

**J. E. Agee**  
Trainmaster, A. T. & S. F.

**G. A. Bigelow**  
Chief Dispatcher, A. T. & S. F.

**L. M. Murphy**  
Night Chief Dispatcher, A. T. & S. F.

Train Dispatchers A. T. & S. F.

**J. C. Barton**

**W. T. Fryback**

**H. J. Imroth**

**T. C. Helstand**

**W. Berkovitz**

**W. W. Carroll**

**Walter Allen**  
Trainmaster, D. & R. G. W.

**J. T. Dorsey**  
Assistant Trainmaster, Denver, D. & R. G. W.

**R. J. Henry**  
Terminal Trainmaster, Pueblo, D. & R. G. W.

**A. Overlin**  
Chief Dispatcher, D. & R. G. W.

**S. F. O'Brien**  
Second Chief Dispatcher, D. & R. G. W.

**A. L. Heald**  
Road Foreman of Equipment, D. & R. G. W.

Train Dispatchers D. & R. G. W.

**B. M. Stearns**

**E. W. Larmee**

**H. M. Clifford**

**E. Carney**

# The Atchison, Topeka & Santa Fe Railway Company

# The Denver and Rio Grande Western Railroad Company

Wilson McCarthy and Henry Swan, Trustees

## DENVER DIVISION

# Employes' Joint Time Table No. 72

In Effect Sunday, January 14, 1940

At 12:01 A. M. Mountain Time

Superseding Denver Division Joint Time Table No. 71  
Dated June 11, 1939, and any Supplements thereto

This Time Table is for the Govern-  
ment and Information of Employes  
of these Companies Only.

**J. A. GILLIES,**  
General Manager,  
Amarillo, Texas

**E. A. WEST,**  
General Manager,  
Denver, Colorado

**J. R. SKILLEN,**  
Assistant Gen'l Mgr.  
La Junta, Colorado

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

**E. P. DUDLEY,**  
Superintendent,  
Pueblo, Colorado

**W. R. McPHERSON,**  
Supt. Transportation,  
Denver, Colorado

**E. W. DEUEL,**  
Superintendent,  
Pueblo, Colorado

## DENVER DISTRICT—A. T. & S. F.

| SOUTHWARD   |                          |                            |  |                          | Fuel, Water, Turn Tables and Wyes | Capacity of Sidings | Distance from Denver | Ruling Grade Ascending | NORTHWARD              |                      |               |             |  |  |
|---|--------------------------|----------------------------|--|--------------------------|-----------------------------------|---------------------|----------------------|------------------------|------------------------|----------------------|---------------|-------------|--|--|
| FIRST CLASS   |                          |                            |  |                          |                                   |                     |                      |                        | Ruling Grade Ascending | Distance from Pueblo | Communication | FIRST CLASS |  |  |
| 141   | 1                        | 7                          | 27   | 28                       |                                   |                     |                      |                        |                        |                      |               |             |  |  |
| California and Chicago Express A. T. & S. F.          | Colorado Special C. & S. | Gulf Coast Special C. & S. | Chicago and California Express A. T. & S. F. | Colorado Special C. & S. | Gulf Coast Special C. & S.        |                     |                      |                        |                        |                      |               |             |  |  |
| Leave Daily   | Leave Daily              | Leave Daily                | Arrive Daily                                 | Arrive Daily             | Arrive Daily                      |                     |                      |                        |                        |                      |               |             |  |  |
| 9.30 PM   | 8.00 PM                  | 8.00 AM                    | 7.35 AM                                      | 7.55 AM                  | 8.10 PM                           |                     |                      |                        |                        |                      |               |             |  |  |
| 9.40 PM   | 8.10 PM                  | 8.10 AM                    | 7.25 AM                                      | 7.45 AM                  | 8.00 PM                           |                     |                      |                        |                        |                      |               |             |  |  |
| Arrive Daily  | Arrive Daily             | Arrive Daily               | Leave Daily                                  | Leave Daily              | Leave Daily                       |                     |                      |                        |                        |                      |               |             |  |  |
| 0.10<br>23.4  | 0.10<br>23.4             | 0.10<br>23.4               | 0.10<br>23.4                                 | 0.10<br>23.4             | 0.10<br>23.4                      |                     |                      |                        |                        |                      |               |             |  |  |
| <b>Time Table No. 72</b><br><b>JANUARY 14, 1940</b>   |                          |                            |  |                          |                                   |                     |                      |                        |                        |                      |               |             |  |  |
| <b>STATIONS</b>                                       |                          |                            |  |                          |                                   |                     |                      |                        |                        |                      |               |             |  |  |
| DENVER U. D.  |                          |                            |  |                          |                                   |                     |                      |                        | 0                      | 119.3                | C             |             |  |  |
| 0.4   |                          |                            |  |                          |                                   |                     |                      |                        | 0                      | 118.9                |               |             |  |  |
| C.B. & Q. CROSSING                                    |                          |                            |  |                          |                                   |                     |                      |                        | 0                      | 118.3                | C             |             |  |  |
| 0.6   |                          |                            |  |                          |                                   |                     |                      |                        | 0                      | 117.2                |               |             |  |  |
| SEVENTH ST. YARD                                      |                          |                            |  |                          |                                   |                     |                      |                        | 0                      |                      |               |             |  |  |
| 1.1   |                          |                            |  |                          |                                   |                     |                      |                        | 0                      |                      |               |             |  |  |
| SO. PARK JCT.   |                          |                            |  |                          |                                   |                     |                      |                        | 0                      |                      |               |             |  |  |
| 1.8   |                          |                            |  |                          |                                   |                     |                      |                        | 0                      | 115.4                | C             |             |  |  |
| D. & R. G. W. and A. T. & S. F. CROSSING SOUTH DENVER |                          |                            |  |                          |                                   |                     |                      |                        | 0                      |                      |               |             |  |  |
| 3.9   |                          |                            |  |                          |                                   |                     |                      |                        |                        |                      |               |             |  |  |
| (3.9)   |                          |                            |  |                          |                                   |                     |                      |                        |                        |                      |               |             |  |  |
| .....Time Over District.....                          |                          |                            |  |                          |                                   |                     |                      |                        |                        |                      |               |             |  |  |
| ..Average Speed per Hour..                            |                          |                            |  |                          |                                   |                     |                      |                        |                        |                      |               |             |  |  |

Double track between Denver U. D. and South Denver.

The small figures shown above train numbers indicate The Colorado & Southern Railway Co.'s trains and are for information only.

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 are governed by The Colorado & Southern Railway Co.'s Denver Terminal Division time table between The Denver Union Terminal Railway Co.'s tracks and South Denver.

First class trains must get numbered clearance card, Form 902, at D. & R. G. W. office of Communication, Denver U. D.

## DENVER DISTRICT—A. T. & S. F.

| SOUTHWARD   |                            |  |  |                          | Fuel, Water, Turn Tables and Wyes | Capacity of Sidings | Distance from Atabasco | Ruling Grade Ascending | NORTHWARD              |                      |               |             |  |  |
|---|----------------------------|--|--|--------------------------|-----------------------------------|---------------------|------------------------|------------------------|------------------------|----------------------|---------------|-------------|--|--|
| FIRST CLASS   |                            |  |  |                          |                                   |                     |                        |                        | Ruling Grade Ascending | Distance from Pueblo | Communication | FIRST CLASS |  |  |
| 21  | 7                          | 141  | 28   | 130                      |                                   |                     |                        |                        |                        |                      |               |             |  |  |
| Colorado Special C. & S.                            | Gulf Coast Special C. & S. | California and Chicago Express A. T. & S. F. | Chicago and California Express A. T. & S. F. | Colorado Special C. & S. | Gulf Coast Special C. & S.        |                     |                        |                        |                        |                      |               |             |  |  |
| Leave Daily   | Leave Daily                | Leave Daily                                  | Arrive Daily                                 | Arrive Daily             | Arrive Daily                      |                     |                        |                        |                        |                      |               |             |  |  |
| 10.46 PM  | 10.42 AM                   | 12.07 AM                                     | 4.53 AM                                      | 5.08 AM                  | 5.28 PM                           |                     |                        |                        |                        |                      |               |             |  |  |
| 10.53   | 10.49                      | 12.14  | 4.46   | 5.00                     | 5.21                              |                     |                        |                        |                        |                      |               |             |  |  |
| 11.01   | 10.56                      | 12.21  | 4.38   | 4.53                     | 5.13                              |                     |                        |                        |                        |                      |               |             |  |  |
| 11.05 PM  | 11.00 AM                   | 12.25 AM                                     | 4.35 AM                                      | 4.50 AM                  | 5.10 PM                           |                     |                        |                        |                        |                      |               |             |  |  |
| Arrive Daily  | Arrive Daily               | Arrive Daily                                 | Leave Daily                                  | Leave Daily              | Leave Daily                       |                     |                        |                        |                        |                      |               |             |  |  |
| 0.19<br>36.3  | 0.18<br>38.3               | 0.18<br>38.3                                 | 0.18<br>38.3                                 | 0.18<br>38.3             | 0.18<br>38.3                      |                     |                        |                        |                        |                      |               |             |  |  |
| <b>Time Table No. 72</b><br><b>JANUARY 14, 1940</b> |                            |  |  |                          |                                   |                     |                        |                        |                        |                      |               |             |  |  |
| <b>STATIONS</b>                                     |                            |  |  |                          |                                   |                     |                        |                        |                        |                      |               |             |  |  |
| BRAGDON   |                            |  |  |                          |                                   |                     |                        |                        | 52.8                   | C                    |               |             |  |  |
| 6.1   |                            |  |  |                          |                                   |                     |                        |                        | 52.8                   | B                    |               |             |  |  |
| HERRICK   |                            |  |  |                          |                                   |                     |                        |                        | 31.8                   | C                    |               |             |  |  |
| 4.6   |                            |  |  |                          |                                   |                     |                        |                        | 0                      |                      |               |             |  |  |
| PUEBLO 4th STREET                                   |                            |  |  |                          |                                   |                     |                        |                        | 0                      |                      |               |             |  |  |
| 0.8   |                            |  |  |                          |                                   |                     |                        |                        |                        |                      |               |             |  |  |
| PUEBLO U. D.  |                            |  |  |                          |                                   |                     |                        |                        |                        |                      |               |             |  |  |
| 11.5  |                            |  |  |                          |                                   |                     |                        |                        |                        |                      |               |             |  |  |
| .....Time Over District.....                        |                            |  |  |                          |                                   |                     |                        |                        |                        |                      |               |             |  |  |
| ..Average Speed per Hour..                          |                            |  |  |                          |                                   |                     |                        |                        |                        |                      |               |             |  |  |

The small figures shown above train numbers indicate The Colorado & Southern Railway Co.'s trains and are for information only.

