

A. T. & S. F.

S. R. GRISWOLD, Ass't. Superintendent Pueblo/Denver
J. E. ANDERSON, Trainmaster Pueblo
R. N. MASON, Asst. Trainmaster Pueblo
C. H. TATE, Asst. Trainmaster-Manager Denver
F. L. SPARKS, Road Fm. Engines Pueblo
J. O. McATEE, Chief Dispatcher La Junta
S. P. TAYLOR, Asst. Chief Dispatcher La Junta
R. W. YERGERT, Asst. Chief Dispatcher La Junta

TRAIN DISPATCHERS—LA JUNTA, COLORADO

L. V. ANDERSON	P. R. HOLIMAN	M. D. MESSICK
A. W. ABEL	D. E. DEATON	R. R. HINER
L. N. STEPHAN	E. D. ELYEA	D. L. SKINNER
J. J. GARZA	M. D. HARRISON	B. D. ANDERSON
	L. T. JAPHET	

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.

D. W. POPE, Ass't Superintendent Denver, Colo.
S. D. SMITH, Trainmaster Denver, Colo.
J. M. MAYER, Trainmaster Denver, Colo.
G. L. OPENSHAW, Terminal Trainmaster Pueblo, Colo.
R. E. DOWLING, Terminal Trainmaster Denver, Colo.
S. F. AYDELOTT, 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.
D. E. CAMPBELL, 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. 4

In Effect Sunday, June 5, 1983

At 12:01 A.M. Mountain Standard Time

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

R. L. BANION
General Manager
Topeka, Kansas

B. J. HEATH
Assistant Gen'l Mgr.
Topeka, Kansas

G. E. YOUNG
Superintendent
La Junta, Colorado

A. H. NANCE
General Manager
Denver, Colorado

L. R. PARSONS
Chief Transportation
Officer
Denver, Colorado

A. L. MARZANO
Superintendent
Denver, Colorado

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D&RGW ADJUSTED TONNAGE RATINGS

FROM	TO	GP-30	GP-40	SD-40	Adjust- ment Factor
		3001-3028 GP-35 3029-3050		5341-5413 SD-45 5315-5340	
Burnham	Louviers	2300	2500	3460	3
Louviers	Palmer Lake	1760	1930	2650	3
Pueblo	Colorado Springs	2300	2500	3460	3
Colorado Springs	Palmer Lake	1430	1540	2150	3

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.


SOUTHWARD 	Capacity of Sidings in Feet	Ruling Grade Ascending (Feet Per Mile)	TIME TABLE NO. 4 June 5, 1983	
			STATIONS	
			B.N. DENVER YARD YL	
		0	1.2 DENVER YL	
		0	U. D. 0.5	
			C.T.C.	
		0	D.&R.G.W. CROSSING B.N. CROSSING 0.4	
	Yard	31.7	RICE YARD YL	TWO TRACKS
			1.3	
		39.6	SO. PARK JCT. YL	
			1.7 D.&R.G.W. CROSSING SOUTH DENVER YL	
			(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. 4 June 5, 1983		Ruling Grade Ascending (Feet Per Mile)	Mile Post	Turn Tables, Wyes & Communications	NORTHWARD 
STATIONS					
	B.N. DENVER YARD YL				RTCY
	1.2 DENVER YL	0	737.3	C	
	U. D. 0.5	0			
	C.T.C.				
	D.&R.G.W. CROSSING B.N. CROSSING 0.4	0	736.8		
	RICE YARD YL	0	736.4	RTC	
	1.3	0			
	SO. PARK JCT. YL	0	735.1		
	1.7 D.&R.G.W. CROSSING SOUTH DENVER YL	0			
			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 Railroad Company, Colorado Division.


DENVER DISTRICT-A. T. & S. F.

SOUTHWARD 	Capacity of Sidings in Feet	Ruling Grade Ascending (Feet Per Mile)	TIME TABLE No. 4 June 5, 1983	
			STATIONS	
	5300		BRAGDON	
		0	10.2 PUEBLO YARD	
		30.1	0.5 D.&R.G.W. CROSSING	
		22.0	0.2 PUEBLO U. D.	
			T.C.S.	
			(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.

DENVER DISTRICT-A. T. & S. F.

TIME TABLE No. 4 June 5, 1983		Ruling Grade Ascending (Feet Per Mile)	Mile Post	Turn Tables, Wyes & Communications	NORTHWARD 
STATIONS					
	BRAGDON		630.3		
	10.2 PUEBLO YARD	52.8	619.5	RYC	
	0.5 D.&R.G.W. CROSSING	0	619.0		
	0.2 PUEBLO U. D.	0	618.8		
	T.C.S.				
	(10.9)				

Trains originating must register at Pueblo Yard.

