.S." and "End T.C.S." Bragdon.

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

Trains originating must register at Pueblo Yard.

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	TIME TABLE No. 112, April 24, 1960				Ruling Grade Ascending	Distance from Pueblo	Turn Tables and Wyes	Communication	NORTHWARD			
		FIRST CLASS						STATIONS								FIRST CLASS			
		Other Tracks	Sidings	3	1			4	2	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		
			6.30PM	11.31AM	108.5	0	CTC	BRAGDON 1.1	Two Main Tracks	52.8	10.9					7.35AM	12.20PM		
					109.6	0		TAPP 7.1			41.2	9.8		B					
					118.7	0		FUEGO 1.8	Two Main Tracks	42.2	2.7		B						
			6.40PM	11.42AM	118.5	0	PUEBLO JCT. A.T.&S.F. Crossing			31.7	0.9					7.24AM	12.09PM		
					118.8	0	Mo. Pac. Crossing Yl 0.6		22.0	0.6									
			6.45PM	11.50AM	119.4			PUEBLO U. D. Yl					TY	C		7.20AM	12.05PM		
			Arrive Daily	Arrive Daily				(10.9)								Leave Daily	Leave Daily		
			0.15 43.6	0.19 34.4				Time Over District Average Speed per Hour								0.15 43.6	0.15 43.6		

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

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

Northward trains originating at Pueblo U. D. and Pueblo Yard must get a D. & R. G. W. clearance card, Form 3249, and a numbered A. T. & S. F. clearance card, Form 902.

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 high and low signal. High signal governs movement on northward track and lower signal governs movement to southward track.

Fort Logan District — D. & R. G. W.

SOUTHWARD

NORTHWARD

Track Capacity 48 ft. Per Car		D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE No. 112, April 24, 1960		Ruling Grade Ascending	Turn Tables and Wyes	Communication
Other Tracks	Sidings			STATIONS				
		8.2		MILITARY JUNCTION			Y	B
13		9.6	121.4	1.4 LORETTO		121.4		
17		10.0	121.4	0.4 FORT LOGAN		0		
				(1.8)				

LOCATION OF CROSS-OVERS

D. & R. G. W.

Miles from Denver	BETWEEN		POINTS	Miles from Denver	BETWEEN		POINTS
	Denver	Littleton			Pueblo Jct.	Pueblo	
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)
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SPECIAL RULES.

A. T. & 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.

2. YARD LIMITS.

Colorado Springs—Southward Track (extends to and includes Roswell).
Colorado Springs—Northward Track (extends to and includes Pikeview).
Denver (extends to and includes South Denver).
Englewood—Southward Track only (extends to and includes Littleton and Fort Logan).
Kelker (extends to and includes Fort Carson).
Louviers—Southward Track only.
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:		
D. & R. G. W., 7th Street Denver and Burnham (West 8th Ave.)	25	20
D. & R. G. W., Burnham (West 8th Ave.) and South Denver	30	25
South Denver and South City Limits (A. T. & S. F. MP 730.5, D. & R. G. W. MP 6.4)	35	30
South City Limits (A. T. & S. F. MP 730.5, D. & R. G. W. MP 6.4) and Colorado Springs	70	45
Colorado Springs and Pueblo	70	55
Main Track	30	30
Siding Bragdon	15	15
Fort Logan District		

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
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
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

7 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
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	65	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
SOUTHWARD TRACK		
Curve, MP 18.0 to 18.2 D&RGW	65	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

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

(D) MAXIMUM SPEED OF ENGINES.

