

## A. T. & S. F.

L. P. HEATH, Trainmaster.....Pueblo, Colo.  
B. Y. STEELE, Road Foreman of Engines..La Junta, Colo.  
E. J. BARNES, Chief Dispatcher.....La Junta, Colo.  
J. C. HOPE, Ass't Chief Dispatcher.....La Junta, Colo.  
W. N. WILLIS, Ass't Chief Dispatcher.....La Junta, Colo.

### TRAIN DISPATCHERS—LA JUNTA, COLORADO

W. BERKOVITZ	L. V. ANDERSON
B. E. SPOONEMORE	A. W. ABEL
L. B. MAY	L. N. STEPHAN
J. Z. CLOUD	S. P. GREEN
J. A. PURCELL	J. J. GARZA

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

### LOCAL TIME INSPECTORS — DENVER DIVISION

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

## D. & R. G. W.

J. E. ALLEN, Ass't Superintendent.....Denver, Colo.  
C. W. HEARN, Terminal Trainmaster.....Pueblo, Colo.  
J. E. ABERTON, Trainmaster.....Pueblo, Colo.  
V. I. GRIFFITH, Terminal Trainmaster.....Denver, Colo.  
F. H. GREEN, Road Foreman of Equipment..Pueblo, Colo.  
S. A. DOUGHERTY, Road Foreman  
of Equipment .....Denver, Colo.  
H. W. EGGLEY, Chief Dispatcher.....Denver, Colo.  
E. L. CRUTCHFIELD, Ass't Chief  
Dispatcher .....Denver, Colo.  
W. R. O'BRIEN, Ass't Chief Dispatcher.....Denver, Colo.

### TRAIN DISPATCHERS — DENVER, COLORADO

T. C. JACKSON	B. L. STONE
J. F. STRACK	J. O. SMITH

### R. E. DENGLER

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. 1

In Effect Sunday, May 5, 1963

At 12:01 A.M. Mountain Standard Time

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

F. N. STUPPI  
General Manager  
Amarillo, Texas

JOHN AYER, Jr.  
Vice President-Operations  
Denver, Colorado

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

C. V. COLSTADT  
Chief Transportation Officer  
Denver, Colorado

C. B. KURTZ  
Superintendent  
La Junta, Colorado

R. E. DAVIS  
Superintendent  
Denver, Colorado

## SURGEONS OF

## THE A. T. &amp; S. F. HOSPITAL ASSOCIATION

DR. O. L. HANSON, Chief Surgeon.....Topeka

## ALBUQUERQUE HOSPITAL

DR. HERSHEL A. DANEMANN,  
Doctor in Charge.....Albuquerque

## LOCAL SURGEONS

DR. D. B. SHAW.....Pueblo  
 DR. R. H. MCILROY.....Pueblo  
 DR. W. F. KING.....Pueblo  
 DR. GEO. M. MYERS, Urologist.....Pueblo  
 DR. R. L. SATTERLEE, Urologist.....Pueblo  
 DR. H. S. RUSK, Eye, Ear, Nose and Throat.....Pueblo  
 DR. O. C. DAIL, Ear, Nose and Throat.....Pueblo  
 DR. W. T. DARDIS, Ophthalmologist.....Pueblo  
 DR. W. 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. H. R. PETERSON, Eye Specialist.....Denver  
 DR. KENNETH D. A. ALLEN, Radiologist.....Denver

## THE D. &amp; 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. &amp; R. G. W. HOSPITAL ASSOCIATION

*Treatment of Sick and Injured Employes*

## DENVER DIVISION DOCTORS

DENVER AND VICINITY.....MA 3-8443  
 DR. R. H. ALEMIX.....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. 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. POTESITO, Dentist.....Pueblo  
 DR. J. F. GENTRY.....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 PASSENGERSThe 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.&amp;R.G.W. ADJUSTED TONNAGE RATINGS