SOUTH- WARD ↓	Turn Tables, Wyes & Communications	Mile Post	Track Capacity In Feet		Ruling Grade Ascending	JOINT LINE TIME TABLE No. 4 June 5, 1983	
			Other Tracks	Sidings		Feet Per Mile	STATIONS
		* 3.6			51.0		SOUTH DENVER YL 3.9
B		* 7.5			52.8		ENGLEWOOD YL 2.8
B		* 10.3	4550		52.8		LITTLETON YL 6.7
B		* 17.0		4200	53.0		ACEQUIA 3.7
B		* 20.7	2300		64.5		LOUVIERS 3.8
B		* 24.5		4800	73.9		SEDALIA 3.3
B		709.5		8200	73.9		ORSA 4.3
B		705.2		5700	73.9	ABS	CASTLE ROCK 5.0
B		700.2	2900		73.9		TOMAH 5.3
B		694.9		4000	73.9		LARKSPUR 3.4
B		691.5		4000	73.9		GREENLAND 2.7
B		688.8	2800		73.9		SPRUCE 2.5
					0		PALMER LAKE 5.2
B		* 52.0			0		MONUMENT 8.1
B		* 57.2	1550	6900	0		ACADEMY 9.6
B		* 65.3		7200	0	TCS	COLORADO SPRINGS 4.2
Y C R		* 74.9		15300	0		KELKER 5.4
B		659.9		5400	0		CREWS 4.0
B		654.4			0		FOUNTAIN 6.8
B		650.5		3900	0		BUTTES 5.3
B		643.7	463		0	ABS	HENKEL 5.7
B		638.4	2300		0		PINON 2.4
B		632.7		4000	0		BRAGDON
		630.3		5300			
							(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 at MP 74.3 is off Colorado Springs siding.

*Indicates D&RGW Mile Posts.

JOINT LINE TIME TABLE No. 4 June 5, 1983		Ruling Grade Ascending	Track Capacity In Feet		Mile Post	Turn Tables, Wyes & Communications	NORTH- WARD ↑
STATIONS			Sidings	Other Tracks			
					733.4		
	SOUTH DENVER YL 4.0	0			729.4	B	
	ENGLEWOOD YL 2.8	0	3100		726.6	B	
	LITTLETON YL 13.8	0	2600		712.8	B	
	SEDALIA 8.0	0	4900		* 32.5	B	
	CASTLE ROCK 19.5	0	3700		* 52.0	B	
	PALMER LAKE 5.2	75.0		1800	* 57.2	B	
	MONUMENT 8.1	75.0	6900	1550	* 65.3	B	
	ACADEMY 9.6	52.8	7200		* 74.9	Y C R	
	COLORADO SPRINGS 4.2	52.8	15300		659.9	B	
	KELKER 5.4	52.8	5400		654.4	B	
	CREWS 3.1	39.0		2700	* 87.9	B	
	FOUNTAIN 10.2	48.0	4500		* 98.1	B	
	WIGWAM 10.4	48.0		4300	* 108.5	B	
	BRAGDON		5300				
	(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 at MP 74.3 is off Colorado Springs siding.

*Indicates D&RGW Mile Posts.

TRACK SIDE WARNING DETECTORS: SEE SPECIAL RULE 14.

HIGH WATER DETECTORS: SEE SPECIAL RULE 14(A).

HOT BOX DETECTORS: SEE SPECIAL RULE 14(B).

DRAGGING EQUIPMENT DETECTORS: 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, Burlington Northern, are in effect.

SOUTHWARD	D&RGW	NORTHWARD										
↓	D&RGW SUBDIVISION 1 (In Part) TIME TABLE No. 4 June 5, 1983	↑										
Mile Post												
108.5	C.T.C. { <table style="margin-left: auto; margin-right: auto;"> <tr> <td style="padding-left: 10px;">BRAGDON.....</td> <td style="padding-left: 10px;">0.3</td> </tr> <tr> <td style="padding-left: 10px;">TAPP.....</td> <td style="padding-left: 10px;">9.4</td> </tr> <tr> <td style="padding-left: 10px;">PUEBLO JCT.....</td> <td style="padding-left: 10px;">0.3</td> </tr> <tr> <td style="padding-left: 10px;">AT&SF-BN-MAIN TRACK</td> <td></td> </tr> <tr> <td style="padding-left: 10px;">AT&SF CROSSING.....</td> <td style="padding-left: 10px;">0.9</td> </tr> </table>	BRAGDON.....	0.3	TAPP.....	9.4	PUEBLO JCT.....	0.3	AT&SF-BN-MAIN TRACK		AT&SF CROSSING.....	0.9	
BRAGDON.....		0.3										
TAPP.....		9.4										
PUEBLO JCT.....		0.3										
AT&SF-BN-MAIN TRACK												
AT&SF CROSSING.....	0.9											
108.8												
118.2												
118.5												
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.

- 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.

- 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 and House track Monument.

- SPEED REGULATIONS**
(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	MPH
DENVER DISTRICT	
South Denver and South City Limit (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 BN 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 and trains handling loaded ore cars is 40 MPH.

D&RGW Trains:

Trains with 25 or more loads of coal or grain are bulk trains. In calculating operative dynamic brake for "Bulk" trains, include head-end power only. Other 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-30, GP-35, GP-40	2000 tons
SD-40, SD-45	3000 tons

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

On freight trains in territories shown below:

Southward Track—Palmer Lake to Colorado Springs
Northward Track—Palmer Lake to Mile Post 41

If dynamic brake is inoperative or if dynamic brake and 18 pound brake pipe reduction will not control train at the allowable speed, train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. D&RGW trains must not proceed except as instructed by Chief Dispatcher or other proper authority.

