A. T. & S. F.

D. H. GILL, Ass't. Superintendent ..... Pueblo/Denver
J. E. ANDERSON, Trainmaster ..... Pueblo
R. N. MASON, Asst. Trainmaster ..... Pueblo
W. M. CALDWELL, Asst. Trainmaster-Agent ... Denver
F. L. SPARKS, Road Fm. Engines ..... Pueblo
W. N. WILLIS, Chief Dispatcher ..... La Junta
T. E. LEWIS, Asst. Chief Dispatcher ..... La Junta
J. J. GARZA, Asst. Chief Dispatcher ..... La Junta

TRAIN DISPATCHERS—LA JUNTA, COLORADO

L. V. ANDERSON	J. O. McATEE	L. T. JAPHET
A. W. ABEL	D. E. DEATON	R. W. YERGERT
L. N. STEPHAN	E. D. ELYEA	S. P. TAYLOR
P. R. HOLIMAN	M. D. HARRISON	D. K. PALMER

R. N. CROW, General Watch Inspector ..... Topeka

LOCAL TIME INSPECTORS—JOINT LINE

HARDING-BULLOCH ..... Pueblo
JOHN BALLAS ..... Pueblo
PHILLIP C. LOMBARD ..... Pueblo
HOWELL-SMITH, INC. ..... Colorado Springs

D. & R. G. W.

A. L. MARZANO, Ass't Superintendent .. Denver, Colo.
S. D. SMITH, Trainmaster ..... Denver, Colo.
G. L. OPENSHAW, Terminal Trainmaster .. Pueblo, Colo.
D. W. POPE, Terminal Trainmaster ..... Denver, Colo.
S. F. AYDELOTT,
Assistant Trainmaster ..... Denver, Colo.
H. D. GIBBS, Road Foreman of Equipment .. Pueblo, Colo.
M. G. LEONARD,
Road Foreman of Equipment ..... Pueblo, Colo.
J. K. HOWARD,
Road Foreman of Equipment ..... Denver, Colo.
T. R. LEWIS,
Road Foreman of Equipment ..... Denver, Colo.
H. L. TRUE, Road Foreman of Equipment Denver, Colo.
O. W. GEISLER,
Manager of Transportation ..... Denver, Colo.
M. E. WOOD, Chief Dispatcher ..... Denver, Colo.
J. K. BROCKETT, Chief Dispatcher ..... Denver, Colo.
G. L. REES, Chief Dispatcher ..... Denver, Colo.
D. V. OLSEN, Chief Dispatcher ..... Denver, Colo.

