

The
Atchison, Topeka & Santa Fe Railway
Company

The
Denver and Rio Grande Western Railroad
Company

DENVER DIVISION

**TIME TABLE
No. 91**

In Effect Sunday, February 20, 1949
At 12:01 A. M. Mountain Standard Time

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

G. C. JEFFERIS,
General Manager,
Amarillo, Texas

A. E. PERLMAN
General Manager,
Denver, Colorado

W. L. MORE,
Assistant Gen'l Mgr.
La Junta, Colorado

L. F. WILSON,
Assistant Gen'l Mgr.
Denver, Colorado

J. E. LESTER,
Superintendent,
Pueblo, Colorado

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

L. T. WRIGHT
Superintendent,
Denver, Colorado

A. T. & S. F.

J. P. SPEARS, Trainmaster.....Pueblo, Colo.
G. A. BIGELOW, Chief Dispatcher.....Pueblo, Colo.
L. M. MURPHY, Ass't. Chief Dispatcher.....Pueblo, Colo.
R. HARTLEY, Ass't. Chief Dispatcher.....Pueblo, Colo.

TRAIN DISPATCHERS—PUEBLO, COLORADO

T. C. HIESTAND	W. BERKOVITZ
G. L. HUPP	W. H. SNIFF
M. E. GIBSON	W. N. WILLIS
A. W. JORDAN	

D. & R. G. W.

C. V. COLSTADT, Ass't. Superintendent.....Denver, Colo.
F. E. FOLEY, Actg. Ass't. Supt., Pueblo Term.....Pueblo, Colo.
C. E. McENANY, Trainmaster.....Pueblo, Colo.
R. J. HENRY, Terminal Trainmaster.....Denver, Colo.
R. R. MARNER, Road Foreman of Equipment.....Denver, Colo.
S. F. O'BRIEN, Chief Dispatcher.....Denver, Colo.
H. M. CLIFFORD, Ass't. Chief Dispatcher.....Denver, Colo.
J. B. CULBERTSON, Ass't. Chief Dispatcher.....Denver, Colo.

TRAIN DISPATCHERS — DENVER, COLORADO

E. W. LARMEE	T. C. JACKSON
J. O. SMITH	W. L. GADDIS

Timetable 90 eff 28 Nov 1948
92 2 Apr 1950

DENVER DISTRICT—D. & R. G. W.

DENVER DIVISION. 1

Track Capacity 45 ft. Per Car		SOUTHWARD			D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Distance from Pueblo	Fuel, Water, Turn Tables and Wyes	Communication	NORTHWARD		
		FIRST CLASS					No. 91, February 20, 1949							FIRST CLASS		
		15	3	1			16	4	2							
Other Tracks.	Sidings.	Passenger D. & R. G. W.	Colorado Eagle D. & R. G. W.	Royal Gorge D. & R. G. W.									Passenger D. & R. G. W.	Colorado Eagle D. & R. G. W.	Royal Gorge D. & R. G. W.	
		Leave Daily	Leave Daily	Leave Daily										Arrive Daily	Arrive Daily	Arrive Daily
		7.30 PM	4.10 PM	8.50 AM												
	Yard	7.35	4.15	8.55	2.0	72.4			23.5	118.4		C				
		7.39 PM	4.19 PM	8.59 AM	3.6	36.0			30.5	116.4	W F T Y	C				
		Arrive Daily	Arrive Daily	Arrive Daily						114.8		C				
		0.09 24.0	0.09 24.0	0.09 24.0												
							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 ...									

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.

First class trains are not required to register at Burnham, but will be registered by the Train Dispatcher through the operator.

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

SOUTHWARD—Move on receipt of numbered Clearance Card.

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

DENVER DISTRICT—A. T. & S. F.

Track Capacity 50 ft. Per Car.		SOUTHWARD				Distance from Denver	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Distance from Atchison A. T. & S. F.	Fuel, Water, Turn Tables and Wyes	Communication	NORTHWARD			
		FIRST CLASS						No. 91, February 20, 1949							FIRST CLASS			
		141	27	21	101			22	130	102					28			
Other Tracks.	Sidings.	California and Chicago Express A. T. & S. F.	Gulf Coast Special C. & S.	Texas Zephyr C. & S.	Centennial State A. T. & S. F.													
		Leave Daily	Leave Daily	Leave Daily	Leave Daily													
		7.50 PM	7.00 PM	12.30 PM	12.01 PM	0			0	737.3		C						
						.5			0	738.8								
	Yard					0.9				738.4	W F T	C						
						2.2	31.7			735.1								
		8.00 PM	7.10 PM	12.40 PM	12.11 PM	3.9	39.6			733.4		C						
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily													
		0.10 23.4	0.10 23.4	0.10 23.4	0.10 23.4													
							STATIONS.											
							DENVER U. D. YL 0.5											
							C. B. & Q. CROSSING 0.4											
							RICE YARD YL 1.3											
							SO. PARK JCT. 1.7											
							SOUTH DENVER YL D. & R. G. W. CROSSING											
							(3.9)											
							... Time Over District ...											
							... Average Speed per Hour ...											

First class trains must get numbered clearance card at D. & R. G. W. office of Communication, Denver, U. D.