FROM	TO	Type F-9 GP-9, 577 5901-5954 5762-5763	Type GP-7 RS-3 5100-5113 5200-5204 FT. F-7 546-547 555-575 5761-5764	Type SD-7-9 5300-5314	Type GP-30 3001-3028	Type ML-4 4001-4003	Adjust- ment Factor
		Tons	Tons	Tons	Tons	Tons	Tons
Burnham...	Louviers...	2100	1950	3000	2400	3450	5
Louviers...	Palmer Lake.....	1500	1350	2000	1700	2400	4
Pueblo....	Colorado Springs...	2100	1950	3000	2400	3450	6
Colorado Springs...	Palmer Lake.....	1350	1250	1900	1550	2200	4

Tonnage ratings shown for all locomotives are based on single unit. Where more than one unit is used, tonnage will be based on number of units used. SD-7 units will be rated the same as F-7 units, and SD-9 units will be rated the same as F-9 units when used on a train with any other type units.

When helper consisting of more than two units ML-4, four units GP-30 or five units of other types is used on rear of train, all units in excess of two, four or five respectively will be isolated.

One unit ML-4 or two units of other types may be placed behind caboose, provided coupler is blocked on shoving unit.

Tonnage handled by units on head end of train must not exceed 6000 adjusted tons, Louviers to Palmer Lake or Colorado Springs to Palmer Lake.

If train consists of more than this tonnage, helper will be placed on rear or cut into train.

Coupler must be blocked on SD-7 and SD-9 units when used behind other type units in helping service.

Cars placarded "Rear end" or "Handle on Rear of Train Only" and other cars designated as "Rear Enders" must be trained behind helper when such helper is on rear of train.

Dead locomotives moving in train will be handled as provided for by Air Brake Rules No. 30-A to 31-E, inclusive.

Track Capacity 48 ft. Per Car		SOUTHWARD		D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE No. 1, May 5, 1963
		FIRST CLASS				
		3	1			
Other Tracks	Siding	Colorado Eagle D. & R. G. W.	Royal Gorge D. & R. G. W.			
		Leave Daily	Leave Daily			STATIONS
		4.05 PM	9.00 AM		72.4	DENVER U. D. YL } 2.0 } TWO TRACKS
Yard				2.0	36.0	4TH AVENUE YARD OFFICE YL } 1.6 } TWO TRACKS
		4.15 PM	9.10 AM	3.6		A.T. & S.F. CROSSING SOUTH DENVER YL }
		Arrive Daily	Arrive Daily			(3.6)
		0.10	0.10			Time Over District Average Speed Per Hour
		21.6	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 General and Interlocking Rules.

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.

## DENVER DISTRICT - A. T. &amp; S. F.

Track Capacity 48 ft. Per Car		SOUTHWARD		Distance from Denver	Ruling Grade Ascending	TIME TABLE No. 1, May 5, 1963
		FIRST CLASS				
		27	21			
Other Tracks	Sidings	Gulf Coast Special C. & S.	Texas Zephyr C. & S.			STATIONS
		Leave Daily	Leave Daily			
		8.00 PM	12.45 PM	0.5	0	DENVER U. D. YL } 0.5 } C.T.C.
Yard				0.9	31.7	D. & R. G. W. CROSSING C. B. & Q. CROSSING } 0.4 } RICE YARD YL } 1.3 } TWO TRACKS
				2.2	39.6	SO. PARK JCT. YL }
		8.10 PM	12.55 PM	3.9		D. & R. G. W. CROSSING SOUTH DENVER YL }
		Arrive Daily	Arrive Daily			(3.9)
		0.10	0.10			Time Over District Average Speed Per Hour
		23.4	23.4			

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 General and Interlocking Rules.

Track Capacity 48 ft. Per Car		SOUTHWARD		D. & R. G. W. Mile Posts	Ruling Grade Ascending	Distance from Pueblo	Turn Tables and Wyes	Communication	NORTHWARD	
		FIRST CLASS							4	2
		3	1						4	2
Other Tracks	Siding	Colorado Eagle D. & R. G. W.	Royal Gorge D. & R. G. W.						Arrive Daily	Arrive Daily
		Leave Daily	Leave Daily						10.20 AM	3.00 PM
		4.05 PM	9.00 AM		23.5	118.4		C		
Yard				2.0	30.5	116.4	TY	C		
		4.15 PM	9.10 AM	3.6		114.8		C	10.08 AM	2.50 PM
		Arrive Daily	Arrive Daily						Leave Daily	Leave Daily
		0.10	0.10						0.12	0.10
		21.6	21.6						18.0	21.6

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. &amp; S. F.