The Atchison, Topeka & Santa Fe Railway Company

The Denver and Rio Grande Western Railroad Company

JOINT LINE

TIME TABLE No. 3

In Effect Sunday, January 6, 1980

At 12:01 A.M. Mountain Standard Time

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

H. J. BRISCOE
General Manager
Topeka, Kansas

A. H. NANCE
General Manager
Denver, Colorado

H. L. ROGERS
Assistant Gen'l Mgr.
Topeka, Kansas

D. J. BUTTERS
Chief Transportation Officer
Denver, Colorado

G. E. YOUNG
Superintendent
La Junta, Colorado

L. R. PARSONS
Superintendent
Denver, Colorado

RIO GRANDE EMPLOYE'S HOSPITAL ASSOCIATION DOCTORS

Treatment of Sick and Injured Employes

Denver & Vicinity	623-8443
Dr. W. A. Heaton, M.D.	Castle Rock
Dr. Sumio Go, M.D., Allergist	Colorado Springs
Dr. William Storms, M.D., Allergist	Colorado Springs
Dr. M. W. Blakely, M.D., Allergist	Colorado Springs
Dr. S. F. Bodman, M.D., Allergist	Colorado Springs
Dr. A. D. Rapp, M.D., Cardiovascular	Colorado Springs
Dr. Ronald Palmer, D.D.S.	Colorado Springs
Dr. L. D. Cunningham, M.D., Dermatologist	Colorado Springs
Dr. L. W. Cole, M.D., Dermatologist	Colorado Springs
Dr. Janak Joshi, M.D., Internist	Colorado Springs
Dr. William Hughes, M.D., Internist	Colorado Springs
Dr. Mathew Presti, M.D., Neurosurgeon	Colorado Springs
Dr. M. M. McNally, Neurosurgeon	Colorado Springs
Dr. R. D. Vanderhoof, M.D., Ophthalmologist	Colorado Springs
Dr. J. G. Baron, M.D., Ophthalmologist	Colorado Springs
Dr. R. E. Carlton, M.D., Orthopedic Surgeon	Colorado Springs
Dr. G. L. Merkert, M.D. Orthopedic Surgeon	Colorado Springs
Dr. C. M. Waldron, M.D., Orthopedic Surgeon	Colorado Springs
Dr. Charles Nitka, M.D., Surgeon	Colorado Springs
Dr. B. L. Reimers, M.D., Urologists	Colorado Springs
Dr. J. R. Fish, M.D.	Colorado Springs
Dr. Thomas Autobee, D.D.S.	Pueblo
Dr. Charles Brady, D.D.S.	Pueblo
Dr. William Corley, D.D.S.	Pueblo
Dr. R. Concialdi, D.D.S.	Pueblo
Dr. Jack Crawford, D.D.S.	Pueblo
Dr. Thomas Gunter, D.D.S.	Pueblo
Dr. John Hruby, D.D.S.	Pueblo
Dr. David Jackson, D.D.S.	Pueblo
Dr. Clayton Jones, D.D.S.	Pueblo
Dr. George Stroken, D.D.S.	Pueblo
Dr. L. A. Lewis, D.D.S.	Pueblo
Dr. R. Moreschini, D.D.S.	Pueblo
Dr. Elyse Klingener, D.D.S.	Pueblo
Dr. Paul Pantleo, D.D.S.	Pueblo
Dr. Mario Stricca, D.D.S.	Pueblo
Dr. James Sudduth, D.D.S.	Pueblo
Dr. Alan Takaki, D.D.S.	Pueblo
Dr. D. M. Takaki, D.D.S.	Pueblo
Dr. Melvin Takaki, D.D.S.	Pueblo
Dr. J. Tischhauser, III, D.D.S.	Pueblo
Dr. C. J. Stachowicz, D.D.S.	Pueblo
Dr. L. D. Cunningham, Dermatologist	Pueblo
Dr. S. Bodman, M.D., Allergist	Pueblo
Dr. M. W. Blakely, Allergist	Pueblo
Dr. W. W. Storms, Allergist	Pueblo
Dr. A. Demishki, M.D., Ear, Nose & Throat	Pueblo
Dr. F. E. Stander, M.D., General Practitioner	Pueblo
Dr. R. W. Dingle, M.D., Internist	Pueblo
Dr. J. H. Hite, M.D. Internist	Pueblo
Dr. L. R. Hoyer, M.D., Ophthalmologist	Pueblo
Dr. W. M. Lewallen, M.D., Ophthalmologist	Pueblo
Dr. C. E. Snyder, M.D., Ophthalmologist	Pueblo
Dr. Jay Tonne, M.D., Ophthalmologist	Pueblo
Dr. D. L. Crosson, M.D., Orthopedic Surgeon	Pueblo
Dr. J. M. Shroyer, M.D., Orthopedic Surgeon	Pueblo
Dr. J. E. Pollard, M.D., Orthopedic Surgeon	Pueblo
Dr. A. G. Herrington, M.D., Orthopedic Surgeon	Pueblo
Dr. R. J. Blak Schultz, M.D., Orthopedic Surgeon	Pueblo
Dr. S. Olvey, M.D., Pulmonary Diseases	Pueblo
Dr. H. W. Phelps, M.D., Pulmonary Diseases	Pueblo
Dr. D. F. Clark, M.D., Pulmonary Diseases	Pueblo
Dr. H. W. Nietfeld, M.D., Surgeon	Pueblo
Dr. T. J. Fogel, M.D., Surgeon	Pueblo
Dr. D. J. Williams, Surgeon	Pueblo
Dr. W. W. Boucher, M.D., Urologist	Pueblo
Dr. W. C. Shontz, M.D., Urologist	Pueblo
Dr. M. P. Garber, M.D.	Pueblo

HOSPITALS ARE LOCATED AS FOLLOWS

DENVER—St. Joseph, St. Anthony's, Rose Medical Center, Aurora Community, Aurora Presbyterian Medical Center, Presbyterian Medical Center, Beth Israel, St. Luke's, Mercy, Valley View, Porter Memorial and Swedish Medical Center.

