

A. T. & S. F.

E. O. CHADDOCK, Trainmaster.....La Junta, Colo.
B. Y. STEELE, Road Foreman of Engines..La Junta, Colo.
W. N. WILLIS, Chief Dispatcher.....La Junta, Colo.
B. E. SPOONEMORE, Ass't Chief Dispatcher
La Junta, Colo.
J. A. PURCELL, Ass't Chief Dispatcher
La Junta, Colo.

TRAIN DISPATCHERS—LA JUNTA, COLORADO

W. BERKOVITZ	D. A. POINTER	J. J. GARZA
A. F. MATHIS	T. E. LEWIS	R. F. SMITH
L. B. MAY	L. V. ANDERSON	E. D. BALL
J. Z. CLOUD	A. W. ABEL	P. R. HOLIMAN
A. W. JORDAN	L. N. STEPHAN	J. O. McATEE

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

LOCAL TIME INSPECTORS — JOINT LINE

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

D. & R. G. W.

W. A. HENDERSON, Ass't
Superintendent.....Denver, Colo.
C. W. HEARN, Terminal Trainmaster.....Pueblo, Colo.
L. H. PENNINGTON, Trainmaster.....Pueblo, Colo.
V. I. GRIFFITH, Terminal Trainmaster.....Denver, Colo.
L. P. URQUHART, Road Foreman
of Equipment.....Pueblo, Colo.
A. HENKE, Road Foreman
of Equipment.....Denver, Colo.
J. O. SMITH, Chief Dispatcher.....Denver, Colo.
E. L. CRUTCHFIELD, Ass't Chief
Dispatcher.....Denver, Colo.
W. A. JONES, Ass't Chief Dispatcher.....Denver, Colo.

TRAIN DISPATCHERS — DENVER, COLORADO

T. C. JACKSON	A. O. RUSSELL
C. E. WARD	G. A. PAULSEN
R. E. DENGLER	

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

LOCAL WATCH INSPECTORS

HANSEN & HANSEN.....Denver
IVAN E. SUNDMAN.....Denver
W. L. SATHER.....Denver
SAMPSON'S JEWELRY.....Littleton
HOWELL-SMITH, INC.....Colorado Springs
W. BERT FARABEE.....Pueblo
HARDING-BULLOCH.....Pueblo
W. H. PETTYJOHN.....Pueblo

The Atchison, Topeka & Santa Fe Railway Company

The Denver and Rio Grande Western Railroad Company

JOINT LINE

TIME TABLE No. 5

In Effect Tuesday, June 11, 1968
At 12:01 A.M. Mountain Standard Time

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

L. M. OLSON General Manager Topeka, Kansas	JOHN AYER, Jr. Vice President-Operations Denver, Colorado
L. P. HEATH Assistant Gen'l Mgr. Topeka, Kansas	D. J. BUTTERS Chief Transportation Officer Denver, Colorado
C. B. KURTZ Superintendent La Junta, Colorado	J. E. ALLEN Superintendent Denver, Colorado

**SURGEONS OF
THE A. T. & S. F. EMPLOYES' BENEFIT ASSOCIATION**

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

ALBUQUERQUE HOSPITAL

Dr. A. S. McGee, Doctor in charge.....Albuquerque

LOCAL SURGEONS

Dr. D. B. SHAW.....Pueblo
Dr. R. H. McILROY.....Pueblo
Dr. W. D. HILST.....Pueblo
Dr. H. S. RUSK, Eye, Ear, Nose and Throat.....Pueblo
Dr. O. C. DAIL, Eye, Ear, Nose and Throat.....Pueblo
Dr. J. W. JONES, Ear, Nose, and Throat.....Pueblo
Dr. W. T. DARDIS, Ophthalmologist.....Pueblo
Dr. W. G. HOPKINS, Ophthalmologist.....Pueblo
Dr. W. M. LEWALLEN, Ophthalmologist.....Pueblo
Dr. H. H. FRIESEN, Ophthalmologist.....Pueblo
Dr. W. A. CAMPBELL.....Colorado Springs
Dr. IRVING H. SCHWAB.....Colorado Springs
Dr. J. D. KENNEDY.....Colorado Springs
Dr. L. W. NUTTALL.....Littleton
Dr. GILBERT B. MAESTAS.....Denver
Dr. L. L. RETALLACK.....Denver
Dr. J. F. PRINZING, JR......Denver
Dr. M. B. RIDER, Eye Specialist.....Denver
Dr. H. R. PETERSON, Eye Specialist.....Denver

THE D. & R. G. W. RAILROAD COMPANY

*Suggested Doctors and Hospitals for Care of
Sick and Injured Passengers*

(Any physician or hospital may be used when expedient)