Track Capacity 48 ft. Per Car		SOUTHWARD		Distance from Denver	Ruling Grade Ascending	TIME TABLE No. 1, May 5, 1963
		FIRST CLASS				
		22	28			
Other Tracks	Sidings	Texas Zephyr C. & S.	Gulf Coast Special C. & S.			STATIONS
		Leave Daily	Leave Daily			
		8.00 PM	12.45 PM	0.5	0	DENVER U. D. YL } 0.5 } C.T.C.
Yard				0.9	31.7	D. & R. G. W. CROSSING C. B. & Q. CROSSING } 0.4 } RICE YARD YL } 1.3 } TWO TRACKS
				2.2	39.6	SO. PARK JCT. YL }
		8.10 PM	12.55 PM	3.9		D. & R. G. W. CROSSING SOUTH DENVER YL }
		Arrive Daily	Arrive Daily			(3.9)
		0.10	0.10			Time Over District Average Speed Per Hour
		23.4	23.4			

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

## SOUTHWARD

## FIRST CLASS

SOUTHWARD				TIME TABLE No. 1, May 5, 1963
FIRST CLASS				
27	3	21	1	
Gulf Coast Special C. & S.	Colorado Eagle D. & R. G. W.	Texas Zephyr C. & S.	Royal Gorge D. & R. G. W.	STATIONS
Leave Daily	Leave Daily	Leave Daily	Leave Daily	
8 . 10 <sup>PM</sup>	4 . 15 <sup>PM</sup>	12 . 55 <sup>PM</sup>	9 . 10 <sup>AM</sup>	SOUTH DENVER YL
8 . 15	4 . 20	1 . 00	9 . 16	3.9 ENGLEWOOD YL
8 . 16	4 . 21	1 . 01	9 . 17	0.7 MILITARY JCT. YL
f 8 . 18	s 4 . 28	1 . 04	s 9 . 20	2.1 LITTLETON YL
8 . 22	4 . 33	1 . 07	9 . 24	3.2 WOLHURST
8 . 26	4 . 36	1 . 11	9 . 28	3.5 ACEQUIA
8 . 29	4 . 40	1 . 15	9 . 32	3.7 LOUVIERS YL
8 . 33	4 . 44	1 . 19	f 9 . 36	3.8 SEDALIA
8 . 37	4 . 48	1 . 23	9 . 40	3.3 ORSA
f 8 . 41	4 . 53	1 . 28	9 . 46	4.3 CASTLE ROCK
8 . 48	5 . 00	1 . 34	9 . 53	5.0 TOMAH
f 8 . 54	5 . 05	1 . 40	f 9 . 58	5.3 LARKSPUR
8 . 58	5 . 09	1 . 44	f 10 . 04	3.4 GREENLAND
9 . 01	5 . 13	1 . 48	10 . 08	2.7 SPRUCE
9 . 05	5 . 17	1 . 52	f 10 . 12	2.5 PALMER LAKE YL
9 . 10	5 . 23	1 . 57	f 10 . 17	4.0 MONUMENT
9 . 18	5 . 31	2 . 05	10 . 25	6.0 HUSTED
9 . 20	5 . 33	2 . 07	10 . 27	1.4 ACADEMY
9 . 28	5 . 43	2 . 16	10 . 36	9.0 ROSWELL YL
s 9 . 38	s 5 . 55	s 2 . 27	s 10 . 40 10 . 50	2.6 COLORADO SPRINGS YL
9 . 45	6 . 01	2 . 34	10 . 58	4.2 KELKER YL
f 9 . 53	6 . 09	2 . 42	f 11 . 08	9.2 FOUNTAIN
9 . 59	6 . 16	2 . 48	11 . 15	6.8 BUTTES
10 . 04	6 . 21	2 . 53	11 . 21	5.3 HENKEL
10 . 09	6 . 26	2 . 58	11 . 27	5.7 PINON
10 . 12 <sup>PM</sup>	6 . 29 <sup>PM</sup>	3 . 01 <sup>PM</sup>	11 . 31 <sup>AM</sup>	2.4 BRAGDON
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(104.0)
2.02 51.1	2.14 46.5	2.06 49.5	2.21 44.2	Time Over District Average Speed Per Hour

SIGNAL SYSTEM TWO IN EFFECT. Two tracks between Bragdon and South Denver signalled for movement with current of traffic only.

