A. T. & S. F.

M. E. SHEWMAKE, Trainmaster ..... Pueblo, Colo.
B. Y. STEELE,
Road Foreman of Engines ..... La Junta, Colo.
W. N. WILLIS, Chief Dispatcher ..... La Junta, Colo.
B. E. SPOONEMOORE,
Ass't Chief Dispatcher ..... La Junta, Colo.
T. E. LEWIS, Ass't Chief Dispatcher .... La Junta, Colo.

TRAIN DISPATCHERS—LA JUNTA, COLORADO

A. W. JORDAN	L. N. STEPHAN	J. O. McATEE
D. A. POINTER	J. J. GARZA	D. E. DEATON
L. V. ANDERSON	R. F. SMITH	E. D. ELYEA
A. W. ABEL	P. R. HOLIMAN	J. L. McELROY

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.
G. S. D. McCALL, Division Trainmaster . . Denver, Colo.
R. L. FISHER, Terminal Trainmaster ..... Pueblo, Colo.
H. W. DEARING, Trainmaster ..... Pueblo, Colo.
D. W. POPE, Terminal Trainmaster ..... Denver, Colo.
L. P. URQUHART,
Road Foreman of Equipment ..... Pueblo, Colo.
R. F. CRANE,
Road Foreman of Equipment ..... Denver, Colo.
M. E. WOOD, Chief Dispatcher ..... Denver, Colo.
G. A. PAULSON, Ass't Chief Dispatcher . . Denver, Colo.

TRAIN DISPATCHERS—DENVER, COLORADO

T. C. JACKSON	W. A. JONES
C. E. JORDAN	H. O. WILLIAMS
	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. 6

In Effect Sunday, May 16, 1971

At 12:01 A.M. Mountain Standard Time

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

L. M. OLSON
General Manager
Topeka, Kansas

W. J. HOLTMAN
Exec. Vice President & G. M.
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

A. H. NANCE
Superintendent
Denver, Colorado

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

DR. R. M. BROOKER, Chief Surgeon ..... Topeka

ALBUQUERQUE HOSPITAL

DR. A. S. MCGEE, Doctor in charge ..... Albuquerque

LOCAL SURGEONS

DR. R. H. MCILROY ..... Pueblo
DR. W. D. HILST ..... Pueblo
DR. W. B. SULLIVAN ..... Pueblo
DR. H. S. RUSK, 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. BESHORE ..... Denver
DR. FLOYD BRALLIAR ..... Denver
DR. ROBERT HORNER ..... Denver
DR. J. J. HUMM ..... Denver
DR. D. M. MCENDAFFER ..... Denver
PRESBYTERIAN HOSPITAL ..... Denver
ST. LUKE'S HOSPITAL ..... Denver
ST. JOSEPH HOSPITAL ..... Denver
DR. E. C. CROUCH ..... Colorado Springs
ST. FRANCIS HOSPITAL ..... Colorado Springs
DR. F. W. BARROWS ..... Pueblo
DR. D. L. PROVINCE ..... Pueblo
ST. MARY'S-CORWIN HOSPITAL ..... Pueblo