Dr. R. L. BESBORN.....Denver
Dr. FLOYD BRALLIAR.....Denver
Dr. ROBERT HORNES.....Denver
Dr. J. J. HUMM.....Denver
Dr. W. McCRADDY.....Denver
Dr. D. M. McENDAFFER.....Denver
PRESBYTERIAN HOSPITAL.....Denver
St. LUKE'S HOSPITAL.....Denver
St. JOSEPH'S HOSPITAL.....Denver
Dr. E. C. CROUCH.....Colorado Springs
Dr. FRANCIS HOSPITAL.....Colorado Springs
Dr. F. W. BARROWS.....Pueblo
Dr. C. N. CALDWELL.....Pueblo
St. MARY'S-CORWIN HOSPITAL.....Pueblo

D. & R. G. W. HOSPITAL ASSOCIATION DOCTORS

Treatment of Sick and Injured Employes

DENVER AND VICINITY.....623-8443
Dr. R. H. ALTMIX.....Englewood
Dr. L. W. NUTTALL.....Littleton
Dr. C. J. KELLER.....Louviers
Dr. W. A. HEATON.....Castle Rock
Dr. CHARLES W. NITRA.....Colorado Springs
Dr. E. C. CROUCH.....Colorado Springs
Dr. V. H. BROBECK, Ophthalmologist.....Colorado Springs
Dr. R. C. VANDERHOFF, Ophthalmologist.....Colorado Springs
Dr. K. M. STONE, Dentist.....Colorado Springs
Dr. H. R. VARNER, Dentist.....Colorado Springs
Dr. P. P. DEMING, Urologist.....Colorado Springs
Dr. J. R. FISE, Urologist.....Colorado Springs
Dr. K. W. SHELDON, Neurosurgeon.....Colorado Springs
Dr. MATTHEW PRESTI, Neurosurgeon.....Colorado Springs
Dr. W. M. LEWALLEN.....Pueblo
Dr. E. B. LEY.....Pueblo
Dr. L. L. WARD.....Pueblo
Dr. E. BAXTER.....Pueblo
Dr. R. M. WEXLER.....Pueblo
Dr. R. L. McKITTRICK.....Pueblo
Dr. ROBERT W. DINGLE.....Pueblo
Dr. GEO. W. GRANT.....Pueblo
Dr. T. A. GUNTER, Dentist.....Pueblo
Dr. J. P. HRUBY, Dentist.....Pueblo
Dr. H. S. RUSK, Eye, Ear, Nose & Throat.....Pueblo
Dr. A. DEMSHEK, Eye, Ear, Nose & Throat.....Pueblo
Dr. LEONARD FERRETTI, Ear, Nose, Throat.....Pueblo
Dr. J. H. JOHNSTON, Dermatologist & Allergist.....Pueblo
Dr. J. S. NORMAN, Orthopedist.....Pueblo
Dr. J. POLLARD, Orthopedist.....Pueblo
Dr. J. McKITTRICK, Thoracic Surgeon.....Pueblo

HOSPITALS ARE LOCATED AS FOLLOWS:

DENVER—St. JOSEPH'S, St. ANTHONY'S AND ROSE MEMORIAL
COLORADO SPRINGS—St. FRANCIS' AND COMMUNITY
PUEBLO—St. MARY'S-CORWIN AND PARKVIEW

D&RGW ADJUSTED TONNAGE RATINGS

FROM	TO	SD-7 5300-5304 SD-9 5305-5314	F-7, 555-575 5761, 5764 F-9, 577, 5782, 5783 GP-7, 5100-5113 GP-9, 5901-5954	GP-30 3001-3028 GP-35 3029-3050	GP-40 3051-3080	SD-45 5315-5340	Adjust- ment Factor
Burnham	Louviers..	3000	1950	2300	2500	3480	5
Louviers	Palmer Lake....	2000	1350	1600	1750	2410	4
Pueblo...	Colorado Springs..	3000	1950	2300	2500	3460	6
Colorado Springs..	Palmer Lake....	1900	1250	1450	1550	2180	4

SD-7 units rated the same as F-7 units and SD-9 units rated the same as F-9 units when used on a train with any other type units.

Tonnage handled by units on head end of train must not exceed 6500 adjusted tons, Louviers to Palmer Lake or Colorado Springs to Palmer Lake. If train consists of more than this tonnage, helper will be placed on rear or cut into train.

D&RGW scale test cars, cars placarded "Rear End" or "Handle on Rear of Train Only," and other cars designated as "Rear Enders" must be trained behind helper.

Unless otherwise provided, one unit SD-45 or two units of other types will be trained behind caboose when used in helping service.

Coupler must be blocked on leading end of helper locomotive. Both couplers must be blocked on SD-7 and SD-9 units when used in helping service.

Dynamic brake must not be used on more than 4 units of a locomotive on the head end of a train with an SD-45 unit in locomotive consist or on more than 5 units if there are no SD-45 units in locomotive consist.

DENVER DISTRICT—A. T. & S. F.