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 TABLE No. 1, May 5, 1963	Ruling Grade Ascending	D. & R. G. W. Mile Posts	A. T. & S. F. Mile Posts	Turn Tables and Wyes	Communication	Track Capacity 48 ft. Per Car	
						Sidings	Other Tracks
SOUTH DENVER YL	51.0	3.6			C		
3.9 ENGLEWOOD YL	52.8	7.5			B		
0.7 MILITARY JCT. YL	52.8	8.2		Y	B		
2.1 LITTLETON YL	50.0	10.3		Y	C	106	
3.2 WOLHURST	52.8	13.5			B	37	
3.5 ACEQUIA	53.0	17.0			B	88	
3.7 LOUVIERS YL	64.5	20.7			C	49	
3.8 SEDALIA	73.9	24.5			B	101	14
3.3 ORSA	73.9		709.5		B	80	5
4.3 CASTLE ROCK	73.9		705.2		B	114	25
5.0 TOMAH	73.9		700.2		B	61	5
5.3 LARKSPUR	73.9		694.9		B	80	24
3.4 GREENLAND	73.9		691.5		B	80	6
2.7 SPRUCE	73.9		688.8		B	58	
2.5 PALMER LAKE YL	0	51.9			C	92	19
4.0 MONUMENT	0	55.9			B	68	24
6.0 HUSTED	0	61.9			B	54	20
1.4 ACADEMY	0	63.3			B		76
9.0 ROSWELL YL	0	72.3			B		13
2.6 COLORADO SPRINGS YL	0	74.9		Y	C	119	Yard
4.2 KELKER YL	0	79.1			B	124	Yard
9.2 FOUNTAIN	0		650.5		B	78	31
6.8 BUTTES	0		643.7		B	73	4
5.3 HENKEL	0		638.4		B	47	5
5.7 PINON	0		632.7		B	80	25
2.4 BRAGDON	0		630.3			118	8
(104.0)							

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

Track Capacity 48 ft. Per Car		Communication	Turn Tables and Wyes	A. T. & S. F. Mile Posts	D. & E. G. W. Mile Posts	Rating Grade Ascending	TIME TABLE No. 1, May 5, 1963	
Sidings	Other Tracks						STATIONS	
		C		733.4		0	SOUTH DENVER YL	
63	57	C		729.4		0	4.0 ENGLEWOOD	
59	28	C		726.6		0	2.8 LITTLETON	
82	9	B		719.4		0	7.2 ACEQUIA	
98	15	B		712.8		0	6.6 SEDALIA	
78	17	C			32.5	0	8.0 CASTLE ROCK	
81	23	B			43.0	0	10.5 LARKSPUR	
69	83	C		686.2		0	8.9 PALMER LAKE YL	
53 47	12	B		682.5		73.9	3.7 MONUMENT	
80	20	B		679.6		73.9	2.9 PRING	
50	7	B		676.7		52.8	2.9 HUSTED	
58	5			673.7		52.8	3.0 SOMMERS	
95	153	B		671.5		52.8	2.2 U. S. AIR FORCE ACADEMY	
	115	B		667.0		52.8	4.5 PIKEVIEW YL	
	Yard	C	Y	663.2		52.8	3.8 COLORADO SPRINGS YL	
99	Yard	B		659.5		52.8	3.7 KELKER YL	
82	5	B		657.4		52.8	2.1 SKINNERS	
58	5	B		653.9		48.0	3.5 CREWS	
94	42	B			87.9	39.0	3.0 FOUNTAIN	
72	9	B			93.4	48.0	5.5 BUTTES	
90	9	B			99.0	46.0	5.6 WIGWAM	
49		B			105.3	46.0	6.3 PINON	
					108.5	37.0	3.2 BRAGDON	
							(103.9)	