RIO GRANDE EMPLOYEES HOSPITAL ASSOCIATION DOCTORS

Treatment of Sick and Injured Employees

DENVER & VICINITY 623-8443
DR. R. H. ALTMIX, General Practitioner ..... Englewood
DR. W. R. CARLSON, Internist ..... Englewood
DR. CHARLES J. KELLER ..... Louviers
DR. W. A. HEATON, General Practice ..... Castle Rock
DR. R. C. VANDERHOFF, Ophthalmology ..... Colorado Springs
DR. V. H. BROBECK, Ophthalmologist ..... Colorado Springs
DR. P. P. DEMING, Urologist ..... Colorado Springs
DR. J. R. FISH, Urologist ..... Colorado Springs
DR. J. H. JOHNSTON, Dermatologist ..... Colorado Springs
DR. G. L. MERKERT, Orthopedic Surgeon ..... Colorado Springs
DR. R. E. CARLTON, Orthopedic Surgeon ..... Colorado Springs
DR. C. M. WALDRON, Orthopedic Surgeon ..... Colorado Springs
DR. MATTHEW PRESTI, Neurosurgeon ..... Colorado Springs
DR. M. J. MCNALLY, Neurosurgeon ..... Colorado Springs
DR. K. W. SHELDON, Neurosurgeon ..... Colorado Springs
DR. A. E. STOCK, Internist ..... Colorado Springs
DR. C. A. NITKA, Surgeon ..... Colorado Springs
DR. T. D. RAPP, Cardiovascular Disease ..... Colorado Springs
DR. K. M. STONE, Dentist ..... Colorado Springs
DR. H. R. VARNER, Dentist ..... Colorado Springs
DR. D. L. CROSSON, Orthopedic Surgery ..... Pueblo
DR. J. A. POLLARD, Orthopedists ..... Pueblo
DR. A. G. HERRINGTON, Orthopedists ..... Pueblo
DR. ANDREW DEMSHKI, JR., Ear, Nose & Throat ..... Pueblo
DR. R. W. DINGLE, Internist ..... Pueblo
DR. T. A. GUNTER, Dentist ..... Pueblo
DR. J. P. HRUBY, Dentist ..... Pueblo
DR. DULIE A. STRICCA, Dentist ..... Pueblo
DR. MARIO J. STRICCA, Dentist ..... Pueblo
DR. W. HILST, Surgeon ..... Pueblo
DR. D. J. WILLIAMS, Surgeon ..... Pueblo
DR. J. H. JOHNSTON, Dermatologist & Allergist ..... Pueblo
DR. W. M. LEWALLEN, JR., Ophthalmologist ..... Pueblo
DR. JOHN MCKITTRICK, General Surgeon ..... Pueblo
DR. H. W. PHELPS, Pulmonary Diseases ..... Pueblo
DR. H. S. RUSK, Eye, Ear, Nose & Throat ..... Pueblo
DR. W. C. SHONTZ, Urologist ..... Pueblo
DR. W. W. BOUCHER, Urologist ..... Pueblo
DR. F. E. STANDER, General Practice ..... Pueblo
DR. R. M. WEXLER, General Practice ..... Pueblo

HOSPITALS ARE LOCATED AS FOLLOWS:

DENVER—St. Joseph, 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 F9, 577, 5762, 5763 GP-7, 5100-5113 GP-9, 5901-5954	GP-30 3001-3028 GP-35 3029-3050	GP-40 3051-3093	SD-45 5315-5340	Adjustment Factor
Burnham	Louviers	3000	1950	2300	2500	3460	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.

Track Capacity 48 ft. Per Car		SOUTHWARD	Ruling Grade Ascending	TIME TABLE No. 6 May 16, 1971	
Other Tracks	Sidings			STATIONS	
				DENVER U. D. YL	
			0	0.5	C.T.C.
				D.&R.G.W. CROSSING	
				C.B.&Q. CROSSING	
			0	0.4	
Yard			31.7	RICE YARD YL	
				1.3	TWO TRACKS
			39.6	SO. PARK JCT. YL	
				1.7	
				D.&R.G.W. CROSSING SOUTH DENVER YL	
				(3.9)	

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.

TIME TABLE No. 6 May 16, 1971	Ruling Grade Ascending	Mile Posts	Turn Tables and Wyes	Communications	NORTHWARD
STATIONS					
DENVER U. D. YL		737.3		C	
0.5	0				C.T.C.
D.&R.G.W. CROSSING		736.8			
C.B.&Q. CROSSING					
0.4	0				
RICE YARD YL		736.4	T	C	
1.3	0				TWO TRACKS
SO. PARK JCT. YL		735.1			
1.7	0				
D.&R.G.W. CROSSING SOUTH DENVER YL		733.4			
(3.9)					

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	Mile Posts	Ruling Grade Ascending	TIME TABLE No. 6 May 16, 1971	
Other Tracks	Sidings				STATIONS	
8	118		630.3	0	BRAGDON	
					10.2	T.C.S.
Yard			619.5	30.1	PUEBLO YARD	
					0.5	
			619.0		D.&R.G.W. CROSSING	
				22.0	0.2	
			618.8		PUEBLO U. D.	
					(10.9)	

RULE 261 IN EFFECT: On main track and siding between Pueblo U.D. and signs "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.

TIME TABLE No. 6 May 16, 1971	Ruling Grade Ascending	Turn Tables and Wyes	Communications	NORTHWARD
STATIONS				
BRAGDON				
10.2	52.8			T.C.S.
PUEBLO YARD		Y	RC	
0.5	0			
D.&R.G.W. CROSSING				
0.2	0			
PUEBLO U. D.				
(10.9)				

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.

