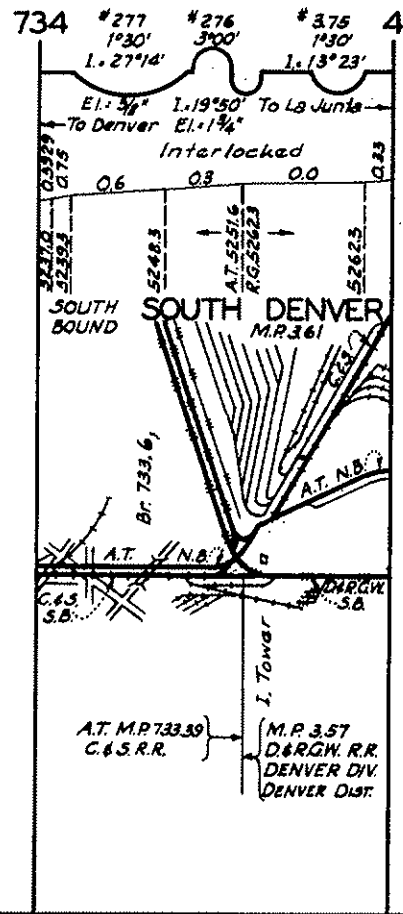
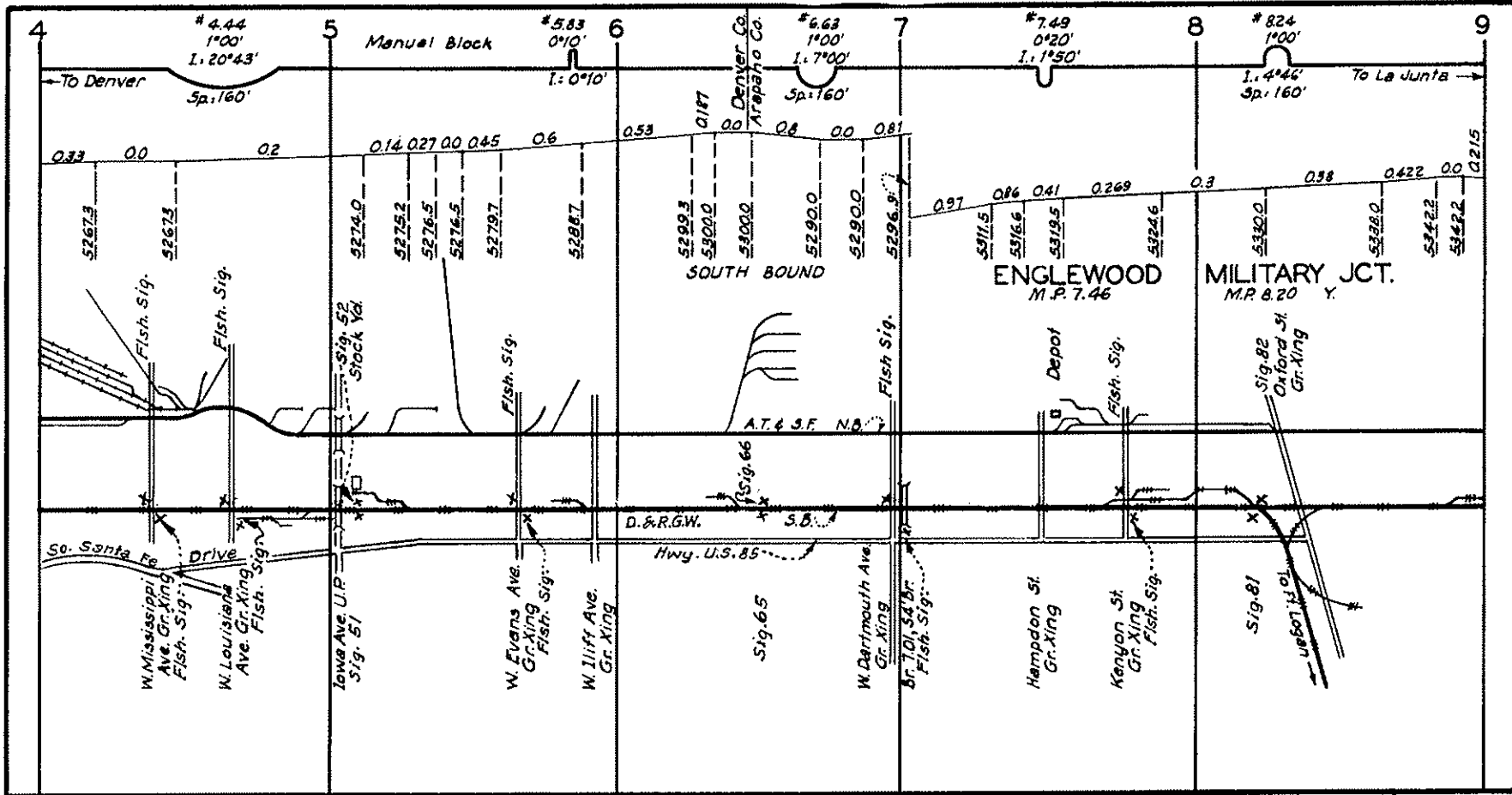


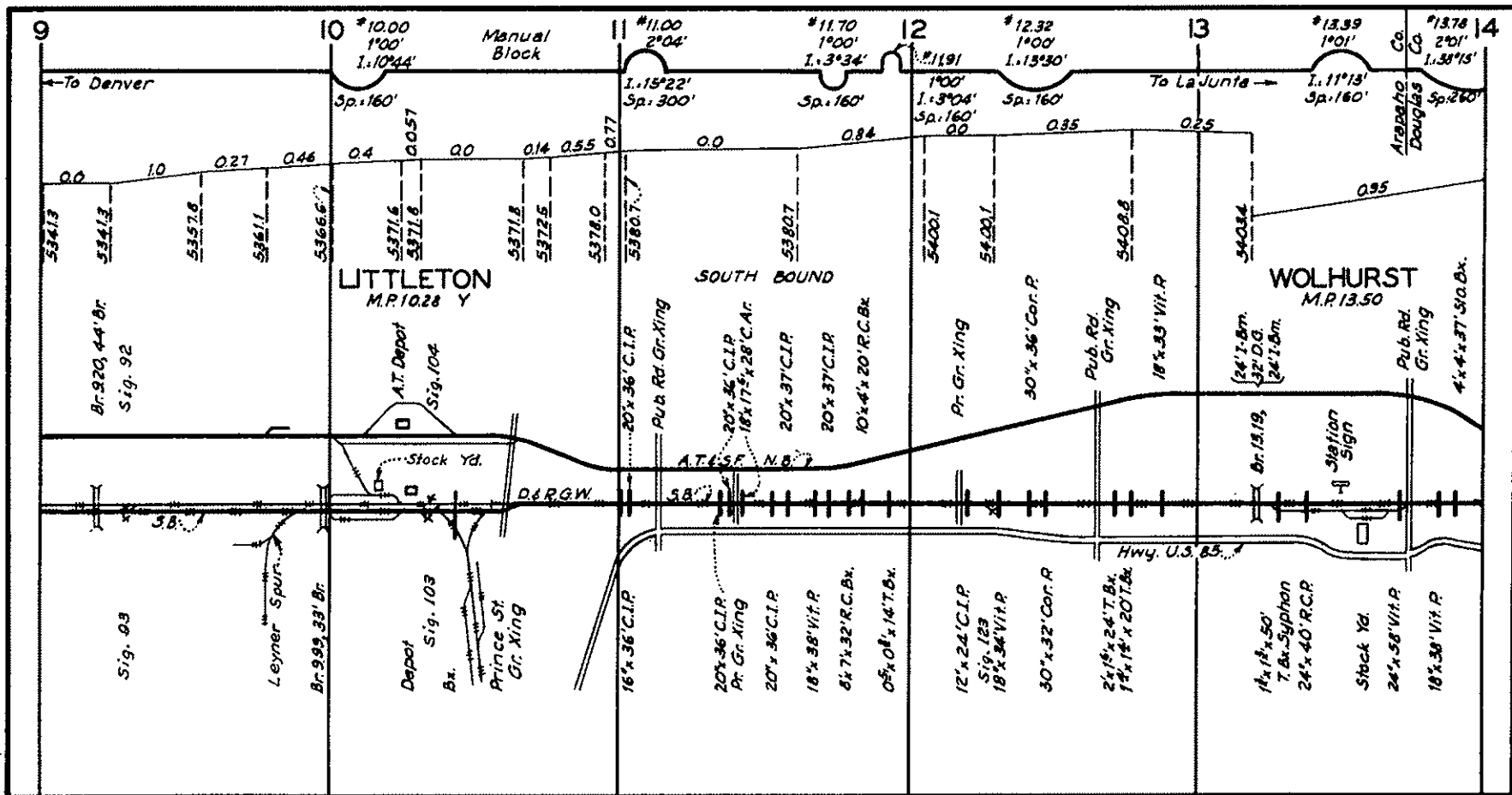
See Separate Sketch - Pages 106, 107, 108, & 109.
 See Page 83 for North Bound & South Bound Track
 M.P. 734 to Union Depot