COLORADO SPRINGS—St. Francis, Penrose, Colorado Springs Community, Eisenhower and Memorial.

PUEBLO—St. Mary-Corwin and Parkview Episcopal.

D&RGW ADJUSTED TONNAGE RATINGS

FROM	TO	SD-7 5300-5304 SD-9 5305-5314	GP-9 5902-5954	GP-30 3001-3028 GP-35 3029-3050	GP-40 3051-3128	SD-40 5341-5413 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	1700	900	1300	1400	1950	4

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

D&RGW HELPER LOCOMOTIVES

Unless otherwise provided, adjusted tonnage handled by units on head end of train must not exceed:

Territory	CAR COUPLER TYPE	
	Standard	High Strength
Louviers to Palmer Lake	7000	11000
Colorado Springs to Palmer Lake	7000	11000

If train consists of more than this tonnage, helper will be placed on rear or cut into train.

Unless otherwise instructed, placement of helper locomotives will be governed by the number of axles in the helper locomotive consist as shown below:

Location in Train	Maximum Number of Helper Units
Behind Caboose	Not to exceed 8 axles
Ahead of Caboose	Not to exceed 18 axles
Ahead of one-half the tonnage rating for helper locomotive consist	Over 18 axles

Helper locomotive exceeding the number of axles specified may be used on rear of train provided excess units are isolated.

Both couplers must be blocked on SD-7 and SD-9 units when used in helping service.

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.

SOUTHWARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending (Feet Per Mile)	TIME TABLE No. 3 January 6, 1980 — STATIONS
			B.N. DENVER YARD YL
		0	1.2
			DENVER YL U. D.
		0	0.5
			C.T.C. — D.&R.G.W. CROSSING B.N. CROSSING
		0	0.4
	Yard		RICE YARD YL — TWO TRACKS
		31.7	1.3
			SO. PARK JCT. YL
		39.6	1.7
			D.&R.G.W. CROSSING SOUTH DENVER YL — TWO TRACKS
			(4.1)

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. 3 January 6, 1980 — STATIONS	Ruling Grade Ascending (Feet Per Mile)	Mile Post	Turn Tables, Wyes & Communications	NORTHWARD ↑
B.N. DENVER YARD YL			R T C Y	
1.2	0			
DENVER YL U. D.		737.3	C	
0.5	0			
C.T.C. — D.&R.G.W. CROSSING B.N. CROSSING		736.8		
0.4	0			
RICE YARD YL — TWO TRACKS		736.4	R T C	
1.3	0			
SO. PARK JCT. YL		735.1		
1.7	0			
D.&R.G.W. CROSSING SOUTH DENVER YL — TWO TRACKS		733.4		
(4.1)				

Trains or engines between South Denver and BN Denver Yard, except movements on The Denver Union Terminal Railway Co.'s tracks, are governed by Timetable, Rules and Regulations of the BN-C&S Railway Company, Colorado Division.

SOUTHWARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending (Feet Per Mile)	TIME TABLE No. 3 January 6, 1980 — STATIONS
	5300		BRAGDON
		0	10.2
			T.C.S. — PUEBLO YARD
		30.1	0.5
			D.&R.G.W. CROSSING
		22.0	0.2
			PUEBLO U. D.
			(10.9)

TCS IN EFFECT: On main track and siding between Pueblo U.D. and Bragdon.

Trains originating must get clearance card before leaving Pueblo Yard.

TIME TABLE No. 3 January 6, 1980 — STATIONS	Ruling Grade Ascending (Feet Per Mile)	Mile Post	Turn Tables, Wyes & Communications	NORTHWARD ↑
BRAGDON		630.3		
10.2	52.8			
T.C.S. — PUEBLO YARD		619.5	R Y C	
0.5	0			
D.&R.G.W. CROSSING		619.0		
0.2	0			
PUEBLO U. D.		618.8		
(10.9)				

Trains originating must register at Pueblo Yard.