A. T. & S. F. Diesel and Gas-Electric	Forward	Light	Backing or When Controlled From Rear Unit	Dead-In-Train
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
600-611	65	65	45	60
99, 700-751, 2099, 2100, 2162, 2650-2893, 3000-3019	65	65	45	60
450, 451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-823, 900-944	75	75	45	60
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M151, M176-M186	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
C&S-CB&Q-FW&DC				
C&S-FW&DC 9950-9981	85	40	40	
CB&Q 9912-9995	94	40	40	
CB&Q 105-169	65	40	40	
C&S-FW&DC 700-752	65	40	40	
C&S-FW&DC 810-860	65	35	30	60
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 5100-5113, 5200-5204, 5300-5314, 555-577, 5901-5954	65	60	60	
Diesels 540-547, 549-551	40	40	40	40
Diesels 600-601	75	60	60	
Diesels 66-74, 100-119, Incl.	50	50	50	
Diesels 38-43, Incl.	35	35	35	35

(E) MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines:			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 800-823, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-944, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas-Electric Motor Cars			
Passenger Cars	3	5	5
Roller Bearings	8	5	0
Friction Bearings	12	5	0

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.

3. SPEED REGULATIONS—(Cont'd)

(F) DERRICKS, ETC.

Trains handling derricks, power shovels, clam shells, pile-drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery running on its own running gear, must not exceed a speed of thirty(30) miles per hour at any point. Except D&RGW trains handling such equipment will not exceed a speed of twenty-five (25) miles per hour at any point. Trains handling D&RGW derricks must not exceed a speed of thirty-five (35) miles per hour.

Trains handling WW&IB, D&RGW and C&S scale test cars must not exceed a speed of twenty-five (25) miles per hour.

(G) LOCOMOTIVES HANDLED DEAD IN TRAINS.

Steam Engines will only be handled in train on, and in accordance with special instructions from the Trainmaster.

(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 speed of ten (10) miles per hour.

STATION	TYPE	LOCATION	MPH
A. T. & S. F.			
Pueblo	I	North end Pueblo U. D. passenger lead	15
Pueblo	I	North end loop line	15
Pueblo	I	South end receiving yard lead	15
Pueblo	I	South end departure yard lead	15
Pueblo 29th St.	I	North end yard	30
Bragdon	I	South end siding	30
Bragdon	I	North end siding	30
Bragdon	I	Crossovers A. T. & S. F.	40
		D. & R. G. W.	40
South Denver	I	Normal Route	30
		Reverse movements or movements other than normal route	10
D. & R. G. W.			
Tapp	I	End two main tracks:	
		Passenger	50
		Freight	45
Fuego	I	End two main tracks:	
		Passenger	50
		Freight	45

NORTHWARD TRACK

Pinon	S	North end of siding	15
Wigwam	S	North end of siding	15
Buttes	S	North end of siding	15
Fountain	S	North end of siding	15
Crews	S	North end of siding	15
Skinner	S	North end of siding	15
Kelker	S	North end of siding	15
Colorado Springs	I	South end of yard	15
Colorado Springs	S	North end of yard	15
Pikeview	S	North end of siding	15
U.S. Air Force Academy	S	North end of siding	15
Sommers	S	North end of siding	15
Husted	S	North end of siding	15
Pring	S	North end of siding	15
Monument	S	North end of siding	15
Palmer Lake	S	North end of siding	15
Larkspur	S	North end of siding	15
Castle Rock	S	North end of siding	15
Sedalia	S	North end of siding	15
Acequia	S	North end of siding	15
Littleton	S	North end of siding	15
Englewood	S	North end of siding	15

3. SPEED REGULATIONS—(Cont'd)

(H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd)

SOUTHWARD TRACK			
Littleton	S	South end of siding	20
Acequia	S	South end of siding	15
Louviers	S	South end of siding	15
Sedalia	S	South end of siding	15
Orsa	S	South end of siding	15
Castle Rock	S	South end of siding	15
Tomah	S	South end of siding	15
Larkspur	S	South end of siding	15
Greenland	S	South end of siding	15
Spruce	S	South end of siding	15
Palmer Lake	S	South end of siding	30
Monument	S	South end of siding	30
Colorado Springs	I	North end of siding	30
Colorado Springs	S	South end of yard	15
Kelker	S	South end of siding	15
Fountain	S	South end of siding	15
Buttes	S	South end of siding	15
Henkel	S	South end of siding	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	—	58	62.6	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.2	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	30	24.0
—	51	70.6	1	26	41.9	2	45	21.8
—	52	69.2	1	28	40.9	3	—	20.0
—	53	67.9	1	30	40.0	3	30	17.1
—	54	66.6	1	32	39.1	4	—	15.0
—	55	65.5	1	34	38.3	5	—	12.0
—	56	64.2	1	36	37.5	6	—	10.0
—	57	63.2	1	38	36.8			