Automatic block M. P. 631.2 to M. P. 620.7.

Time for Northward trains Pueblo 4th Street applies at Switch North end Pueblo yard.

Trains originating must register and get numbered clearance card, Form 902, at yard office, Pueblo.

First class trains must get numbered clearance card, Form 902, at Pueblo U. D.

A. T. & S. F. and C. & S. trains will stop at the State Hospital for insane at Pueblo to discharge insane passengers.

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.

| SOUTHWARD                  |                            |                                 | Fuel, Water, Turn Tables<br>and Wyes | Capacity of Sidings        | Distance from Denver            | Ruling Grade Ascending | Time Table No. 72 |   |   | Ruling Grade Ascending | Distance from Pueblo | Communication | NORTHWARD |  |  |
|----------------------------|----------------------------|---------------------------------|--------------------------------------|----------------------------|---------------------------------|------------------------|-------------------|---|---|------------------------|----------------------|---------------|-----------|--|--|
| FIRST CLASS                |                            |                                 |                                      |                            |                                 |                        | FIRST CLASS       |   |   |                        |                      |               |           |  |  |
| 15                         | 3                          | 1                               |                                      |                            |                                 |                        | 16                | 4 | 2 |                        |                      |               |           |  |  |
| Passenger<br>D. & R. G. W. | Passenger<br>D. & R. G. W. | Scenic Limited<br>D. & R. G. W. | Passenger<br>D. & R. G. W.           | Passenger<br>D. & R. G. W. | Scenic Limited<br>D. & R. G. W. |                        |                   |   |   |                        |                      |               |           |  |  |
| Leave Daily                | Leave Daily                | Leave Daily                     | Arrive Daily                         | Arrive Daily               | Arrive Daily                    |                        |                   |   |   |                        |                      |               |           |  |  |
| 7.30PM                     | 3.10PM                     | 8.45AM                          | 7.30AM                               | 1.30PM                     | 7.25PM                          |                        |                   |   |   |                        |                      |               |           |  |  |
| 7.38                       | 3.18                       | 8.53                            | 7.20                                 | 1.22                       | 7.17                            |                        |                   |   |   |                        |                      |               |           |  |  |
| 7.43PM                     | 3.23PM                     | 8.58AM                          | 7.14AM                               | 1.17PM                     | 7.12PM                          |                        |                   |   |   |                        |                      |               |           |  |  |
| Arrive Daily               | Arrive Daily               | Arrive Daily                    | Leave Daily                          | Leave Daily                | Leave Daily                     |                        |                   |   |   |                        |                      |               |           |  |  |
| 0.13<br>16.6               | 0.13<br>16.6               | 0.13<br>16.6                    | 0.16<br>13.5                         | 0.13<br>16.6               | 0.13<br>16.6                    |                        |                   |   |   |                        |                      |               |           |  |  |

Double track between Denver U. D. and South Denver.

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.

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.

Time at Burnham applies at Eighth Avenue.

First class trains must get numbered clearance card, Form 902, 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.

Southward trains having no time table authority operating with current of traffic between Burnham and South Denver will move on receipt of numbered clearance card, Form 902, and trains so authorized will display signals as prescribed by Rule 21.

Northward trains having no time table authority operating with current of traffic between South Denver and Burnham will operate in compliance with Rule 93, and will not be required to secure numbered clearance, Form 902, and trains so authorized will display signals as prescribed by Rule 21.

## DENVER DISTRICT—D. & R. G. W.

| SOUTHWARD                  |                            |                                 | Fuel, Water, Turn Tables<br>and Wyes | Distance from Denver       | Ruling Grade Ascending          | Time Table No. 72 |   |   | Ruling Grade Ascending | Distance from Pueblo | Capacity of Sidings | Communication | NORTHWARD |  |  |
|----------------------------|----------------------------|---------------------------------|--------------------------------------|----------------------------|---------------------------------|-------------------|---|---|------------------------|----------------------|---------------------|---------------|-----------|--|--|
| FIRST CLASS                |                            |                                 |                                      |                            |                                 | FIRST CLASS       |   |   |                        |                      |                     |               |           |  |  |
| 15                         | 3                          | 1                               |                                      |                            |                                 | 16                | 4 | 2 |                        |                      |                     |               |           |  |  |
| Passenger<br>D. & R. G. W. | Passenger<br>D. & R. G. W. | Scenic Limited<br>D. & R. G. W. | Passenger<br>D. & R. G. W.           | Passenger<br>D. & R. G. W. | Scenic Limited<br>D. & R. G. W. |                   |   |   |                        |                      |                     |               |           |  |  |
| Leave Daily                | Leave Daily                | Leave Daily                     | Arrive Daily                         | Arrive Daily               | Arrive Daily                    |                   |   |   |                        |                      |                     |               |           |  |  |
| 10.30PM                    | 5.40PM                     | 11.25AM                         | 4.10AM                               | 10.51AM                    | 4.28PM                          |                   |   |   |                        |                      |                     |               |           |  |  |
| 10.35                      | 5.43                       | 11.29                           | 4.05                                 | 10.48                      | 4.24                            |                   |   |   |                        |                      |                     |               |           |  |  |
| 10.42                      | 5.50                       | 11.37                           | 3.55                                 | 10.40                      | 4.15                            |                   |   |   |                        |                      |                     |               |           |  |  |
| 10.50PM                    | 5.55PM                     | 11.45AM                         | 3.50AM                               | 10.35AM                    | 4.10PM                          |                   |   |   |                        |                      |                     |               |           |  |  |
| Arrive Daily               | Arrive Daily               | Arrive Daily                    | Leave Daily                          | Leave Daily                | Leave Daily                     |                   |   |   |                        |                      |                     |               |           |  |  |
| 0.20<br>32.7               | 0.15<br>43.6               | 0.20<br>32.7                    | 0.20<br>32.7                         | 0.16<br>40.9               | 0.18<br>36.3                    |                   |   |   |                        |                      |                     |               |           |  |  |

Double track between Bragdon and Pueblo.

D. & R. G. W. "Rules and Regulations of the Operating Department, 1938," will govern train and engine movements within yard limits, Pueblo.

Trains and engines moving between D. & R. G. W.-M. P. crossing (near Santa Fe Avenue) and Union Avenue Viaduct, move at restricted speed, expecting to find tracks in use by other trains. This applies to movement over The Pueblo Union Depot and Railroad Co.'s tracks and D. & R. G. W. tracks.

Before entering upon D. & R. G. W. main tracks, M. P. trains or engines will come to a stop and receive proper signal from switch tender at "C" Street, before proceeding. Proceed signal from switch tender will be authority for such trains or engines to occupy main track at any time.

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

Trainmen, enginemen, hostlers and yardmen must have in their possession, to cover Pueblo Terminal, current time tables and supplements thereto or reissues thereof as follows:

A. T. & S. F.-D. & R. G. W., Denver Division.

D. & R. G. W., Pueblo Division.

M. P., Colorado Division.

The P. U. D. & R. R. Co.

Trains not authorized by time table operating with current of traffic between Bragdon and Pueblo will move on receipt of numbered clearance card, Form 902, and trains so authorized will display signals as prescribed by Rule 21.

Trains originating at Pueblo U. D. must get numbered clearance cards from D. & R. G. W. and A. T. & S. F. train dispatchers.