Track Capacity 48 ft. Per Car		SOUTHWARD		Ruling Grade Ascending	TIME TABLE	
		FIRST CLASS			No. 5	
		191			June 11, 1968	
Other Tracks	Sidings	Leave Daily		0	STATIONS	
		3.30PM			0	DENVER U. D. YL
				0		D.&R.G.W. CROSSING
					0	C.B.&Q. CROSSING
				31.7		RICE YARD YL
Yard					39.6	SO. PARK JCT. YL
				39.6		D.&R.G.W. CROSSING SOUTH DENVER YL
		3.40PM				
		Arrive Daily			(3.9)	
		0.10			Time Over District Average Speed Per Hour	
		23.4				

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

DENVER DISTRICT—A. T. & S. F.

Track Capacity 48 ft. Per Car		SOUTHWARD		Ruling Grade Ascending	Mile Posts	Turn Tables and Wyes	Communications	TIME TABLE	
		FIRST CLASS						No. 5	
		191						June 11, 1968	
Other Tracks	Sidings	Leave Daily		0	737.3		C	STATIONS	
		3.30PM			0	736.8			DENVER U. D. YL
				0		736.4	T	C	D.&R.G.W. CROSSING
					0	735.1			C.B.&Q. CROSSING
Yard				0		733.4		C	RICE YARD YL
					0				SO. PARK JCT. YL
				0					D.&R.G.W. CROSSING SOUTH DENVER YL
		3.40PM							
		Arrive Daily						(3.9)	
		0.10						Time Over District Average Speed Per Hour	
		23.4							

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

DENVER DISTRICT—A. T. & S. F.

Track Capacity 48 ft. Per Car		SOUTHWARD		Ruling Grade Ascending	TIME TABLE	
		FIRST CLASS			No. 5	
		191			June 11, 1968	
Other Tracks	Sidings	Leave Daily		0	STATIONS	
8	118	5.42PM			30.1	BRAGDON
Yard				22.0		PUEBLO YARD
					22.0	D.&R.G.W. CROSSING YL
				22.0		PUEBLO U. D. YL
		6.00PM				
		Arrive Daily			(10.9)	
		0.18			Time Over District Average Speed Per Hour	
		38.3				

RULE 261 IN EFFECT: On main track and siding between M. P. 619.0 Pueblo and signs indicating "Begin T.C.S." and "End T.C.S." Bragdon.

Trains originating must get numbered clearance card before leaving Pueblo Yard.

DENVER DISTRICT—A. T. & S. F.

Track Capacity 48 ft. Per Car		SOUTHWARD		Ruling Grade Ascending	Mile Posts	Turn Tables and Wyes	Communications	TIME TABLE	
		FIRST CLASS						No. 5	
		191						June 11, 1968	
Other Tracks	Sidings	Leave Daily		0	52.8	Y	RC	STATIONS	
		5.42PM			0				BRAGDON
				0					PUEBLO YARD
					0				D.&R.G.W. CROSSING YL
Yard				0					PUEBLO U. D. YL
					0				
		6.00PM							(10.9)
		Arrive Daily						Time Over District Average Speed Per Hour	
		0.18							
		38.3							

Trains originating must register at Pueblo Yard.

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

DENVER DISTRICT

Track Capacity 48 ft. Per Car		SOUTH- WARD		Turntables, Wyes & Communications	Mile Posts	Rolling Grade Ascending	JOINT LINE TIME TABLE No. 5 June 11, 1968	
Other Tracks	Sidings	FIRST CLASS					STATIONS	
		191						
A. T. & S. F.		A. T. & S. F.		A. T. & S. F.				
		Leave Daily						
		3.40PM	C	* 3.6				
		3.45	B	* 7.5	51.0			
		3.46	B	* 8.2	52.8			
	84	f 3.48	C	* 10.3	52.8			
	88	3.56	B	* 17.0	52.8			
	49	3.59	C	* 20.7	53.0			
		4.03	B	* 24.5	64.5			
14	101	4.03	B	* 24.5	73.9			
5	80	4.07	B	709.5	73.9			
25	114	f 4.11	B	705.2	73.9			
5	61	4.18	B	700.2	73.9			
24	80	f 4.24	B	694.9	73.9			
6	80	4.28	B	691.5	73.9			
	58	4.31	B	688.8	73.9			
19	92	f 4.35	B	* 51.9	0			
33		4.40	B	* 56.2	0			
50	54	4.48	B	* 61.9	0			
92		4.50	B	* 63.3	0			
13		4.58	B	* 72.3	0			
Yard	119	s 5.10	Y C	* 74.9	0			
Yard	124	5.15	B	* 79.1	0			
31	78	f 5.23	B	650.5	0			
4	73	5.29	B	643.7	0			
5	47	5.34	B	638.4	0			
25	80	5.39	B	632.7	0			
8	118	5.42PM		630.3	0			
		Arrive Daily						
		2.02 51.1						
(104.0)								
Time Over District Average Speed Per Hour								

RULE 251 IN EFFECT: Between South Denver and sign indicating "Begin T.C.S." Bragdon.