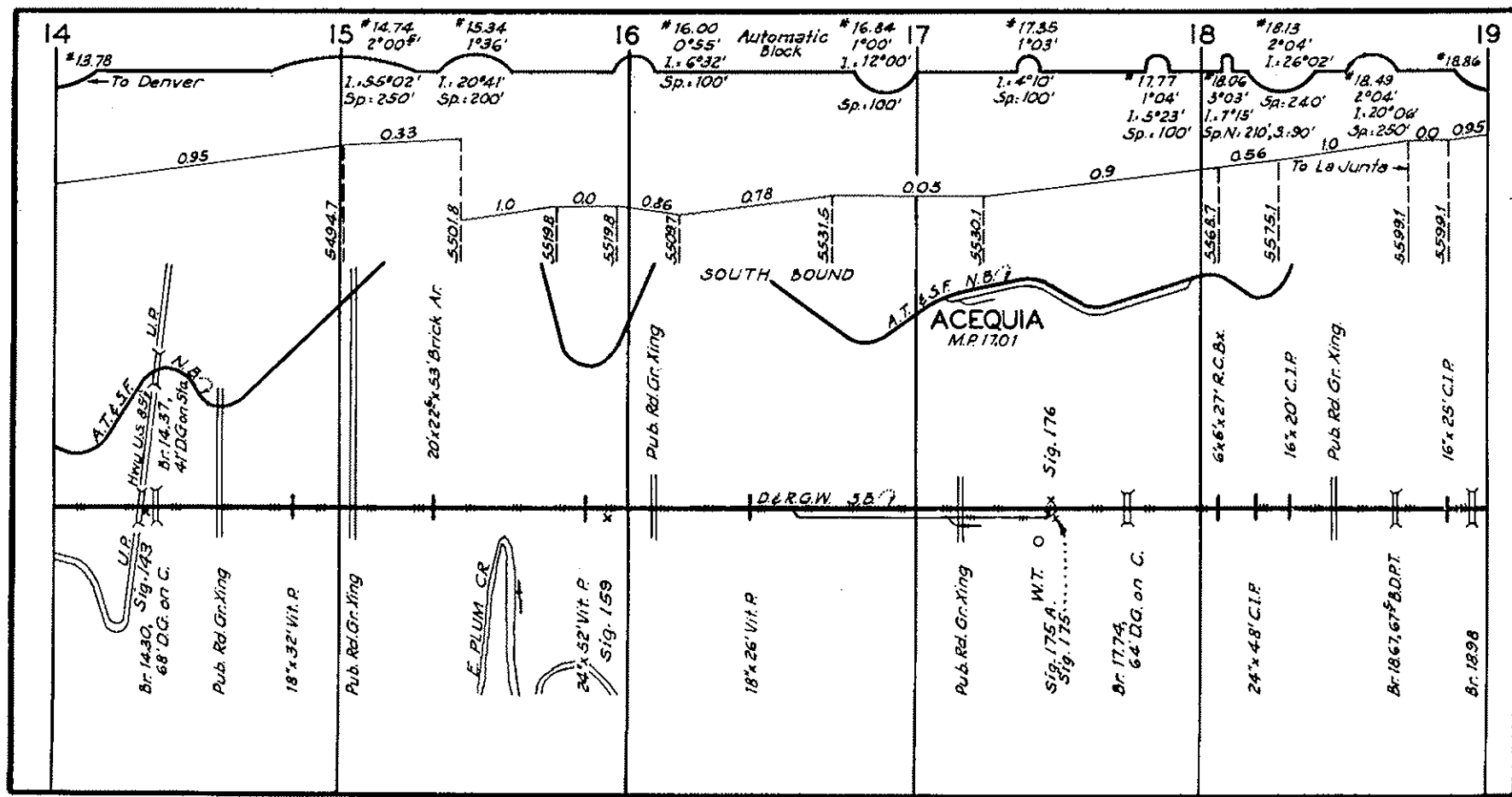
North Bound Track - Pages 61, to 83
 South Bound Track - Pages 84 to 105

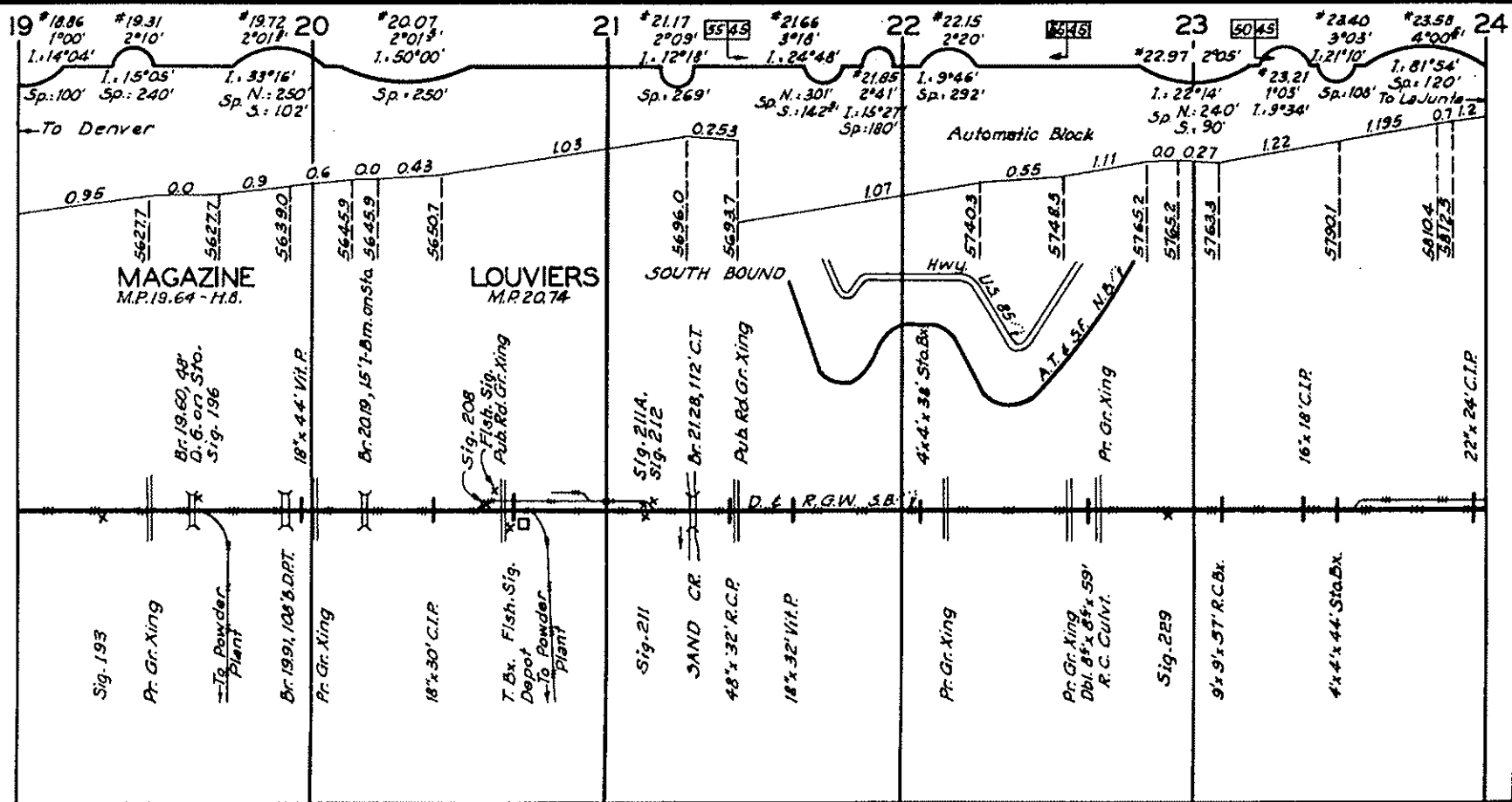
D.&R.G.W. Slow Boards are green on the back
 side. N.B. Slow Boards are S.B. Resume Speed
 Boards, and S.B. Slow Boards are N.B. Resume
 Speed Boards.











19 ^{#18.86} 1°00' ^{#19.31} 2°10' ^{#19.72} 2°01' **20** ^{#20.07} 2°01' ^{1.50°00'} **21** ^{#21.17} 2°09' ⁵⁵⁴⁵ ^{#21.66} 3°18' ^{1.26°48'} **22** ^{#22.15} 2°20' ⁶⁴⁴⁵ **23** ⁵⁰⁴⁵ ^{#22.40} 3°03' ^{#23.58} 4°00' **24**

1.14°04' 1.15°05' 1.33°16' 1.50°00' 1.12°18' 1.26°48' 1.9°46' 2°29' 1.22°14' 2°05' 1.21°10' 1.81°54'

Sp.:100' Sp.:240' Sp. N.:250' S.:102' Sp.:250' Sp.:269' Sp. N.:301' S.:142' I.:15°27' Sp.:180' Sp.:292' Sp. N.:240' S.:90' 1.9°34' Sp.:108' Sp.:120' To La Junta

0.95 0.0 0.9 0.6 0.0 0.43 103 0.253 107 0.55 1.11 0.0 0.27 1.22 1.195 0.71.2

56277 56277 56390 56459 56459 56507 56960 56967 57403 57489 57452 57652 57633 57901 58104 58123

MAGAZINE
M.P. 19.64 - 11.8.