# DENVER DISTRICT

## SOUTHWARD

### FIRST CLASS

| SOUTHWARD                                    |                          |                         |                         |                              |                            |             | Fuel, Water, Turn Tables and Wyes                   | Capacity of Sidings | Distance from Archaion A. T. & S. F. | Distance from Denver D. & R. G. W. | Time Table No. 72<br>JANUARY 14, 1940 | Rolling Grade Ascending | Communication |
|--|--------------------------|-------------------------|-------------------------|------------------------------|----------------------------|-------------|---|---------------------|--------------------------------------|------------------------------------|---------------------------------------|-------------------------|---------------|
| FIRST CLASS                                  |                          |                         |                         |                              |                            |             |   |                     |                                      |                                    |                                       |                         |               |
| 141  | 1                        | 15                      | 3                       | 1                            | 7                          | STATIONS    |   |                     |                                      |                                    |                                       |                         |               |
| California and Chicago Express A. T. & S. F. | Colorado Special C. & S. | Passenger D. & R. G. W. | Passenger D. & R. G. W. | Scenic Limited D. & R. G. W. | Gulf Coast Special C. & S. |             |   |                     |                                      |                                    |                                       |                         |               |
| Leave Daily                                  | Leave Daily              | Leave Daily             | Leave Daily             | Leave Daily                  | Leave Daily                | Leave Daily |   |                     |                                      |                                    |                                       |                         |               |
| 9.40 <sup>PM</sup>                           | 8.10 <sup>PM</sup>       | 7.43 <sup>PM</sup>      | 3.23 <sup>PM</sup>      | 8.58 <sup>AM</sup>           | 8.10 <sup>AM</sup>         | 3.6         | SOUTH DENVER<br>4.4                                 | 51.0                | C                                    |                                    |                                       |                         |               |
| 9.45   | 8.15                     | 7.48                    | 3.28                    | 9.03                         | 8.15                       | 8.0         | ENGLEWOOD<br>0.2                                    | 52.8                | B                                    |                                    |                                       |                         |               |
| 9.46   | 8.16                     | 7.49                    | 3.29                    | 9.04                         | 8.16                       | Y           | MILITARY JCT.<br>2.1                                | 52.8                | B                                    |                                    |                                       |                         |               |
| s 9.49                                       | 8.19                     | s 7.52                  | f 3.32                  | s 9.07                       | 8.19                       | Y           | LITTLETON<br>3.2                                    | 50.0                | C                                    |                                    |                                       |                         |               |
| 9.53   | 8.23                     | 7.56                    | 3.36                    | 9.11                         | 8.23                       | 46          | WOLHURST<br>3.7                                     | 52.8                | B                                    |                                    |                                       |                         |               |
| 9.58   | 8.28                     | 8.01                    | 3.40                    | 9.16                         | 8.28                       | 41          | ACEQUIA<br>3.5                                      | 53.0                | B                                    |                                    |                                       |                         |               |
| f 10.02                                      | 8.32                     | 8.05                    | 3.44                    | 9.20                         | 8.32                       | 63          | LOUVIERS<br>3.8                                     | 64.5                | C                                    |                                    |                                       |                         |               |
| f 10.07                                      | 8.37                     | 8.10                    | 3.48                    | 9.25                         | 8.37                       | W           | SEDALIA<br>3.3                                      | 73.9                | C                                    |                                    |                                       |                         |               |
| 10.12  | 8.42                     | 8.15                    | 3.52                    | 9.29                         | 8.42                       | 81          | ORSA<br>4.3   | 73.9                | C                                    |                                    |                                       |                         |               |
| s 10.20                                      | 8.50                     | 8.22                    | f 3.58                  | 9.35                         | 8.50                       | 73          | CASTLE ROCK<br>5.0                                  | 73.9                | C                                    |                                    |                                       |                         |               |
| 10.29  | 8.59                     | 8.30                    | 4.06                    | 9.42                         | 8.59                       | 69          | TOMAH<br>5.3  | 73.9                | B                                    |                                    |                                       |                         |               |
| s 10.38                                      | 9.09                     | 8.39                    | f 4.14                  | 9.50                         | 9.08                       | W           | LARKSPUR<br>3.4                                     | 73.9                | C                                    |                                    |                                       |                         |               |
| 10.44  | 9.15                     | 8.45                    | 4.19                    | 9.55                         | 9.14                       | 93          | GREENLAND<br>2.7                                    | 73.9                | B                                    |                                    |                                       |                         |               |
| 10.49  | 9.20                     | 8.49                    | 4.23                    | 9.59                         | 9.19                       | 68          | SPRUCE<br>2.5                                       | 73.9                | B                                    |                                    |                                       |                         |               |
| f 10.55                                      | 9.27                     | f 8.55                  | 4.27                    | 10.04                        | 9.24                       | W           | PALMER LAKE<br>4.0                                  | 0                   | C                                    |                                    |                                       |                         |               |
| 11.01  | 9.38                     | 9.07                    | 4.33                    | 10.13                        | 9.35                       | 84          | MONUMENT<br>5.9                                     | 0                   | C                                    |                                    |                                       |                         |               |
| 11.09  | 9.45                     | 9.16                    | 4.41                    | 10.22                        | 9.42                       | 63          | HUSTED<br>8.5                                       | 0                   | C                                    |                                    |                                       |                         |               |
| 11.18  | 9.56                     | 9.28                    | 4.52                    | 10.33                        | 9.53                       | 105         | PIKEVIEW<br>2.4                                     | 0                   | C                                    |                                    |                                       |                         |               |
| 11.21  | 9.59                     | 9.30                    | 4.55                    | 10.36                        | 9.56                       |             | ROSWELL<br>2.2                                      | 0                   | B                                    |                                    |                                       |                         |               |
| s 11.25<br>11.30                             | s 10.03<br>10.08         | s 9.35<br>9.45          | s 4.59<br>5.03          | s 10.40<br>10.45             | s 10.00<br>10.05           | W Y         | COLORADO SPRINGS<br>4.2                             | 74.9                | C                                    |                                    |                                       |                         |               |
| 11.37  | 10.15                    | 9.53                    | 5.09                    | 10.52                        | 10.12                      | 149         | KELKER<br>9.1                                       | 79.1                | C                                    |                                    |                                       |                         |               |
| f 11.46                                      | 10.24                    | 10.04                   | 5.18                    | 11.02                        | 10.21                      | W           | FOUNTAIN<br>3.9                                     | 660.5               | C                                    |                                    |                                       |                         |               |
| 11.50  | 10.28                    | 10.08                   | 5.22                    | 11.06                        | 10.25                      | 67          | HOLMES<br>2.9                                       | 648.6               | B                                    |                                    |                                       |                         |               |
| 11.53  | 10.31                    | 10.12                   | 5.25                    | 11.09                        | 10.28                      | 60          | BUTTES<br>5.3                                       | 643.7               | C                                    |                                    |                                       |                         |               |
| 11.58  | 10.37                    | 10.19                   | 5.31                    | 11.15                        | 10.33                      | 55          | HENKEL<br>5.7                                       | 638.4               | C                                    |                                    |                                       |                         |               |
| 12.04 <sup>AM</sup>                          | 10.43                    | 10.26                   | 5.37                    | 11.22                        | 10.39                      | 93          | PINON<br>2.4  | 632.7               | C                                    |                                    |                                       |                         |               |
| 12.07 <sup>AM</sup>                          | 10.46 <sup>PM</sup>      | 10.30 <sup>PM</sup>     | 5.40 <sup>PM</sup>      | 11.25 <sup>AM</sup>          | 10.42 <sup>AM</sup>        | 85          | BRAGDON   | 630.3               | C                                    |                                    |                                       |                         |               |
| Arrive Daily                                 | Arrive Daily             | Arrive Daily            | Arrive Daily            | Arrive Daily                 | Arrive Daily               |             | (104.0)   |                     |                                      |                                    |                                       |                         |               |
| 2.27<br>43.9                                 | 2.36<br>41.3             | 2.47<br>39.7            | 2.17<br>46.9            | 2.27<br>43.9                 | 2.32<br>42.4               |             | ...Time Over District...<br>Average Speed Per Hour. |                     |                                      |                                    |                                       |                         |               |

Double track between South Denver and Bragdon.  
Manual block between South Denver and Bragdon.

At Palmer Lake, southward trains may pass stop signal not to exceed one thousand six hundred feet without receiving clearance card, Form 902.

Absolute block between Palmer Lake and Husted.

Track connecting with Southward main track, Mile Post 72.7, Roswell, to connection with Southward main track, Mile Post 76.3, Colorado Springs, is known as THIRD TRACK.

Time at Roswell applies at switch, third track connection, M. P. 72.7.

That portion of THIRD TRACK between Mile Post 72.7, and crossover, Mile Post 74.6 will be used for yard engine movements to and from Roswell and as a siding. Telephones are located in booth at each end this siding.

Normal position of switch on THIRD TRACK, Mile Post 74.5 between Ros-

well and Colorado Springs, connecting with C. R. I. & P. main track will be for C. R. I. & P. main track.

Trains have no time table superiority between M. P. 74 and M. P. 75, Colorado Springs, and must run at restricted speed, expecting to find tracks occupied by other trains. Responsibility for accident rests with approaching train.

Trains must get numbered clearance card, Form 902, before leaving Colorado Springs.

Normal position of switch on THIRD TRACK, Mile Post 76.2 between Colorado Springs and Kelker, leading to connection with A. T. & S. F. main track will be for the connection.

Time of southward trains at Pinon applies at block station. Siding Pinon located 745 feet south of block station.

The small figures shown above train numbers indicate The Colorado & Southern Railway Co.'s trains and are for information only.

