

A. T. & S. F.

DELBERT M. MILLER, Trainmaster Pueblo
PAUL D. MCKENNON, Asst. Trainmaster Pueblo
B. Y. STEELE, Road Fm. Engines La Junta
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

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

R. W. WELLS, General Watch Inspector Topeka

LOCAL TIME INSPECTORS—JOINT LINE

HARDING-BULLOCH Pueblo
JOHN BALLAS Pueblo
HOWELL-SMITH, INC. Colorado Springs
HENRI GRUSIN Littleton
A. J. LOFTUS Englewood
W. L. SATHER Denver

D. & R. G. W.

J. P. SPIESS, Ass't Superintendent Denver, Colo.
H. W. DEARING, Division Trainmaster Denver, Colo.
A. L. MARZANO, Terminal Trainmaster Pueblo, Colo.
J. R. MORAN, Trainmaster Pueblo, Colo.
D. W. POPE, Terminal Trainmaster Denver, Colo.
A. HENKE, Road Foreman of Equipment Pueblo, Colo.
J. K. HOWARD,
Road Foreman of Equipment Denver, Colo.
S. A. DOUGHERTY,
Road Foreman of Equipment Denver, Colo.
H. L. TRUE,
Ass't Road Foreman of Equipment Denver, Colo.
O. W. GEISLER,
Manager of Transportation Denver, Colo.
M. E. WOOD, Chief Dispatcher Denver, Colo.
A. R. JOHNSON, Chief Dispatcher Denver, Colo.
J. K. BROCKETT, Chief Dispatcher Denver, Colo.
L. H. PENNINGTON,
Ass't Chief Dispatcher Denver, Colo.
G. A. PAULSON, Ass't Chief Dispatcher Denver, Colo.
A. O. RUSSELL, Ass't Chief Dispatcher Denver, Colo.

TRAIN DISPATCHERS—DENVER, COLORADO

R. A. BROWN J. M. WAGNER
H. O. WILLIAMS E. A. BACA
R. C. BERRY DEAN TRUJILLO

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

LOCAL WATCH INSPECTORS

VILLA JEWELERS Denver
LOR'EL JEWELERS Denver
W. L. SATHER Denver
MAYER JEWELERS Denver
SAMPSON'S JEWELRY Littleton
HOWELL-SMITH, INC. Colorado Springs
JOHN BALLAS JEWELRY 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. 1

In Effect Sunday, January 5, 1975

At 12:01 A.M. Mountain Standard Time

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

H. J. BRISCOE General Manager Topeka, Kansas	W. J. HOLTMAN Exec. Vice President & G. M. Denver, Colorado
J. T. GROUNDWATER Assistant Gen'l Mgr. Topeka, Kansas	D. J. BUTTERS Chief Transportation Officer Denver, Colorado
B. O. BERNARD Superintendent La Junta, Colorado	A. H. NANCE Superintendent Denver, Colorado

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

DR. R. M. BROOKER, Chief SurgeonTopeka

ALBUQUERQUE HOSPITAL

DR. A. S. MCGEE, Doctor in chargeAlbuquerque

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, Eye Specialist Pueblo
 DR. W. G. HOPKINS, Eye Specialist Pueblo
 DR. W. M. LEWALLEN, Eye Specialist Pueblo
 DR. H. H. FRIESEN, Eye Specialist Pueblo
 DR. DAVID L. TRENT Colorado Springs
 DR. W. A. CAMPBELL Colorado Springs
 DR. IRVING H. SCHWAB Colorado Springs
 DR. J. D. KENNEDY Colorado Springs
 DR. W. H. LAMBERSON, Eye, Ear, Nose & Throat Colorado Springs
 DR. PORTER SCHUNK, Eye Specialist Colorado Springs
 DR. DALE ANDERSON, Eye Specialist Colorado Springs
 DR. L. W. NUTTALL Littleton
 DR. R. L. COULTER Wheatridge
 DR. GILBERT B. MAESTAS Denver
 DR. L. L. RETALLACK Denver
 DR. J. F. PRINZING, JR. Denver
 DR. H. R. PETERSON, Eye Specialist Denver
 DR. DAVID A. MURPHY, Ear, Nose & Throat Denver