LOUVIERS
M.P. 20.74

SOUTH BOUND

Automatic Block

HWY. U.S. 85

A.T. & S.F. N.B.V.

Br. 19.60, 48' D.G. on Sta. Sig. 196

18' x 44' V.I.P.

Br. 20.19, 15' 1-Drm. on Sta. 56459

Sig. 208 Fish. Sig. Pub. Rd. Gr. Xing

Sig. 211A. Sig. 212

Br. 21.28, 112' C.I.

Pub. Rd. Gr. Xing

4x4 x 38' Sto. Bx.

Pr. Gr. Xing

Pr. Gr. Xing Dbl. 85' x 85' x 59' R.C. Culvt.

Sig. 229

9' x 9' x 57' R.C. Bx.

4' x 4' x 44' Sto. Bx.

22' x 24' C.I.P.

D.E. R.G.W. S.B.

18' x 30' C.I.P.

18' x 32' V.I.P.

48' x 32' R.C.P.

4' x 4' x 44' Sto. Bx.

16' x 18' C.I.P.

To Powder Plant

To Powder Plant

To Denver

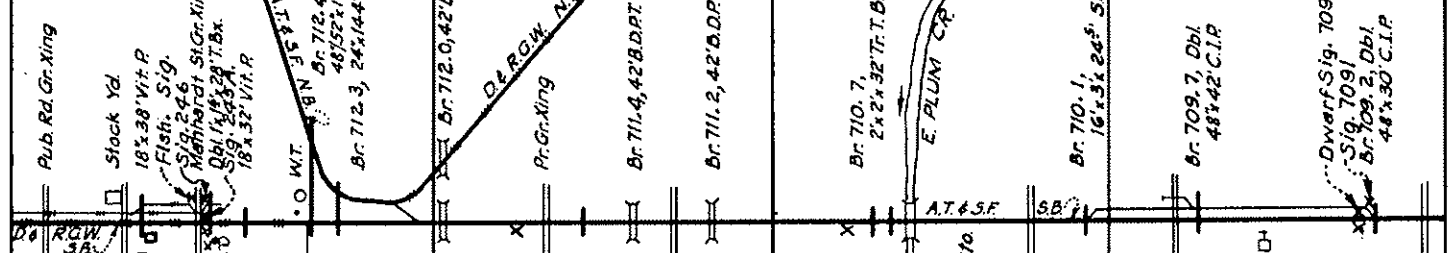
24 4035 5045 #2461 3°12' #24.73 3°20' 4535 712 Automatic Block #245 1°30' 711 #244 1°31'00' #243 3°00' 710 5049 709

To Denver 1.17°14' N. 301' Sp. 3.165' 1.15°10' #246.8 4'00' 1.12°48' Sp. 140' El. 2 1/2' #246A 1'00' 1.6°41' Sp. 40' El. 1/4' Sp. 40' 1.0°30' 1.0°30' El. 3' Sp. 180' 1.30°00' 1.1°1/2' Sp. 90' To La Junta

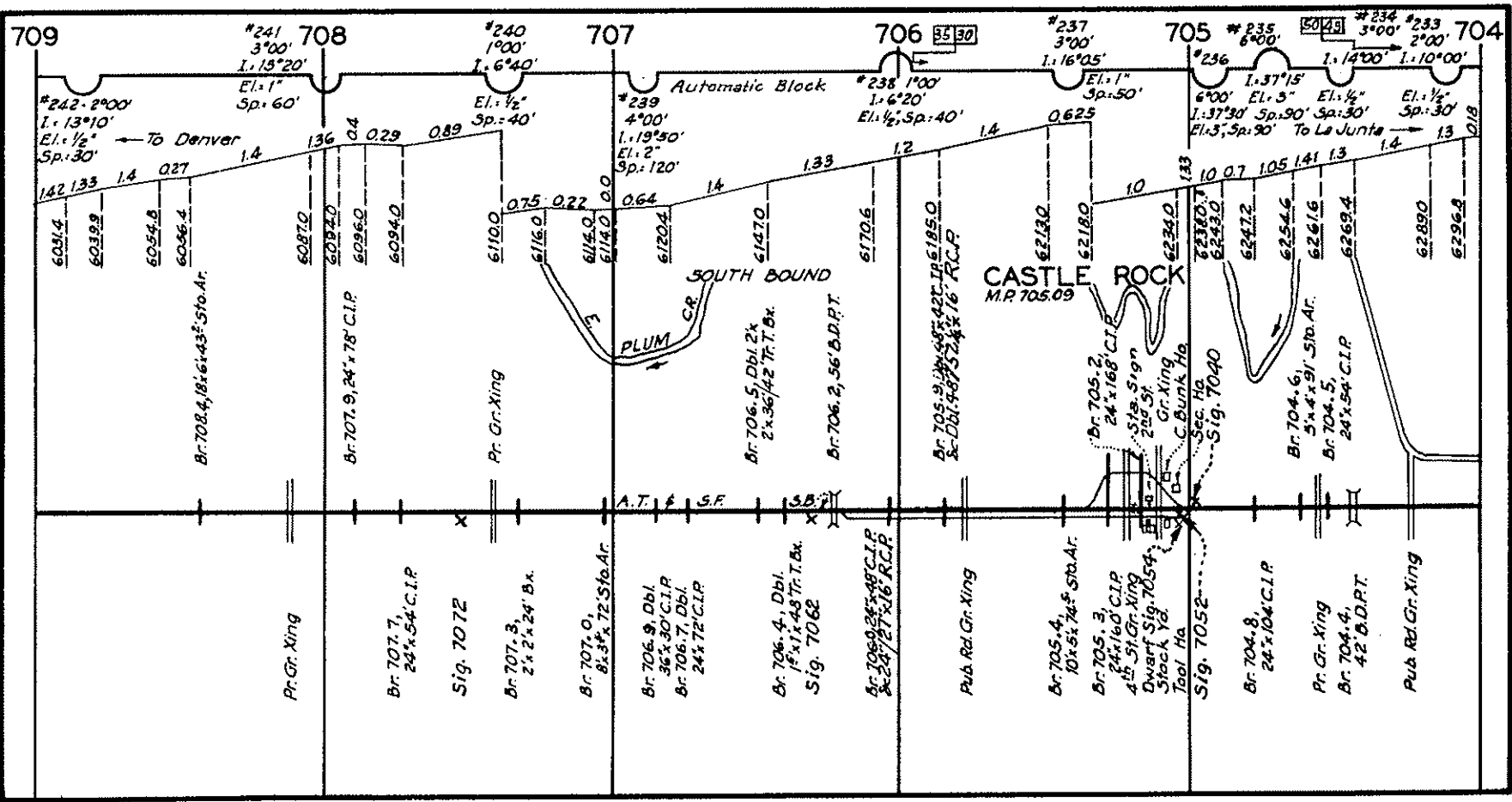
1.2 0.0 0.913 1.02 0.89 1.02 0.85 1.02 0.98 1.02 0.95 0.2 0.95 0.93 1.0 0.48 1.4 1.28 1.4 1.25 1.38 5933.5 5931.5 5929.2 5927.4 5925.2 5923.0 5921.0 5919.0 5917.0 5915.0 5913.0 5911.0 5909.0 5907.0 5905.0 5903.0 5901.0 6006.2 6004.2

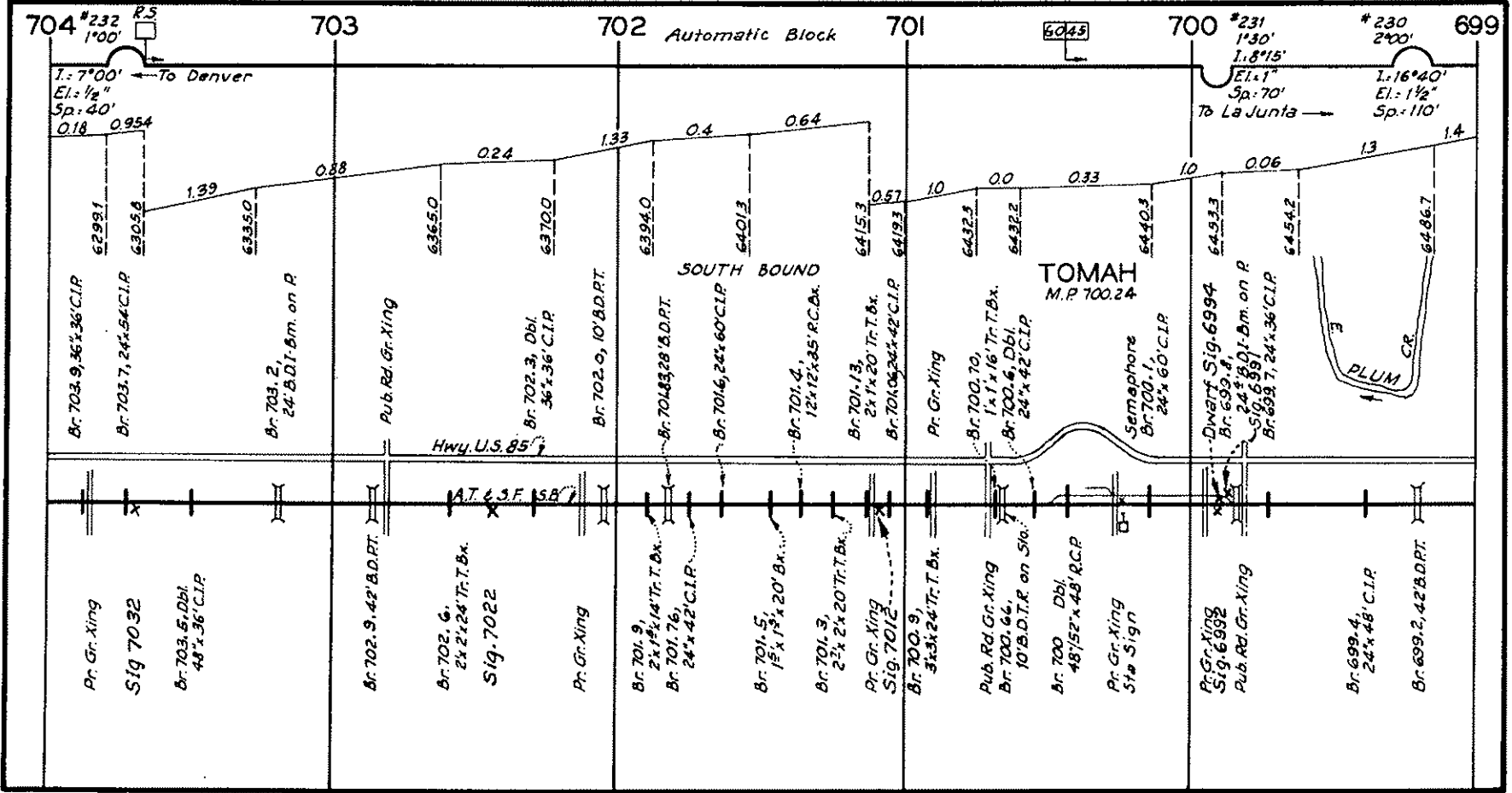
SEDALIA
M.P. 24.53
W.