# DENVER DISTRICT

| Communication |      | Ruling Grade Ascending       | Time Table No. 72                     |   |                     |                                      |                            |  | NORTHWARD                      |                            |                                    |                                  |   |  |   |  |
|---------------|------|------------------------------|---------------------------------------|---|---------------------|--------------------------------------|----------------------------|--|--------------------------------|----------------------------|------------------------------------|----------------------------------|---|--|---|--|
|               |      |                              | JANUARY 14, 1940                      |   |                     |                                      |                            |  | FIRST CLASS                    |                            |                                    |                                  |   |  |   |  |
|               |      |                              | Distance from Denver<br>D. & R. G. W. | Distance from Atchison<br>A. T. & S. F. | Capacity of Sidings | Fuel, Water, Turn Tables<br>and Wyes | 16                         |  | 2                              |                            | 4                                  |                                  | 2 |  | 8 |  |
|               |      |                              |                                       |   |                     |                                      | Passenger<br>D. & R. G. W. | Chicago and California<br>Express<br>A. T. & S. F. | Colorado<br>Special<br>C. & S. | Passenger<br>D. & R. G. W. | Scenic<br>Limited<br>D. & R. G. W. | Gulf Coast<br>Special<br>C. & S. |   |  |   |  |
| STATIONS      |      |                              | Arrive Daily                          | Arrive Daily                            | Arrive Daily        | Arrive Daily                         | Arrive Daily               | Arrive Daily                                       | Arrive Daily                   | Arrive Daily               | Arrive Daily                       | Arrive Daily                     |   |  |   |  |
| C             | 0    | SOUTH DENVER<br>4.0          | 733.4                                 |   |                     | 7.14 <sup>AM</sup>                   | 7.25 <sup>AM</sup>         | 7.45 <sup>AM</sup>                                 | 1.17 <sup>PM</sup>             | 7.12 <sup>PM</sup>         | 8.00 <sup>PM</sup>                 |                                  |   |  |   |  |
| C             | 0    | ENGLEWOOD<br>2.8             | 729.4                                 | 74<br>34                                |                     | 7.04                                 | f 7.19                     | 7.38   | 1.11                           | 7.06                       | 7.53                               |                                  |   |  |   |  |
| C             | 0    | LITTLETON<br>4.6             | 726.6                                 | 70<br>30                                |                     | f 7.00                               | f 7.15                     | 7.35   | f 1.07                         | s 7.01                     | 7.50                               |                                  |   |  |   |  |
| B             | 0    | STRUBY<br>2.5                | 722.0                                 | 70<br>8                                 |                     | 6.52                                 | 7.10                       | 7.30   | 1.01                           | 6.54                       | 7.45                               |                                  |   |  |   |  |
| B             | 0    | ACEQUIA<br>3.5               | 719.5                                 | 93<br>7                                 |                     | 6.48                                 | 7.07                       | 7.27   | 12.57                          | 6.51                       | 7.42                               |                                  |   |  |   |  |
| B             | 0    | GANN<br>3.2                  | 716.0                                 | 65<br>7                                 |                     | f 6.44                               | 7.03                       | 7.23   | 12.53                          | 6.47                       | 7.38                               |                                  |   |  |   |  |
| C             | 0    | SEDALIA<br>8.0               | 712.8                                 | 60<br>25                                | W                   | f 6.40                               | f 7.00                     | 7.20   | 12.49                          | 6.43                       | 7.35                               |                                  |   |  |   |  |
| C             | 0    | CASTLE ROCK<br>10.5          | 32.5                                  | 96<br>19                                |                     | s 6.28                               | f 6.50                     | 7.10   | f 12.38                        | f 6.32                     | 7.25                               |                                  |   |  |   |  |
| C             | 0    | LARKSPUR<br>3.9              | 43.0                                  | 100<br>43                               | W                   | s 6.11                               | f 6.39                     | 6.58   | f 12.25                        | 6.17                       | 7.12                               |                                  |   |  |   |  |
| B             | 0    | GREENLAND<br>5.0             | 46.9                                  | 43                                      |                     | f 6.04                               | 6.32                       | 6.52   | 12.19                          | 6.11                       | 7.07                               |                                  |   |  |   |  |
| C             | 73.9 | PALMER LAKE<br>3.7           | 686.2                                 | 67<br>79                                | Y                   | f 5.56                               | f 6.25                     | 6.45   | 12.12                          | 6.03                       | 7.00                               |                                  |   |  |   |  |
| C             | 73.9 | MONUMENT<br>2.9              | 682.5                                 | 64<br>28                                |                     | 5.47                                 | 6.15                       | 6.35   | 12.05 <sup>PM</sup>            | 5.53                       | 6.50                               |                                  |   |  |   |  |
| B             | 52.8 | PRING<br>2.9                 | 679.6                                 | 93<br>21                                | W                   | 5.40                                 | 6.09                       | 6.28   | 11.59                          | 5.45                       | 6.44                               |                                  |   |  |   |  |
| C             | 52.8 | HUSTED<br>3.0                | 676.7                                 | 58<br>9                                 |                     | 5.34                                 | 6.05                       | 6.22   | 11.55                          | 5.40                       | 6.40                               |                                  |   |  |   |  |
|               | 52.8 | SOMMERS<br>2.2               | 673.7                                 | 66<br>7                                 |                     | 5.28                                 | 6.00                       | 6.16   | 11.51                          | 5.35                       | 6.35                               |                                  |   |  |   |  |
| B             | 52.8 | BREED<br>4.5                 | 671.5                                 | 93<br>9                                 |                     | 5.23                                 | 5.56                       | 6.11   | 11.48                          | 5.31                       | 6.31                               |                                  |   |  |   |  |
| C             | 52.8 | PIKEVIEW<br>3.8              | 667.0                                 | 59<br>73                                |                     | 5.15                                 | 5.50                       | 6.05   | 11.42                          | 5.25                       | 6.25                               |                                  |   |  |   |  |
| C             | 52.8 | COLORADO SPRINGS<br>3.7      | 663.2                                 | Yard                                    | W F Y               | s 5.05<br>s 5.00                     | s 5.40<br>s 5.35           | s 5.55<br>s 5.50                                   | s 11.35<br>s 11.30             | s 5.15<br>s 5.10           | s 6.15<br>s 6.10                   |                                  |   |  |   |  |
| C             | 52.8 | KELKER<br>2.1                | 659.5                                 | 93                                      |                     | 4.52                                 | 5.29                       | 5.44   | 11.24                          | 5.04                       | 6.04                               |                                  |   |  |   |  |
| B             | 48.0 | SKINNERS<br>3.5              | 657.4                                 | 93<br>6                                 |                     | 4.48                                 | 5.26                       | 5.41   | 11.21                          | 5.01                       | 6.01                               |                                  |   |  |   |  |
|               | 39.0 | CREWS<br>3.0                 | 653.9                                 | 67<br>7                                 |                     | 4.42                                 | 5.22                       | 5.37   | 11.17                          | 4.57                       | 5.57                               |                                  |   |  |   |  |
| C             | 48.0 | FOUNTAIN<br>5.5              | 87.9                                  | 109<br>45                               | W                   | f 4.38                               | 5.18                       | 5.33   | 11.14                          | 4.53                       | 5.53                               |                                  |   |  |   |  |
| C             | 46.0 | BUTTES<br>5.6                | 93.4                                  | 84                                      |                     | 4.30                                 | 5.11                       | 5.26   | 11.08                          | 4.46                       | 5.46                               |                                  |   |  |   |  |
| C             | 46.0 | WIGWAM<br>6.3                | 99.0                                  | 106                                     |                     | 4.22                                 | 5.04                       | 5.19   | 11.01                          | 4.39                       | 5.39                               |                                  |   |  |   |  |
| C             | 37.0 | PINON<br>3.2                 | 105.3                                 | 67                                      | W                   | 4.14                                 | 4.57                       | 5.12   | 10.54                          | 4.32                       | 5.32                               |                                  |   |  |   |  |
| C             |      | BRAGDON                      | 108.5                                 |   |                     | 4.10 <sup>AM</sup>                   | 4.53 <sup>AM</sup>         | 5.08 <sup>AM</sup>                                 | 10.51 <sup>AM</sup>            | 4.28 <sup>PM</sup>         | 5.28 <sup>PM</sup>                 |                                  |   |  |   |  |
|               |      | (103.9)                      |                                       |   |                     | Leave Daily                          | Leave Daily                | Leave Daily  | Leave Daily                    | Leave Daily                | Leave Daily                        |                                  |   |  |   |  |
|               |      | ...Time Over District...     |                                       |   |                     | 3.04                                 | 2.32                       | 2.37   | 2.26                           | 2.44                       | 2.32                               |                                  |   |  |   |  |
|               |      | ...Average Speed Per Hour... |                                       |   |                     | 34.8                                 | 42.2                       | 41.0   | 44.2                           | 39.2                       | 42.2                               |                                  |   |  |   |  |

Double track between Bragdon and South Denver.

Manual block between Bragdon and South Denver.

Absolute block between Palmer Lake and Larkspur.

Automatic block between Mile Post 661 plus 1250 feet and Mile Post 662 plus 2745 feet, and between Mile Post 663 plus 2392 feet and Mile Post 664 plus 1057 feet.

Trains have no time table superiority between Rio Grande connection and signal 6631 at Colorado Springs and must run at restricted speed expecting to find tracks occupied by other trains. Responsibility for accident rests with approaching train.

Trains must get numbered clearance card, Form 902, before leaving Colorado Springs.

Switch at north end Colorado Springs yard shows clear target when set for freight lead and red target when set for passenger lead.

Engines must not exceed speed of six (6) miles per hour or ten (10) minutes for each mile, on Palmer Lake wye.

The small figures shown above train numbers indicate The Colorado & Southern Railway Co.'s trains and are for information only.

**DENVER DIVISION,  
FORT LOGAN DISTRICT—D. & R. G. W.  
SOUTHWARD NORTHWARD**

**CROSSING RULES**

At Colorado and Southern Crossing No. 1 on Fort Logan branch, Colorado & Southern trains from Denver have the right to cross ahead of Denver and Rio Grande Western trains in either direction. Denver and Rio Grande Western trains in either direction have the right to cross ahead of Colorado & Southern trains toward Denver.

| Fuel, Water, Turn<br>Tables and Wyes | Capacity of Sidings | Ruling Grade<br>Ascending | Time Table No. 72<br>JANUARY 14, 1940 |     |       | Ruling Grade<br>Ascending | Distance from<br>Denver | Communication |
|--------------------------------------|---------------------|---------------------------|---------------------------------------|-----|-------|---------------------------|-------------------------|---------------|
|                                      |                     |                           | STATIONS                              |     |       |                           |                         |               |
| ✓                                    |                     | 0                         | MILITARY JUNCTION                     | 0.7 | 121.4 | 8.2                       | B                       |               |
|                                      |                     | 0                         | MILITARY PARK                         | 0.1 | 121.4 | 8.9                       |                         |               |
|                                      | 12                  | 121.4                     | C. & S. CROSSING No. 1                | 0.6 | 0     | 9.0                       |                         |               |
|                                      | 16                  | 121.4                     | LORETTO                               | 0.3 | 0     | 9.6                       |                         |               |
|                                      |                     |                           | FORT LOGAN                            |     |       | 9.9                       |                         |               |

(1.7)

**LOCATION OF CROSS-OVERS**

D. & R. G. W.

| Miles from<br>Denver | BETWEEN  |           | POINTS   | Miles from<br>Denver | BETWEEN  |        | POINTS   |
|----------------------|----------|-----------|----------|----------------------|----------|--------|----------|
| 0.3                  | Denver   | Littleton | Facing   | 75.4                 | Pikeview | Kelker | Trailing |
| 0.7                  | Denver   | Littleton | Facing   | 111.5                | Eden     | Pueblo | Trailing |
| 1.0                  | Denver   | Littleton | Trailing | 116.8                | Eden     | Pueblo | Trailing |
| 1.6                  | Denver   | Littleton | Trailing | 117.5                | Eden     | Pueblo | Trailing |
| 2.3                  | Denver   | Littleton | Facing   | 118.6                | Eden     | Pueblo | Facing   |
| 10.4                 | Denver   | Littleton | Facing   | 118.8                | Eden     | Pueblo | Trailing |
| 74.6                 | Pikeview | Kelker    | Trailing | 118.9                | Eden     | Pueblo | Facing   |
| 75.0                 | Pikeview | Kelker    | Trailing | 119.0                | Eden     | Pueblo | Trailing |
| 75.1                 | Pikeview | Kelker    | Facing   |                      |          |        |          |