Track Capacity 48 ft. Per Car		SOUTH-WARD ↓	Turntables, Wyes & Communications	Mile Posts	Ruling Grade Ascending	JOINT LINE TIME TABLE No. 6 May 16, 1971	
Other Tracks	Sidings					STATIONS	
				* 3.6	51.0	SOUTH DENVER YL	Automatic Block System — Two Tracks
						3.9	
			B	* 7.5	52.8	ENGLEWOOD YL	
						0.7	
			B	* 8.2	52.8	MILITARY JCT. YL	
						2.1	
	84		C	* 10.3	52.8	LITTLETON YL	
						6.7	
	88		B	* 17.0	53.0	ACEQUIA	
						3.7	
	49		C	* 20.7	64.5	LOUVIERS YL	
						3.8	
14	101		B	* 24.5	73.9	SEDALIA	
						3.3	
5	80		B	709.5	73.9	ORSA	
						4.3	
25	114		B	705.2	73.9	CASTLE ROCK	
						5.0	
5	61		B	700.2	73.9	TOMAH	
						5.3	
24	80		B	694.9	73.9	LARKSPUR	
						3.4	
6	80		B	691.5	73.9	GREENLAND	
						2.7	
	58		B	688.8	73.9	SPRUCE	
						2.5	
19	92		B	* 51.9	0	PALMER LAKE	
						4.3	
33			B	* 56.2	0	MONUMENT	
						5.7	
50	54		B	* 61.9	0	HUSTED YL	
						1.4	
92			B	* 63.3	0	ACADEMY	
						9.0	
13			B	* 72.3	0	ROSWELL YL	
						2.6	
Yard	119		Y C	* 74.9	0	COLORADO SPRINGS YL	
						4.2	
Yard	124		B	* 79.1	0	KELKER YL	
						9.2	
31	78		B	650.5	0	FOUNTAIN	
						6.8	
4	73		B	643.7	0	BUTTES	
						5.3	
5	47		B	638.4	0	HENKEL	
						5.7	
25	80		B	632.7	0	PINON	
						2.4	
8	118			630.3		BRAGDON	
						(104.0)	

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

Southward C&S—AT&SF trains originating Denver U.D. or Rice Yard must get a numbered AT&SF clearance card form 902 before leaving.

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.

JOINT LINE TIME TABLE No. 6 May 16, 1971	Ruling Grade Ascending	Mile Posts	Turntables, Wyes & Communications	NORTH-WARD ↑	Track Capacity 48 ft. Per Car	
STATIONS					Sidings	Other Tracks
SOUTH DENVER YL		733.4				
4.0	0					
ENGLEWOOD YL		729.4	C		63	57
2.8	0					
LITTLETON YL		726.6	C		52	14
7.2	0					
ACEQUIA		719.4	B		82	9
6.6	0					
SEDALIA		712.8	B		98	15
8.0	0					
CASTLE ROCK		* 32.5	B		78	17
10.5	0					
LARKSPUR		* 43.0	B			18
8.9	0					
PALMER LAKE		686.2	B		69	83
3.7	73.9					
MONUMENT		682.5	B		53 47	12
2.9	73.9					
PRING		679.6	B		80	20
2.9	52.8					
HUSTED		676.7	B		50	7
3.0	52.8					
SOMMERS		673.7			58	5
2.2	52.8					
U.S. AIR FORCE ACADEMY		671.5	B		95	153
4.5	52.8					
PIKEVIEW		667.0	B			115
3.8	52.8					
COLORADO SPRINGS YL		663.2	Y C			Yard
3.7	52.8					
KELKER YL		659.5	B		99	Yard
2.1	52.8					
SKINNERS		657.4	B		82	5
3.5	48.0					
CREWS		653.9	B		58	13
3.0	39.0					
FOUNTAIN		* 87.9	B		94	30
5.5	48.0					
BUTTES		* 93.4	B			80
5.6	46.0					
WIGWAM		* 99.0	B		90	9
6.3	46.0					
PINON		*105.3	B		49	
3.2	37.0					
BRAGDON		*108.5				
(103.9)						

RULE 251 IN EFFECT: Between sign "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

Train, yard and other locomotive movements will keep to the right on two running tracks between Denver U.D. and South Denver M.P. 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.