ORSA
M.P. 709.53



Clay St. Gr. Xing, Sec. Ho., Depot, M.P. 24.87, D.R.G.W. R.R., DENVER DIV., DENVER DIST., W.Col., M.P. 712.33, The A.T. & S.F. Ry., COLORADO DIV., DENVER DIST., Section 2F, Section 21, Pr. Gr. Xing, Sig. 7112, Br. 711.6, 24x60 C.I.P., Sig. 7102, Br. 710.6, 24x54 C.I.P., Br. 710.56, 28' B.D.P.T. - N.A.R., 150' B.D.D. Gon. Sto., 28' B.D.P.T. - S.A.P., Pr. Gr. Xing, Br. 710.7, 2x2x32' Tr. B.x., E. PLUM CR, A.T. & S.F., Br. 710.1, 16x3x26 1/2' Sto. Ac., Br. 709.7, Dbl. 48x42' C.I.P., Star Sign, Dwarf Sig. 7094, Sig. 7091, Br. 709.2, Dbl. 44x30' C.I.P., Pr. Gr. Xing





704 #232 1'00" R.S.

703

702 Automatic Block

701

6043

700 #231 1'30' 1.8°15' El: 1" Sp: 70'

#230 2'00' L: 1.6°40' El: 1 1/2" Sp: 110'

699

I: 7°00' To Denver
El: 1/2"
Sp: 40'
0.18 0.954

To La Junta

6299.1

6305.8

0.88

0.24

1.33

0.4

0.64

0.57

10

0.0

0.33

10

0.06

1.3

1.4

Br. 703.9, 36' x 36' C.I.P.

Br. 703.7, 24' x 54' C.I.P.

Br. 703.2, 24' B.D.I. 8m. on P

Pub. Rd. Gr. Xing

Br. 702.3, Dbl. 36' x 36' C.I.P.

Br. 702.0, 10' B.D.R.T.

Br. 701.9, 2' x 1 1/2' x 14' Tr. T. Bx.

Br. 701.76, 24' x 42' C.I.P.

Br. 701.5, 1/2' x 1 1/2' x 20' Bx.

Br. 701.3, 2' x 2' x 20' Tr. T. Bx.

Br. 701.13, 2' x 1' x 20' Tr. T. Bx.

Br. 701.4, 12' x 12' x 45' R.C.Dx.

Br. 701.4, 24' x 42' C.I.P.

Pr. Gr. Xing

Br. 700.9, 3' x 3' x 24' Tr. T. Bx.

Br. 700.70, 1' x 1' x 16' Tr. T. Bx.

Br. 700.6, Dbl. 24' x 42' C.I.P.

Semaphore Br. 700.1, 24' x 60' C.I.P.

Dwmt Sig. 6994 Br. 699.4, 24' x 48' B.D.I. 8m. on P

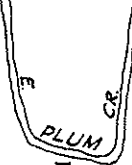
Br. 699.7, 24' x 36' C.I.P.

Br. 699.2, 42' B.D.R.T.

Hwy. U.S. 85

A.T. & S.F. 1587

TOMAH M.P. 700.24



Pr. Gr. Xing

Sig. 703E

Br. 703.5, Dbl. 48' x 36' C.I.P.

Br. 702.9, 42' B.D.R.T.

Br. 702.6, 2' x 2' x 24' Tr. T. Bx.

Sig. 702E

Pr. Gr. Xing

Br. 701.9, 2' x 1 1/2' x 14' Tr. T. Bx.

Br. 701.76, 24' x 42' C.I.P.

Br. 701.5, 1/2' x 1 1/2' x 20' Bx.

Br. 701.3, 2' x 2' x 20' Tr. T. Bx.

Pr. Gr. Xing

Sig. 701C

Br. 700.9, 3' x 3' x 24' Tr. T. Bx.

Pub. Rd. Gr. Xing

Br. 700.66, 10' B.D.I.R. on Sig.

Br. 700 Dbl. 48' x 52' x 48' R.C.P.

Pr. Gr. Xing

Sta. Sign

Pr. Gr. Xing

Sig. 699E

Pub. Rd. Gr. Xing

Br. 699.4, 24' x 48' C.I.P.

Br. 699.2, 42' B.D.R.T.

699

#229 2'00' 698 #228 3'00'

697

#226 3'00' 696 #225 3'00'

695

#224 2'30' 694

To Denver

1. 12°35'
El.: 1 1/2"
Sp.: 110'

1. 19°40'
El.: 2 1/2"
Sp.: 170'

Automatic Block

#227 1°00', 1. 6°20'
El.: 1/2", Sp.: 40'

1. 24°00'
El.: 2 1/2"
Sp.: 170'

El.: 2 1/2"
Sp.: 170'

To La Junta

1. 59°30'
El.: 3"
Sp.: 68'

1.4 1.0 0.5 0.9 0.6 0.94 0.72 0.89 1.05 1.5 1.34 1.4 0.55 1.21 0.12 1.4 1.28 1.4 0.65 1.0 0.93 0.23 0.0 1.31

Br. 698.9, 24'x42' C.I.P. 6504.3
6516.3
6521.3
6530.3
6536.3
6554.1
6559.4
6566.4
089
1.05
6597.7
6597.7
6606.2
6619.3
6624.8
6640.1
6642.2
6666.3
6675.9
6685.4
6691.3
6701.3
6718.4
6711.8
6711.8
6741.2

E PLUM CR.

SOUTH BOUND

LARKSPUR
M.P. 694.94

Br. 698.1,
24'x66' C.I.P.

Br. 697.7,
24'x48' C.I.P.

Br. 697.5,
24'x48' C.I.P.

Br. 697.2,
1'x1x20' Tr. T. Bx.

Br. 696.4,
24'x72' C.I.P.

Br. 696.24,
1'x1x22' Tr. T. Bx.

Br. 695.59,
4'x4x
24'x36' Tr. T. Bx.

Br. 694.6,
24'x60' C.I.P.

Hwy. U.S. 85

A.T. & S.F. 158

Sig. 698B
Br. 698.16, 56' A.D.P.T.

Br. 698.0, 42' B.D.P.T.
Pr. Gr. Xing

Br. 697.8, 42' A.D.P.T.

Br. 697.6,
1'x0 1/2'x27' Bx.

Pr. Gr. Xing

Br. 697.1, 42' B.D.P.T.
Sig. 697E

Br. 696.6,
24'x30' Tr. T. Bx.

Br. 696.3,
24'x54' C.I.P.

Br. 696.18,
30'x24' C.I.P.

Br. 696.0,
24'x36' C.I.P.

Br. 695.58,
2'x1'x24' Bx.

Br. 695.3, 28' B.D.P.T.
Br. 695.2,
24'x72' C.I.P.