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

|                        |                                   |                      |             |
|------------------------|-----------------------------------|----------------------|-------------|
| Littleton,<br>Sedalia, | Palmer Lake,<br>Colorado Springs, | Kelker,<br>Fountain, | Buttes, (2) |
|------------------------|-----------------------------------|----------------------|-------------|

**DENVER DISTRICT**

| SOUTHWARD               |                               |                               |                            |                               |                              |                         | Time Table No. 72<br>JANUARY 14, 1940 | NORTHWARD               |                              |                               |                               |                         |    |
|-------------------------|-------------------------------|-------------------------------|----------------------------|-------------------------------|------------------------------|-------------------------|---------------------------------------|-------------------------|------------------------------|-------------------------------|-------------------------------|-------------------------|----|
| 73                      | 41                            | 65                            | 35                         | 31                            | 97                           | 75                      |                                       | 68                      | 72                           | 98                            | 36                            | 66                      | 76 |
| Fast Freight<br>C. & S. | Fast Freight<br>A. T. & S. F. | Fast Freight<br>D. & R. G. W. | Rocket<br>D. & R. G. W.    | Fast Freight<br>A. T. & S. F. | Way Freight<br>A. T. & S. F. | Fast Freight<br>C. & S. | Fast Freight<br>D. & R. G. W.         | Fast Freight<br>C. & S. | Way Freight<br>A. T. & S. F. | Fast Freight<br>A. T. & S. F. | Fast Freight<br>D. & R. G. W. | Fast Freight<br>C. & S. |    |
| Leave Daily             | Leave Daily                   | Leave Daily                   | Leave Daily<br>Except Sun. | Leave Daily                   | Leave Mon.<br>Wed. & Fri.    | Leave Daily             | Arrive Daily                          | Arrive Daily            | Arrive Tue.<br>Thurs. & Sat. | Arrive Daily                  | Arrive Daily                  | Arrive Daily            |    |
| 1.00AM                  | 10.00PM                       |                               |                            | 12.01 PM                      | 11.30AM                      | 10.00AM                 |                                       | 7.30PM                  | 9.30PM                       | 2.00AM                        |                               | 4.00AM                  |    |
|                         |                               | 9.00PM                        | 7.00PM                     |                               |                              |                         | 7.00PM                                |                         |                              |                               | 4.00AM                        |                         |    |
| 4.30AM                  | 1.10AM                        | 1.15AM                        | 9.15                       | 3.10                          | 4.30PM                       |                         | 3.15                                  | 4.10                    | 5.00PM                       | 10.30PM                       | 1.00AM                        | 12.40AM                 |    |
| 6.00AM                  | 3.00AM                        |                               |                            | 5.00PM                        |                              | 2.30PM                  |                                       | 2.30PM                  |                              | 9.00PM                        |                               | 11.00PM                 |    |
|                         |                               | 2.45AM                        | 10.45PM                    |                               |                              |                         | 1.15 PM                               |                         |                              |                               | 11.00PM                       |                         |    |

Trains shown on this page have no time table authority

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

| FROM                  | TO                    | Class of<br>Engine<br>L-131-132<br>Nos. of<br>Engines<br>3600-3619 | Class of<br>Engine<br>L-105<br>Nos. of<br>Engines<br>3700-3709 | Class of<br>Engine<br>M-78<br>Nos. of<br>Engines<br>1511-1520 | Class of<br>Engine<br>M-75<br>Nos. of<br>Engines<br>1600-1609 | Class of<br>Engine<br>M-68<br>Nos. of<br>Engines<br>1800-1804 | Class of<br>Engine<br>M-64 M-67<br>Nos. of<br>Engines<br>1501-1510<br>1521-1530<br>1700-1713 | Class of<br>Engine<br>K-59<br>Nos. of<br>Engines<br>1200-1213 | Class of<br>Engine<br>C-48<br>Nos. of<br>Engines<br>1131-1199 | Class of<br>Engine<br>P-44<br>Nos. of<br>Engines<br>800-805 | Class of<br>Engine<br>C-39-41<br>Nos. of<br>Engines<br>1000-1029<br>915-925<br>950-964 | Class of<br>Engine<br>T-29<br>Nos. of<br>Engines<br>762-793 | Adjust-<br>ment<br>Factor |
|-----------------------|-----------------------|--|--|---|---|---|--|---|---|---|--|---|---------------------------|
|                       |                       | Tons   | Tons   | Tons  | Tons  | Tons  | Tons   | Tons  | Tons  | Tons  | Tons   | Tons  | Tons                      |
| Burnham.....          | Louviers.....         | 6000   | 4650   | 3240  | 3240  | 2860  | 2630   | 2045  | 1800  | 1425  | 1600   | 1150  | 5                         |
| Louviers.....         | Palmer Lake.....      | 3100   | 2650   | 1920  | 1920  | 1875  | 1730   | 1315  | 1200  | 1070  | 1030   | 730   | 4                         |
| Pueblo.....           | Colorado Springs..... | 5000   | 4300   | 2835  | 2850  | 2790  | 2600   | 1800  | 1590  | 1580  | 1420   | 1030  | 6                         |
| Colorado Springs..... | Palmer Lake.....      | 3000   | 2500   | 1840  | 1840  | 1750  | 1650   | 1190  | 1060  | 1020  | 940  | 660   | 4                         |

# Special Rules and Regulations

## Effective on Denver Division and Superseding All General Rules Inconsistent Therewith

1  
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.

1 (b)  
**Southward Track—**  
Southward track is under D. & R. G. W. operating jurisdiction between South Denver and Bragdon.

Trains not authorized by time table operating with current of traffic between South Denver and Bragdon will move on receipt of numbered clearance card, Form 902, and trains so authorized will display signals as prescribed by Rule 21.

C. R. I. & P. passenger trains, having no time table authority, operate over THIRD TRACK between passenger depot and C. R. I. & P. connection, Mile Post 74.6, Colorado Springs, governed by Rules 93 and D153 Operating Department, as follows:

No. 5 arrive 6:20 a. m. No. 8 depart 1:05 p. m.

No. 7 arrive 8:30 a. m. No. 6 depart 9:00 p. m.

Other trains and engines using THIRD TRACK between these points will exercise care not to delay C. R. I. & P. passenger trains in either direction, and must not block C. R. I. & P. freight trains, yard engines, or hostlers from entering or leaving C. R. I. & P. connection.

1 (c)  
**Northward Track—**  
Northward track is under A. T. & S. F. operating jurisdiction between Bragdon and South Denver.

Trains not authorized by time table operating with current of traffic between Bragdon and South Denver will move on receipt of numbered clearance card, Form 902, and trains so authorized will display signals as prescribed by Rule 21.

### 2 YARD LIMIT STATIONS:

(See Rules 93 and D-153 Operating Department).

Southward Track.—Denver, Burnham and South Denver, one yard; Englewood, Military Junction and Littleton including Fort Logan District, one yard; Louviers; Palmer Lake; Carlton Mine; Roswell and Colorado Springs including Third Track and Manitou District, one yard; Pueblo.

Northward Track.—Pueblo; Colorado Springs and Pikeview, one yard; Palmer Lake; South Denver and Denver, one yard; D. & R. G. W., South Denver, Burnham and Denver, one yard.

3  
First Class trains operating against current of traffic must move in yard limits at restricted speed.

3 (a)  
Colorado Springs—City ordinance prohibits the use of locomotive whistle, except in cases of emergency, within the city limits.

Castle Rock—Northward track—City ordinance prohibits the use of locomotive whistle, except in case of emergency, within city limits, for crossings, except Second Street crossing, located one block south of D. & R. G. W. station.

3 (b)  
When trains display markers with green instead of yellow discs, these green discs will be considered as indicating the same as yellow.

### 4 STANDARD CLOCKS:

#### A. T. & S. F.

Denver—U. D., Room 217, C. & S. Yard Office, C. & S. Roundhouse Office.

Colorado Springs—A. T. & S. F. Passenger Station.

Pueblo—U. D., Room 8, Eighth Street Yard Office, 4th Street Block Office.

#### D. & R. G. W.

Denver—U. D., Room 201, Yard Office.

Burnham—Yard Office, Roundhouse Office.

Colorado Springs—D. & R. G. W. Passenger Station.

Pueblo—U. D., Room 8, Yard Office, Roundhouse Office.

### 5 STANDARD THERMOMETERS:

Northward Track—Pueblo, Bragdon, Colorado Springs, Palmer Lake, Castle Rock, Sedalia, Littleton and Denver.

Southward Track—Denver, Burnham, Sedalia, Palmer Lake, Monument, Colorado Springs, Fountain, Bragdon and Pueblo.

### 6 A. T. & S. F. BULLETIN BOOKS:

Denver—U. D., Room 217, C. & S. Yard Office, C. & S. Roundhouse Office.

Colorado Springs—A. T. & S. F. Passenger Station.

Pueblo—U. D., Room 8, Yard Office, Roundhouse Office.

### D. & R. G. W. BULLETIN BOOKS:

Denver—U. D., Room 201.

Burnham—Yard Office, Roundhouse Office.

Colorado Springs—D. & R. G. W. Passenger Station.

Pueblo—U. D., Room 8, Yard Office, Roundhouse Office.

### 7 FORM 903—3928:

Conductors of freight and mixed trains must leave A. T. & S. F. Form 903 or D. & R. G. W. Form 3928 at all stations except register stations where cars are set out or picked up.

### 8 AMENDED RULE 5:

That part of Rule 5 Operating Department reading: "Time applies to point indicated by station sign, conforming to time table designation" is amended to read: "The Time applies to the switch where an inferior train enters a siding; where there is no siding, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signals, it applies to the place where traffic is received or discharged."

### 9 AMENDED RULE 10-A:

Rule 10 (A). A temporary slow speed signal (yellow disc, yellow flag, and/or yellow light), shall be displayed one mile or more each way from structure or segment of track over which speed of trains shall be reduced. When so displayed, trains must not exceed fifteen miles per hour, unless otherwise specified by train order or bulletin, until rear of train shall have passed a temporary resume speed signal (green disc, green flag, and/or green light), which will mark the end of the restriction.