Beginning and end of two main tracks located at South Denver M.P. 3.6.

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 Rules of the Operating Department govern train, yard, or other locomotive movements between Denver Union Terminal Railway Company's tracks and South Denver.

Within Interlocking Limits at South Denver the Consolidated Code of Operating Rules, Colorado & Southern, are in effect.

D&RGW Southward trains to Joint Line may leave without a Clearance when verbally authorized by the train dispatcher.

SOUTHWARD — D&RGW — NORTHWARD

D&RGW SUBDIVISION 1
(In Part)
TIME-TABLE
No. 6
May 16, 1971

Mile Post		
108.5	C.T.C. Two Main Tracks	BRAGDON
		0.3
108.8		TAPP
		9.7
118.5		PUEBLO JCT. AT&SF CROSSING
		0.3
118.8		MO. PAC. CROSSING
		0.6
119.4		PUEBLO U.D. ..... BK
		(10.9)

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.

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 U.D. 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.

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

2. (A) Within traffic control system limits, 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	MPH
DENVER DISTRICT:	
South Denver and South City Limits (A. T. & S. F. MP 730.5, D. & R. G. W. MP 6.4)	30
South City Limits (A. T. & S. F. MP 730.5, D. & R. G. W. MP 6.4) and Colorado Springs	45
Colorado Springs and Bragdon	55
Bragdon and Pueblo—(AT&SF)	55
Siding Bragdon—(AT&SF)	30
Bragdon—Tapp D. & R. G. W. Crossover	40
Tapp-Pueblo—(D. & R. G. W.)	50
Manitou Branch—(D. & R. G. W.)	10
PUEBLO AND BRAGDON (A.T.& S.F.)	
Curve, MP 619.0 to MP 619.1	10
3 Curves, MP 619.3 to MP 619.9	40
BRAGDON AND SOUTH DENVER	
NORTHWARD TRACK	
Curve, MP 95.0 to MP 94.9 D&RGW	50
Curve, MP 88.3 to MP 88.1 D&RGW	50
3 Curves, MP 86.2 D&RGW to MP 653.8 AT&SF	45
Curve, MP 658.2 to MP 658.4 AT&SF	45
6 Curves, MP 659.1 to MP 662.1 AT&SF	40
Curve, MP 662.2 to MP 662.4 AT&SF	30
2 Curves, MP 663.7 to MP 664.2 AT&SF	25
2 Curves, MP 664.5 to MP 665.1 AT&SF	30
6 Curves, MP 668.7 to MP 670.5 AT&SF	40
5 Curves, MP 683.8 to MP 685.4 AT&SF	35
3 Curves, MP 685.6 to MP 686.2 AT&SF	25
3 Curves, MP 45.5 to MP 45.2 D&RGW	40
Curve, MP 44.3 to MP 44.2 D&RGW	35
3 Curves, MP 44.1 to MP 43.4 D&RGW	35
SOUTHWARD TRACK	
Curve, MP 712.4 to MP 712.3 AT&SF	35

3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	MPH
4 Curves, MP 712.2 to MP 710.2 AT&SF	35
4 Curves, MP 705.5 to MP 704.4 AT&SF	30
4 Curves, MP 692.1 to MP 688.8 AT&SF	35
3 Curves, MP 688.5 AT&SF to MP 49.9 D&RGW	35
3 Curves, MP 52.0 to MP 53.2 D&RGW	40
5 Curves, MP 53.9 to MP 55.6 D&RGW	40
6 Curves, MP 58.4 to MP 60.3 D&RGW	40
3 Curves, MP 62.8 to MP 63.7 D&RGW	40
2 Curves, MP 76.0 to MP 76.1 D&RGW	40
3 Curves, MP 77.2 to MP 78.0 D&RGW	50
Curve, MP 649.3 to MP 649.1 AT&SF	45
2 Curves, MP 648.4 to MP 648.1 AT&SF	45
2 Curves, MP 648.0 to MP 647.4 AT&SF	45
Curve, MP 646.1 to MP 646.0 AT&SF	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	MPH
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. Diesels	Forward MPH	Light Forward MPH	Backing Or When not Controlled From Leading Unit MPH	Dead In Train MPH
16-48, 84, 300-314, 325-344, 5590-5614, 5900-5948, 7900-7909, 8000-8005, 8500-8524	90	90	45	90
200-289, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5615-5624, 6300-6348, 6600-6615, 7500-7519, 9110-9160, 9800-9849	70	70	45	70
500-564, 625-633, 650-653, 1500-1537, 2207-2298, 2303-2399, 2403-2441	45	45	45	45