SOUTH-WARD ↓	Turn Tables, Wyes & Communications	Mile Post	Track Capacity In Feet: Other Tracks	Track Capacity In Feet: Sidings	Ruling Grade Ascending: Feet Per Mile	JOINT LINE TIME TABLE No. 3 January 6, 1980: STATIONS
		• 3.6				SOUTH DENVER YL
					51.0	3.9
	B	• 7.5				ENGLEWOOD YL
					52.8	2.8
	C	• 10.3	2700			LITTLETON YL
					52.8	6.7
	B	• 17.0		4200		ACEQUIA
					53.0	3.7
	B	• 20.7	2300			LOUVIERS
					64.5	3.8
	B	• 24.5		4800		SEDALIA
					73.9	3.3
	B	709.5		3900		ORSA
					73.9	4.3
	B	705.2		5700		CASTLE ROCK
					73.9	5.0
	B	700.2	2900			TOMAH
					73.9	5.3
	B	694.9		4000		LARKSPUR
					73.9	3.4
	B	691.5		4000		GREENLAND
					73.9	2.7
	B	688.8	2800			SPRUCE
					73.9	2.5
	B	• 52.0				PALMER LAKE
					0	5.2
	B	• 57.2		6900		MONUMENT
					0	8.1
	B	• 65.3		7200		ACADEMY
					0	9.6
	Y C R	• 74.9		15300		COLORADO SPRINGS
					0	4.2
	B	659.9		5400		KELKER
					0	5.4
	B	654.4				CREWS
					0	4.0
	B	650.5		3900		FOUNTAIN
					0	6.8
	B	643.7	3500			BUTTES
					0	5.3
	B	638.4	2300			HENKEL
					0	5.7
	B	632.7		4000		PINON
					0	2.4
		630.3				BRAGDON
						(104.1)

RULE 251 IN EFFECT: Between South Denver and Palmer Lake.

T.C.S. IN EFFECT: On main track and sidings between Palmer Lake and Crews.

RULE 251 IN EFFECT: Between Crews and Bragdon.

Southward AT&SF and D&RGW trains originating Denver must secure two numbered AT&SF clearance cards Form 902, one of which issued by D&RGW train dispatcher and one by AT&SF train dispatcher, before leaving.

Interlocked junction switch with CRI&P main track at MP 74.3 is off Colorado Springs siding.

*Indicates D&RGW Mile Posts.

JOINT LINE TIME TABLE No. 3 January 6, 1980: STATIONS	Ruling Grade Ascending: Feet Per Mile	Track Capacity In Feet: Sidings	Track Capacity In Feet: Other Tracks	Mile Post	Turn Tables, Wyes & Communications	NORTH-WARD ↑
SOUTH DENVER YL				733.4		
4.0	0					
ENGLEWOOD YL		3100		729.4	C	
2.8	0					
LITTLETON YL		2600		726.6	C	
13.8	0					
SEDALIA		4900		712.8	B	
8.0	0					
CASTLE ROCK		3700		• 32.5	B	
19.5	0					
PALMER LAKE			1300	• 52.0	B	
5.2	75.0					
MONUMENT		6900		• 57.2	B	
8.1	75.0					
ACADEMY		7200		• 65.3	B	
9.6	52.8					
COLORADO SPRINGS		15300		• 74.9	Y C R	
4.2	52.8					
KELKER		5400		659.9	B	
5.4	52.8					
CREWS			2700	654.4	B	
3.1	39.0					
FOUNTAIN		4500		• 87.9	B	
10.2	48.0					
WIGWAM			4300	• 98.1	B	
10.4	48.0					
BRAGDON				•108.5	B	
(104.3)						

RULE 251 IN EFFECT: Between Bragdon and Crews.

T.C.S. IN EFFECT: On main track and sidings between Crews and Palmer Lake.

RULE 251 IN EFFECT: Between Palmer Lake and South Denver.

Interlocked junction switch with CRI&P main track at MP 74.3 is off Colorado Springs siding.

*Indicates D&RGW Mile Posts.

TRACK SIDE WARNING DETECTORS
HIGH WATER DETECTORS: SEE SPECIAL RULE 14(A)
HOT BOX DETECTORS: SEE SPECIAL RULE 14(B)
DRAGGING EQUIPMENT DECTECTORS: SEE SPECIAL RULE 14(C)

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.