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

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

2 DENVER DIVISION.

DENVER DISTRICT

		SOUTHWARD							Communication	Fuel, Water, Turn Tables and Wyes	Distance from Atchison A. T. & S. F.	D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE	
		FIRST CLASS												No 91,	
		141	15	27	3	21	101	1						February 20, 1949	
		California and Chicago Express A. T. & S. F.	Passenger D. & R. G. W.	Gulf Coast Special C. & S.	Colorado Eagle D. & R. G. W.	Texas Zephyr C. & S.	Centennial State A. T. & S. F.	Royal Gorge D. & R. G. W.				STATIONS.			
Other Tracks.	Siding.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
		8.00PM	7.39PM	7.10PM	4.19PM	12.40PM	12.11PM	8.59AM	C			3.6		SOUTH DENVER YL	
		8.05	7.44	7.15	4.24	12.45	12.15	9.04	B			7.5	51.0	3.9	
		8.06	7.45	7.16	4.25	12.46	12.16	9.05	B	Y		8.2	52.8	ENGLEWOOD YL	
	122	8.09	7.49	7.19	4.28	12.48	12.19	9.08	C	Y		10.3	52.8	0.7	
	46	8.13	7.54	7.23	4.32	12.51	12.23	9.13	B			13.5	50.0	MILITARY JCT. YL	
4	94	8.18	7.59	7.27	4.36	12.54	12.27	9.18	B			17.3	52.8	2.1	
	62	8.23	8.05	7.31	4.40	12.57	12.31	9.22	C			20.7	53.0	LITTLETON YL	
15	115	8.29	8.10	7.35	4.44	1.01	12.35	9.27	C	W		24.5	64.5	3.2	
5	80	8.34	8.15	7.40	4.48	1.05	12.40	9.32	B		709.5		73.9	WOLHURST	
25	114	8.41	8.23	7.47	4.54	1.11	12.47	9.39	B		705.2		73.9	3.8	
5	61	8.49	8.31	7.54	5.00	1.18	12.53	9.46	B		700.2		73.9	ACEQUIA	
24	80	9.00	8.40	8.01	5.06	1.25	1.00	9.53	C	W	694.9		73.9	3.4	
6	80	9.08	8.46	8.06	5.11	1.29	1.04	9.58	B		691.5		73.9	LOUVIERS YL	
	58	9.13	8.52	8.10	5.15	1.33	1.07	10.02	B		688.8		73.9	3.8	
19	104	9.18	8.57	8.20	5.19	1.38	1.15	10.12	C	W		61.9	73.9	SEDALIA	
74	83	9.24	9.03	8.25	5.24	1.43	1.21	10.18	B			55.9	0	3.3	
	62	9.32	9.13	8.34	5.31	1.50	1.29	10.26	B			61.9	0	ORSA	
14		9.45	9.26	8.44	5.43	2.00	1.40	10.38	B			72.3	0	4.3	
Yard	121	10.00	9.30 9.45	9.00	5.50	2.10	1.50	10.42 10.47	C	W Y		74.9	0	CASTLE ROCK	
Yard	125	10.05	9.51	9.06	5.55	2.16	1.56	10.54	B			79.1	0	5.0	
31	78	10.15	10.01	9.15	6.04	2.23	2.05	11.04	C	W	650.5		0	TOMAH	
4	73	10.23	10.09	9.22	6.11	2.29	2.12	11.11	B			643.7	0	5.3	
5	47	10.29	10.15	9.28	6.16	2.34	2.17	11.17				638.4	0	LARKSPUR	
8	80	10.35	10.21	9.34	6.21	2.39	2.23	11.23	B			632.7	0	3.4	
8	81	10.38PM	10.26PM	9.37PM	6.24PM	2.42PM	2.27PM	11.27AM	C			630.3	0	GREENLAND	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					0	2.7	
		2.38 39.5	2.47 41.0	2.27 42.9	2.05 49.9	2.02 51.1	2.17 45.5	2.28 43.6					0	SPRUCE	
													0	2.5	
													0	PALMER LAKE YL	
													0	4.0	
													0	MONUMENT	
													0	6.0	
													0	HUSTED	
													0	10.4	
													0	ROSWELL YL	
													0	2.6	
													0	COLORADO SPRINGS	
													0	4.2	
													0	KELKER YL	
													0	9.2	
													0	FOUNTAIN	
													0	6.8	
													0	BUTTES	
													0	5.3	
													0	HENKEL	
													0	5.7	
													0	PINON	
													0	2.4	
													0	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.

Between M.P. 74.0 and crossover south of Midland Terminal Bridge, M.P. 75.6, Colorado Springs, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 M.P.H.; between these points main track may be used not protecting against regular and extra trains and engines.

Time applies as follows:

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

Between South Denver and Bragdon trains will run as prescribed by Rule 251.

Automatic Block Signal System Two in effect between South Denver and Bragdon.