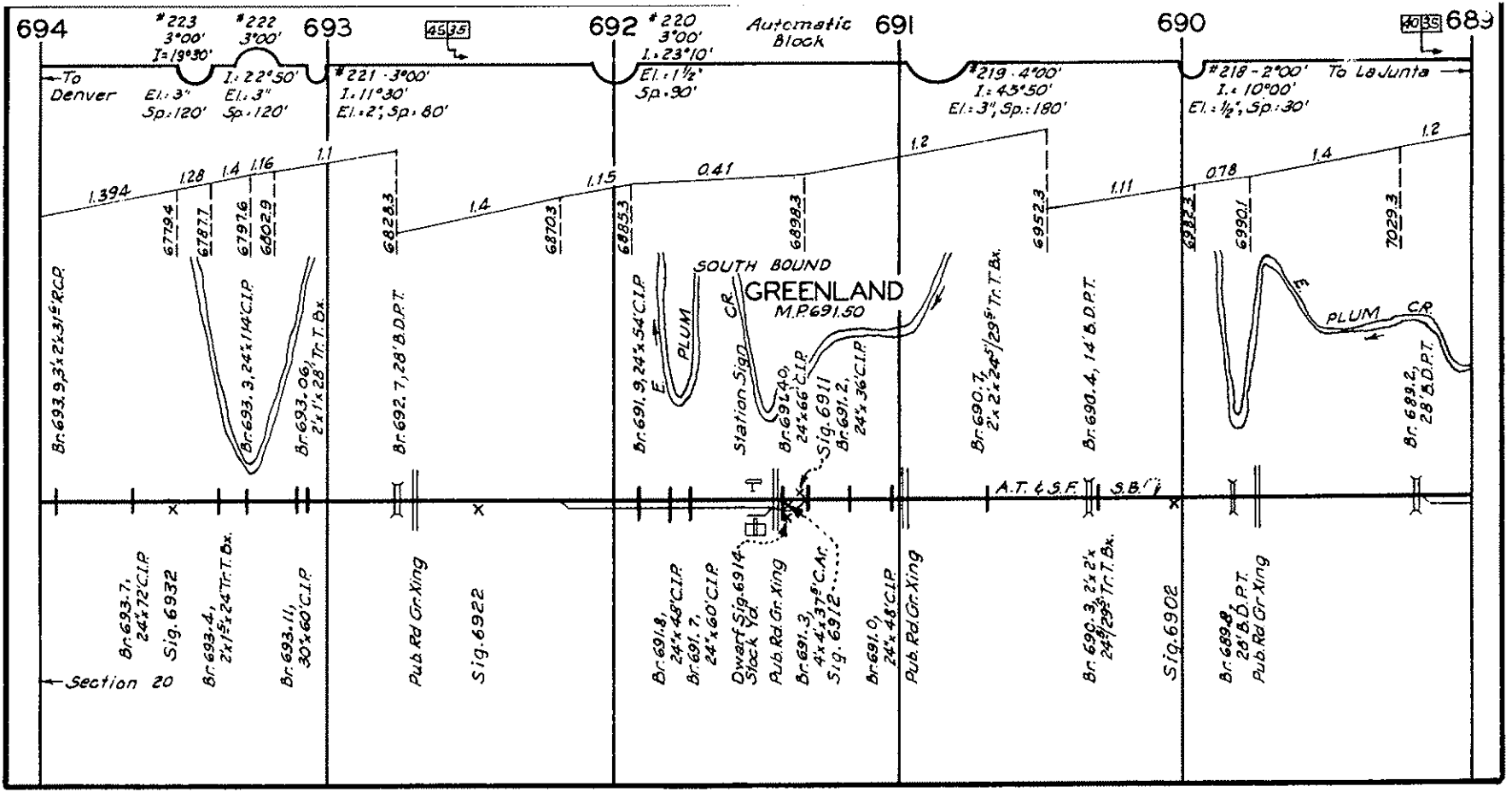
Br. 694.9,
24'x84' C.I.P.
Sig. 694E

W. Col.
Dwarf Sig. 694E

Br. 694.1, 24'x100' G. on C.
28' B.D.P.T. W. CO.
36' B.D.P.T. S. 48'

Hwy. U.S. 85, 1 U.P.

Section 21



694

#223
3'00'
I=1g'30'

#222
3'00'
I=22'50'

693

4525

692

#220
3'00'
I=23'10'
El.: 1 1/2'
Sp.: 90'

Automatic
Block

691

#219 4'00'
I=43'50'
El.: 3', Sp.: 180'

690

#218 2'00'
I=10'00'
El.: 1/2', Sp.: 30'

4035 689

To Denver
El.: 3'
Sp.: 120'

El.: 3'
Sp.: 120'

#221 3'00'
I=11'30'
El.: 2', Sp.: 80'

To La Junta
El.: 1/2'
Sp.: 30'

Br. 693, 9, 31' 24 3/5' R.C.P.

Br. 693, 7,
24' 72' C.I.P.
Sig. 6932

Br. 693, 4,
2x1 1/2 x 24' Tr. T. Bx.

Br. 693, 11,
30' 60' C.I.P.

Pub. Rd Gr. Xing

Sig. 6922

Br. 691, 8,
24' 48' C.I.P.
Br. 691, 7,
24' 60' C.I.P.

Dwarf Sig. 6914,
Stock Yd.

Pub. Rd Gr. Xing

Br. 691, 3,
4' 4' 37 5/8' C.A.C.
Sig. 6912

Br. 691, 0,
24' 48' C.I.P.

Pub. Rd Gr. Xing

Br. 690, 3, 2' 2' x
24' 29 1/2' Tr. T. Bx.

Sig. 6902

Br. 689, 8,
24' 8' D. PT.
Pub. Rd Gr. Xing

SOUTH BOUND
GREENLAND
M.P. 691.50

Br. 691, 9, 24' 54' C.I.P.

PLUM CR

Station Sign CR

Br. 691, 40,
24' 66' C.I.P.

Sig. 6911

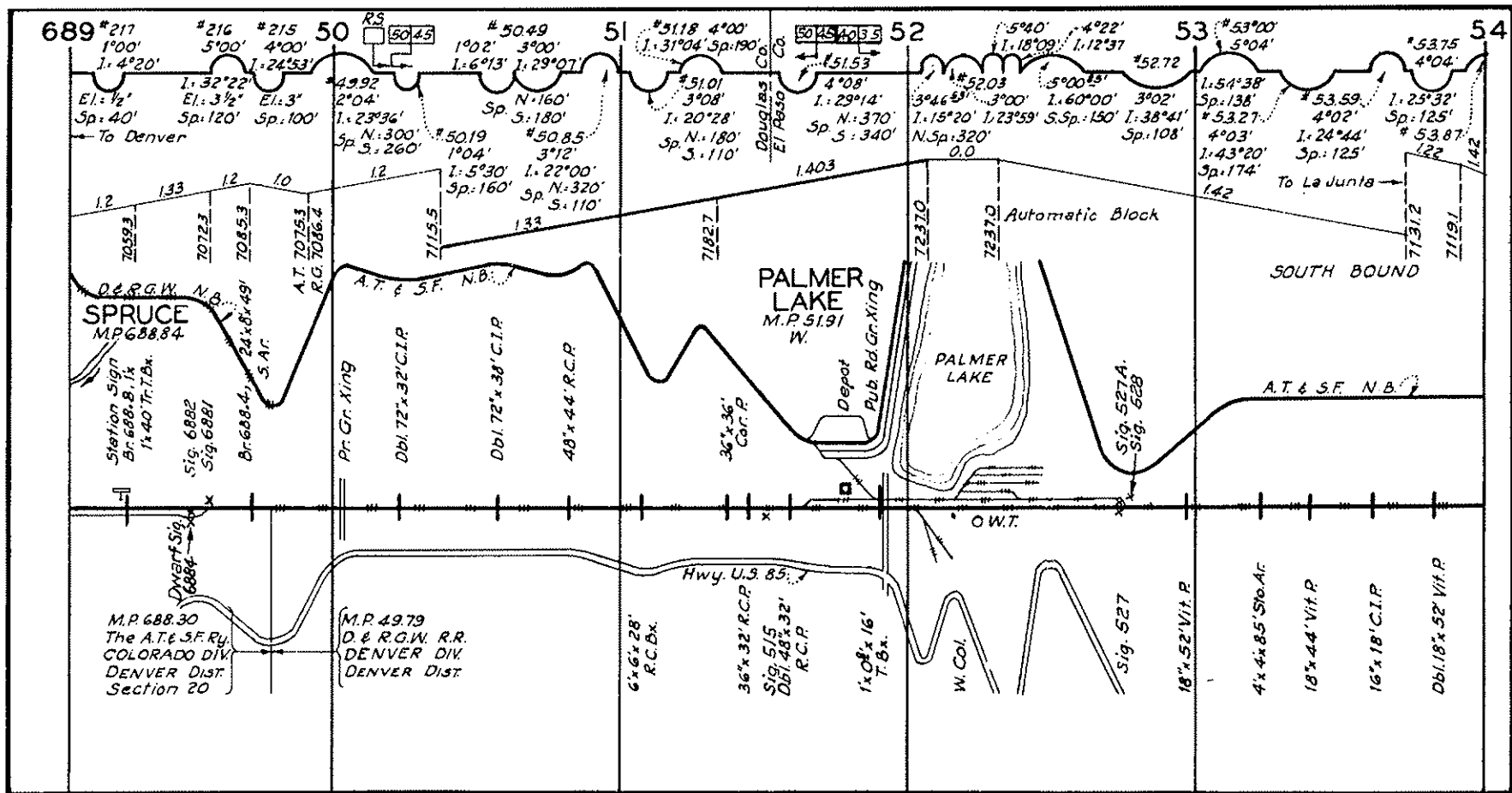
Br. 691, 2,
24' 36' C.I.P.