Permanent slow boards (3 feet wide by 1 foot 4 inches high, yellow background with black numerals, mounted on post), will be located not less than 2500 feet each way from structure or segment of track where speed of trains is permanently reduced. The numerals on track side denote maximum speed for freight trains, and the numerals on field side denote maximum speed for passenger trains, and the numerals on field side denote maximum speed for freight trains. Special rules and regulations in time table, train orders, bulletins, special instructions, or temporary low speed signals which require speeds lower than those indicated on the permanent slow boards, are not abrogated by the latter.

Permanent resume speed boards (3 feet wide by 1 foot 4 inches high, mounted on post, green, without lettering) will be located just beyond structure or segment of track governed by permanent slow boards, where, rear of trains having passed, normal speed may be resumed.

Where there occurs a succession of permanent locations requiring varying maximum speed, appropriate permanent slow boards will be placed to indicate the maximum permissible speeds over the structure or track beyond them. Under such circumstances only one permanent resume speed board will be installed at the end of the series of locations.

Slow boards are erected on D. & R. G. W. track between Pueblo and Denver. They are painted yellow with the required numerals in black and are located 1400 feet in advance of certain locations where the speed of trains is permanently restricted. The upper numerals denote the maximum speed in miles per hour allowable for passenger trains and the lower for freight trains, but in nowise abrogate nor modify special rules, train orders, nor instructions further restricting the speed of any or all trains. Where two or more restricted areas are close together, but one pair of slow boards is used, enginemen should restrict the speed of train until, in their judgment, entire train has passed the restricted territory, when normal speed may be resumed. The reverse side of slow board is painted green and indicates a point 1400 feet beyond restricted territory, and will serve as a guide to enginemen in resuming normal speed.

### 10 TORPEDOES:

When unattended torpedoes are exploded, trains may resume normal speed at a distance of one (1) mile from that point. (See Rule 15 Operating Department.)

### 11 AMENDED RULE 86:

Where automatic block is continuous between stations inferior trains in the same direction will only be required to clear superior trains sufficiently to give clear signal indication in the rear. (See Rule 86 Operating Department.)

### 13 AMENDED RULE 204:

Additional copy of train orders and clearance cards shall be furnished for delivery to rear brakeman. (See Rule 204 Operating Department.)

### 13 (a) AMENDED RULE 104-A:

First paragraph of Rule 104-A is amended to read: "At meeting or passing points the employe attending the switch must not unlock derail or main line switch nor station himself nearer to main track switch than the clearance point, and when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S-89-A after lining and locking switch he must take position not nearer than clearance point and when safe to do so, on opposite side of track, until inferior train enters siding."

**AMENDED RULE 221:**

Rule 221, Operating Department, is amended to read:

"Where a fixed signal is used at a train order office, it must indicate 'stop' when there is an operator on duty, except when changed to 'proceed' to allow a train to pass when there are no train orders for any train in that direction.

When the train order signal cannot be changed to indicate 'proceed' for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in 'stop' position without first receiving clearance card (Form 902).

Train order signals must be fastened at 'Proceed' only when no operator is on duty. When so fastened at night, the light must be extinguished.

Operators must have flagman's signals ready for immediate use."

**AMENDED RULE 360:**

Rule 360, Operating Department, is amended to read:

"Station announcements will be omitted between the hours of 10 P. M. and 6 A. M. when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers."

**OVERHEAD OBSTRUCTIONS:** (See Rule 310 Operating Department)**Northward Track**

| Mile Posts      | Bridge Number | NAMES   |
|-----------------|---------------|---|
| D.&R.G.W.—119.0 | -----         | Pueblo "C" Street viaduct D. & R. G. W.                             |
| D.&R.G.W.—117.9 | -----         | " East 4th St. bridge D. & R. G. W.                                 |
| D.&R.G.W.— 93.0 | 93.94         | Fountain River bridge.  |
| A.T.&S.F.—652.5 | 652B          | A. T. & S. F. bridge over double track.                             |
| A.T.&S.F.—685.7 | 685B          | Palmer Lake—highway bridge.   |
|                 |               | Denver—Center Ave. trolley wire A. T. & S. F.                       |
|                 |               | " —3rd Ave. electric wire A. T. & S. F.                             |
|                 |               | " —13th St. viaduct A. T. & S. F.                                   |
|                 |               | " —14th St. viaduct, Wynkoop St. A. T. & S. F. and D. & R. G. W.    |
|                 |               | " —Larimer St. viaduct, lumber yard tracks and siding D. & R. G. W. |
|                 |               | Burnham—8th Ave. viaduct, D. & R. G. W.                             |

**Southward Track**

| Mile Posts | Bridge Number | NAMES  |
|------------|---------------|--|
|            |               | Denver—16th St. viaduct.   |
|            |               | " —Bridge O-AEW.   |
|            |               | " —7th St. Main and yard tracks.                                     |
|            |               | " —Larimer St. viaduct, lumber yard tracks and siding D. & R. G. W.  |
|            |               | " —14th St. viaduct, Wynkoop St. A. T. & S. F. and D. & R. G. W.     |
|            |               | " —13th St. viaduct A. T. & S. F.                                    |
|            |               | " —3rd Ave electric wire A. T. & S. F.                               |
|            |               | " —Center Ave. trolley wire A. T. & S. F.                            |
|            |               | Sedalia—D. & R. G. W. old main track, A. T. & S. F. overhead bridge. |

**Southward Track**

| Mile Posts      | Bridge Number | NAMES   |
|-----------------|---------------|---|
| D.&R.G.W.— 52.5 | -----         | Palmer Lake—Highway bridge.                                     |
| D.&R.G.W.— 74.7 | -----         | Colorado Springs Bijou St. viaduct.                             |
| D.&R.G.W.— 75.0 | -----         | " Colorado Ave. viaduct.  |
| D.&R.G.W.— 75.5 | -----         | " Mid Term. bridge perpendicular clearance, 16 feet, 10 inches. |
| D.&R.G.W.— 75.6 | -----         | " Bridge 75-A over electric light plant spur.                   |
| D.&R.G.W.— 86.2 | -----         | A. T. & S. F. bridge over double track.                         |
| D.&R.G.W.—117.9 | -----         | Pueblo East 4th St. bridge D. & R. G. W.                        |
| D.&R.G.W.—119.0 | -----         | " "C" St. viaduct D. & R. G. W.                                 |

**DWARF SIGNALS:**

In connection with Rules 10F, 701, 702, 703 and 704 Operating Department, when upper quadrant signals are used as dwarf or low home signals, they will display the same indications as high home signals and have the same names. Red light will be displayed for stop indications.

**AMENDED RULE 711:**

Rule 711, Operating Department, is amended to read:

"Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the timetable or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits."

**AMENDED RULE 872:**

Rule 872, Operating Department, is amended to read:

"When the engine has been coupled on and the gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employees making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released."

**AUTOMATIC BLOCK:**

On single track, trains in clear on siding or other tracks, will not use siding switches (or other switches not equipped with switch indicators) until indication of signals in both directions have been observed.

Trains moving from siding to main track will foul the circuit and set the signal before lining switch.

**REMOTE CONTROL SWITCHES AND INTERLOCKING PLANTS:**

Interlocked remote control switches, Pueblo 4th Street, and on Northward track at Colorado Springs.

These switches are equipped with switch targets indicating GREEN for main track and YELLOW for turnout in facing point direction only. Interlocked signals governing movement over these switches indicate PROCEED for main track and RESTRICTED SPEED for main track or turnout.

Should a remote control switch or the signal governing movement over such a switch be out of order, communicate with the signalman on telephone and be governed by his instructions. If telephone out of order see that switch is properly lined for your movement, spike same and proceed under flag protection to next governing signal. If switch is spiked for movement to or from siding a member of the crew must remain at the switch and see that switch is restored to its normal position and left spiked, making report of same at first office of communication.

The following addition is made to Rule 782:

When an interlocking plant is out of order and signals cannot be operated and the operator or towerman desires an engine or train to move through the plant he may give this permission by signal with yellow flag or light. A member of the crew must then flag over each interlocked switch and derail.

PUEBLO 4th STREET—M. P. 619.2 north end Loop Line, Transfer Yard and Missouri Pacific connection and M. P. 620.7.

Telephones connecting with Pueblo 4th Street are located on signal mast or adjacent thereto at all remote control switches.

COLORADO SPRINGS NORTHWARD TRACK—Interlocking Plant 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. Third Track.

Conductors on northward freight trains will clear block to operator at Colorado Springs when train is clear of main track.

Before moving from D. & R. G. W. to A. T. & S. F. tracks advise Signalman by telephone route desired in A. T. & S. F. Yard.

Before moving from tracks in A. T. & S. F. yard to tracks in D. & R. G. W. yard, obtain permission from D. & R. G. W. operator.



**SPEED RESTRICTIONS:**

Trains moving against the current of traffic on double track must not exceed speed of thirty (30) miles per hour or two (2) minutes for each mile, around curves and where view is obscured, and use whistle freely as warning signal.

22 (a)

Colorado Springs—Trains or engines must not exceed a speed of fifteen (15) miles per hour, or four (4) minutes for each mile through connection between Northward Track and Third Track.

22 (b)

D. & R. G. W. trains handling short scale test cars (except scale test Car 010897), and all trains handling D. & R. G. W. system, K. & J. air dumps, Western air dumps, loaded system coke racks, or G. N. ore cars in series 83000, 86000 and 89000, must not exceed a speed of twenty-five (25) miles per hour, or two (2) minutes and twenty-four (24) seconds for each mile.

22 (c)

Freight trains entering A. T. & S. F. Yard, Pueblo, must not exceed speed of six (6) miles per hour, or ten (10) minutes for each mile.

23

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 a speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile. Trains handling D. & R. G. W. steam wreckers 0-24 and 0-27 must not exceed a speed of thirty-five (35) miles per hour, or one (1) minute and forty-two (42) seconds for each mile.