TWO TRACKS

AUTOMATIC BLOCK SIGNAL SYSTEM

DENVER DISTRICT

DENVER DIVISION. 3

TIME TABLE No. 91, February 20, 1949		NORTHWARD										Track Capacity A. T. & S. F. 50 ft. Per Car. D. & R. G. W. 45 ft. Per Car			
		FIRST CLASS													
		16 22 130 4 102 2 28													
		Passenger Texas Zephyr Chicago and California Express Colorado Eagle Centennial State Royal Gorge Gulf Coast Special D. & R. G. W. C. & S. A. T. & S. F. D. & R. G. W. A. T. & S. F. D. & R. G. W. C. & S.													
STATIONS.		Ruling Grade Ascending	D. & R. G. W. Mile Posts	Distance from Atchison A. T. & S. F.	Fuel, Water, Turn Tables and Wyes	Communication	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Sidings.	Other Tracks.
TWO TRACKS AUTOMATIC BLOCK SYSTEM				733.4		C	7.02 ^{AM}	7.20 ^{AM}	7.40 ^{AM}	9.14 ^{AM}	2.35 ^{PM}	6.18 ^{PM}	9.30 ^{PM}		
		0		729.4		C	6.55	7.14	7.33	9.09	2.27	6.12	9.23	63	45
		0		726.6		C	f 6.50	7.09	7.30	9.06	s 2.21	s 6.08	9.20	59	25
		0		719.5		B	6.36	7.01	7.19	8.58	2.07	5.54	9.10	82	6
		0		712.8	W	B	f 6.28	6.53	7.11	8.50	1.59	5.46	9.01	98	15
		0	32.5			C	s 6.17	6.43	7.01	8.40	1.49	5.36	8.50	95	18
		0	43.0		W	B	s 6.01	6.31	6.50	8.29	f 1.37	5.25	8.38	100	43
		73.9		686.2	Y	C	f 5.47	6.20	6.39	8.18	1.26	5.14	8.27	69	83
		73.9		682.5		C	5.40	6.13	6.31	8.12	f 1.17	5.06	8.19	53 47	12
		52.8		679.6	W	B	5.34	6.10	6.26	8.08	1.11	5.01	8.13	80	20
		52.8		676.7		B	5.29	6.06	6.22	8.04	1.07	4.57	8.09	50	7
		52.8		673.7			5.24	6.01	6.17	8.00	1.02	4.52	8.05	58	5
		52.8		671.5		B	5.20	5.57	6.14	7.56	12.59	4.49	8.01	82	7
		52.8		667.0		B	5.14	5.52	6.08	7.51	12.53 ^{PM}	4.43	7.55	49	66
		52.8		663.2	W F Y	C	s 5.05 5.00	s 5.45	s 6.00	s 7.45	s 12.44	s 4.35 4.30	s 7.45	Yard	
		52.8		659.5		B	4.52	5.32	5.47	7.37	12.30	4.22	7.30	99	Yard
		48.0		657.4		B	4.48	5.29	5.44	7.35	12.27	4.19	7.26	82	5
		39.0		653.9			4.42	5.25	5.40	7.32	12.24	4.15	7.22	58	5
		48.0	87.9		W	C	s 4.38	5.22	5.37	7.29	12.21	4.11	7.18	108	45
		48.0	93.4			B	4.30	5.16	5.31	7.24	12.15	4.05	7.12	83	10
46.0	99.0			B	4.22	5.10	5.25	7.19	12.09	3.59	7.06	106	10		
37.0	105.3		W	B	4.14	5.04	5.18	7.13	12.03 ^{PM}	3.52	6.59	67			
(103.9)	108.5			C	4.10 ^{AM}	5.00 ^{AM}	5.14 ^{AM}	7.10 ^{AM}	11.58 ^{AM}	3.48 ^{PM}	6.54 ^{PM}				
					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
					2.52 37.3	2.15 46.2	2.26 42.7	2.04 50.3	2.37 39.6	2.30 43.0	2.36 40.0				

Between D. & R. G. W. connection, M.P. 662.4 and Bridge 663-I at Colorado Springs, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 M.P.H.; between these points main track may be used not protecting against regular and extra trains and engines.

Trains must get numbered clearance card before leaving Colorado Springs.

Between Bragdon and South Denver trains will run as prescribed by Rule 251.

Automatic Block Signal System Two in effect between Bragdon and South Denver.

4 DENVER DIVISION.

DENVER DISTRICT—A. T. & S. F.

Track Capacity 50 ft. Per Car.		SOUTHWARD				Distance from Atchison	Ruling Grade Ascending	NORTHWARD			
		FIRST CLASS						FIRST CLASS			
		141	27	21	101			22	130	102	28
		California and Chicago Express A. T. & S. F.	Gulf Coast Special C. & S.	Texas Zephyr C. & S.	Centennial State A. T. & S. F.			Texas Zephyr C. & S.	Chicago and California Express A. T. & S. F.	Centennial State A. T. & S. F.	Gulf Coast Special C. & S.
Other Tracks.	Sidings.	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
8	81	10.38PM	9.37PM	2.42PM	2.27PM	630.3	0				
5	58	10.44	9.44	2.47	2.33	624.2	26.4				
	Yard	10.49	9.50	2.51	2.39	619.6	0				
						619.0	22.0				
		10.55PM	9.55PM	2.57PM	2.45PM	618.8					
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
		0.17 40.6	0.18 38.3	0.15 46.0	0.23 38.3						
								<p>TIME TABLE No. 91, February 20, 1949</p>			
								<p>STATIONS.</p>			
								<p>BRAGDON 6.1</p>			
								<p>HERRICK 4.6</p>			
								<p>PUEBLO 4th ST. YL 0.6</p>			
								<p>D. & R. G. W. Crossing YL 0.2</p>			
								<p>PUEBLO U. D. YL</p>			
								<p>(11.5)</p>			
								<p>...Time Over District... ...Average Speed per Hour...</p>			
								<p>52.8 52.8 52.8 0</p>			
								<p>C B C C</p>			
								<p>5.00AM 4.54 4.50 4.45AM</p>			
								<p>5.14AM 5.07 5.00 4.55AM</p>			
								<p>11.58AM 11.52 11.45 11.40AM</p>			
								<p>6.54PM 6.46 6.40 6.35PM</p>			
								<p>0.15 46.0</p>			
								<p>0.19 38.3</p>			
								<p>0.18 38.3</p>			
								<p>0.19 36.3</p>			

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

Trains originating must register and get numbered clearance card, at yard office, Pueblo.

Between North end Pueblo Union Depot tracks and M.P. 619.2 there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 M.P.H.; between these points main track may be used not protecting against regular and extra trains and engines.