Southward trains must get a numbered A.T.&S.F. clearance card form 902 at South Denver.

Colorado Springs siding extends from switch M.P. 73.3 to crossover M.P. 74.6, north of Colorado Springs passenger station. Telephone located in booth at each end of siding. Switch connecting with C. R. I. & P. main track, south end of this siding, M.P. 74.5, is normally lined for C. R. I. & P. main track.

* Indicates D&RGW Mile Posts.

Denver District

Track Capacity 48 ft. Per Car		NORTH- WARD		Turntables, Wyes & Communications	Mile Posts	Rolling Grade Ascending	JOINT LINE TIME TABLE No. 5 June 11, 1968	
Other Tracks	Sidings	FIRST CLASS					STATIONS	
		200						
A. T. & S. F.		A. T. & S. F.		A. T. & S. F.				
		Arrive Daily						
		12.18AM	C					
		12.12	C					
		f 12.08AM	C					
		11.59PM	B					
		11.52	B					
		f 11.44	B					
		11.33	B					
		f 11.22	B					
		11.14	B					
		11.10	B					
		11.05	B					
		11.01	B					
		10.58	B					
		10.53	B					
		s 10.45	Y C					
		10.34	B					
		10.31	B					
		10.28	B					
		10.25	B					
		10.19	B					
		10.14	B					
		10.07	B					
		10.03PM						
		Leave Daily						
		2.15 46.2						
Time Over District Average Speed Per Hour								

RULE 251 IN EFFECT: Between sign indicating "End T.C.S." Bragdon and South Denver.

At Colorado Springs, between M.P. 662 and Boulder Street, (M.P. 663.7) Northward track, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular trains, extras, work extras or engines.

* Indicates D&RGW Mile Posts.

D&RGW, DENVER UD—SOUTH DENVER MP 3.6

Beginning and end of two main tracks located at **South Denver MP 3.6**.

Train, yard and other locomotive movements will keep to the right on two running tracks between **Denver UD** and **South Denver MP 3.6**. Movement against current of traffic will be made only when authorized by the Yardmaster. Running track switches must be left lined for running tracks.

D&RGW Rules of the Operating Department govern train, yard, or other locomotive movements between Denver Union Terminal Railway Company's tracks and **South Denver**. Trains, yard or other locomotives while on Denver Union Terminal Railway Company's tracks are governed by Rules and Regulations of the Denver Union Terminal Railway Company's General and Interlocking Rules.

D&RGW southward trains departing from **Denver UD** or Denver Yard at **4th Avenue** will leave without D&RGW Clearance.

SOUTHWARD D&RGW NORTHWARD

Mile Post	D&RGW SUBDIVISION 1 (In Part)	
	TIME-TABLE	
	No. 5	
	June 11, 1968	
108.5	CTC	BRAGDON..... 1.1
109.6		TAPP..... 8.9
118.5		PUEBLO JCT. AT&SF CROSSING..... 0.3
118.8		MO. PAC. CROSSING..... 0.6
119.4		PUEBLO U.D..... BK

D&RGW Rules of the Operating Department govern train, yard or other locomotive movements from **Bragdon** to and including **Pueblo Yard**. Trains, yard or other locomotives 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.

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

Trains have no time-table superiority between beginning and end of CTC north of D&RGW-MP crossing (near **Santa Fe Ave.**) and **Union Ave. Viaduct** (entrance to **Pueblo U.D.**), and Operating Rule 93 governs all trains. Trains, yard or other locomotives occupying main tracks within these limits must make way for passenger trains without unnecessary delay.

Northward trains originating **Pueblo U.D.** and **Pueblo Yard** must secure D&RGW Clearance and numbered AT&SF Clearance Card form 902. Southward trains will leave **Bragdon** without Clearance.

Northward trains originating **Pueblo UD** and **Pueblo Yard** must obtain permission to depart from Pueblo Tower Yardmaster.

SPECIAL RULES

A. T. & S. F. Rules, Operating Department, govern train operation on Joint Line except as otherwise provided.

- (A) Except as otherwise provided, Northward trains are superior to Southward trains of the same class.
- (B) Northward track is under A. T. & S. F. operating jurisdiction between Bragdon and South Denver.

Southward track is under D. & R. G. W. operating jurisdiction between South Denver and Bragdon.

- (A) Within traffic control system limits, where authorized speed exceeds twenty (20) MPH, a train or engine must not clear the main track through a hand thrown switch not electrically locked, except at a designated siding, for any purpose.

3. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
DENVER DISTRICT:		
South Denver and South City Limits (A. T. & S. F. MP 730.5, D. & R. G. W. MP 6.4)	35	30
South City Limits (A. T. & S. F. MP 730.5, D. & R. G. W. MP 6.4) and Colorado Springs	70	45
Colorado Springs and Pueblo Main Track	70	55
Manitou Branch	10	10
Siding Bragdon (A.T.&S.F.)	30	30
PUEBLO AND BRAGDON		
A. T. & S. F. Curve, MP 619.0 to MP 619.1	10	10
3 Curves, MP 619.3 to MP 619.9	40	40

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
BRAGDON AND SOUTH DENVER		
NORTHWARD TRACK		
Curve, MP 95.0 to MP 94.9 D&RGW	50	50
Curve, MP 88.3 to MP 88.1 D&RGW	50	50
3 Curves, MP 86.2 D&RGW to MP 653.8 AT&SF	60	45
Curve, MP 658.2 to MP 658.4 AT&SF	65	45
6 Curves, MP 659.1 to MP 662.1 AT&SF	45	40
Curve, MP 662.2 to MP 662.4 AT&SF	40	30
2 Curves, MP 663.7 to MP 664.2 AT&SF	25	25
2 Curves, MP 664.5 to MP 665.1 AT&SF	30	30
6 Curves, MP 668.7 to MP 670.5 AT&SF	45	40
17 Curves, MP 670.7 to MP 683.2 AT&SF	50	45
5 Curves, MP 683.8 to MP 685.4 AT&SF	35	35
3 Curves, MP 685.6 to MP 686.2 AT&SF	30	25
4 Curves, MP 686.4 to MP 687.6 AT&SF	50	45
2 Curves, MP 688.0 AT&SF to MP 49.6 D&RGW	55	45
Curve, MP 47.4 to MP 47.1 D&RGW	55	45
3 Curves, MP 45.5 to MP 45.2 D&RGW	40	40
Curve, MP 44.3 to MP 44.2 D&RGW	35	35
3 Curves, MP 44.1 to MP 43.4 D&RGW	35	35
Curve, MP 41.9 to MP 41.3 D&RGW	55	45
Curve, MP 40.0 to MP 39.8 D&RGW	55	45
Curve, MP 33.8 to MP 33.6 D&RGW	55	45
3 Curves, MP 32.4 to MP 31.7 D&RGW	45	45
2 Curves, MP 30.1 to MP 28.8 D&RGW	55	45
Curve, MP 27.2 to MP 27.0 D&RGW	55	45
Curve, MP 26.0 to MP 25.8 D&RGW	55	45
Curve, MP 25.2 D&RGW to MP 712.2 AT&SF	65	45
8 Curves, MP 713.1 to MP 717.0 AT&SF	60	45
4 Curves, MP 717.7 to MP 720.0 AT&SF	65	45
2 Curves, MP 720.8 to MP 721.2 AT&SF	55	45
3 Curves, MP 721.7 to MP 722.6 AT&SF	60	45
Curve, MP 722.9 to MP 723.1 AT&SF	50	45
2 Curves, MP 723.4 to MP 724.6 AT&SF	65	45
3 Curves, MP 725.8 to MP 726.9 AT&SF	55	45
SOUTHWARD TRACK		
Curve, MP 18.0 to MP 18.2 D&RGW	65	45
2 Curves, MP 21.6 to MP 22.0 D&RGW	55	45
2 Curves, MP 23.4 to MP 24.0 D&RGW	50	45
Curve, MP 712.4 to MP 712.3 AT&SF	40	35
4 Curves, MP 712.2 to MP 710.2 AT&SF	45	35
5 Curves, MP 708.9 to MP 706.0 AT&SF	50	45
4 Curves, MP 705.5 to MP 704.4 AT&SF	35	30
2 Curves, MP 704.2 to MP 703.7 AT&SF	50	45
3 Curves, MP 700.0 to MP 698.3 AT&SF	60	45
8 Curves, MP 697.8 to MP 692.9 AT&SF	55	45
4 Curves, MP 692.1 to MP 688.8 AT&SF	45	35
3 Curves, MP 688.5 AT&SF to MP 49.9 D&RGW	40	35

3. SPEED REGULATIONS—(Cont'd)

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
3 Curves, MP 50.5 to MP 51.1 D&RGW	50	45
3 Curves, MP 52.0 to MP 53.2 D&RGW	40	40
5 Curves, MP 53.9 to MP 55.6 D&RGW	40	40
4 Curves, MP 56.2 to MP 57.7 D&RGW	50	45
6 Curves, MP 58.4 to MP 60.3 D&RGW	40	40
2 Curves, MP 62.0 to MP 62.7 D&RGW	45	45
3 Curves, MP 62.8 to MP 63.7 D&RGW	40	40
Curve, MP 63.8 to MP 64.0 D&RGW	55	45
3 Curves, MP 65.7 to MP 66.5 D&RGW	45	45
2 Curves, MP 68.1 to MP 68.6 D&RGW	50	45
3 Curves, MP 71.3 to MP 72.2 D&RGW	55	45
2 Curves, MP 73.1 to MP 73.6 D&RGW	55	45
2 Curves, MP 76.0 to MP 76.1 D&RGW	40	40
3 Curves, MP 77.2 to MP 78.0 D&RGW	50	50
3 Curves, MP 78.7 to MP 79.5 D&RGW	55	55
Curve, MP 649.3 to MP 649.1 AT&SF	65	45
2 Curves, MP 648.4 to MP 648.1 AT&SF	45	45
2 Curves, MP 648.0 to MP 647.4 AT&SF	55	45
Curve, MP 646.1 to MP 646.0 AT&SF	65	45