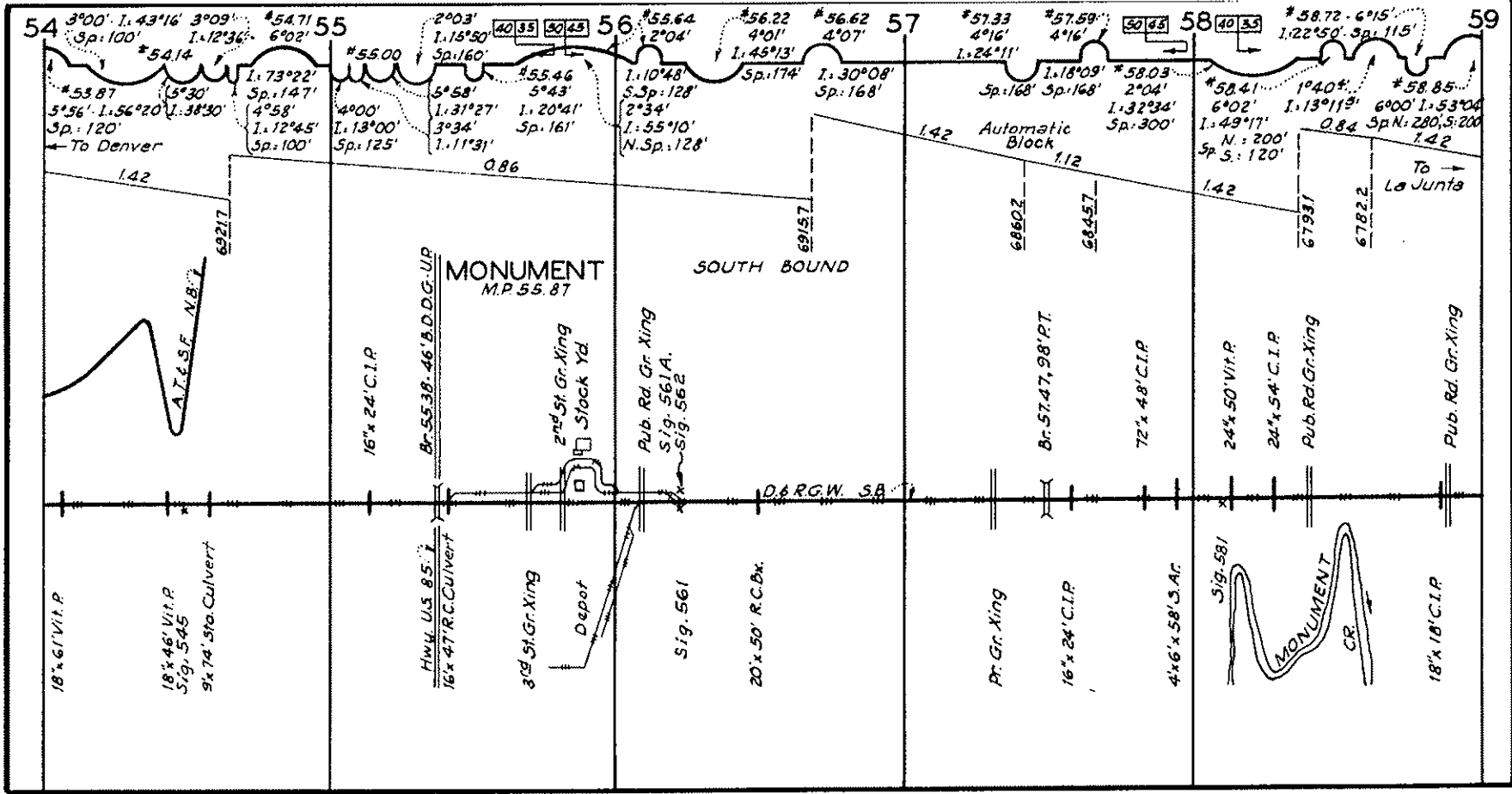
Br. 690, 1,
2' 2' 2 3/4' / 29 5/8' Tr. T. Bx.

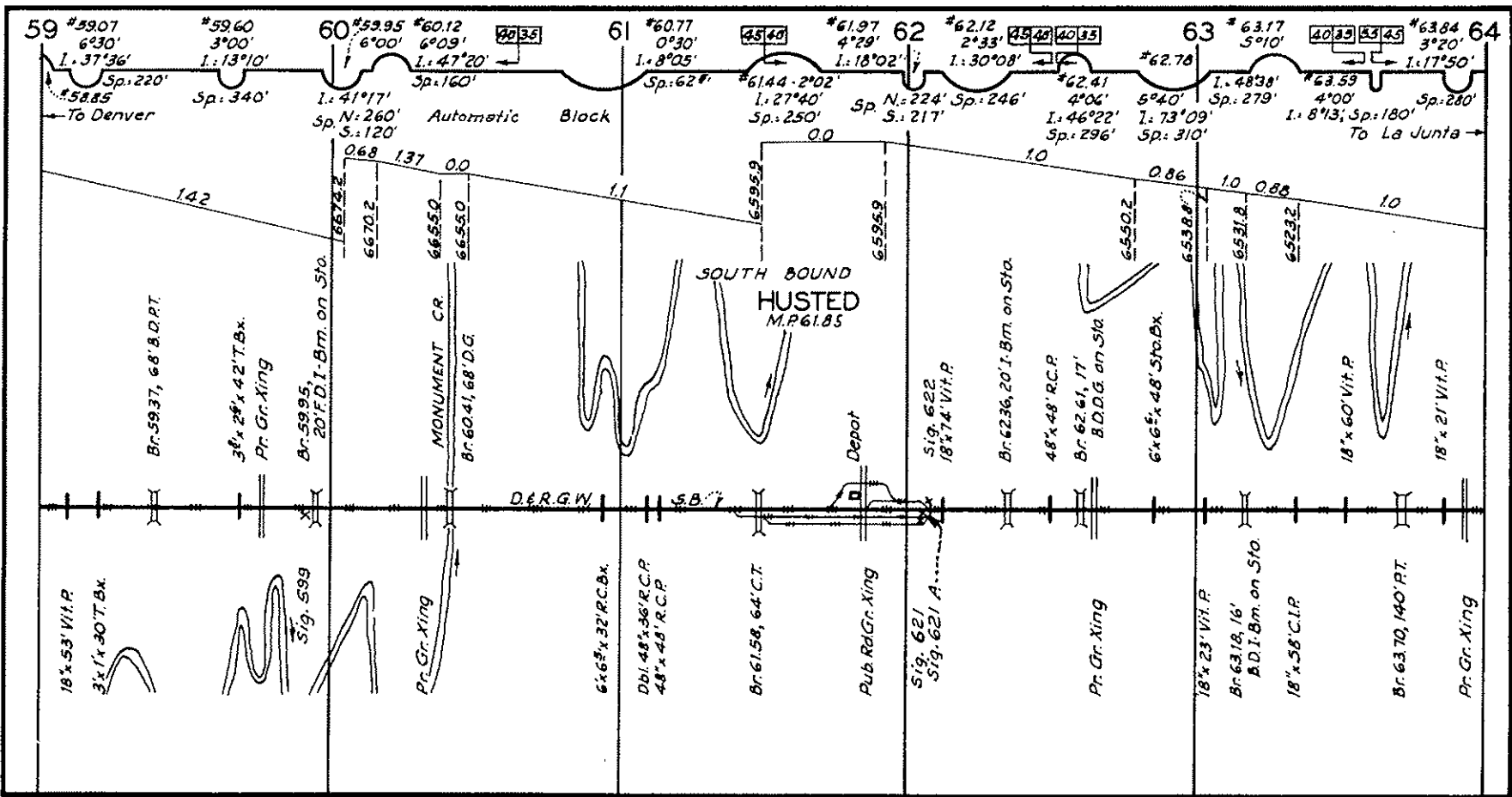
Br. 690, 4, 14' 6' D.P.T.