Signal System One in effect between M.P. 619.2 and Bragdon.

M.P. 619.2 to M.P. 620.7 controlled by interlocked signals whose indications protect rear of trains within these limits.

All hand thrown switches within these interlocking limits are equipped with switch indicators. Telephones connected with Pueblo 4th Street, located near these switches. Before trains or engines enter main track within these interlocking limits must get proper signal or consult signalman at Pueblo 4th Street.

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.

Time of northward trains Pueblo 4th Street applies at switch M.P. 620.7, north end of yard.

DENVER DISTRICT—D. & R. G. W.

DENVER DIVISION. 5

Track Capacity 45 ft. Per Car.		SOUTHWARD			D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE			Ruling Grade Ascending	Distance from Pueblo	Fuel, Water, Turn Tables and Wyes	Communication	NORTHWARD		
		FIRST CLASS					No. 91,							FIRST CLASS		
		15	3	1			February 20, 1949							16	4	2
Other Tracks.	Sidings.	Passenger D. & R. G. W.	Colorado Eagle D. & R. G. W.	Royal Gorge D. & R. G. W.	STATIONS.			Passenger D. & R. G. W.	Colorado Eagle D. & R. G. W.	Royal Gorge D. & R. G. W.						
		Leave Daily	Leave Daily	Leave Daily			ABS						Arrive Daily	Arrive Daily	Arrive Daily	
		10.26PM	6.24PM	11.27AM	108.5	0	BRAGDON	} Two Main Tracks	52.8	10.9	C	4.10AM	7.10AM	3.48PM		
					109.6	0	1.1 TAPP		41.2	9.8	B					
					116.7	0	7.1 FUEGO	} Two Main Tracks	42.2	2.7	B					
		10.39PM	6.34PM	11.39AM	118.5	0	1.8 PUEBLO JCT. (A.T.&S.F. Crossing		31.7	0.9		3.54AM	6.59AM	3.34PM		
					118.8	0	0.3 Mo. Pac. Crossing	22.0	0.6							
	Yard	10.50PM	6.40PM	11.45AM	119.4	0	0.6 PUEBLO U. D.			W F T Y	C	3.50AM	6.55AM	3.30PM		
		Arrive Daily	Arrive Daily	Arrive Daily			(10.9)						Leave Daily	Leave Daily	Leave Daily	
		0.24 27.2	0.16 40.9	0.18 36.3			...Time Over District... ...Average Speed per Hour...						0.20 32.7	0.15 43.6	0.18 36.3	

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 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 trains originating 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.

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

If interlocking home signal governing northward movements at Pueblo Junction or interlocking home signal governing southward movements at Bragdon cannot be cleared, hand signal from operator will be authority to proceed through interlocking limits only and permissive card in addition must be secured before proceeding through C.T.C. limits. Southward trains and engines may leave Bragdon without a clearance card, being governed by signal indication.

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.

6 DENVER DIVISION.

Fort Logan District—D. & R. G. W.

		SOUTHWARD			NORTHWARD					
<p>CROSSING RULES C. & S. Crossing No. 1 Fort Logan District is protected by Gate. D. & R. G. W. trains must stop unless gate is set against C. & S.</p>		Track Capacity 45 ft Per Car.		D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE No. 91, February 20, 1949		Ruling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communication
		Other Tracks.	Sidings.			STATIONS.				
				8.2	0	MILITARY JUNCTION 0.8		121.4	Y	B
				9.0	121.4	C. & S. Crossing No. 1 0.6		0		
		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
1.0	Denver	Littleton	Trailing	118.8	Pueblo Jct.	Pueblo	Trailing
1.6	Denver	Littleton	Trailing	118.9	Pueblo Jct.	Pueblo	Facing
2.3	Denver	Littleton	Facing	119.0	Pueblo Jct.	Pueblo	Trailing
BETWEEN D. & R. G. W. AND A. T. & S. F.							
Littleton, Sedalia,	Palmer Lake, Colorado Springs,		Kelker, (2) Fountain,	Buttes, (2)			

SOUTHWARD						Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	NORTHWARD					
75	41	65	97	73	31		68	98	66	36	46	76
Fast Freight C. & S.	Fast Freight A. T. & S. F.	Fast Freight D. & R. G. W.	Way Freight A. T. & S. F.	Fast Freight C. & S.	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.	Fast Freight C. & S.
Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily		DENVER	Arrive Daily	Arrive Tue., Thurs. & Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
6.00 AM	10.00 PM		11.30 AM	11.00 AM	1.30 PM	BURNHAM		9.30 PM		9.00 PM	3.00 AM	11.00 PM
		9.00 PM				COLORADO SPRINGS	7.00 PM		3.00 AM			
8.00 AM	1.10 AM	12.15 AM	4.30 PM	2.15 PM	4.30 PM	PUEBLO—A. T. & S. F.	3.15	5.00 PM	11.30 PM	6.00 PM	11.15 PM	7.50 PM
9.45 AM	3.00 AM			4.00 PM	6.00 PM	PUEBLO—D. & R. G. W.				4.35 PM	9.30 PM	6.30 PM
		2.00 AM					1.15 PM		9.00 PM			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed. & Fri.	Arrive Daily	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