(B) While head of train is passing the street crossings of cities and towns named below, indicated speed must not be exceeded:

Station	Streets	Miles Per Hour
Littleton.....	All Streets.....	25
Castle Rock.....	All Streets—Northward Track.....	40
Colorado Springs.....	All Streets.....	30
Fountain.....	All Streets.....	40

(C) MAXIMUM SPEED OF ENGINES

A.T.&S.F. Diesel Engines and Motor Cars	Forward	Light	Backing or When Controlled From Rear Unit	Dead-In-Train
16-48, 55-78, 80-87, 100-108, 300-314	100	90	45	90
325-344, 400-405, 1900-1939	90	90	45	90
350-359	90	90	*45	90
1100-1174, 1800-1889	80	80	*45	80
200-289	70	70	45	70
99, 602-611, 700-751, 800-849, 900-979, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 2099, 2101-2161, 2650-2893, 3001-3019	70	70	*45	70
500-564, 625-633, 650-653, 1500-1537, 2200-2299, 2303-2399, 2403-2441	45	45	45	45
RDC 191, 192	85	85	50	85
M-160, M-190	80	65	25	75

*Note: Forward speed applies when backing handling train controlled from leading unit.

3. SPEED REGULATIONS—(Cont'd).

(C) MAXIMUM SPEED OF ENGINES—(Cont'd).

C&S-CB&Q-FW&DC	Forward	Light	Backing or When Controlled from Rear Unit	Dead-In-Train
C&S-FW&DC 9950-9981	85	40	40	
CB&Q 9912-9995	94	40	40	
CB&Q 105-169	65	40	40	
C&S-FW&DC 810-860	65	35	30	60
C&S-FW&DC 875-893	75	35	30	65
D. & R.G.W.				
130-149	40	40	40	
Other Locomotives	70	70	45	

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

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

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines:			
80-87, 350-359, 400-405, 602-611, 800-849, 1600-1615, 2099-2161	3	5	5
55-78, 650-653, 2310-2321, 3001-3019	4	5	5
16-48, 99, 100-108, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 1700-1719, 1800-1889, 1900-1939, 2200-2299, 2303-2304, 2322-2399, 2403-2411, 2650-2893	5	5	5
Motor Cars	3	5	5
Passenger Cars			
Roller Bearing	8	5	
Friction Bearing	12	5	

The foregoing does not modify Rule 817 Operating Department, AT&SF.

3. SPEED REGULATIONS—(Cont'd).

(E) DERRICKS, CRANES, ETC.

Derricks, cranes, pile drivers, spreaders, and similar machinery moving on their own running gear must not be moved in AT&SF trains except on authority of trainmaster, and AT&SF trains or engines handling such equipment must not exceed speeds indicated below:

District	Wrecking Derricks	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 Derrick AT-199720 and Jordan Spreaders	Other Machines Including Derrick AT-199775	Scale Test Cars AT-199913 AT-199914 AT-199915
	MPH	MPH	MPH	MPH
Denver	40	45	30	50

Pile drivers, derricks 199720 and 199775 must be handled in AT&SF trains next to engine.

Scale test cars AT-199913, 199914 and 199915 must be handled on rear end of trains ahead of caboose.

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

D&RGW trains handling spreaders and flangers not working must not exceed a speed of thirty-five (35) MPH.

Trains handling FW&D Jordan Spreader A-21 must not exceed a speed of twenty-five (25) MPH.

Trains handling WW&IB and D&RGW scale test cars must not exceed a speed of twenty-five (25) MPH, except D&RGW trains handling D&RGW scale test car X-450 must not exceed a speed of thirty-five (35) MPH. (Scale test cars must be handled on the rear of trains and must not be shoved on with helpers.)

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

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

3. SPEED REGULATIONS—(Cont'd).

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

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

Station	"I"—Interlocked Switch "S"—Spring Switch		MPH
	Type	Location	
A. T. & S. F.			
Pueblo	I	North end Pueblo U. D. passenger lead.....	10
Pueblo	I	North end loop line.....	10
Pueblo	I	South end receiving yard lead.....	10
Pueblo	I	South end departure yard lead.....	10
Pueblo 29th St.	I	North end yard.....	30
Bragdon	I	South end siding.....	30
Bragdon	I	North end siding.....	30
Bragdon	I	Crossovers A. T. & S. F. D. & R. G. W.....	40
South Denver	I	Normal Route.....	30
		Reverse movements or movements other than normal route.....	10
D. & R. G. W.			
Tapp	I	End two main tracks: Passenger.....	50
		Freight.....	45