**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. EDWIN L. ADAIR, Urologist Englewood
 DR. DONALD L. SCHRANDT, Urologist Englewood
 DR. PAUL H. DRAGUL, Ear, Nose & Throat Englewood
 DR. W. A. HEATON, General Practice Castle Rock
 DR. R. C. VANDERHOFF, Ophthalmology Colorado Springs
 DR. P. P. DEMING, Urologist Colorado Springs
 DR. J. R. FISH, Urologist Colorado Springs
 DR. LARRY W. COLE, Dermatologist Colorado Springs
 DR. LEON D. CUNNINGHAM, 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. 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. 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. 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
 DR. J. H. HITE, Internist Pueblo
 DR. WILLIS E. INGALLS, Ophthalmologist Pueblo
 DR. LEON CUNNINGHAM, Dermatologist Pueblo
 DR. CLAYTON E. JONES, Dentist Pueblo
 DR. WILLIAM N. JORGENSEN, Dentist Pueblo
 DR. R. J. BLACK SCHULTZ, Orthopedist 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	GP-7 5108 GP-9 5901-5954	GP-30 3001-3028 GP-35 3029-3050	GP-40 3051-3135	SD-40 5341-5365 SD-45 5315-5340	Adjust- ment 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 rated the same as GP-9 units when on a train with any other type units.

Tonnage handled by units on head end of train must not exceed 7000 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, helper locomotives will be trained as follows:

Location in Train	Maximum Number of Helper Units
Behind Caboose	One unit of any type or two units if no SD 40 or SD-45 in helper locomotive consist
Ahead of 20 cars	All others

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

Cars 85 feet or longer must not be nearer than 5 cars ahead of helper locomotive when helper locomotive consists of more than 2 operating units.

If necessary, placement of helper locomotive may be varied 5 cars in either direction to comply with the provisions of this rule.

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

SOUTHWARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	
			STATIONS	
			C.T.C.	DENVER U. D. YL 0.5
		0		D.&R.G.W. CROSSING C.B.&O. CROSSING 0.4
	Yard	31.7		RICE YARD YL 1.3
		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. 1 January 5, 1975		Ruling Grade Ascending	Mile Post	Turn Tables, Wyes & Communications	NORTHWARD ↑
STATIONS					
C.T.C.	DENVER U. D. YL 0.5	0	737.3	C	
	D.&R.G.W. CROSSING C.B.&O. CROSSING 0.4	0	736.8		
	RICE YARD YL 1.3	0	736.4	R T C	
	SO. PARK JCT. YL 1.7	0	735.1		
	D.&R.G.W. CROSSING SOUTH DENVER YL	0	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.

SOUTHWARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	
			STATIONS	
	5300	0	T.C.S.	BRAGDON 10.2
		30.1		PUEBLO YARD 0.5
		22.0		D.&R.G.W. CROSSING 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.

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

TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending	Mile Post	Turn Tables, Wyes & Communications	NORTHWARD ↑
STATIONS					
T.C.S.	BRAGDON 10.2	52.8	630.3		
	PUEBLO YARD 0.5	0	619.5	R Y C	
	D.&R.G.W. CROSSING 0.2	0	619.0		
	PUEBLO U. D.	0	618.8		
	(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.

DENVER DISTRICT

SOUTH- WARD ↓	Turn Tables, Wyes & Communications	Mile Post	Capacity of Sidings in Feet	Ruling Grade Ascending	JOINT LINE TIME TABLE No. 1 January 5, 1975	
					STATIONS	
		* 3.6		51.0	SOUTH DENVER YL	
	B	* 7.5		52.8	ENGLEWOOD YL	
	B	* 8.2		52.8	MILITARY JCT. YL	
	C	* 10.3	2700	52.8	LITTLETON YL	
	B	* 17.0	4200	52.8	ACEQUIA	
	C	* 20.7	2300	53.0	LOUVIERS YL	
	B	* 24.5	4800	64.5	SEDALIA	
	B	709.5	3900	73.9	ORSA	DT
	B	705.2	5700	73.9	CASTLE ROCK	
	B	700.2	2900	73.9	TOMAH	
	B	694.9	4000	73.9	LARKSPUR	
	B	691.5	4000	73.9	GREENLAND	
	B	688.8	2800	73.9	SPRUCE	
	B	* 52.0		0	PALMER LAKE	
	B	* 57.2	7000	0	MONUMENT	
	B	* 65.3	7500	0	ACADEMY	
	Y C R	* 74.9	15300	0	COLORADO SPRINGS	
	B	659.9	5600	0	KELKER	
	B	654.5		0	CREWS	
	B	650.5	3900	0	FOUNTAIN	
	B	643.7	3500	0	BUTTES	
	B	638.4	2300	0	HENKEL	DT
	B	632.7	4000	0	PINON	
		630.3		0	BRAGDON	
					(104.1)	

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

T.C.S. IN EFFECT: 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.