(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) 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 105 governs.

9 DENVER DIVISION.

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— "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. D. & R. G. W. 7th St. Yard—Main and yard tracks close side clearance between 11th and Walnut Sts. 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) High water detectors have been placed under certain bridges and in certain areas where flash floods or dangerously high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that the bridge has not been weakened by high water. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

High water detectors located at:

Northward Track:
Bridge 654.1—North end Crews

Southward Track:
Bridge 639.7—Between Buttes and Henkel

(B) On D&RGW track where but one numeral appears on slow boards this numeral denotes the maximum 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.

(C) 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.

(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 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.

SPECIAL RULES.

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

(H) 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.

6. RAILROAD CROSSINGS AND JUNCTIONS

(A) NAME	TYPE	MPH
Pueblo Jct., MP 118.5.....	Interlocking	15
Mo. Pac. Crossing, MP 118.8.....	Automatic Interlocking	15
D. & R. G. W. Crossing, MP 619.0.....	Interlocking	15
South Denver	Interlocking	See Rule 3 (H)

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. No southward approach 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.

Switch at north end of Track 4 is to be left lined for Track 4 and the north wye switch is to be left lined for the wye.

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 MP 118.8 is protected by automatic interlocking, color light signals. Trains and engines must not exceed a speed of 15 M.P.H. over this crossing.

Normal indication of interlocking home signals at Mo. Pac. tracks will be STOP. To receive PROCEED indication on signals on Mo. Pac. tracks, switch to LOOP LINE must be reversed and after a three (3) minute interval signals will indicate PROCEED if no conflicting movement. D&RGW Operating Rule 667 applies at this crossing, except release is not provided.

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.

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

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. TRACKS BETWEEN STATIONS.

LOCATION	Mile Post	Car Capacity	Switch Connection
SOUTHWARD TRACK			
Yale Ave.	6.5	10	South
Leyner Spur	9.9	31	South
Martin Spur	15.3	6	South
Magazine	19.6	87	North
Carlton Mine	69.1	38	South
Fort Carson	79.5		North
NORTHWARD TRACK			
Greenland	46.6	24	North
Littleton Gas & Appliance Spur	718.6	3	North

8. BULLETIN BOOKS

A. T. & S. F.

COLORADO SPRINGS
DENVER U. D.
PUEBLO
PUEBLO U. D.
RICE YARD
D. & R. G. W.
4TH AVE. YARD OFFICE
COLORADO SPRINGS
DENVER U. D.
PUEBLO
PUEBLO U. D.

9. STANDARD CLOCKS

A. T. & S. F.

COLORADO SPRINGS
DENVER U. D.
PUEBLO
PUEBLO U. D.
RICE YARD
D. & R. G. W.
4TH AVE. YARD OFFICE
COLORADO SPRINGS
DENVER
DENVER U. D.
PUEBLO
PUEBLO U. D.

10. STANDARD THERMOMETERS

Denver, Palmer Lake, Colorado Springs, Pueblo, Castle Rock, Littleton (Northward Track)

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 employees, who uses vile or profane language in the car, or who threatens to assault other passengers or train employees, 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.

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY
OVERSPEED Couplings are **DAMAGING** — Here's what happens:

4 miles per hour <input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/>	Damage begins
6 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR — A BRISK WALK.**

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

IT'S EVERYBODY'S JOB