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

FROM	TO	Class 5400 H.P. Diesels 540-547 549-551	Class 5400 H.P. Diesels 548	Class 6000 H.P. Diesels 552-554	Class 6000 H.P. 555-557	Class L-131-132 Engines 3600-3619	Class M-78 Engines 1511-1520	Class L-77 Engines 3360-3375	Class M-68 Engines 1800-1804	Class M-64 M-67 Engines 1501-1510 1521-1530 1700-1713	Class K-59 Engines 1200-1213	Class C-48 Engines 1131-1199	Class P-44 Engines 800-805	Adjust- ment Factor
		Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Burnham.....	Louviers.....	6000	5250	6000	7800	6000	3240	3340	2860	2630	2045	1800	1425	5
Louviers.....	Palmer Lake.....	3800	3600	3800	5500	3100	1920	2175	1875	1730	1315	1200	1070	4
Pueblo.....	Colorado Springs....	5400	4500	6000	7800	5000	2835	3370	2790	2600	1800	1590	1580	6
Colorado Springs....	Palmer Lake.....	3650	3600	3660	4800	3000	1840	2150	1750	1650	1190	1060	1020	4

**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.

2. YARD LIMITS.

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

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

Denver (extends to and includes South Denver).

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

Kelker.

Louviers—D. & R. G. W.

Palmer Lake.

Pueblo.

3. SPEED REGULATIONS.

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

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
DENVER DISTRICT	70	45
D. & R. G. W.— BETWEEN DENVER U. D. AND BURNHAM (West 8th Ave.)	25	20
BETWEEN BURNHAM (West 8th Ave.) AND SOUTH DENVER (w. Virginia Ave.)	25	25
A. T. & S. F.—D. & R. G. W.— BETWEEN SOUTH DENVER (West Virginia Ave.) AND SOUTH CITY LIMITS (A.T.&S.F. M.P. 730.5, D.&R.G.W. M.P. 6.4)	35	30
FORT LOGAN DISTRICT	15	15
PUEBLO AND BRAGDON		
A. T. & S. F.		
Curve, MP 620.6 to 620.9	45	45
Curve, MP 622.5 to 623.1	70	45
3 Curves, MP 623.9 to 625.9	70	45
3 Curves, MP 627.0 to 628.9	60	45
Curve, MP 629.7 to 630.1 Southward	70	45
Curve, MP 629.7 to 630.1 Northward	30	20
D. & R. G. W.		
Curve, MP 112.8 to 113.0	55	45
Curve, MP 114.4 to 114.8	55	45
Curve, MP 115.1 to 115.2	55	45
Curve, MP 116.6 to 116.7	55	45
Curve, MP 117.8 to 117.9	55	45
Curve, MP 118.2 to 118.5	30	25
Curve, MP 119.1 to 119.3	30	25

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
2 Curves, MP 86.3 to 85.2 D&RGW to 85.2 AT&SF	50	45
Curve, MP 653.6 to 653.8 AT&SF	50	45
Curve, MP 658.2 to 658.4 AT&SF	50	45
Curve, MP 659.1 to 659.3 AT&SF	43	38
Curve, MP 660.0 to 660.1 AT&SF	40	35
2 Curves, MP 660.7 to 661.3 AT&SF	50	45
3 Curves, MP 661.7 to 662.5 AT&SF	37	32
2 Curves, MP 663.7 to 664.2 AT&SF	25	20
2 Curves, MP 664.5 to 665.1 AT&SF	30	25
Curve, MP 667.3 to 667.8 AT&SF	50	45
8 Curves, MP 668.7 to 671.6 AT&SF	40	35
4 Curves, MP 672.1 to 674.6 AT&SF	37	32
4 Curves, MP 675.4 to 677.5 AT&SF	40	35
3 Curves, MP 678.4 to 679.9 AT&SF	37	32
2 Curves, MP 680.9 to 681.7 AT&SF	50	45
2 Curves, MP 682.5 to 683.3 AT&SF	40	35
8 Curves, MP 683.8 to 686.2 AT&SF	37	32
4 Curves, MP 686.4 to 687.6 AT&SF	45	40
2 Curves, MP 688.0 to 49.6 D&RGW to 49.6 AT&SF	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 to 25.0 D&RGW to 25.2 AT&SF	70	45
7 Curves, MP 713.1 to 715.9 AT&SF	62	45
Curve, MP 716.8 to 717.0 AT&SF	62	45
2 Curves, MP 717.7 to 718.0 AT&SF	70	45
2 Curves, MP 719.3 to 720.0 AT&SF	70	45
7 Curves, MP 720.8 to 723.5 AT&SF	43	38
Curve, MP 724.4 to 724.6 AT&SF	70	45
3 Curves, MP 725.8 to 726.9 AT&SF	55	45
3 Curves, MP 728.5 to 730.3 AT&SF	70	45
SOUTHWARD TRACK		
Curve, MP 18.0 to 18.2 D&RGW	55	45
2 Curves, MP 21.6 to 22.0 D&RGW	55	45
2 Curves, MP 23.4 to 24.0 D&RGW	55	45
2 Curves, MP 712.4 to 712.1 AT&SF	40	35
3 Curves, MP 711.3 to 710.2 AT&SF	40	35
Curve, MP 708.9 to 708.8 AT&SF	50	45
Curve, MP 708.1 to 707.9 AT&SF	40	35
2 Curves, MP 707.5 to 706.8 AT&SF	40	35

