

A. T. & S. F.

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

TRAIN DISPATCHERS — PUEBLO, COLORADO

W. BERKOVITZ T. E. LEWIS
B. E. SPOONEMORE L. V. ANDERSON
A. W. JORDAN S. T. GREEN

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. 113

In Effect Sunday, October 16, 1960

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

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

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

C. V. COLSTADT
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 Employees

DENVER DIVISION DOCTORS

DENVER AND VICINITY.....MA 3-8443
DR. R. H. ALFORD.....Englewood
DR. L. W. NUTTALL.....Littleton
DR. C. J. KELLER.....Louivers
DR. W. A. HEATON.....Castle Rock
DR. G. W. BANCROFT.....Colorado Springs
DR. E. C. CROUCH.....Colorado Springs
DR. H. S. AINSWORTH (Ear, Nose & Throat).....Colorado Springs
DR. V. H. BROBECK (Ophthalmologist).....Colorado Springs
DR. R. C. VANDERHOFF (Ophthalmologist).....Colorado Springs
DR. K. M. STONE (Dentist).....Colorado Springs
DR. H. R. VARNER (Dentist).....Colorado Springs
DR. W. L. INGRAM.....Pueblo
DR. W. M. LEWALLEN.....Pueblo
DR. T. A. GUNTER (Dentist).....Pueblo
DR. E. B. LEY.....Pueblo
DR. T. C. PHILIPPUS.....Pueblo
DR. L. L. WARD.....Pueblo
DR. C. N. CALDWELL.....Pueblo
DR. F. W. BARROWS.....Pueblo
DR. H. S. RUSK (Eye, Ear, Nose & Throat).....Pueblo
DR. A. D. POTESTIO (Dentist).....Pueblo
DR. T. J. FOGEL.....Pueblo
DR. A. DEMSHKI (Eye, Nose & Throat).....Pueblo

HOSPITALS ARE LOCATED AS FOLLOWS:

DENVER—St. JOSEPH'S and St. ANTHONY'S
COLORADO SPRINGS—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-8 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	Tons
Burnham.....	Louivers.....	8400	7800	6000	5
Louivers.....	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 Louivers 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.

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		Ruling Grade Ascending	Distance from Pueblo	Turn Tables and Wyes	Communication	NORTHWARD	
		FIRST CLASS				No. 113, October 16, 1960						FIRST CLASS	
		3	1			4	2						
Other Tracks	Siding	Colorado Eagle D. & R. G. W.	Royal Gorge D. & R. G. W.	72.4	36.0	STATIONS		23.5	118.4	TY	C	Colorado Eagle D. & R. G. W.	Royal Gorge D. & R. G. W.
		Leave Daily	Leave Daily			DENVER U. D. YL 2.0						Arrive Daily	Arrive Daily
Yard		4.05PM	9.00AM	2.0	36.0	4TH AVENUE YARD OFFICE YL		30.5	118.4	TY	C		
		4.15PM	9.10AM			A.T.&S.F. CROSSING SOUTH DENVER YL 1.6						9.48AM	2.50PM
		Arrive Daily	Arrive Daily			(3.6)						Leave Daily	Leave Daily
		0.10 21.6	0.10 21.6			Time Over District Average Speed Per Hour						0.12 18.0	0.10 21.6

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.

Northward or southward First Class trains are not required to register arrival or departure time at Denver Union Depot. No train register at Denver Union Depot.

Trains have no timetable superiority between Denver Union Depot and South Denver and all trains and engines will operate as prescribed by D&RGW Operating Rule 93.

Trains, yard and other engines occupying main tracks within these limits must make way for passenger trains without unnecessary delay.

Trains originating at Denver Union Depot, or 4TH AVE. YARD OFFICE will leave without D&RGW Clearance Card, Form 3249, but will obtain AT&SF numbered clearance card, Form 902, at South Denver.