SOUTHWARD — D&RGW — NORTHWARD

D&RGW SUBDIVISION 1
(In Part)
TIME-TABLE
No. 3
January 6, 1980

Mile Post		
108.5	C.T.C.	BRAGDON
		0.3
108.8		TAPP
		9.7
118.5		PUEBLO JCT.
		AT&SF CROSSING
		0.9
119.4		PUEBLO ..... BK
		(10.9)

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

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

Northward trains originating Pueblo 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. Southward track is under D&RGW operating jurisdiction between South Denver and Palmer Lake; and between Crews and Bragdon.

   Northward track is under AT&SF operating jurisdiction between Bragdon and Crews; and between Palmer Lake and South Denver.

   T.C.S. Single Track Operation is under AT&SF operating jurisdiction between Crews and Palmer Lake.

2. Within T.C.S. limits, where authorized speed exceeds 20 MPH, a train or engine must not clear the main track or designated T.C.S. siding through a hand throw switch not electrically locked for the purpose of meeting, passing, or being passed by another train or engine. This applies on Warehouse track, Academy.

3. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH
DENVER DISTRICT	
South Denver and South City Limits (AT&SF MP 730.1) Northward Track	30
South Denver and South City Limits (D&RGW MP 6.4) Southward Track	30
South City Limits (AT&SF MP 730.1, D&RGW MP 6.4) Colorado Springs Crossover (D&RGW MP 74.3)	45
Colorado Springs Crossover (D&RGW MP 74.3) and Colorado Springs Crossover (D&RGW MP 75.5)	20
Colorado Springs Crossover (D&RGW MP 75.5) and Bragdon	55
Bragdon and Pueblo—AT&SF	55
Bragdon—Tapp D&RGW Crossover	40
Tapp—Pueblo (D&RGW)	50
Tapp—Switch	40

AT&SF and C&S Trains:

Maximum speed for freight trains when averaging 90 tons and over per car or over 5,000 tons total is 45 MPH.

Maximum speed for loaded coal trains is 35 MPH.

Maximum speed for trains with loaded ore cars is 40 MPH.

TRAIN OPERATION ON DESCENDING GRADES BETWEEN SEDALIA AND COLORADO SPRINGS.

1. At any time train is stopped with use of automatic air brakes, air system must be fully recharged before proceeding.
2. When locomotive dynamic brakes will control speed of train and total brake pipe reduction does not exceed 18 pounds, train may proceed.
3. When total brake pipe reduction exceeds 18 pounds to control train speed, train must be stopped immediately and brake system recharged before proceeding, first setting hand brakes if engine brakes will not hold the train.
4. Unless it is known by conductor and engineman that prescribed brake pipe pressure is indicated on gauges, freight trains must stop before passing summit of grade and make air brake test.

3. SPEED REGULATIONS—(Cont'd).

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

D&RGW Trains:

Freight trains will be considered "Bulk" trains if average weight per car is more than 80 actual tons and, in addition, the actual tonnage per road locomotive unit with operative dynamic brake exceeds:

GP-9, SD-7, SD-9 ..... 600 tons
GP-30, GP-35, GP-40 ..... 1000 tons
SD-40, SD-45 ..... 1300 tons

These trains must not be operated in excess of 40 MPH.

LOCATION	MPH
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	35
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	35
3 Curves, MP 86.2 D&RGW to MP 653.8 AT&SF	45
5 Curves, MP 44.7 to MP 43.3 D&RGW	35
3 Curves, MP 32.4 to MP 31.8 D&RGW	40
SINGLE TRACK	
26 Curves, MP 52.0 to MP 60.3 D&RGW	25
17 Curves, MP 61.5 to MP 68.6 D&RGW	30
13 Curves, MP 75.6 D&RGW to MP 658.2 AT&SF	40
SOUTHWARD TRACK	
9 Curves, MP 21.7 to MP 25.0 D&RGW	40
Curve, MP 712.4 to MP 712.3 AT&SF	35
7 Curves, MP 712.2 to MP 707.3 AT&SF	40
3 Curves, MP 706.9 toMP 705.3 AT&SF	35
2 Curves, MP 705.0 to MP 704.6 AT&SF	30
Curve, MP 704.5 to MP 704.4 AT&SF	40
8 Curves, MP 697.8 to MP 693.0 AT&SF	40
4 Curves, MP 692.1 to MP 688.8 AT&SF	35
9 Curves, MP 688.5 AT&SF to MP 52.0 D&RGW	25
7 Curves, MP 649.3 to 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:

CITY	STREETS	MPH
Sheridan	All Streets	40
Littleton	All Streets	25
Castle Rock	All Streets—Northward Track	40
Colorado Springs	All Streets	30
Fountain	All Streets—Southward Track	25
	Northward Track	35

3. SPEED REGULATIONS—(Cont'd).

(C) MAXIMUM SPEED OF ENGINES

A.T.& S.F. Engines	Forward or dead in Train (MPH)	Backing or when not controlled from leading Unit (MPH)
Amtrak 100-799 5940-5948	90*	45
1153-1160, 1215-1260, 1416-1441, 1500-1536, 2326-2390,	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed 45 MPH.

*Engine without cars must not exceed 70 MPH.

In freight and mixed service with dynamic brake not in use, when average tons per car is 90 tons or more, maximum speed on descending grades as follows:

1.0% to 1.5% —40 MPH

C&S-FWD-BN Diesels	Forward or dead in Train (MPH)	Backing or when not controlled from leading Unit (MPH)
C&S 150-160 FWD 605-610	45	45
All Other Classes	65	45
D.& R.G.W.		
130-149	40	40
All Other Classes	70	45

(D) MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED.

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:

Diesel Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
AT&SF	4	5	5
C&S, FWD, BN	3	3	3
D&RGW	3	3	3

3. SPEED REGULATIONS—(Cont'd).

(E) DERRICKS, PILE DRIVERS, CRANES, SCALE TEST CARS, AND OTHER EQUIPMENT:

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:

Pile Drivers AT 199454 AT 199455 AT 199457 AT 199458 AT 199459 AT 199460 AT 199461 Locomotive Crane AT 199720 and Jordan Spreaders	Other Machines Including Pile Drivers AT 199452 AT 199453 AT 199456	Wrecking Derricks
45 MPH	30 MPH	40 MPH

Locomotive Crane AT 199720 and pile drivers must be handled in trains next to engine with boom or leads trailing.

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:

Derricks with boom trailing, Spreaders, Plows, Flangers and Scale Test Car X-450 35

Foreign & WWIB Scale Test Cars 30

Derricks with boom leading, Pile Drivers, Flat Cars loaded with rip-rap, X-Flat cars in rip-rap service (loaded or empty), Welded Rail Trains under load, D&RGW 24800-24999 and UP 26000-27000 series cars, and occupied outfit cars 25

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

Scale test cars must be handled on the rear of trains and must not be shoved on with helpers.

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. If helper locomotive is used, cars must be trained behind helper.

3. SPEED REGULATIONS—(Cont'd).

(F) SWITCHES AND AUXILIARY TRACKS

Maximum speed permitted through turnout of switches, except main track and T.C.S. siding switches listed below, 10 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"I"—Interlocked Switch

"S"—Spring Switch

Station	Type	Location	MPH
South Denver	I	Normal Route	30
		Reverse Movements or other than normal route	10
Palmer Lake	I	Turnout to Northward Main Track	30
Monument	I	Both ends siding	30
Academy	I	Both ends siding	30
Colorado Springs	I	Both ends siding	30
Colorado Springs	I	Crossovers MP 74.3 and MP 75.5	30
Colorado Springs	I	CRI&P Connection MP 74.3	15
Kelker	I	Both ends siding	30
Crews	I	Turnout to Southward Main Track	50
Bragdon	I	Crossovers AT&SF and D&RGW	40
Bragdon	I	Both ends AT&SF siding	30
A. T. & S. F.			
Pueblo	I	North end Pueblo U.D.	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:	
		Northward	30
		Southward	10

4. DANGEROUS OBSTRUCTIONS (See A. T. & S. F. Operating Rule 759.)

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—Bijou St. viaduct.
		Denver— 3rd Ave. electric wires—A. T. & S. F. 8th Ave. viaduct—A. T. & S. F.