8 DENVER DIVISION.

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
BRAGDON AND SOUTH DENVER—		
(Cont'd)		
SOUTHWARD TRACK—(Cont'd)		
Curve, MP 706.1 to 706.0 AT&SF	55	45
6 Curves, MP 705.5 to 703.7 AT&SF	30	25
2 Curves, MP 700.0 to 699.1 AT&SF	50	45
2 Curves, MP 698.4 to 697.6 AT&SF	40	35
Curve, MP 697.0 to 696.8 AT&SF	50	45
2 Curves, MP 696.3 to 695.4 AT&SF	40	35
4 Curves, MP 694.5 to 692.9 AT&SF	40	35
2 Curves, MP 692.1 to 690.7 AT&SF	40	35
Curve, MP 690.0 to 689.9 AT&SF	45	45
4 Curves, MP 688.9 AT&SF		
to 49.9 D&RGW	35	30
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	45	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
5 Curves, MP 86.2 D&RGW		
to 851.5 AT&SF	70	45
Curve, MP 649.3 to 649.1 AT&SF	70	45
4 Curves, MP 648.4 to 647.4 AT&SF	45	45
2 Curves, MP 646.5 to 646.0 AT&SF	70	45
Curve, MP 643.9 to 643.8 AT&SF	70	45
Curve, MP 642.6 to 642.4 AT&SF	70	45
2 Curves, MP 640.8 to 640.3 AT&SF	70	45
Curve, MP 637.9 to 637.7 AT&SF	70	45
Curve, MP 635.1 to 634.9 AT&SF	70	45
Curve, MP 634.3 to 634.1 AT&SF	70	45
Curve, MP 633.5 to 633.3 AT&SF	70	45
Curve, MP 632.0 to 631.3 AT&SF	70	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.....	Main Street.....	20
Castle Rock.....	Through city limits—Northward Track	15
Colorado Springs.....	All streets.....	18
A. T. & S. F.		
Pueblo.....	Santa Fe Ave., Main Street, Union Ave., Grand Ave., and Fourth Street.....	5

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

(D) MAXIMUM LOCOMOTIVE SPEEDS

ENGINES	Miles Per Hour	Light Engines Forward	All Engines Backing up
		Miles Per Hour	Miles Per Hour
A. T. & S. F.			
Diesels 1 to 33, Incl., and 51 to 62, 70 to 73, Incl., 90 and 159	100	40	40‡
Diesels 100 to 157, Incl., 160, 161, 165 and 169-186, Incl. and 200- 201	65	40	40‡
Diesels 158, 162, 163, 164, 166, 167 and 168	95	40	40‡
Motors M-105, M-189, Incl.	60	60	25
Motor M-190	75	60	25
(A) Atlantic Type 79 in. Drivers	100	40	25
(B) Atlantic Type 74 in. Drivers	90	40	25
(C) Pacific Type 79-84 in. Drivers	100	40	25
(D) Pacific Type 73-74 in. Drivers	80	40	25
3700 to 3750, Incl.	70	40	25
2900-2929; 3751-3775; 3776-3785, Incl.	90	40	25
(E) Prairie Type 70 in. Drivers except 1800-1886	50 60	40 40	25 25
789-825; 870-874; 1790-1797, Incl.	30	30	20
885-999; 1600-1705; 1950-1991	35	35	20
1798-1799	55	40	25
2506; 2531; 2535 to 2553, Incl.	35	35	20
2565 to 2569, Incl.	35	35	20
2507 to 2530, Incl.; 2532	55	40	25
3011 to 3027; 3100-3158	45	35	20
3160-3287; 4000-4115	60	40	25
3800-3940	55	40	25
5000-5035, Incl.	60	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 100-115, Incl.	60	40	40
350-353; 373-375, Incl.	65	40	25
370-372; 7000-7020, Incl.	70	40	25
521-531; 602-648, Incl.	40	35	20
900-914; 6100-6170; 6300-6309, Incl.	45	40	25
6310-6327, Incl.	50	40	25
D. & R. G. W.			
Diesel Mo. Pac. 7000-7014, Incl.	98	60	40
Diesels 548, 552-554, Incl.	70	60	60
Diesels 540-547; 549-551; 555-557, Incl.	65	60	60
Diesels 600-601	80	60	60
Diesels 66-74; 100-119, Incl.	50	50	50
Diesels 38-43, Incl.	35	35	35
763-793; 800-805, Incl.	70	50	20
1700-1713; 1800-1804, Incl.	70	50	20
1501-1530, Incl.	50	50	20
1000-1029; 1131-1199; 3550-3564	35	35	20
1200-1213, Incl.	55	45	20
3400-3415, Incl.	40	40	20
3600-3619, Incl.	45	45	20
3700-3714, Incl.	65	50	20
A. T. & S. F.-C. & S.-C. B. & Q. F. W. & D. C.-D. & R. G. W.			
All regularly assigned to switch service	20	20	20
All other engines	20	20	20

‡A. T. & S. F. and C. & S.-C. B. & Q.-F. W. & D. C. diesels when backing up as second unit, may operate at speed of lead unit.

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

(D) ENGINES AND DIAMETER OF DRIVERS A.T.&S.F.

GROUP (A) Atlantic Type 79" Drivers	GROUP (B) Atlantic Type 74" Drivers	GROUP (C) Pacific Type 79-84" Drivers	GROUP (D) Pacific Type 73-74" Drivers	GROUP (E) Prairie Type 70" Drivers
1413	550, 552, 556	1212	1226 to 1399*	1000 to 1152*
1416	558, 559	1218	3409, 3411	1207, 1210
1453	1458	3400 to 3408*	3443 to 3445*	1214, 1215
1468	1462, 1483	3410	3449	1800 to 1886*
1473	1487, 1488	3412 to 3442*	3500 to 3534*	
	1492, 1496, 1498	3446 to 3448* 3450 to 3459* 3460 to 3465*		

*Both inclusive.

(E) Movements Over Submerged Track.

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:			
Passenger.....	3	5	5
Freight.....	5	5	5
44-Ton Yard.....	2	5	5
Other Yard.....	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 Wrecking Cranes, etc.