24

**LOCOMOTIVES HANDLED DEAD IN TRAINS**

With side rods in position are not to be run faster than twenty (20) miles per hour, or three (3) minutes for each mile.

With side rods all removed and all drivers on rail, fifteen (15) miles per hour, or four (4) minutes for each mile.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour or six (6) minutes for each mile.

Gas-electric motor cars being towed, sixty (60) miles per hour, or one (1) minute for each mile.

Locomotives operating under their own steam with all side rods in place and one main rod removed must not exceed following speeds: All freight and switch, including 0-4-0 to 2-10-4, twenty (20) miles per hour, or three (3) minutes for each mile.

Passenger locomotives, Mountain type, including 4-8-2 and 4-8-4, twenty-five (25) miles per hour, or two (2) minutes and twenty-four (24) seconds for each mile. All except Mountain type, including 4-4-0 to 4-6-2, thirty-five (35) miles per hour, or one (1) minute and forty-three (43) seconds for each mile.

25

**SPRING SWITCHES, TURNOUTS AND CROSSOVERS:**

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

Trailing movements thru spring switches must not be reversed until switch has been properly lined.

| Station   | Type       | Location                    | Miles per Hour |         |
|-----------|------------|-----------------------------|----------------|---------|
|           |            |                             | Passenger      | Freight |
| Bragdon   | Crossovers | A. T. & S. F.—D. & R. G. W. | 30             | 20      |
|           |            | South Siding Switch         | 30             | 20      |
| Littleton | Crossover  | Southward Track             | 30             | 20      |

26

**HIGHWAY CROSSINGS:**

Trains or engines between Denver Union Depot and City Limits, must not exceed indicated speed:

|  | Miles Per Hour   |                              |
|--|------------------|------------------------------|
|  | Passenger Trains | Freight Trains Light Engines |
| D. & R. G. W.  |                  |                              |
| Denver—Between Denver Union Depot and Colfax Avenue          | 12               | 8                            |
| Between Colfax Avenue and Santa Fe Crossing, Virginia Street | 20               | 10                           |
| Between Santa Fe Crossing at Virginia Street and City Limits | 25               | 15                           |

When head end of train is passing the street crossings of cities and towns named below, indicated speed must not be exceeded:

|                  |                   |
|------------------|-------------------|
| Fountain         | 20 miles per hour |
| Colorado Springs | 18 miles per hour |
| Castle Rock      | 15 miles per hour |
| Littleton        | 20 miles per hour |

A. T. &amp; S. F.

Pueblo—Santa Fe Ave., Main Street,  
Union Ave., Grand Ave., Fourth St.— 5 miles per hour

Gas-electric motor cars shall not be operated through water deeper than four (4) inches, and Diesel-electric cars through water deeper than five (5) inches above ball of the rail. When such movement is necessary, they must not exceed a speed of two (2) miles per hour or thirty (30) minutes for each mile. (This does not amend or modify rule 317-A, Operating Department.)

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**MAXIMUM LOCOMOTIVE SPEEDS—NO TOLERANCE**

| ENGINES                                    | Miles per Hour | Time per Mile Min. Sec. | LIGHT          |                         |                |                         |  |  |  |
|--|----------------|-------------------------|----------------|-------------------------|----------------|-------------------------|--|--|--|
|  |                |                         | FORWARD        |                         | BACKWARD       |                         |  |  |  |
|  |                |                         | Miles per Hour | Time per Mile Min. Sec. | Miles per Hour | Time per Mile Min. Sec. |  |  |  |
| A. T. & S. F.                              |                |                         |                |                         |                |                         |  |  |  |
| Diesels 1 to 11, incl.                     | 100            | 0 36                    | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| Gas-Electric M-105-M-190, Incl.            | 60             | 0 60                    | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| (A) Atlantic Type 79-in. Drivers           | 100            | 0 36                    | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| (B) Atlantic Type 73-in. Drivers           | 90             | 0 40                    | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| (C) Pacific Type 79-84-in. Drivers         | 100            | 0 36                    | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| (D) Pacific Type 73-74-in. Drivers         | 90             | 0 40                    | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| 3700 to 3750, Incl.                        | 70             | 0 51                    | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| 3751 to 3764, Incl.                        | 75             | 0 48                    | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| 3765 to 3775, Incl.                        | 75             | 0 48                    | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| (E) Prairie Type 69-in. Drivers            | 50             | 1 12                    | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| 789-825; 870-874                           | 30             | 2 00                    | 30             | 2 00                    | 20             | 3 00                    |  |  |  |
| 885-999; 1600-1705; 1950-1991              | 40             | 1 30                    | 35             | 1 43                    | 20             | 3 00                    |  |  |  |
| 1798-1799                                  | 55             | 1 05                    | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| 2506; 2535-2553; 2565-2569                 | 35             | 1 43                    | 35             | 1 43                    | 20             | 3 00                    |  |  |  |
| 2507-2534; 2559-2564                       | 55             | 1 05                    | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| 3010-3029; 3100-3158                       | 35             | 1 43                    | 35             | 1 43                    | 20             | 3 00                    |  |  |  |
| 3160-3287; 3800-3940; 4000-4115            | 55             | 1 05                    | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| 5000-5010                                  | 65             | 0 55.4                  | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| C. & S.—C. B. & Q.                         |                |                         |                |                         |                |                         |  |  |  |
| (A) 10 Wheel Type, 68" Drivers             | 65             | 0 55.4                  | 45             | 1 20                    | 25             | 2 24                    |  |  |  |
| (B) Pacific Type, 68" Drivers              | 65             | 0 55.4                  | 45             | 1 20                    | 25             | 2 24                    |  |  |  |
| (C) Pacific Type, 74" Drivers              | 65             | 0 55.4                  | 45             | 1 20                    | 25             | 2 24                    |  |  |  |
| (D) Santa Fe Type, 56" Drivers             | 45             | 1 20                    | 45             | 1 20                    | 25             | 2 24                    |  |  |  |
| (E) Santa Fe Type, 56" Drivers             | 45             | 1 20                    | 45             | 1 20                    | 25             | 2 24                    |  |  |  |
| Santa Fe Type, 63" Drivers                 | 45             | 1 20                    | 45             | 1 20                    | 25             | 2 24                    |  |  |  |
| D. & R. G. W.                              |                |                         |                |                         |                |                         |  |  |  |
| (A) Pacific Type, 67" Drivers              | 70             | 0 51                    | 50             | 1 12                    | 25             | 2 24                    |  |  |  |
| (B) Mountain Type, 63"-67" 70"-73" Drivers |                |                         |                |                         |                |                         |  |  |  |
| 1501 to 1530; 1600 to 1609                 | 50             | 1 12                    | 50             | 1 12                    | 25             | 2 24                    |  |  |  |
| 1700 to 1713; 1800 to 1804                 | 70             | 0 51                    | 50             | 1 12                    | 25             | 2 24                    |  |  |  |
| (C) Consolidated Type, 55"-57" Drivers     |                |                         |                |                         |                |                         |  |  |  |
| 1000 to 1029; 1131 to 1199                 | 45             | 1 20                    | 45             | 1 20                    | 25             | 2 24                    |  |  |  |
| (D) Mikado-Santa Fe Type, 63" Drivers      |                |                         |                |                         |                |                         |  |  |  |
| 1200 to 1213                               | 55             | 1 05                    | 45             | 1 20                    | 25             | 2 24                    |  |  |  |
| 1400 to 1409                               | 40             | 1 30                    | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| (E) Mallet Type, 57"-63"-70" Drivers       |                |                         |                |                         |                |                         |  |  |  |
| 3400 to 3415                               | 40             | 1 30                    | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| 3600 to 3619                               | 40             | 1 30                    | 40             | 1 30                    | 25             | 2 24                    |  |  |  |
| 3700 to 3709                               | 65             | 0 55.4                  | 50             | 1 12                    | 25             | 2 24                    |  |  |  |
| A. T. & S. F.—C. & S.—C. B. & Q.           |                |                         |                |                         |                |                         |  |  |  |
| D. & R. G. W.                              |                |                         |                |                         |                |                         |  |  |  |
| All regularly assigned to switch service   | 20             | 3 00                    | 20             | 3 00                    | 20             | 3 00                    |  |  |  |
| All other engines                          | 20             | 3 00                    | 20             | 3 00                    | 20             | 3 00                    |  |  |  |

**ENGINES AND DIAMETER OF DRIVERS**

A. T. & S. F.

| GROUP (A)  | GROUP (B)  | GROUP (C)  | GROUP (D)   | GROUP (E)   |
|--|--|--|---|---|
| Atlantic Type<br>79" Drivers   | Atlantic Type<br>73" Drivers   | Pacific Type<br>79"-84" Drivers  | Pacific Type<br>73"-74" Drivers   | Prairie Type<br>69" Drivers                                     |
| 537<br>1413<br>1416<br>1442<br>1453<br>1457<br>1468<br>1473 to 1477* | 512<br>542 to 559*<br>1415<br>1420<br>1425<br>1431<br>1444 to 1447*<br>1456<br>1458<br>1460, 1462, 1466<br>1470, 1472<br>1478 to 1556* | 1200 to 1206*<br>1208 to 1209*<br>1211 to 1213*<br>1216 to 1225*<br>3420<br>3425<br>3434<br>3438, 3448<br>3450 to 3459*<br>3460 to 3465* | 1226 to 1399*<br>3400 to 3419*<br>3421 to 3424*<br>3426 to 3433*<br>3435 to 3437*<br>3439 to 3447*<br>3449<br>3500 to 3534*<br>3600 | 1000 to 1152*<br>1207<br>1210<br>1214 to 1215*<br>1800 to 1887* |

C. & S.-C. B. & Q.

| GROUP (A)                    | GROUP (B)                   | GROUP (C)                   | GROUP (D)                    | GROUP (E)                    |
|------------------------------|-----------------------------|-----------------------------|------------------------------|------------------------------|
| 10 Wheel Type<br>68" Drivers | Pacific Type<br>68" Drivers | Pacific Type<br>74" Drivers | Santa Fe Type<br>56" Drivers | Santa Fe Type<br>63" Drivers |
| 320 to 331*                  | 350 to 354*                 | 370 to 375*                 | 900 to 904*<br>6100          | 6300 to 6309*                |

D. & R. G. W.

| GROUP (A)                                    | GROUP (B)  | GROUP (C)                               | GROUP (D)                                   | GROUP (E)                                       |
|--|--|---|---|---|
| 10 Wheel Type<br>Pacific Type<br>67" Drivers | Mountain Type<br>63"-67"-70"-73"<br>Drivers                      | Consolidated<br>Type<br>55"-57" Drivers | Mikado Type<br>Santa Fe Type<br>63" Drivers | Mallet Type<br>57"-63"-70"<br>Drivers           |
| 763 to 793*<br>800 to 805*                   | 1501 to 1530*<br>1600 to 1609*<br>1700 to 1713*<br>1800 to 1804* | 1000 to 1029*<br>1131 to 1199*          | 1200 to 1213*<br>1400 to 1409*              | 3400 to 3415*<br>3600 to 3619*<br>3700 to 3709* |

\*Both inclusive.