5. SPECIAL INSTRUCTIONS

(A) In complying with Yard Limit rule 93, trains or engines must not move against the current of traffic between South Denver and Littleton on either track without first securing authority from the train dispatcher.

(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) 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.

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

EXCEPTION:

Enginemen must sound standard crossing whistle signal at the following road crossings within city limits:

Woodman Road	MP 67.8
Garden of the Gods Road	MP 70.4

To provide derail protection for the east yard at Colorado Springs, the north switch of the crossover from the east yard lead to the siding at MP 75.5 must be lined and locked for the storage tracks when not in use. For identification this switch stand is painted white.

(E) Between Crews and Palmer Lake all northward intermediate signals are located on the left side of the track.

Between same locations, the following interlocking signals are located on the left side of the track.

NORTHWARD	SOUTHWARD
MAIN TRACK	MAIN TRACK
Crews, against current of traffic.	South end Kelker.
Single crossover Colo. Spgs.	SIDINGS
Double crossover Colo. Spgs.	South end Monument.
North end Colo. Spgs.	South end Academy.
North end Academy.	Single crossover Colo. Spgs.
North end Monument.	South end Colo. Spgs.
SIDINGS	
North end Kelker.	

(F) 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
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 current time-tables as shown below in their possession:

A.T.& S.F.—D.& R.G.W., Joint Line
D.&R.G.W., System.

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 AT&SF train dispatcher prior to lining switch or fouling AT&SF main track between east end Pueblo Union Depot and railroad crossing at grade MP 118.9. When movement is completed and in clear of AT&SF main track, employes must report in clear to AT&SF train dispatcher.

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

COLORADO SPRINGS AT&SF CONNECTION TRACK—Normal position of switch at D&RGW—AT&SF connection off siding at MP 76.3 is for the siding.

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. Phone is near each interlocking signal and city telephone located in C&S South Denver yard office. D&RGW dispatcher's city telephone number is 629-0708.

Within interlocking limits the Consolidated Code of Operating Rules, Colorado & Southern, are in effect. Interlocking signal indications govern as follows:

Northward—Northward main track:
Top light—Movement to D&RGW.
Middle light—Movement to C&S—AT&SF northward main track.
Bottom light—Movement to C&S—AT&SF southward main track.

Southward—C&S—AT&SF Southward main track:
Top light—Movement to southward main track.
Bottom light—All other movements.

7. TRACKS BETWEEN STATIONS.

LOCATION	Mile Post	Capacity In Feet	Switch Connection
SOUTHWARD TRACK			
Military Jct.	8.2	6,330	South
Wolhurst	13.5	700	South
Blakeland Spur	15.3	Ind.	South
Big Lift TOFC (Santa Fe)	19.3	6000	South
Palmer Lake	51.8	450	North & South
Nixon Spur	647.6	15,100	North
SINGLE TRACK			
Wood	56.2	1,250	South
Husted	62.0	720	North
Stadium (2)	63.3	3,200	South
Russina Spur	70.7	4,000	North
CRI&P Wye Conn.	72.3		North
Manitou Branch	75.1		North
* Drennen Industrial Center	658.9	1,700	South
Fort Carson	659.9		North
NORTHWARD TRACK			
Pinon	104.7	700	North
Industrial Lead (Georgia Pacific track)	89.4	1,345	North
Greenland	46.6	200	North
Larkspur	42.9	750	North
Big Lift TOFC (Santa Fe)	718.0	6000	North
Acequia Spur	719.9	400	North
Santa Fe Park	724.5	3,000	North & South

* Joint D&RGW & AT&SF

8. YARD LIMITS.

Denver-South Denver
South Denver-Littleton (Southward & Northward tracks)
Pueblo (D&RGW only).