## DENVER DISTRICT

TIME TABLE No. 1, May 5, 1963	NORTHWARD			
	FIRST CLASS			
	22	4	2	28
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
SOUTH DENVER YL	6.20AM	10.08AM	2.50PM	5.55PM
4.0 ENGLEWOOD	6.14	10.03	2.41	5.47
2.8 LITTLETON	6.10	9.59	2.36	5.43
7.2 ACEQUIA	6.02	9.49	2.26	5.34
6.6 SEDALIA	5.55	9.42	2.19	5.27
8.0 CASTLE ROCK	5.47	9.33	2.10	5.19
10.5 LARKSPUR	5.36	9.22	1.58	5.08
8.9 PALMER LAKE YL	5.26	9.12	1.47	4.57
3.7 MONUMENT	5.19	9.06	1.38	4.49
2.9 PRING	5.15	9.02	1.34	4.45
2.9 HUSTED	5.11	8.58	1.30	4.40
3.0 SOMMERS	5.06	8.54	1.26	4.36
2.2 U. S. AIR FORCE ACADEMY	5.03	8.51	1.23	4.33
4.5 PIKEVIEW YL	4.58	8.45	1.18	4.28
3.8 COLORADO SPRINGS YL	s 4.50	s 8.38	s 1.10	s 4.20
3.7 KELKER YL	4.40	8.22	12.53	3.59
2.1 SKINNERS	4.38	8.20	12.50	3.56
3.5 CREWS	4.35	8.17	12.46	3.53
3.0 FOUNTAIN	4.32	8.14	12.42	3.50
5.5 BUTTES	4.27	8.09	12.36	3.44
5.6 WIGWAM	4.22	8.04	12.30	3.39
6.3 PINON	4.16	7.58	12.24	3.32
3.2 BRAGDON	4.13AM	7.55AM	12.20PM	3.28PM
(103.9)	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time Over District	2.07	2.13	2.30	2.27
Average Speed Per Hour	49.1	46.5	41.5	42.4

SIGNAL SYSTEM TWO IN EFFECT. Two tracks between Bragdon and South Denver signalled for movement with the current of traffic only.

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.

Track Capacity 48 ft. Per Car		SOUTHWARD		A. T. & S. F. Mile Posts	Ruling Grade Ascending	TIME TABLE	
		FIRST CLASS				No. 1, May 5, 1963	
		27	21			STATIONS	
Other Tracks	Sidings	Leave Daily	Leave Daily				
8	118	10.12PM	3.01PM	630.3	0	BRAGDON	
Yard				619.5	30.1	10.2 PUEBLO YARD	
				619.0	22.0	0.5 D. & R. G. W. CROSSING YL	
		s10.26PM	s3.15PM	618.8		0.2 PUEBLO U. D. YL	
		Arrive Daily	Arrive Daily			(10.9)	
		0.14	0.14			Time Over District Average Speed Per Hour	
		46.7	46.7				

Track Capacity 48 ft. Per Car		SOUTHWARD		A. T. & S. F. Mile Posts	Ruling Grade Ascending	TIME TABLE	
		FIRST CLASS				No. 1, May 5, 1963	
		27	21			STATIONS	
Other Tracks	Sidings	Leave Daily	Leave Daily				
8	118	10.12PM	3.01PM	630.3	0	BRAGDON	
Yard				619.5	30.1	10.2 PUEBLO YARD	
				619.0	22.0	0.5 D. & R. G. W. CROSSING YL	
		s10.26PM	s3.15PM	618.8		0.2 PUEBLO U. D. YL	
		Arrive Daily	Arrive Daily			(10.9)	
		0.14	0.14			Time Over District Average Speed Per Hour	
		46.7	46.7				

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.

DENVER DISTRICT - D. & R. G. W.