29

**TRAIN SPEED RESTRICTIONS**

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being given to condition of track and all the circumstances.

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.

**MAXIMUM SPEED FOR TRAINS**

| LOCATION                 | Passenger      |                         | Freight, Mixed and Light |                         |
|--------------------------|----------------|-------------------------|--------------------------|-------------------------|
|                          | Miles per Hour | Time per Mile Min. Sec. | Miles per Hour           | Time per Mile Min. Sec. |
| Denver District.....     | 70             | 0 51                    | 45                       | 1 20                    |
| Fort Logan District..... | 15             | 4 00                    | 15                       | 4 00                    |

Passenger trains in both directions must make running test of air brakes as outlined in A. T. & S. F. Operating Rule 879 before passing over the summit at Palmer Lake.

Freight trains must stop at Palmer Lake and test air brakes. Trainman must know brakes apply and release on rear car.

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

Freight trains must not exceed twenty-five (25) miles per hour or two (2) minutes and twenty-four (24) seconds for each mile, when operating retainers, and will reduce speed to fifteen (15) miles per hour or four (4) minutes for each mile at points where it is necessary for trainmen to change the position of retainers.

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**SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON  
FACE OF TIME TABLE**

| LOCATION            | Miles from Denver | Car Capacity | Switch Connections | Flag Stops for Trains |
|---------------------|-------------------|--------------|--------------------|-----------------------|
| <b>SOUTHWARD</b>    |                   |              |                    |                       |
| Robinson.....       | 5.3               | 8            | North              | Freight Only          |
| Overland Park.....  | 5.8               | 3            | North              | Freight Only          |
| Yale Street.....    | 6.5               | 10           | South              | Freight Only          |
| Ingersoll Rand..... | 9.9               | 31           | South              | Freight Only          |
| Magazine.....       | 19.6              | 87           | North              | Freight Only          |
| Medlock.....        | 56.1              | 48           | South              | Freight Only          |
| Edgerton.....       | 65.6              | 39           | South              | Freight Only          |
| Woodman.....        | 67.9              | 8            | South              | Freight Only          |
| Carlton Mine.....   | 69.0              | 38           | North & South      | Freight Only          |
| Colorado City.....  | 75.0              | 47           | North & South      | Freight Only          |
| Widefield.....      | 83.2              | 65           | South              | Freight Only          |
| <b>NORTHWARD</b>    |                   |              |                    |                       |
| Cuba.....           | 107.7             | 99           | North & South      | Freight Only          |
| Roby.....           | 93.1              | 10           | South              | Freight Only          |
| Douglas.....        | 35.1              | 7            | North              | Freight Only          |
| Plateau.....        | 28.5              | 15           | North              | Freight Only          |

31

**INTERLOCKED RAILROAD CROSSINGS AND JUNCTIONS**

Pueblo—A. T. & S. F.—D. & R. G. W. Junction at East end Union Depot yard. All trains entering and leaving Union Depot tracks at this Junction use the same lead.

Pueblo—Grade crossing of Denver District D. & R. G. W. northward freight main track, with D. & R. G. W. Sub-Division 8 northward main track, at M. P. 119.1, old mile post location, opposite D. & R. G. W. roundhouse.

Pueblo—A. T. & S. F. crossing, D. & R. G. W., M. P. 118.4—Interlocking plant.

Pueblo—A. T. & S. F. Junction, Canon City district, M. P. 620.6.

Bragdon—Interlocking plant.

South Denver—Interlocking plant.

**GATE PROTECTED RAILROAD CROSSINGS**

Pueblo—D. & R. G. W. grade crossing with Mo. Pac. at Mile Post 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. & Mo. Pac. trains may proceed not exceeding a speed of 15 miles per hour over crossing.

Denver D. & R. G. W. transfer tracks between D. & R. G. W. and C. B. & Q. at Eleventh Street, grades crossing over C. & S. double 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 gates before attempting to pass over crossing and must restore gate to normal position when crossing has been passed.

31 (a)

**FOLLOWING WHISTLE SIGNALS INDICATE ROUTE  
BRAGDON**

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.

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**BETWEEN PUEBLO JUNCTION AND A. T. & S. F.  
M. P. 620.7—A. T. & S. F.**

Manual block office, known as Block Two, is located at M. P. 618.5 east of Pueblo Union Depot.

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

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

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

Trains or engines must move at restricted speed between Pueblo Junction and M. P. 619.2.

Between the hours of midnight and 6:00 A. M. freight trains move via Stone Depot.

M. P. 619.2 to M. P. 620.7 controlled by interlocked signals whose indication supersede time-table superiority and protect rear of trains within these limits.

Before trains or engine enter main track at Pueblo 4th Street, Missouri Pacific connection or transfer yards signalman at Pueblo 4th Street must be consulted.

All hand thrown switches within interlocking limits are equipped with switch indicators. Telephones connecting with Pueblo 4th Street are located near all of these switches. Trains or engines entering main track at these switches must consult signalman at Pueblo 4th Street before fouling circuit.

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 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.

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No. 1 stop at any station to pick up pay passengers for points west of Pueblo where train No. 1 is scheduled to stop.

Nos. 1, 2 and 4 stop at any station to discharge through pay passengers from connections.

No. 2 stop at any station to discharge pay passengers from Grand Junction and points west.

No. 3 stop at any station for pay passengers destined to points east of Pueblo via Missouri Pacific, and at any station to let off through pay passengers from connections at Denver and Colorado Springs.

No. 141 stop at any station Denver to Pueblo, for pay passengers for east or south of La Junta.

No. 130 stop at any station Pueblo to Denver, to discharge pay passengers from east or south of La Junta.

No. 15 stop at Sedalia, Castle Rock and Larkspur to receive or discharge pay passengers only; also stop at any station for pay passengers destined to points west or south of Pueblo.

No. 16 stop at any station to discharge pay passengers from points south or west of Pueblo. Also reduce speed at Englewood to dispatch mail.

No. 27 and No. 21 stop at Littleton, Castle Rock, Larkspur, and Fountain, on flag, for pay passengers for all points on the Colorado & Southern Railway south of Pueblo, and for points on the Santa Fe Railway east and south of Pueblo.

Trains 21, 22, 27 and 28 stop at Palmer Lake on flag for pay passengers only.

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### FOOTBOARD RULE

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

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### 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.

**Surgeons of the Atchison, Topeka and Santa Fe Railway Company,  
Panhandle and Santa Fe Railway Company, and  
The A. T. & S. F. Hospital Association.**

DR. M. L. BISHOFF, Chief Surgeon, Topeka.  
DR. H. W. GOOTEE, Assistant Chief Surgeon, Topeka.

DR. B. G. DYER, Specialist, Eye and Ear, Topeka.  
DR. F. C. BOGGS, Consultant, Topeka.

**DENVER DIVISION**

DR. D. B. SHAW, Pueblo.  
DR. J. J. PATTEE, Eye and Ear, Pueblo.

DR. P. O. HANFORD, Colorado Springs.  
DR. W. A. PALMER, Castle Rock.

DR. G. C. MOORE, Littleton.  
DR. J. F. PRINZING, Denver

....., General Watch Inspector, Topeka.  
J. H. MACE, Assistant General Watch Inspector. (Roadway and Station Service) Kansas City, Mo.

**LOCAL INSPECTORS, DENVER DIVISION**

GEO. A. SCHRODY, Pueblo.

STEWART McCAULLEY,  
Colorado Springs.

HANSEN & HANSEN, Denver.

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

DR. GEO. H. CURFMAN, Chief Surgeon, Denver.  
DR. W. M. BANE, Specialist, Eye, Denver.

**DENVER DIVISION**

DR. M. D. CURRIGAN, Denver.  
DR. PERRY G. PRATT, Denver.  
DR. E. A. HINDS, Denver.  
DR. G. C. MOORE, Littleton.  
DR. C. E. DUMKE, Louviers.

DR. W. A. PALMER, Castle Rock.  
DR. C. R. ARNOLD, Colorado Springs.  
DR. G. W. BANCROFT, Colorado Springs.  
DR. D. A. VANDERHOOF, Eye, Ear, Nose  
and Throat, Colorado Springs.

DR. C. N. CALDWELL, Pueblo.  
DR. L. L. WARD, Pueblo.  
DR. J. J. PATTEE, Ear, Nose and Throat, Pueblo.  
DR. J. W. THOMPSON, Eye, Pueblo.

**HOSPITALS ARE LOCATED AS FOLLOWS:**

Pueblo—St. Mary's

Colorado Springs—St. Francis'

Denver—St. Joseph's

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

**LOCAL INSPECTORS, DENVER DIVISION**

O'KEEFE JEWELRY Co., Denver.  
HANSEN & HANSEN, Denver.

FRED A. BRAUN, Denver.  
RAY W. GUMM, Denver.  
J. G. KEITH, Denver

STEWART McCAULLEY, Colorado Springs.  
CHEEK JEWELRY Co., Pueblo.  
MOUNT JEWELERS, Pueblo.