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

LOCATION	MPH
PUEBLO AND BRAGDON (A.T.&S.F.)	
Curve, MP 619.0 to MP 619.1	10
3 Curves, MP 619.3 to 619.9	20
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 60.3 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
5 Curves, MP 706.9 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 MP 646.0 AT&SF	45

(B) While head end of train is passing the street crossing 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	MP 654.4 to MP 650.0— Southward Track	25
	Northward Track	35

(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)
1215-1245*, 1453*, 1460*	45	45
Slug Units 120-121		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 is 45 MPH.

*When used as controlling unit, maximum authorized speed is 20 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

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

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

*When 130-149 class engines are used as controlling unit, speed is restricted to a maximum of 20 MPH.

(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

(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 AT 199462 AT 199463 and Jordan Spreaders	Locomotive Crane AT 199720 and 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.

Maximum authorized speed for trains handling continuous welded or jointed rail 40 MPH.

3. SPEED REGULATIONS—(Cont'd).
(E) DERRICKS, PILE DRIVERS, CRANES, SCALE TEST CARS, AND OTHER EQUIPMENT—(Cont'd).

D&RGW:
Welded rail train, empty 40 MPH
Derricks with boom trailing, Spreaders, Plows, Flangers, Scale Test Car X-450, and unoccupied outfit cars 35 MPH
RGAX 3900 and 3901 air-dump cars, loaded or empty ... 35 MPH
Foreign and WWIB Scale Test Cars 30 MPH
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 24800-25049 and UP 26000-27000 series cars, D&RGW 25100 series cars (when used in slag service), and occupied outfit cars 25 MPH
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.

(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
Orsa	S	South end siding	10
Castle Rock	S	South end siding	10
Palmer Lake	I	Turnout to Northward Main Track	30
		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
		Connection MP 74.3	15
Kelker	I	Both ends siding	30
Crews	I	Turnout to Southward Main Track	40
		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	20
		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) 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 Crews, against current of traffic. Single crossover Colo. Springs Double crossover Colo. Springs North end Colo. Springs North end Academy. North end Monument.	MAIN TRACK South end Kelker.
SIDINGS North end Kelker.	SIDINGS South end Monument. South end Academy. Single crossover Colo. Springs South end Colo. Springs

(F) Between Palmer Lake and South Denver, the following signals are located on the left side of the track.

NORTHWARD	SOUTHWARD
MAIN TRACK Signal 7321	SIDINGS South end Orsa

(G) 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

NAME	TYPE	MPH
Pueblo Jct. All switches D&RGW MP 118.2 to AT&SF MP 617.4	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 Pueblo Union Depot.

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 South Denver yard office. D&RGW dispatcher's city telephone number is 595-2129.

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

- Northward—Northward main track:**
Top light—Movement to D&RGW.
Middle light—Movement to BN—AT&SF northward main track.
Bottom light—Movement to BN—AT&SF southward main track.
- Southward—BN—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
Palmer Lake (Spur)	51.8	500	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
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)	89.2	1,345	North
Greenland	46.6	200	North
Larkspur	42.9	750	North
Big Lift TOFC (Santa Fe)	718.0	6,000	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 MP 10.9 and Northward MP 726)
Pueblo (D&RGW only).

9. BULLETIN BOOKS

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

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

10. STANDARD CLOCKS

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

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

11. LOCATION OF CROSSOVERS 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

1013 Englewood	1065 Monument
1014 Military Jct.	1070 Husted
1022 Leyner Spur	1071 Stadium
1024 Littleton	1072 Academy
1026 Wolhurst	1082 Roswell
1027 Martin Spur	1083 Colo. Springs
1028 Blakeland	1092 Colo. City
1029 Acequia	1101 Kelker (Drennen Spur)
1031 Moly Spur	(Georgia Pacific)
1033 Louviers	1108 Fountain
1036 Sedalia	1110 Nixon
1042 Castle Rock	1112 Buttes
1052 Larkspur	1115 Wigwam
1056 Greenland	1118 Pinon
1061 Palmer Lake	1121 Bragdon
1064 Wood Spur	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 been weakened by high water and, in addition, must observe the requirements of AT&SF 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
 MP 88.53—South end Fountain

Southward Track:

Bridge 639.7—Between Buttes and Henkel

Single Track:

MP 77.94—Between Colorado Springs and Kelker

(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 at:

Detector Location	Locator Location
AT&SF MP 635.5	Southward MP 633.2
AT&SF MP 657.7	Southward MP 656.1
	Northward MP 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.

Employees 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 CUSTOMER'S 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	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Mins. Sec.	Hour	Mins. Sec.	Hour	Mins. Sec.	Hour
— 36	100.0	— 58	62.1	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	54.5	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	4 30	13.3
— 56	64.2	1 36	37.5	5 —	12.0
— 57	63.2	1 38	36.8	6 —	10.0

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