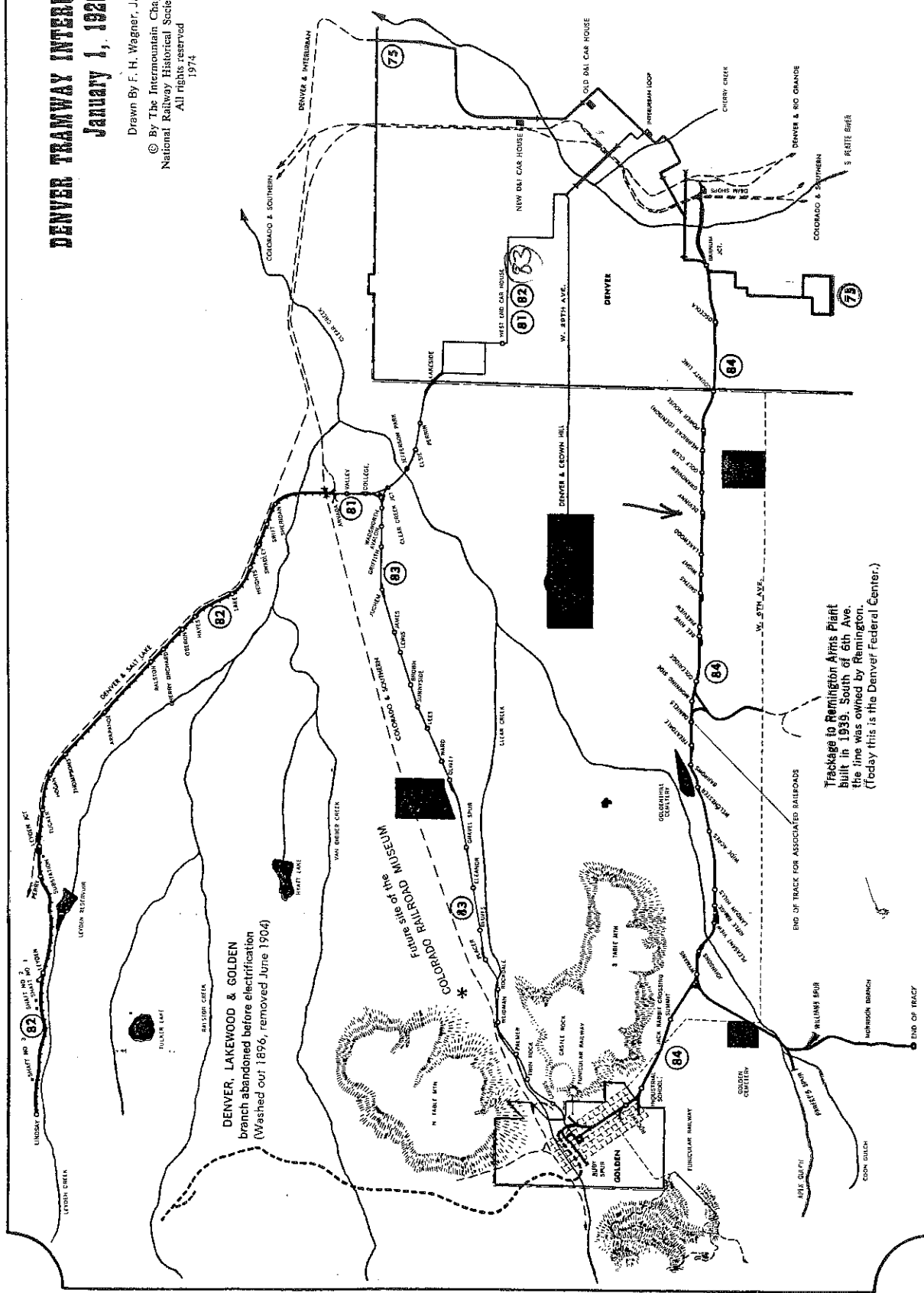
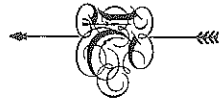


# DENVER TRAMWAY INTERURBAN LINES January 1, 1920

Drawn By F. H. Wagner, Jr.  
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1974

STANDARD GAUGE  
NARROW GAUGE  
DUAL GAUGE  
OTHER RAILROADS  
ROUTE NUMBERS



DENVER, LAKEWOOD & GOLDEN  
branch abandoned before electrification  
(Washed out 1896, removed June 1904)

Trackage to Remington Arms Plant  
Built in 1939. South of 6th Ave.  
the line was owned by Remington.  
(Today this is the Denver Federal Center.)





The operation of the D. & L. M. Railroad is to be conducted in accordance with the rules contained in the Interurban rule book. The following special rules, however, augment those contained in the Interurban rule book and the instructions contained in both are in full force and effect.

### SAFETY

- No. 1. The standard distance from the top of the rail to the overhead trolley wire is 21 feet.
- No. 2. The standard distance from the center of the track to span poles is 7 1/2 feet.
- No. 3. The standard distance from center of track to switch stand is 7 1/2 feet.
- No. 4. No more than one person will be on the footboard on either side of drawbar on motors, or engines of any kind, while in motion.
- No. 5. Freight trains will not "run through" spring switches. Set them for proper track before using. Reset to normal position when switching is finished.