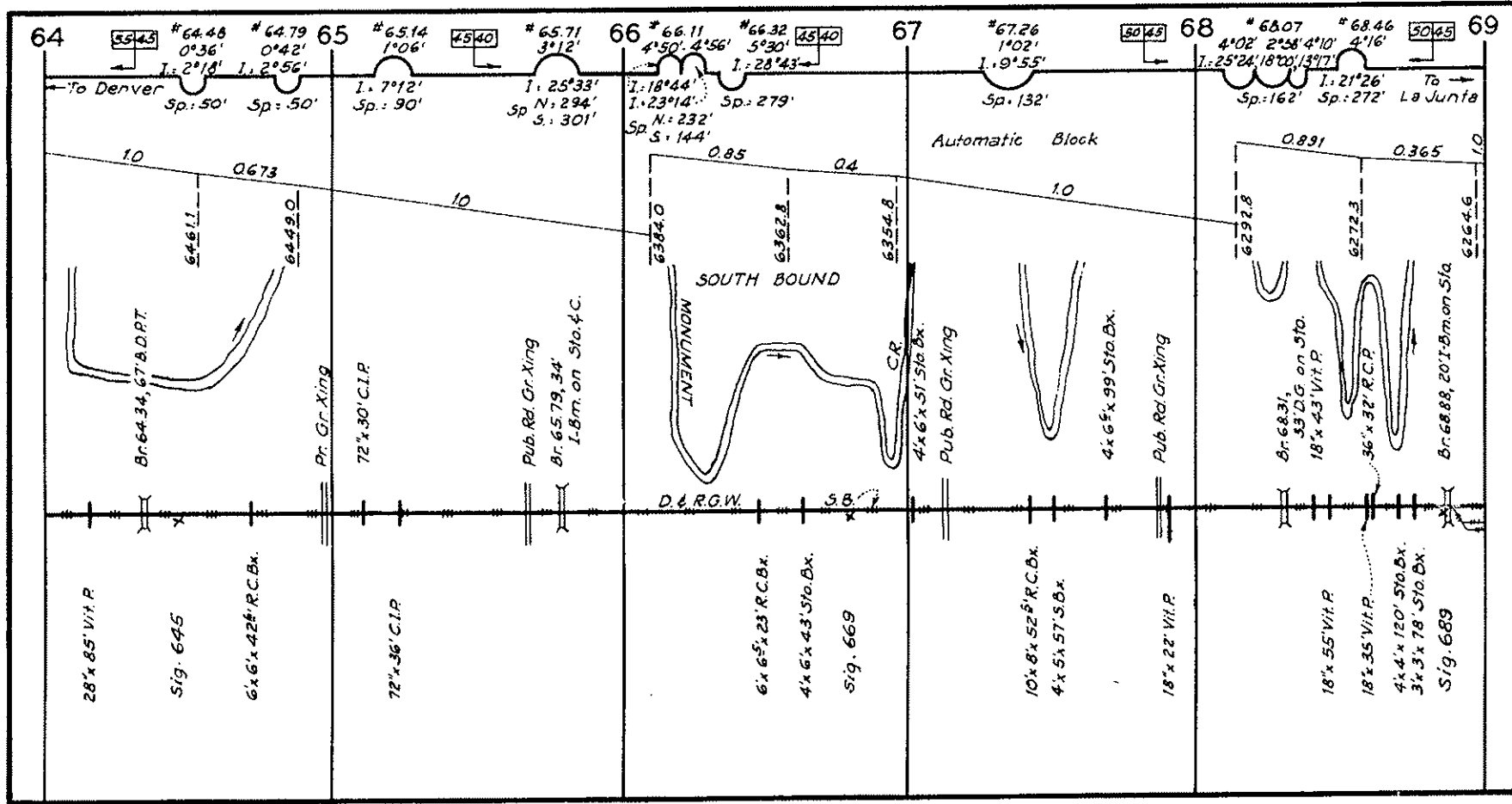
Br. 689, 2,
28' 5' D.P.T.