DENVER DISTRICT

JOINT LINE TIME TABLE No. 1 January 5, 1975		Ruling Grade Ascending	Capacity of Sidings in Feet	Mile Post	Turn Tables, Wyes & Communications	NORTH- WARD ↑
STATIONS						
	SOUTH DENVER YL			733.4		
	ENGLEWOOD YL	0	3100	729.4	C	
	LITTLETON YL	0	2600	726.6	C	
	SEDALIA	0	4900	712.8	B	
	CASTLE ROCK	0	3700	* 32.5	B	
	PALMER LAKE	0		* 52.0	B	
	MONUMENT	75.0	7000	* 57.2	B	
	ACADEMY	75.0	7500	* 65.3	B	
	COLORADO SPRINGS	52.8	15300	* 74.9	Y C R	
	KELKER	52.8	5600	659.9	B	
	CREWS	39.0		654.5	B	
	FOUNTAIN	48.0	4500	* 87.9	B	
	BRAGDON			* 108.5	B	
	(104.3)					

RULE 251 IN EFFECT: Between Bragdon and Crews.

T.C.S. IN EFFECT: 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.

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. 1 January 5, 1975	↑
Mile Post		
108.5	C.S. { BRAGDON..... } TAPP..... } PUEBLO JCT. } AT&SF CROSSING..... } PUEBLO U.D..... BK	Two Main Tracks
108.8		
118.5		
119.4		
		(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. Southward track is under DRGW 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 ATSF operating jurisdiction between Crews and Palmer Lake.

2. Within T.C.S. 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 (AT&SF MP 730.5, DRGW MP 6.4)	30
South City Limits (AT&SF MP 730.5, DRGW MP 6.4) and Palmer Lake	45
Palmer Lake and North siding switch Colorado Springs (DRGW MP 73.3)	25
North siding switch Colorado Springs (DRGW MP 73.3) and South siding switch Colorado Springs (DRGW MP 76.3)	20
South siding switch Colorado Springs (DRGW MP 76.3) and Bragdon	55
Bragdon and Pueblo—AT&SF	55
Siding Bragdon—AT&SF	30
Bragdon—Tapp DRGW Crossover	40
Tapp—Pueblo (DRGW)	50
Manitou Branch—(DRGW)	10

AT&SF and C&S Trains

Maximum speed for freight trains when averaging 85 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 and empty coal train is 40 MPH.

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 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
8 Curves, MP 45.5 to MP 43.4 DRGW	35
SINGLE TRACK	
6 Curves, MP 77.2 DRGW to MP 658.2 ATSF	40
SOUTHWARD TRACK	
5 Curves, MP 712.4 to MP 710.2 ATSF	35
4 Curves, MP 705.5 to MP 704.4 ATSF	30
14 Curves, MP 692.1 ATSF to MP 51.8 DRGW	35
7 Curves, MP 649.3 to MP 646.0 ATSF	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—MP 728.4 to MP 729.5—Northward Track	20
	All Streets—MP 7.5 to MP 8.6—Southward Track	20
	All Streets	25
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. Engines	Forward or dead in Train (MPH)	Backing or when not controlled from leading Unit (MPH)
AMTRAK 500-539 5637-5714 5930-5948*	90**	45
1150 1218 1260 1418-1441 1500-1537 2322 2384	45	45
All Other Classes	70	45

*Units 5930, 5931, 5935 and 5938 restricted to 70 MPH until gear ratio changed to 59:18.

**Engines without cars must not exceed 70 MPH.

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

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

(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)
ATSF	4	5	5
C&S, FWD, BN	3	3	3
D&RGW	3	3	3

The foregoing does not modify Rule 108 Operating Department Rules, AT&SF.