### SPEED RESTRICTIONS

- No. 6. Extra passenger, freight and work trains will not exceed twenty (20) miles per hour at any point.
- No. 7. Trains (passenger or freight) shall cross all highways at reduced speed and shall give proper warning signals.

### FLAGGING RAILROAD CROSSINGS

- No. 8. Stop in the clear of all railroad crossings. Motorman or engineer will then proceed across crossing only on signal from trainman on the ground at crossing when passageway is clear.
- No. 8a. In the case of crossing the several tracks, in either direction, at West Myrtle and Shoshone-Tejon, stop and wait for signal of trainman in the vicinity of W. 14th Avenue or West Colfax Viaduct, indicating no southbound train is approaching.
- No. 9. Use red fuses and torpedoes if weather or other conditions warrant their use for safety.

### NORMAL POSITION OF MAIN LINE SWITCHES SOUTH PASSING TRACK AT DEVINNY

- No. 10. East switch. Set for passing track. All trains stop a/c red switch target, and whistle. Passenger trains proceed through passing track and run through spring switch at west end at reduced speed. Freight trains set switch for main track and proceed on main line. When rear part clears, reset switch for passing track or normal position.
- No. 11. THE FOLLOWING ARE TONNAGE RATINGS ESTABLISHED FOR TWIN ELECTRIC MOTORS:

### WESTBOUND

- 400 tons between Barnum Junction and Johnson's.
- 600 tons Johnson's to Golden.
- 200 tons Johnson's to the end of the Morrison Branch.

### EASTBOUND

- 600 tons Golden to Johnson's.
- 1000 tons Johnson's to Barnum Junction.
- 600 tons end of the Morrison Branch to Johnson's.

Careful observance of these rules will prevent unnecessary accident and personal injury.

No. 12. All trains reduce speed to twelve (12) miles per hour when passing over facing point switches.

No. 13. Switch at Barnum Junction must be set for track to be used. It is rigid type switch.

*Handwritten notes:*

1933 accident  
 after the  
 rules are  
 as that  
 the  
 and before  
 the  
 removed  
 span  
 was  
 built  
 over



# THE DENVER & INTER-MOUNTAIN RAILWAY.

OFFICE, 1426 ARAPAHOE ST., DENVER, COLO.

## ELECTRIC LINE

**REGULAR CARS**  
 FIRST CAR leaves Barnum 6:20 A.M. and on the half hour until 10:30 P.M.  
 FIRST CAR leaves Denver 7:00 A.M. and on the hour until 11:30 P.M.  
**EXTRA CARS**  
 LEAVE BARNUM at 7:00 and 8:00 A.M., 6:00 and 7:00 P.M.  
 LEAVE DENVER at 7:30 A.M., 5:30 and 6:30 P.M.  
 Except Sunday

## STEAM LINE

## TIME TABLE NO. 2.

In Effect April 1st, 1905

EASTBOUND

WESTBOUND

No. 11	No. 9	No. 7	No. 5	No. 3	No. 1	STATIONS	No. 12	No. 10	No. 8	No. 6	No. 4	No. 2	No. 1
PM	AM	PM	PM	AM	AM	Denver	Satur- day and Sun- day	AM	PM	PM	PM	AM	PM
9 00	9 05	4 00	4 06	2 00	11 00	De- nver	Daily	9 56	12 59	3 56	5 58	10 56	7 56
6 06	9 08	4 08	2 08	11 08	8 08	R.G. Crossing	Daily	9 50	12 53	3 50	5 52	10 50	7 50
6 11	9 11	4 11	2 11	11 11	8 11	S.F. Crossing	Daily	9 48	12 51	3 48	5 50	10 48	7 48
6 13	9 23	4 13	2 13	11 13	8 13	D. & I. M. Shops	Daily	9 46	12 49	3 46	5 48	10 46	7 46
6 25	9 25	4 25	2 25	11 25	8 25	Barnum Junction	Daily	9 44	12 47	3 44	5 46	10 44	7 44
6 27	9 27	4 27	2 27	11 27	8 27	Edge- water	Daily	9 35	12 40	3 35	5 40	10 35	7 35
6 30	9 30	4 30	2 30	11 30	8 30	Lake wood	Daily	9 33	12 38	3 33	5 36	10 33	7 33
6 34	9 34	4 34	2 34	11 34	8 34	Cole ridge	Daily	9 27	12 35	3 26	5 30	10 25	7 27
6 39	9 39	4 39	2 39	11 39	8 39	We- lch	Daily	9 23	12 30	3 23	5 27	10 23	7 23
6 47	9 47	4 47	2 47	11 47	8 47	Ribe Range	Daily	9 18	12 27	3 18	5 23	10 18	7 18
6 53	9 53	4 53	2 53	11 53	8 53	Indus- trial School	Daily	9 10	12 19	3 10	5 15	10 10	7 10
6 55	9 55	4 55	2 55	11 55	8 55	Par- let's	Daily	9 07	12 17	3 07	5 12	10 07	7 07
						Arv.	Satur- day and Sun- day	9 05	12 15	3 05	5 10	10 05	7 05

B. M. SMITH, Superintendent,  
 DENVER, COLO.

25 mark.

Sam  
656  
1879  
c. 2