NORTHWARD TRACK

Pinon	S	North end of siding.....	15
Wigwam	S	North end of siding.....	15
Fountain	S	North end of siding.....	15
Crews	S	North end of siding.....	15
Skinnners	S	North end of siding.....	15
Kelker	S	North end of siding.....	15
Colorado Springs	S	North end of yard.....	15
Pikeview	S	North end of siding.....	15
USAF Academy	S	North end of siding.....	15
Sommers	S	North end of siding.....	15
Husted	S	North end of siding.....	15
Pring	S	North end of siding.....	15
Monument	S	North end of siding.....	15
Palmer Lake	S	North end of siding.....	15
Castle Rock	S	North end of siding.....	15
Sedalia	S	North end of siding.....	15
Acequia	S	North end of siding.....	15
Littleton	S	North end of siding.....	15
Englewood	S	North end of siding.....	15

SOUTHWARD TRACK

Sedalia	S	South end of siding.....	15
Orsa	S	South end of siding.....	15
Castle Rock	S	South end of siding.....	15
Tomah	S	South end of siding.....	15
Larkspur	S	South end of siding.....	15
Greenland	S	South end of siding.....	15
Spruce	S	South end of siding.....	15
Palmer Lake	S	South end of siding.....	30
Kelker	S	South end of siding.....	15
Fountain	S	South end of siding.....	15
Buttes	S	South end of siding.....	15
Henkel	S	South end of siding.....	15

3. SPEED REGULATIONS—(Cont'd)

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

(H) Trains or engines must not exceed speed of fifteen (15) miles per hour between Kelker and Fort Carson and not exceed five (5) miles per hour inside Fort Carson yard.

4. DANGEROUS OBSTRUCTIONS (See A. T. & S. F. Operating Rule 761—D. & R. G. W. Operating Rule 811).

MILE POSTS	Bridge Number	NAMES
D.&R.G.W.— 93.9	93.94	Fountain River bridge — Northward track.
D.&R.G.W.— 74.7		Colorado Springs — Southward track. Bijou St. viaduct. Denver— 3rd Ave. electric wires — A. T. & S. F. 8th Ave. viaduct—A. T. & S. F.

5. SPECIAL RULES AND FACILITIES

(A) High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that bridge has not been weakened by high water and, in addition, must observe the requirements of Operating Rule 320 or 321. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

High water detectors located at:
Northward Track:
Bridge 654.1—North end Crews
Southward Track:
Bridge 639.7—Between Buttes and Henkel

(B) On D&RGW trackage resume speed signs are not used. The speed sign governing the SAME restricted territory from the opposite direction indicates a point 2,500 feet beyond the restricted territory and serves as a guide to enginemen in resuming normal speed.

(C)

(D) LITTLETON—Within City Limits, while making either through movements, or switching, if proper headlight not burning on front of engine, or cars, from 30 minutes after sunset to 30 minutes before sunrise, movement across each crossing must be made after coming to stop and flagging each crossing.

(E)

(F) COLORADO SPRINGS SOUTHWARD TRACK—Track next to passenger station Colorado Springs is used by C. R. I. & P. trains having no time table authority between passenger station and C. R. I. & P. connection M.P. 74.5 governed by Operating Rule 93. Other trains and engines using this track must not delay C. R. I. & P. trains or engines. Switches must be left lined and locked for C. R. I. & P. trains.

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

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

(H) **KELKER—FORT CARSON**—In delivery and receipt of loads and empties to and from Fort Carson at Kelker, unless otherwise directed, A. T. & S. F. and D. & R. G. W. will deliver on No. 6 track. A. T. & S. F. will receive from Fort Carson on No. 7 track. D. & R. G. W. will receive from Fort Carson on No. 8 track.

6. RAILROAD CROSSINGS AND JUNCTIONS

(A) NAME	TYPE	MPH
Pueblo Jct., MP 118.5.....	Interlocking	15
Mo. Pac. Crossing, MP 118.8.....	Automatic Interlocking	15
D. & R. G. W. Crossing, MP 619.0.....	Interlocking	10
South Denver	Interlocking	See Rule 3 (F)

PUEBLO—D. & R. G. W. Trainmen, Enginemen, Hostlers and Yardmen must have in their possession to cover Pueblo Terminal, current time tables and supplements thereto or reissue thereof as follows:

- A.T.&S.F.—D.&R.G.W., Joint Line
- D.&R.G.W., Colorado Division
- P.U.D.&R.R. Co.

PUEBLO—A. T. & S. F., D. & R. G. W. and Mo. Pac. Junction with Union Depot tracks under Main Street viaduct. All trains entering and leaving Union Depot use same lead. Authority to use this lead governed by The Pueblo Union Depot and Railroad Co.'s rules and regulations.

Train, yard, and other locomotive movements to or from east end Pueblo Union Depot and to or from "C" Street Industrial Area, MP 118.9, must obtain permission from Operator Pueblo Junction prior to lining switch or fouling ATSF main track between east end Pueblo Union Depot and railroad crossing at grade MP 118.9. When movement is completed and in clear of ATSF main track, employes of such train, yard or locomotive must report in clear to Operator Pueblo Junction.