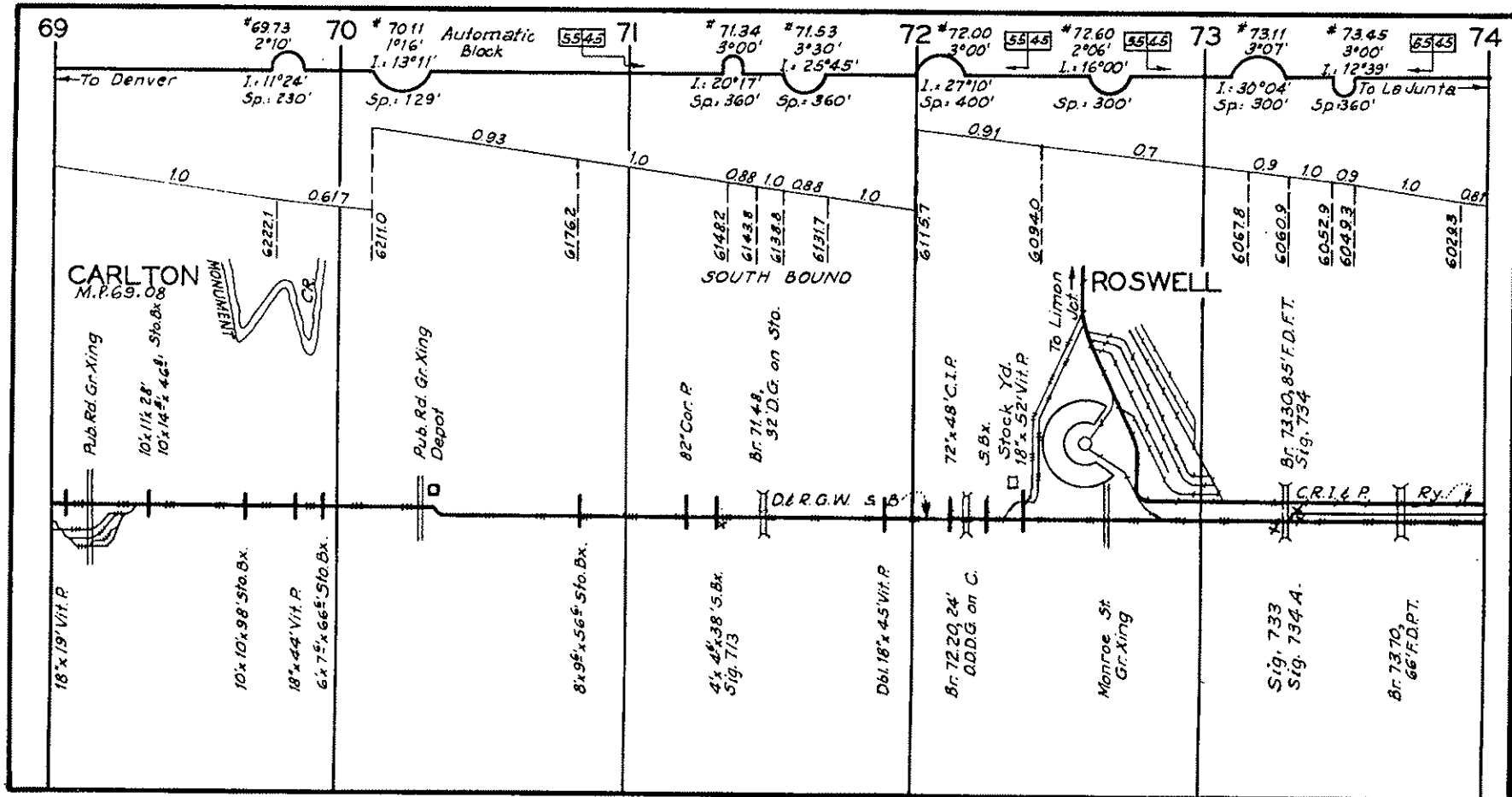
PLUM CR

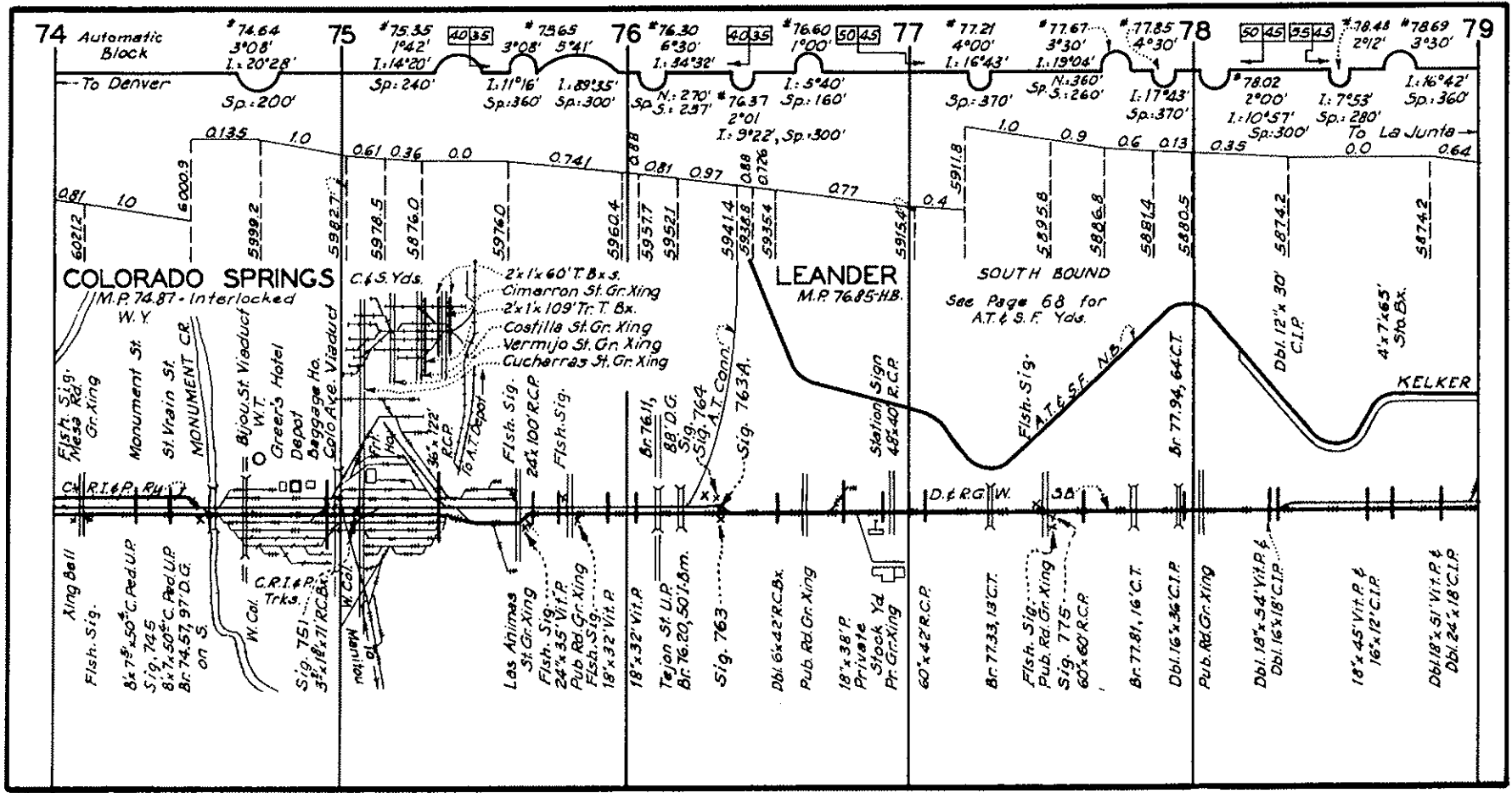


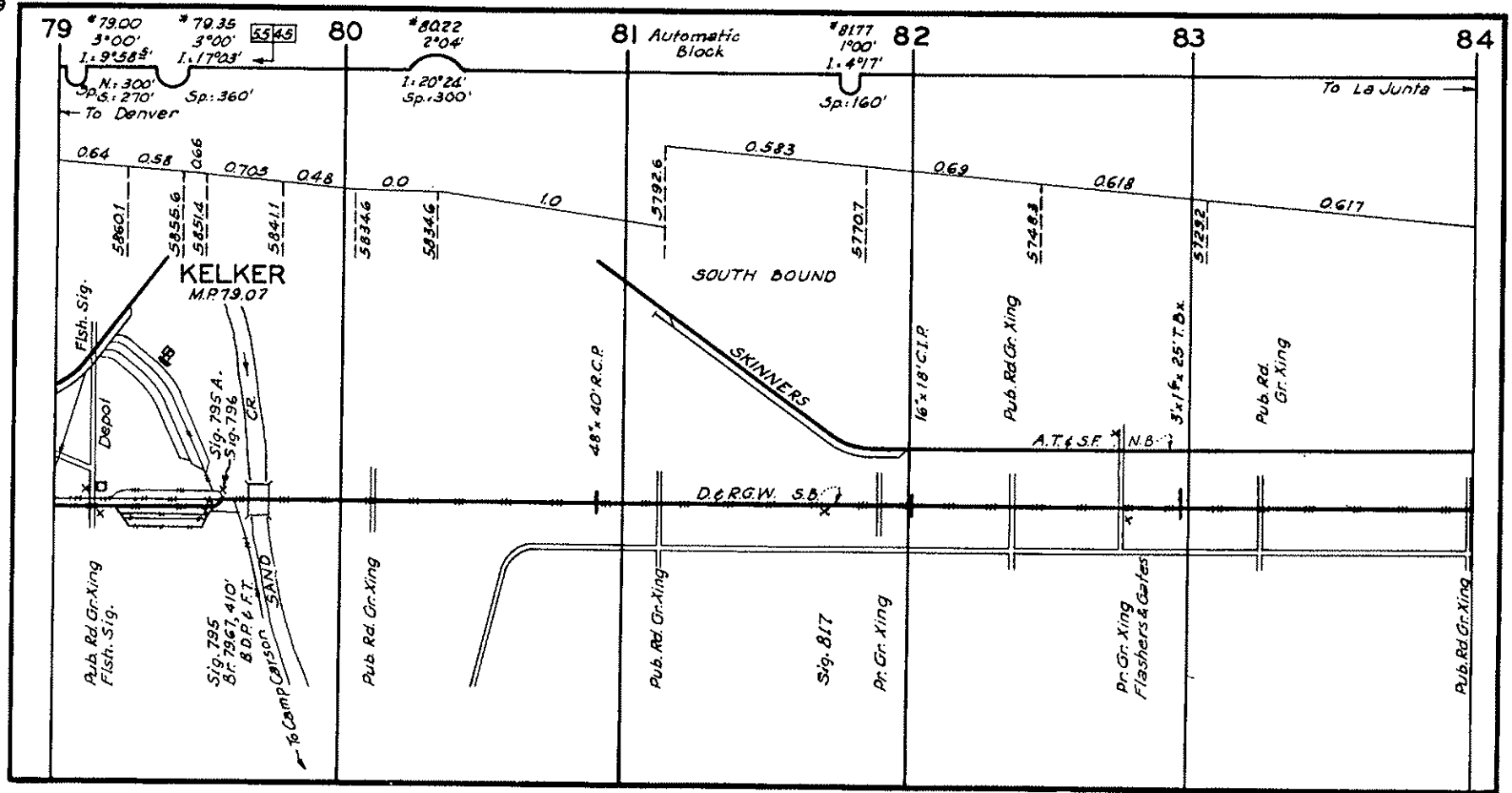




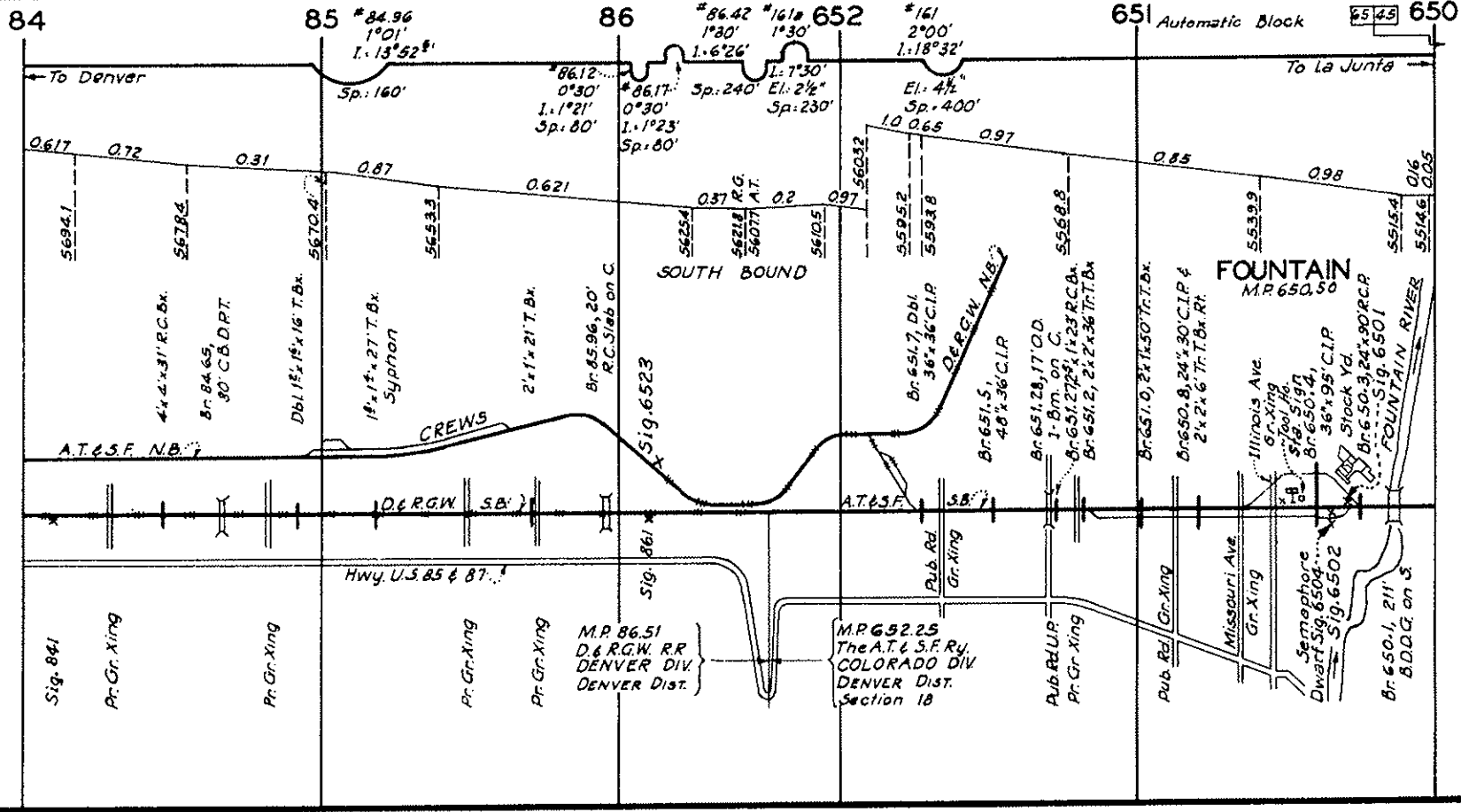








NOTE: D&RGW Slow boards are green on the back side. N.B. Slow boards are S.B. Resume Speed Boards, and S.B. Slow Boards are N.B. Resume Speed Boards.



84

85

86

652

651

650

To Denver

To La Junta

Automatic Block

6543

SOUTH BOUND

FOUNTAIN
MP 650.50

M.P. 86.51
D&RGW RR
DENVER DIV.
DENVER DIST.

M.P. 652.25
The A.T. & S.F. Ry.
COLORADO DIV.
DENVER DIST.
Section 18

Semaphore
Dwart
Sig. 6504
Sig. 6502
Br. 650.1, 211'
B.D.C. on S.