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 48 ft. Per Car		SOUTHWARD		Distance from Denver	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	A. T. & S. F. Mile Posts	Turn Tables and Wyes	Communication	NORTHWARD	
		FIRST CLASS				No. 113, October 16, 1960						FIRST CLASS	
		27	21			22	28						
Other Tracks	Siding	Gulf Coast Special C. & S.	Texas Zephyr C. & S.	0	0	STATIONS		0	737.3		C	Texas Zephyr C. & S.	Gulf Coast Special C. & S.
		Leave Daily	Leave Daily			DENVER U. D. YL 0.5						Arrive Daily	Arrive Daily
Yard		7.50 PM	12.45 PM	0.5	0	D. & R. G. W. CROSSING C.B. & Q. CROSSING		0	736.8	T	C		
		8.00 PM	12.55 PM	RICE YARD YL 1.3		0	736.4	735.1					
		Arrive Daily	Arrive Daily	0.9	31.7	SO. PARK JCT. YL 1.7		0	735.1			6.20 AM	5.55 PM
		0.10 23.4	0.10 23.4	2.2	39.6	D. & R. G. W. CROSSING SOUTH DENVER YL		0	733.4			Leave Daily	Leave Daily
				3.9		(3.9)						0.10 23.4	0.10 23.4
						Time Over District Average Speed per Hour							

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.

3 DENVER DIVISION.

DENVER DISTRICT

SOUTHWARD

FIRST CLASS

Track Capacity 48 ft. Per Car										Communication	Turn Tables and Wyes	A. T. & S. F. Mile Posts	D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE No. 113, October 16, 1960	
Other Tracks	Siding	27	3	21	1	STATIONS										
		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											
		8.00 ^{PM}	4.15 ^{PM}	12.55 ^{PM}	9.10 ^{AM}	C						3.8				SOUTH DENVER YL
		8.06	4.20	1.00	9.16	B						7.5	51.0			3.9 ENGLEWOOD YL
		8.07	4.21	1.01	9.17	B	Y					8.2	52.8			0.7 MILITARY JCT. YL
	106	f 8.10	b 4.28	1.04	a 9.20	C	Y					10.3	52.8			2.1 LITTLETON YL
	37	8.14	4.33	1.07	9.24	B						13.5	50.0			3.2 WOLHURST
	88	8.18	4.36	1.11	9.28	B						17.0	52.8			3.5 ACQUIA
	49	8.21	4.40	1.15	9.32	C						20.7	53.0			3.7 LOUVIERS YL
14	101	8.25	4.44	1.19	f 9.36	B						24.5	64.5			3.8 SEDALIA
5	80	8.28	4.48	1.23	9.40	B					709.5		73.9			3.3 ORSA
25	114	f 8.32	4.53	1.28	9.46	B					705.2		73.9			4.3 CASTLE ROCK
5	61	8.39	5.00	1.34	9.53	B					700.2		73.9			5.0 TOMAH
24	80	f 8.46	5.05	1.40	f 9.58	B					694.9		73.9			5.3 LARKSPUR
6	80	8.51	5.09	1.44	f 10.04	B					691.5		73.9			3.4 GREENLAND
	58	8.55	5.13	1.48	10.08	B					688.8		73.9			2.7 SPRUCE
19	92	9.00	5.17	1.52	f 10.13	C						61.9	73.9			2.5 PALMER LAKE YL
24	68	9.05	5.23	1.57	f 10.18	B						55.9	0			4.0 MONUMENT
54	57	9.12	5.31	2.03	10.26	B						63.5	0			7.6 HUSTED
13		9.22	5.43	2.13	10.36	B						72.3	0			8.8 ROSWELL YL
Yard	119	b 9.38	b 5.55	b 2.27	s 10.40 10.50	C	Y					74.9	0			2.6 COLORADO SPRINGS YL
Yard	124	9.45	6.01	2.34	10.58	B						79.1	0			4.2 KELKER YL
31	78	f 9.53	6.09	2.42	f 11.08	B					660.5		0			9.2 FOUNTAIN
4	73	9.59	6.16	2.48	11.15	B					643.7		0			6.8 BUTTES
5	47	10.04	6.21	2.53	11.21						638.4		0			5.3 HENKEL
25	80	10.09	6.26	2.58	11.27	B					632.7		0			5.7 PINON
8	118	10.12 ^{PM}	6.29 ^{PM}	3.01 ^{PM}	11.31 ^{AM}						630.3		0			2.4 BRAGDON
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily											(104.0)
		2.12 48.0	2.14 46.5	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. 113, October 16, 1960		Ruling Grade Ascending	D. & R. G. W. Mile Posts	A. T. & S. F. Mile Posts	Turn Tables and Wyes	Communication	NORTHWARD				Track Capacity 48 ft. Per Car					
							FIRST CLASS									
							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		Sidings	Other Tracks				
TWO TRACKS	AUTOMATIC BLOCK SYSTEM	0		733.4		C	6.20 ^{AM}	9.48 ^{AM}	2.50 ^{PM}	5.55 ^{PM}						
		0		729.4		C	6.14	9.43	2.41	5.47		63	57			
		0		726.6		C	6.10	9.39	2.36	5.43		59	28			
		0		719.4		B	6.02	9.29	2.26	5.34		82	9			
		0		712.8		B	5.55	9.22	2.19	5.27		98	15			
		0	32.5			C	5.47	9.13	2.10	5.19		78	17			
		0	43.0			B	5.36	9.02	1.58	5.08		81	23			
		0		686.2		C	5.26	8.52	1.47	4.57		69	83			
		73.9		682.5		B	5.19	8.46	1.38	4.49		53 47	12			
		73.9		679.6		B	5.15	8.42	1.34	4.45		80	20			
		52.8		676.7		B	5.11	8.38	1.30	4.40		50	7			
		52.8		673.7			5.06	8.34	1.26	4.36		58	5			
		52.8				B	5.03	8.31	1.23	4.33		95	153			
		52.8		671.5		B	4.58	8.25	1.18	4.28			115			
		52.8		667.0		B										
		52.8		663.2	Y	C	4.50	8.18	1.10	4.20			Yard			
		52.8		659.6		B	4.40	8.02	12.53	3.59		99	Yard			
		52.8		657.4		B	4.38	8.00	12.50	3.56		82	5			
		48.0		653.9		B	4.35	7.57	12.46	3.53		58	5			
		39.0	87.9			B	4.32	7.54	12.42	3.50		94	42			
48.0	93.4			B	4.27	7.49	12.36	3.44		72	9					
46.0	99.0			B	4.22	7.44	12.30	3.39		90	9					
46.0	105.3			B	4.16	7.38	12.24	3.32		49						
37.0	108.5				4.13 ^{AM}	7.35 ^{AM}	12.20 ^{PM}	3.28 ^{PM}								
					Leave Daily	Leave Daily	Leave Daily	Leave Daily								
					2.07 49.1	2.13 46.5	2.30 41.5	2.27 42.4								
(108.9)																
Time Over District Average Speed per Hour																