3. SPEED REGULATIONS—(Cont'd).

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

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 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:

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 empty	25
Welded Rail Trains, under load	25
Derricks, Spreaders, Plows and Flangers	35
D&RGW 24000-25099, 46000-47000 series cars, loaded or empty	50
UP 26000-27000 series ore cars, loaded or empty	40
Trains handling Minnequa ore, pipe or lumber on flat cars (including bulkhead flats), and tank cars containing Liquid Petroleum Gas	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. If helper locomotive is used, cars must be trained behind helper.

3. SPEED REGULATIONS—(Cont'd).

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

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
South Denver	I	Normal Route	30
		Reverse Movements or other than normal route	10
Palmer Lake	I	Turnout to Northward Main Track	25
Monument	I	Both ends siding	25
Academy	I	Both ends siding	25
Colorado Springs	I	Both ends siding	20
Colorado Springs	I	Crossovers MP 74.3 and MP 75.5	20
Colorado Springs	I	CRI&P Connection MP 74.3	15
Kelker	I	Both ends siding	20
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	30

D. & R. G. W.

Tapp	I	End two main tracks	40
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NORTHWARD TRACK

Fountain	S	North end of siding	15
Castle Rock	S	North end of siding	15
Sedalia	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
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 to ATSF yard.

4. DANGEROUS OBSTRUCTIONS (See A. T. & S. F. Operating Rule 759—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—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 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) 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
Carlton Road MP 69.2
Garden of the Gods Road MP 70.4

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

(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 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.

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 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.

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 222-2170.

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

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—ATSF northward main track.
 Bottom light—Movement to C&S—ATSF southward main track.

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

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

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

7. TRACKS BETWEEN STATIONS.

LOCATION	Mile Post	Capacity In Feet	Switch Connection
Yale Ave.	6.5	480	South
Military Jct.			
Fort Logan Dist.	8.2	1.2 Mi.	South
Electron Spur	9.8	800	South
Leyner Spur	9.9	1,400	South
Wolhurst	13.5	700	South
Blakeland Spur	15.3	Ind.	South
Moly Spur	19.5	950	South
Palmer Lake	51.8	450	North & South
SINGLE TRACK			
Wood	56.2	1,250	North & South
Husted	62.1	960	South
Stadium (2)	63.3	3,200	North & South
Carlton Spur	69.7	250	South
Russina Spur	70.7	4,000	North
Capp Homes	71.2	700	South
CRI&P Wye Conn.	72.3		North
Manitou Branch	75.1		North
Fort Carson	659.9		North
NORTHWARD TRACK			
Pinon	104.7	700	North
Wigwam	98.1	4,300	North
Buttes	93.1	300	North
Crews	653.9	2,700	North & South
Palmer Lake	687.5	2,500	North
Greenland	46.6	200	North
Larkspur	42.9	750	North
Acequia	719.9	400	North
Santa Fe Park	724.5	3,000	North & South

8. YARD LIMITS.

Denver (extends to and includes South Denver).
 Englewood (extends to and includes Littleton).
 Louviers.
 Pueblo (D&RGW only).

9. BULLETIN BOOKS

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

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

10. STANDARD CLOCKS

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

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

11. STANDARD THERMOMETERS

Denver, Colorado Springs, Pueblo, Littleton.

LOCATION OF CROSS-OVERS
BETWEEN MAIN TRACKS

Buttes, (2) Fountain, Sedalia, Littleton,

12. D&RGW STATION NUMBERS BETWEEN
BURNHAM AND PUEBLO

1011 Evans Ave.	Wagon Track	1064 Wood Spur
1012 Yale Ave.	Wagon Track	1065 Monument
1013 Englewood		1070 Husted
1014 Military Jctn.		1071 Stadium
1024 Littleton		1072 Academy
1026 Wolhurst		1079 Carlton
1027 Martin Spur		1080 Pike View
1028 Blakeland		1082 Roswell
1029 Acequia		1083 Colo Springs
1031 Moly Spur		1092 Colo. Ciiy
1033 Louviers		1101 Kelker
1036 Sedalia		1108 Fountain
1042 Castle Rock		1112 Buttes
1052 Larkspur		1115 Wigwam
1056 Greenland		1118 Pinon
1061 Palmer Lake		1121 Bragdon
		1125 Fuego

**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		