9. BULLETIN BOOKS

A. T. & S. F.
Colorado Springs
Pueblo
BN Denver Yard
Rice Yard

D. & R. G. W.
Colorado Springs
North Yard, 4th Ave.
Pueblo

10. STANDARD CLOCKS

A. T. & S. F.
Colorado Springs
Pueblo
Rice Yard
BN Denver Yard

D. & R. G. W.
Colorado Springs
North Yard, 4th Ave.
Pueblo

11. LOCATION OF CROSS-OVERS BETWEEN MAIN TRACKS

STATION	M.P.	POINTS	DESCRIPTION	TURN-OUT SPEED
Bragdon	108.7	Facing	Dual-Controlled	40
Bragdon	107.7	Trailing	Dual-Controlled	40
Buttes	95.2	Trailing	Hand Throw	15
Buttes	95.1	Facing	Hand Throw	15
Fountain	86.9	Trailing	Hand Throw	15
Sedalia	25.1	Trailing	Hand Throw	15
Big Lift	19.2	Trailing	Hand Throw	15
Littleton	10.2	Trailing	Hand Throw	15

12. D&RGW STATION NUMBERS BETWEEN BURNHAM AND PUEBLO

1012 Yale Ave. Wagon Track
1013 Englewood
1014 Military Jct.
1022 Leyner Spur
1024 Littleton
1026 Wolhurst
1027 Martin Spur
1028 Blakeland
1029 Acequia
1031 Moly Spur
1033 Louviers
1036 Sedalia
1042 Castle Rock
1052 Larkspur
1056 Greenland
1061 Palmer Lake
1064 Wood Spur
1065 Monument
1070 Husted
1071 Stadium
1072 Academy
1079 Carlton
1080 Pike View
1082 Roswell
1083 Colo Springs
1092 Colo. City
1101 Kelker (Drennen Spur (Georgia Pacific)
1108 Fountain
1110 Nixon
1112 Buttes
1115 Wigwam
1118 Pinon
1121 Bragdon
1125 Fuego

13. Derails installed on all sidings except T.C.S. sidings at Monument, Academy, Colorado Springs, Kelker and Bragdon.

14. TRACK SIDE WARNING DETECTORS

(A) High Water Detectors

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. When adjacent block signals are in stop position, trains must not cross bridges so protected until a thorough examination has been made to determine that bridge has not be 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 32.82—South end Castle Rock
Bridge 42.40—North end Larkspur
Bridge 43.43—South end Larkspur
Bridge 654.1—North end Crews

Southward Track:
Bridge 639.7—Between Buttes and Henkel

(B) Hot Box Detectors

At the D&RGW detectors a steady white light will be displayed at scanner location indicating that the scanner is operational. The absence of a steady white light (dark signal) at scanner location will indicate that scanner is non-operational and this fact must be promptly reported to the Train Dispatcher.

At the AT&SF detectors dragging equipment will also actuate track side indicators.

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations.

When actuated by a train, stop must be made with head end at locator, if possible, readout observed and instructions in locator cabinet complied with. If abnormal heat (or dragging equipment, AT&SF) is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

14. TRACK SIDE WARNING DETECTORS—(Cont'd.)

If lamp or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings.

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box indicator or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When rotating track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

When a train is stopped by detector, (AT&SF) Form 1572 Standard must be filed at first office of communication and/or D&RGW Train Dispatcher notified.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

(A) it is snowing or sleeting; or,

(B) there is snow on ground which can be agitated by moving train.

Hot Box Detectors located at:

Detector Location	Locator Location
AT&SF MP 657.7	Southward MP 656.1 Northward 659.5
AT&SF MP 715.3	Northward MP 717.6
D&RGW MP 21.2	Southward MP 23.6
D&RGW MP 60.4	Northward MP 57.9 Southward MP 62.4
D&RGW MP 100.1	Northward MP 98.0

(C) Dragging Equipment Detectors

Dragging equipment detectors (a detector designated by the letter "D", displaying a purple indication when the device is actuated), with automatic reset feature, are in service on the Joint Line between South Denver and Bragdon.

Employes must familiarize themselves with locations of dragging equipment detectors.

These detectors apply to trains in BOTH DIRECTIONS and the normal indication of the dragging equipment detector is dark. When purple indication is activated by a train, the train must be stopped immediately and inspection made. It must be known that the equipment and track are in safe condition before proceeding.

If a detector is illuminated in advance of a train, unless otherwise instructed by the train dispatcher, train must be stopped and movement beyond the detector signal must be made at restricted speed for one half mile, watching carefully for evidence of track damage from dragging or derailed equipment.

Report must be made to the train dispatcher by the first available means of communication when purple indication is displayed by the dragging equipment detector.

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are **DAMAGING—**

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			