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.

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. 113, October 16, 1960	Ruling Grade Ascending	Turn Tables and Wyes	Communication
Other Tracks	Sidings						
		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. & R. G. W.

Miles from Denver	BETWEEN		POINTS	Miles from Denver	BETWEEN		POINTS
	Denver	Littleton	Trailing Trailing Facing		Pueblo Jct. Pueblo Jct. Pueblo Jct.	Pueblo Pueblo Pueblo	Trailing Facing Trailing
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.

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.

(C) Rule 321 (C) of the Rules, Operating Department 1959, is amended as follows:

At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do no foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

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).

Louviere—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 Main Track	70	55
Siding Bragdon	30	30
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
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

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
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	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	40	35
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	45	40
3 Curves, MP 62.8 to 63.7 D&RGW	40	35

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
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 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

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

(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	3	5	5
Passenger Cars:			
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.

(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.

"T"—Interlocked Switch.

"S"—Spring Switch.

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

3. SPEED REGULATIONS—(Cont'd).

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

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
Skinnners	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

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

(J) 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.

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.—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.

The reverse side of the slow board is painted green and indicates a point twenty-five hundred (2,500) feet beyond the restricted territory and serves as a guide in resuming normal speed.

(C) LITTLETON—Within City Limits, while making either through movements, or switching, if proper headlight not burning on front of engine, or cars, from 30 minutes after sunset to 30 minutes before sunrise, movement across each crossing must be made after coming to stop and flagging each crossing.

(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.

(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.

(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.

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.

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

COLORADO SPRINGS CONNECTION TRACK—ABS, Signal System Two, Southward Siding between M.P. 75.6 and south end of this track and on Connection Track between Southward Siding and Northward Track at Colorado Springs. Normal position of switch at D. & R. G. W.-A. T. & S. F. connection, south end of yard, Southward Track, is for Connection Track.

If signal does not clear for movement from south end of Southward Siding to Southward Track operate time release in accordance with instructions posted in telephone booth.

A train or engine moving northward from Southward Track to Connection Track must secure permission from Control Station before lining Connection Track switch.

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.

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.

SPECIAL RULES.

DENVER DIVISION. 10

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

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			