Telephones are located north side ATSF main track railroad crossing at grade MP 118.9 and at "C" Street crossover entering PUD.

Normal indication of interlocking home signals at Mo. Pac. crossing M.P. 118.8 will be STOP.

To receive PROCEED indication on signals on Mo. Pac. tracks, switch to LOOP LINE must be reversed and after a three (3) minute interval signals will indicate PROCEED if no conflicting movement. D. & R. G. W. Operating Rule 667 applies at this crossing, except release is not provided.

COLORADO SPRINGS NORTHWARD TRACK—Switch at north end of Track 4 is to be left lined for Track 4 and the north wye switch is to be left lined for the wye.

COLORADO SPRINGS CONNECTION TRACK—Normal Position of switch at D. & R. G. W. - A. T. & S. F. connection. South end of yard, Southward track, is for connection track.

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

SOUTH DENVER—Within interlocking limits the Rules of the Operating Department, Burlington Lines, are in effect. Interlocking home signal indications govern as follows:

Northward—Northward main track:

Top light—Movement to D&RGW.

Middle light—Movement to C. & S. - A. T. & S. F. northward main track.

Bottom light—Movement to C. & S. - A. T. & S. F. southward main track.

Southward—C. & S. - A. T. & S. F. Southward main track:

Top light—Movement to southward main track.

Bottom light—All other movements.

DENVER—D. & R. G. W. transfer tracks between D. & R. G. W. and C. B. & Q. at Eleventh Street, crossing C. & S. main track is protected by gate normally set against D. & R. G. W. and C. B. & Q. movements. Position of gate is indicated by lights at night. Movements over transfer tracks in either direction must stop and open gate before attempting to pass over crossing and must restore gate to normal position when crossing has been passed. Employee in charge of movement must obtain permission from C&S Control Station before fouling control circuit or operating gate at this location.

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

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

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

7. TRACKS BETWEEN STATIONS.

LOCATION	Mile Post	Car Capacity	Switch Connection
SOUTHWARD TRACK			
Yale Ave.	6.5	10	South
Military Jct.			
Fort Logan Dist.	8.2	1.2 mi.	North & South
Electron Spur	9.8	17	South
Leyner Spur	9.9	31	South
Wolhurst	13.5	15	South
Blakeland	14.4	19	North & South
Blakeland Spur	14.7	Industry	North
Martin Spur	15.3	6	South
Moly Spur	19.5	20	South
Magazine	19.6	87	North
Carlton Spur	69.1	5	South
Russina Spur	70.7	85	North
Manitou Branch	75.1		North
Fort Carson	79.5		North

8. YARD LIMITS.

Colorado Springs—Southward Track (extends to and includes Roswell).

Colorado Springs—Northward Track.

Denver (extends to and includes South Denver).

Englewood (extends to and includes Littleton).

Husted—Southward Track.

Kelker.

Louviers.

Palmer Lake.

Pueblo.

9. BULLETIN BOOKS

A. T. & S. F.

COLORADO SPRINGS

DENVER U. D.

PUEBLO

RICE YARD

D. & R. G. W.

COLORADO SPRINGS

DENVER U. D.

DENVER YARD—4TH AVENUE

10. STANDARD CLOCKS

A. T. & S. F.

COLORADO SPRINGS

DENVER U. D.

PUEBLO

PUEBLO U. D.

RICE YARD

D. & R. G. W.

COLORADO SPRINGS

DENVER U. D.

DENVER YARD—4TH AVENUE

11. STANDARD THERMOMETERS

Denver, Colorado Springs, Pueblo, Littleton.

LOCATION OF CROSS-OVERS BETWEEN MAIN TRACKS

Littleton, Sedalia,	Palmer Lake, Colorado Springs,	Kelker, (2) Fountain,	Buttes, (2)
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AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are **DAMAGING**—

Here's what happens:

Speed	SAFE COUPLING SPEED
4 miles per hour <input type="checkbox"/>	Damage begins
5 miles per hour <input type="checkbox"/>	2¼ times as damaging as 4 MPH
6 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

**HANDLE FREIGHT CAREFULLY AND KEEP OUR
CUSTOMERS.**

IT'S EVERYBODY'S JOB

Speed Table. Table of train speeds (minutes and seconds per mile in terms of miles per hour).

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
—	36	100	—	58	62.6	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.2	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	30	24.0
—	51	70.6	1	26	41.9	2	45	21.8
—	52	69.2	1	28	40.9	3	—	20.0
—	53	67.9	1	30	40.0	3	30	17.1
—	54	66.6	1	32	39.1	4	—	15.0
—	55	65.5	1	34	38.3	5	—	12.0
—	56	64.2	1	36	37.5	6	—	10.0
—	57	63.2	1	38	36.8			