Track Capacity 48 ft. Per Car		SOUTHWARD		D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE	
		FIRST CLASS				No. 1, May 5, 1963	
		3	1			STATIONS	
Other Tracks	Sidings	Leave Daily	Leave Daily				
		6.29PM	11.31AM	108.5	0	BRAGDON	
				109.6	0	1.1 TAPP	
		6.40PM	11.42AM	118.5	0	8.9 PUEBLO JCT. A. T. & S. F. CROSSING	
				118.8	0	0.3 MO. PAC. CROSSING YL	
		s6.45PM	s11.50AM	119.4	0	0.6 PUEBLO U. D. YL	
		Arrive Daily	Arrive Daily			(10.9)	
		0.16	0.19			Time Over District Average Speed Per Hour	
		40.9	34.4				

Track Capacity 48 ft. Per Car		SOUTHWARD		D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE	
		FIRST CLASS				No. 1, May 5, 1963	
		3	1			STATIONS	
Other Tracks	Sidings	Leave Daily	Leave Daily				
		6.29PM	11.31AM	108.5	0	BRAGDON	
				109.6	0	1.1 TAPP	
		6.40PM	11.42AM	118.5	0	8.9 PUEBLO JCT. A. T. & S. F. CROSSING	
				118.8	0	0.3 MO. PAC. CROSSING YL	
		s6.45PM	s11.50AM	119.4	0	0.6 PUEBLO U. D. YL	
		Arrive Daily	Arrive Daily			(10.9)	
		0.16	0.19			Time Over District Average Speed Per Hour	
		40.9	34.4				

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.

If the interlocking signal governing either northward or southward movements at Pueblo Jct. cannot be cleared, hand signals from operator will be authority to proceed through interlocking limits only, as provided by D. & R. G. W. Operating Rule 663, and permissive card in addition must be secured before proceeding through C. T. C. limits.

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.

SOUTHWARD

NORTHWARD

Track Capacity 48 ft. Per Car		D. & R. G. W. Mile Posts	Ruling Grade Ascending	TIME TABLE No. 1, May 5, 1963	Ruling Grade Ascending	Turn Tables and Wyes	Communication
Other Tracks	Sidings						
		8.2		MILITARY JUNCTION		Y	B
13		9.6	121.4	LORETTO	121.4		
17		10.0	121.4	FORT LOGAN	0		
				(1.8)			

## LOCATION OF CROSS-OVERS

D. &amp; R. G. W.

Miles from Denver	BETWEEN		POINTS	Miles from Denver	BETWEEN		POINTS
	Denver	Littleton			Trailing	Pueblo Jct.	
1.0	Denver	Littleton	Trailing	118.8	Pueblo Jct.	Pueblo	Trailing
1.6	Denver	Littleton	Trailing	118.9	Pueblo Jct.	Pueblo	Facing
2.6	Denver	Littleton	Facing	119.0	Pueblo Jct.	Pueblo	Trailing

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

Littleton, Sedalia,	Palmer Lake, Colorado Springs,	Kelker, (2) Fountain,	Buttes, (2)
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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. (A) Within Traffic Control System limits, a train, or engine, must not clear the main track through a hand thrown switch not electrically locked, except at a designated siding, for the purpose of meeting, passing, or being passed by another train or engine.

(B) Employees are prohibited from riding, or walking, on the roof of any moving car except where it is not practicable to do otherwise.

(C) Rule 19, Rules Operating Department, 1959, is amended as follows:

19. Unless otherwise provided, the following signals will be displayed, in places provided, to the rear of every train, as markers, to indicate the rear of train:

By day, marker lamps not lighted.

By night, marker lamps lighted, displaying red to rear and yellow to front and side.

A train not equipped to display the prescribed signals will display to the rear, a red flag by day and light by night, in lieu of marker lamps, to indicate the rear of train.

By night when a train is clear of main track to be passed by following train (except within ABS limits or where Rule 261 is in effect), marker lamps will be turned to display yellow to front, side and rear. Markers must be changed to display red to rear before main track is again fouled.

When markers on a train, rear of which is clear of main track, display red to rear (except within ABS limits or where Rule 261 is in effect), a following train must proceed prepared to stop short of train, obstruction or switch not properly lined, until main track is known to be clear.

Within ABS limits or where Rule 261 is in effect, a train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Where ABS or Rule 261 is not in effect, a passenger train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Note:—The single red light of prescribed type, referred to in above two paragraphs, is the constantly illuminated standard issue tail light in use on most passenger trains and should not be confused with the gyrating tail light used on certain business cars which is automatically extinguished at certain speeds.

(D) Rule 813, Rules Operating Department, 1959, is supplemented as follows:

When radio communication is being used in lieu of hand signals to direct a train or yard movement, proper identification must be made, and continuous contact must be maintained. Should radio contact be lost with the employe directing the movement, immediate stop must be made until communication is restored or other signals used to complete the movement.