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery running on their own running gear, must not exceed speed of twenty-four (24) miles per hour. Trains handling D. & R. G. W. steam derricks 0-24 and 0-27 must not exceed speed of thirty-five (35) miles per hour.

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

(G) Locomotives Handled Dead in Trains.

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

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

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

Gas and Diesel-Electric motor cars being towed, sixty (60) miles per hour.

Passenger Diesel locomotives ninety (90) miles per hour;

Freight Diesel locomotives sixty (60) miles per hour;

Yard Diesel locomotives thirty (30) 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:

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

3. SPEED REGULATIONS—(Cont'd).

(H) Spring Switches, Turnouts and Crossovers.

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

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
A. T. & S. F.				
Pueblo 4th St.	Turnout	Via Loop Line.....	5	5
Pueblo Yard	Interlocked	North end of yard.....	6	6
Herrick	Spring	Both ends of siding.....	15	15
Bragdon	Interlocked	South end siding.....	30	20
Bragdon	Interlocked	Crossovers A. T. & S. F. D. & R. G. W.	30	20
South Denver	Interlocked	Normal Route.....	30	30
		Reverse movements or movements other than normal route....	10	10
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
Skinner	Spring	North end of siding.....	15	15
Kelker	Spring	North end of siding.....	15	15
Colorado Springs	{Interlocked	South end of yard.....	15	15
	{Spring	North end of yard.....	15	15
Pikeview	Spring	North end of siding.....	15	15
Breed	Spring	North end of siding.....	15	15
Sommers	Spring	North end of siding.....	15	15
Husted	Spring	North end of siding.....	15	15
Pring	Spring	North end of siding.....	15	15
Monument	Spring	North end of old siding.....	15	15
Palmer Lake	Spring	North end of siding.....	15	15
Palmer Lake	Spring	North leg of wye.....	15	15
Larkspur	Spring	North end of siding.....	15	15
Castle Rock	Spring	North end of siding.....	15	15
Sedalia	Spring	North end of siding.....	15	15
Acequia	Spring	North end of siding.....	15	15
Littleton	Spring	North end of siding.....	15	15
Englewood	Spring	North end of siding.....	15	15
SOUTHWARD TRACK				
Littleton	Spring	South end of siding.....	20	20
Acequia	Spring	South end of siding.....	15	15
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	North end of siding.....	30	30
	{Spring	South end of yard.....	15	15
Kelker	Spring	South end of siding.....	15	15
Fountain	Spring	South end of siding.....	15	15
Buttes	Spring	South end of siding.....	15	15
Henkel	Spring	South end of siding.....	15	15

3. SPEED REGULATIONS—(Cont'd).

(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	-	59	61.0	1	40	36.0
-	37	97.3	1	—	60.0	1	42	35.3
-	38	94.7	1	02	58.0	1	44	34.6
-	39	92.3	1	04	56.2	1	46	34.0
-	40	90.0	1	06	54.2	1	48	33.3
-	41	87.8	1	08	52.9	1	50	32.7
-	42	85.7	1	10	51.4	1	52	32.1
-	43	83.7	1	12	50.0	1	54	31.6
-	44	81.8	1	14	48.6	1	56	31.0
-	45	80.0	1	16	47.4	1	58	30.5
-	46	78.3	1	18	46.1	2	—	30.0
-	47	76.6	1	20	45.0	2	05	28.8
-	48	75.0	1	22	43.9	2	10	27.7
-	49	73.5	1	24	42.9	2	15	26.7
-	50	72.0	1	26	41.9	2	30	24.0
-	51	70.6	1	28	40.9	2	45	21.8
-	52	69.2	1	30	40.0	3	—	20.0
-	53	67.9	1	32	39.1	3	30	17.1
-	54	66.6	1	34	38.3	4	—	15.0
-	55	65.5	1	36	37.5	5	—	12.0
-	56	64.2	1	38	36.8	6	—	10.0
-	57	63.2						

(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 Rule 761).

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.—117.9	.....	East 4th St. viaduct.
D.&R.G.W.—93.9	93.94	Fountain River bridge—Northward track
D.&R.G.W.—75.5	.....	Colorado Springs—Southward track.
D.&R.G.W.—75.0	.....	Mid. Term. bridge perpendicular clearance 17 ft. 4 in.
D.&R.G.W.—75.0	.....	Colorado Ave. viaduct.
D.&R.G.W.—74.7	.....	Bijou St. viaduct.
D.&R.G.W.—52.5	.....	Palmer Lake—Overpass—Southward track
A.T.&S.F.—685.7	685B	Palmer Lake—Overpass—Northward track
		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) Trains or engines entering main track where there is no head-out signal or switch indicator will line switch and wait three (3) minutes before fouling main track, protecting as prescribed by Rule 99.

Trainmen during this interval, must remain at switch, and, in event train is seen or heard approaching, switch must be immediately lined back for main track.

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

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

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

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

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

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

(C) BETWEEN PUEBLO JCT. AND M.P. 620.7 — A. T. & S. F. Manual block office, known as Block 2, is located at M.P. 618.5 east of Pueblo Union Depot.

Trains or engines between Pueblo Jct. and Block 2 will be governed by manual block signals whose indication supersedes time table superiority.

Via Pueblo Union Depot between Block 2 and M.P. 619.2 trains or engines will be governed by time table schedules.

Via Loop Line trains or engines between Block 2 and M.P. 619.2 will be governed by manual block signal indication at Block 2, and interlocked signal at M.P. 619.2.

Train sign located at Pueblo 4th Street interlocking station. When “TRAIN” is displayed, main track must be cleared promptly.