In freight and mixed service with dynamic brake not in use, when average tons per car is 70 tons or more, maximum speed on descending grades as follows:

1.0% to 1.5% —40 MPH
1.5% to 2.0% —25 MPH
2.0% and over—15 MPH

3. SPEED REGULATIONS—(Cont'd).

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

C&S-CB&Q-FW&DC	Forward MPH	Light MPH	Backing or When Controlled from Rear Unit MPH	Dead-In-Train MPH
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 (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines: 84, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9110-9160, 9800-9849	3	5	5
650-653, 2310-2321,	4	5	5
16-48, 200-344, 500-564, 625-633, 1500-1537, 2207-2298, 2303-2304, 2322-2399, 2404-2441, 2650-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5624, 5900-5939, 5940-5948	5	5	5
Passenger Cars:			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

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

3. SPEED REGULATIONS—(Cont'd).

(E) DERRICKS, CRANES, ETC.

AT&SF:

Derricks, cranes, pile drivers, spreaders, and similar machinery moving on their own running gear, and scale test cars, must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speed indicated below:

District	Wrecking Derricks MPH	Pile Drivers AT 199454 AT 199455 AT 199457 AT 199458 Derrick AT 199720 and Jordan Spreaders MPH	Other Machines Including Derrick AT 199775 MPH
Denver	40	45	30

Derricks AT 199720 and AT 199775, and pile drivers must be handled in trains next to engine.

Santa Fe scale test cars AT 199913, AT 199914 and AT 199915, and all foreign line scale test cars, except D&RGW, must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

D&RGW:

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.

D&RGW 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.)

Flat Cars loaded with Rip-rap and X-Flat cars in rip-rap service, loaded or mty 25
Welded rail trains under load 25
Trains handling Minnequa Ore 50
D&RGW 24000-25000 and 46000-47000 series cars, loaded or mty 50

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 CROSSOVERS.

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

"I"—Interlocked Switch

"S"—Spring Switch

Station	Type	Location	MPH
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.	40
		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	40
		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
Skinners	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 ATSF train dispatcher 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 ATSF train dispatcher.

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

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. LOOP LINE switch must remain in reverse position until all cars or equipment have moved outside of interlocking limits. D&RGW 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.

SOUTH DENVER—Interlocking, controlled by D&RGW train dispatcher at Denver. If Interlocking signals display other than proceed indication, crew member must contact D&RGW train dispatcher, Denver and be governed by his instructions.

When home signal governing movement of D&RGW trains or locomotives to Joint Line Southward Track indicates pro-

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

ceed, or when verbally authorized by train dispatcher, it is authority for such train or locomotive to proceed on Joint Line Southward track as directed by train dispatcher without AT&SF Clearance Card Form 902.

Within interlocking limits the Consolidated Code of Operating Rules, Colorado & Southern, 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 B. N. at Eleventh Street, crossing C. & S. main track is protected by gate normally set against D. & R. G. W. and B. N. movements. Position of gate is indicated by lights at night. Movements over transfer tracks in either direction most 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 approching 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.
Pueblo (D&RGW only).

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

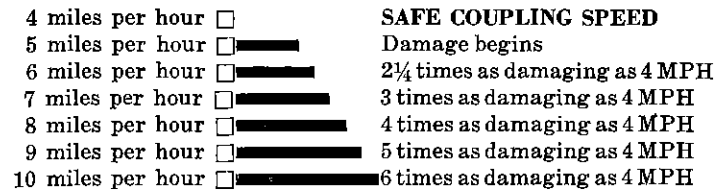
Denver, Colorado Springs, Pueblo, Littleton.

LOCATION OF CROSS-OVERS BETWEEN MAIN TRACKS

Littleton,	Palmer Lake,	Kelker (2)	Buttes, (2)
Sedalia,	Colorado Springs,	Fountain,	

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are **DAMAGING**—
Here's what happens:



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