## 3. SPEED REGULATIONS

## (A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>DENVER DISTRICT:</b>		
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
<b>PUEBLO AND BRAGDON</b>		
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
<b>BRAGDON AND SOUTH DENVER</b>		
<b>NORTHWARD TRACK</b>		
Curve, MP 95.0 to MP 94.9 D&RGW	50	45
Curve, MP 88.3 to MP 88.1 D&RGW	50	45
3 Curves, MP 86.2 D&RGW to MP 653.8 AT&SF	60	45
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
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 MP 47.1 D&RGW	55	45
Curve, MP 45.5 to MP 45.2 D&RGW	55	45
Curve, MP 44.3 to MP 44.2 D&RGW	40	35
3 Curves, MP 44.1 to MP 43.4 D&RGW	40	35
Curve, MP 41.9 to MP 41.3 D&RGW	55	45
Curve, MP 40.0 to MP 39.8 D&RGW	55	45

## 3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
Curve, MP 33.8 to MP 33.6 D&RGW	55	45
3 Curves, MP 32.4 to MP 31.7 D&RGW	45	40
2 Curves, MP 30.1 to MP 28.8 D&RGW	55	45
Curve, MP 27.2 to MP 27.0 D&RGW	55	45
Curve, MP 26.0 to MP 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
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
<b>SOUTHWARD TRACK</b>		
Curve, MP 18.0 to MP 18.2 D&RGW	65	45
2 Curves, MP 21.6 to MP 22.0 D&RGW	55	45
2 Curves, MP 23.4 to MP 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 MP 51.1 D&RGW	50	45
3 Curves, MP 52.0 to MP 53.2 D&RGW	40	35
5 Curves, MP 53.9 to MP 55.6 D&RGW	40	35
4 Curves, MP 56.2 to MP 57.7 D&RGW	50	45
6 Curves, MP 58.4 to MP 60.3 D&RGW	40	35
2 Curves, MP 62.0 to MP 62.7 D&RGW	45	40
3 Curves, MP 62.8 to MP 63.7 D&RGW	40	35
Curve, MP 63.8 to MP 64.0 D&RGW	55	45
3 Curves, MP 65.7 to MP 66.5 D&RGW	45	40
2 Curves, MP 68.1 to MP 68.6 D&RGW	50	45
3 Curves, MP 71.3 to MP 72.2 D&RGW	55	45
2 Curves, MP 73.1 to MP 73.6 D&RGW	55	45
2 Curves, MP 76.0 to MP 76.1 D&RGW	40	35
3 Curves, MP 77.2 to MP 78.0 D&RGW	50	45
3 Curves, MP 78.7 to MP 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



## 3. SPEED REGULATIONS—(Cont'd)

(B) 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
Fountain.....	All Streets.....	40

## (C) 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, 407-430	70	70	45	70
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
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, 2602-2606	45	45	45	45
650-653	40	40	40	40
800-849, 900-979, 1100-1174, 1200-1234, 1600-1607	75	75	*45	75
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	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. 49-79, Incl.	100	70	40	
Diesel Mo. Pac. 1-42, Incl.	98	60	40	
Diesels 548, 552-554, 3001-3028	70	60	60	
Diesels 5100-5113, 5200-5204, 5300-5314, 555-577, 5901-5954	65	60	60	
Diesels 540-547	40	40	40	40
Diesels 6001-6013, 4001-4003	75	60	60	
Diesels 120-123, 150-152,	60	60	60	
Diesels 66-74, 100-119, Incl.	50	50	50	
Diesels 38-42, Incl.	25	25	25	25

\*Note: Forward speed applies when backing handling train.

## 3. SPEED REGULATIONS—(Cont'd).

## (D) MOVEMENTS OVER SUBMERGED TRACK—(Rule 817)

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
450-451.....	2	5	5
11-15, 80-87, 600-611, 800-849, 1600-1607, 2099-2162.....	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2602-2606, 3000-3019.....	4	5	5
460-468.....	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1234, 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.