The train sign near crossover switch west end of freight yard is connected with interlocking signals and when “TRAIN” is displayed, it indicates approaching train is to head in, and lead must be cleared promptly and hand thrown inside crossover switch must be lined for crossover. Normal position of this switch is for Canon City District main track.

(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) 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.

Freight trains must stop at Palmer Lake and make test of air brakes as prescribed by Rule 947.

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.

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—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.

PUEBLO—D. & R. G. W. crossings located M.P. 619.0. Stop. See Rule 98(A).

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.

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

LOCATION	Mile Posts	Car Capacity	Switch Connections	Flag Stops for Trains
SOUTHWARD TRACK				
Yale Ave.....	6.5	10	South	Freight Only
Leyner Spur.....	9.9	31	South	Freight Only
Magazine.....	19.6	87	North	Freight Only
Edgerton.....	66.1	39	South	Freight Only
Woodmen.....	68.0	8	South	Freight Only
Carlton Mine.....	69.1	38	North & South	Freight Only
Widefield.....	83.6	65	South	Freight Only
Holmes.....	646.6	8	North & South	Freight Only
NORTHWARD TRACK				
Greenland.....	46.6	24	North	No. 16—Freight

8. BULLETIN BOOKS.

A. T. & S. F.

- COLORADO SPRINGS.....Telegraph Office.
- DENVER U. D.....Room 219.
- PUEBLO.....8th St. Yard Office, Roundhouse 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.....4th St. Block Office, 8th St. 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	Denver	Pueblo
Castle Rock	Littleton	Sedalia
Colorado Springs	Palmer Lake	
Southward Track—		
Bragdon	Denver	Pueblo
Burnham	Fountain	Sedalia
Colorado Springs	Palmer Lake	

11. STATUTORY REGULATIONS.

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

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

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

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Any Station		From connections	27	Littleton Castle Rock Larkspur Fountain	Beyond Pueblo	
2	Any Station		{ From connections From Grand Junction and beyond		Palmer Lake			Pueblo and Beyond	Denver
3	Any Station	East of Pueblo via Mo. Pac.	From connections at Denver and Colorado Springs	28	Palmer Lake	Denver	Pueblo and beyond
4	Any Station		From connections	102	Any Station		Beyond La Junta
15	Sedalia Castle Rock Larkspur	Castle Rock and beyond	{ Any station	101	Littleton Any Station	Colorado Springs Pueblo Rocky Ford La Junta and Beyond	
	Any Station	Beyond Pueblo					
16	Any Station Englewood		Beyond Pueblo Dispatch Mail	130	Any Station		Beyond La Junta
				141	Any Station	Beyond La Junta	

A. T. & S. F.

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

LOCAL WATCH INSPECTORS—DENVER DIVISION

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

SURGEONS OF

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

DR. R. G. SMITH, Chief Surgeon.....Topeka.

DENVER DIVISION—LA JUNTA HOSPITAL.

DR. J. A. SHAND, Surgeon in Charge.

DR. R. S. JOHNSTON, JR., Assistant Surgeon.

DR. C. J. BROWN, Consulting Dentist.

DR. R. S. JOHNSTON, Consultant.

LOCAL SURGEONS

DR. D. B. SHAW.....Pueblo.
 DR. WM. N. BAKER.....Pueblo.
 DR. H. S. RUSK, Eye, Ear, Nose and Throat.....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. C. J. KELLER.....Castle Rock.
 DR. G. C. MOORE.....Littleton.
 DR. J. F. PRINZING.....Denver.

D. & R. G. W.

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

LOCAL INSPECTORS—DENVER DIVISION

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

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

DR. E. A. HINDS, Chief Surgeon.....Denver.
 DR. WM. M. BANE, Eye Specialist.....Denver.

DENVER DIVISION

DR. M. D. CURRIGAN.....Denver.
 DR. G. D. ELLIS.....Denver.
 DR. F. B. MCGLONE.....Denver.
 DR. A. H. GOOD.....Denver.
 DR. D. G. MONAGHAN.....Denver.
 DR. J. H. AMESSE.....Denver.
 DR. GEO H. CURFMAN, JR.....Denver.
 DR. M. P. VANDENBOSCH.....Denver.
 DR. R. J. ZARLENGO.....Denver.
 DR. D. G. GOLDHAMMER, Oculist.....Denver.
 DR. G. P. LINGENFELTER, Dermatologist.....Denver.
 DR. J. H. LEYDA, Ear, Nose & Throat.....Denver.
 DR. IVAN W. PHILPOTT, Ear, Nose & Throat.....Denver.
 DR. G. C. MOORE.....Littleton.
 DR. L. W. NUTTALL.....Littleton.
 DR. R. F. BELL.....Louviers.
 DR. C. J. KELLER.....Castle Rock.
 DR. C. R. ARNOLD.....Colorado Springs.
 DR. G. W. BANCROFT.....Colorado Springs.
 DR. H. C. GOODSON.....Colorado Springs.
 DR. V. H. BROBECK, Oculist.....Colorado Springs.
 DR. D. A. VANDERHOOF, Ear, Nose & Throat.....Colorado Springs.
 DR. J. W. BRADLEY, Ear, Nose & Throat.....Colorado Springs.
 DR. L. L. WARD.....Pueblo.
 DR. C. N. CALDWELL.....Pueblo.
 DR. W. S. JOHNSTON.....Pueblo.
 DR. H. S. RUSK, Eye, Ear, Nose & Throat.....Pueblo.

HOSPITALS ARE LOCATED AS FOLLOWS:

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