## (E) DERRICKS, ETC.

AT&SF trains handling derricks, power shovels, clamshells, 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 AT&SF pile drivers 199452, 199453, 199454 and 199455 which must not exceed a speed of forty-five (45) miles per hour.

D&RGW trains handling such equipment will not exceed a speed of twenty-five (25) miles per hour at any point, except trains handling D&RGW derricks must not exceed a speed of thirty-five (35) miles per hour.

Trains handling WW&IB and D&RGW scale test cars must not exceed a speed of twenty-five (25) miles per hour, except D&RGW trains handling D&RGW scale test car X-450 must not exceed a speed of forty (40) miles per hour. (Scale test cars must be handled on the rear of trains and must not be shoved on with helpers.)

Riding, getting on or off scale test car while same is in motion, is prohibited.

D&RGW X Cars, except those stenciled with an "AX" prefix, are rear enders and must not be handled more than 20 cars ahead of rear end of train.

## (F) SPRING SWITCHES, TURNOUTS AND CROSS-OVERS.

In heading in or out over the following spring switches, turnout 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.

## 3. SPEED REGULATIONS—(Cont'd).

## (F) SPRING SWITCHES, TURNOUTS AND CROSS-OVERS—(Cont'd)

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. 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

## 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
Skinners	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
USAF 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	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

## 3. SPEED REGULATIONS—(Cont'd)

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

(H) 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. &amp; S. F. Rule 761—D. &amp; R. G. W. Rule 812)

MILE POSTS	Bridge Number	NAMES
D.&R.G.W.—119.0		Pueblo—
D.&R.G.W.—118.1		“C” Street viaduct.
D.&R.G.W.—117.9		Spur track north of Pueblo Jct. East 4th St. viaduct.
D.&R.G.W.— 93.9	93.94	Fountain River bridge — Northward track.
D.&R.G.W.— 74.7		Colorado Springs — Southward track. 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 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 bridge has not been weakened by high water and, in addition, must observe the requirements of Rule 320 or 321. 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) When trains display markers with green instead of yellow discs, these green discs will be considered as indicating the same as yellow.

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

(D) **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.

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

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

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.

(F) **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.

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

(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 (F)

**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.

**COLORADO SPRINGS CONNECTION TRACK**—Before occupying connection track, permission must be obtained from Control Station, and crews will be governed by indication of signal located just beyond D. & R. G. W. - A. T. & S. F. connection, south end of yard, Southward track.

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

**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.

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

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.

Yard engines making moves to or from "C" Street Industrial Area which requires crossing A. T. & S. F. main track at M.P. 118.9 must obtain permission from Operator at Pueblo Junction or Block 2 before lining switch or fouling A. T. & S. F. main track of this crossing at grade. When movement is completed across A. T. & S. F. main track yard engine must report in the clear to Operator at Pueblo Junction or Block 2.

A telephone is located just north of crossing across A. T. & S. F. main track.

**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. & R. G. W. 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 C. & S. main track 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. Employee in charge of movement must obtain permission from C&S Control Station before fouling control circuit or operating gate at this location.

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

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

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

## 7. TRACKS BETWEEN STATIONS.

LOCATION	Mile Post	Car Capacity	Switch Connection
<b>SOUTHWARD TRACK</b>			
Yale Ave.	6.5	10	South
Leyner Spur	9.9	31	South
Blakeland Spur	14.7	8	North
Martin Spur	15.3	6	South
Magazine	19.6	87	North
Carlton Spur	69.1	38	South
Russina Spur	70.7	35	North
Fort Carson	79.5		North

## 8. 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.

Louviers—Southward Track only.

Palmer Lake.

Pueblo.

## 9. 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.

## 10. 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.

## 11. STANDARD THERMOMETERS

Denver, Palmer Lake, Colorado Springs, Pueblo, Castle Rock, Littleton.

**AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY**

OVERSPEED Couplings are **DAMAGING** —

Here's what happens:

4 miles per hour <input type="checkbox"/>	<b>SAFE COUPLING SPEED</b>
5 miles per hour <input type="checkbox"/>	Damage begins
6 miles per hour <input type="checkbox"/>	2¼ 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.	Hour	Mins.	Sec.	Hour	Mins.	Sec.	Hour
—	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			