

A. T. & S. F.

P. D. McKENNON, Trainmaster Pueblo
M. E. CURTIS, Asst. Trainmaster Pueblo
F. L. SPARKS, 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

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
P. R. HOLIMAN L. T. JAPHET 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
LOFTUS JEWELRY Englewood
W. L. SATHER Denver

D. & R. G. W.

J. P. SPIESS, Ass't Superintendent Denver, Colo.
D. W. POPE, Trainmaster Denver Colo.
G. L. OPENSHAW, Terminal Trainmaster Pueblo, Colo.
A. L. MARZANO, Terminal Trainmaster Denver, Colo.
A. HENKE, Road Foreman of Equipment Pueblo, Colo.
M. G. LEONARD,
Road Foreman of Equipment Pueblo, Colo.
J. K. HOWARD,
Road Foreman of Equipment Denver, Colo.
N. R. HENKE,
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.
J. C. LOVETT,
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

K. R. POKORSKI D. V. OLSEN
H. O. WILLIAMS E. A. BACA
R. C. BERRY DEAN TRUJILLO

The Atchison, Topeka & Santa Fe Railway Company

The Denver and Rio Grande Western Railroad Company

JOINT LINE

TIME TABLE No. 2

In Effect Sunday, February 6, 1977

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
C. R. ROSE Assistant Gen'l Mgr. Topeka, Kansas	D. J. BUTTERS Chief Transportation Officer Denver, Colorado
J. K. HASTINGS Superintendent La Junta, Colorado	L. R. PARSONS Superintendent Denver, Colorado

SURGEONS OF

THE A. T. & S. F. EMPLOYEES' BENEFIT ASSOCIATION

DR. R. M. BROOKER, Chief SurgeonTopeka

ALBUQUERQUE HOSPITAL

DR. F. H. HANOLD, Doctor in chargeAlbuquerque

LOCAL SURGEONS

DR. R. H. MCILROY Pueblo
 DR. W. D. HILST Pueblo
 DR. W. B. SULLIVAN Pueblo
 DR. H. H. SCHNEIDER Pueblo
 DR. A. E. DEMSHKI, 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. W. W. WERSICH, Urologist 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. THOMAS DALSAO Colorado Springs
 DR. POETER 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 Denver
 DR. H. R. PETERSON, Eye Specialist Denver
 DR. DAVID A. MURPHY, Ear, Nose and Throat Denver

RIO GRANDE EMPLOYEES HOSPITAL
ASSOCIATION DOCTORS*Treatment of Sick and Injured Employees*

DENVER & VICINITY 623-8443
 DR. W. A. HEATON, M.D. Castle Rock
 DR. SUMIO GO, Allergist Colorado Springs
 DR. WILLIAM STORMS, Allergist Colorado Springs
 DR. A. D. RAPP, Cardiovascular Colorado Springs
 DR. K. M. STONE, D.D.S. Colorado Springs
 DR. L. D. CUNNINGHAM, Dermatologist Colorado Springs
 DR. L. W. COLE, Dermatologist Colorado Springs
 DR. A. E. STROCK, Internist Colorado Springs
 DR. M. PRESTI, Neurosurgeon Colorado Springs
 DR. M. M. McNALLY, Neurosurgeon Colorado Springs
 DR. VON H. BROBECK, Ophthalmologist Colorado Springs
 DR. R. D. VANDERHOOF, Ophthalmologist Colorado Springs
 DR. R. E. CARLTON, Orthopedic Surgeon Colorado Springs
 DR. G. L. MERKERT, Orthopedic Surgeon Colorado Springs
 DR. C. M. WALDRON, Orthopedic Surgeon Colorado Springs
 DR. CHARLES NITKA, Surgeon Colorado Springs
 DR. PIERSON P. DEMING, Urologist Colorado Springs
 DR. JAMES R. FISE, Urologist Colorado Springs
 DR. T. A. GUNTER, D.D.S. Pueblo
 DR. J. HRUBY, D.D.S. Pueblo
 DR. C. E. JONES, D.D.S. Pueblo
 DR. W. N. JORGENSEN, D.D.S. Pueblo
 DR. D. A. STRICCA, D.D.S. Pueblo
 DR. M. J. STRICCA, D.D.S. Pueblo
 DR. L. D. CUNNINGHAM, Dermatologist Pueblo
 DR. SUMIO GO, Dermatologist Pueblo
 DR. L. D. COLE, Dermatologist Pueblo
 DR. W. STORMS, Dermatologist Pueblo
 DR. A. DEMSHKI, Ear, Nose & Throat Pueblo
 DR. F. E. STANDER, M.D. Pueblo
 DR. R. M. WEXLER, M.D. Pueblo
 DR. R. W. DINGLE, Internist Pueblo
 DR. J. H. HITE, Internist Pueblo
 DR. W. E. INGALLS, Ophthalmologist Pueblo
 DR. W. M. LEWALLEN, JR., Ophthalmologist Pueblo
 DR. J. POLLARD, Orthopedic Surgeon Pueblo
 DR. A. A. HERRINGTON, Orthopedic Surgeon Pueblo
 DR. R. J. BLACK SCHULTZ, Orthopedic Surgeon Pueblo
 DR. H. W. PHELPS, Pulmonary Diseases Pueblo
 DR. W. HILST, Surgeon Pueblo
 DR. JOHN MCKITTRICK, Surgeon Pueblo
 DR. W. C. SHONTZ, Urologist Pueblo
 DR. W. W. BOUCHER, Urologist Pueblo
 DR. MELTON J. WELCH, Urologist Pueblo
 DR. W. W. WERSICH, Urologist 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-9 5901-5954	GP-30 3001-3028 GP-35 3029-3050	GP-40 3051-3128	SD-40 5341-5385 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.

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, 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 Caboose	Three units of any type
Ahead of one-half the tonnage rating for helper locomotive consist	All others

Helper locomotive exceeding the number of units 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.

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

SOUTHWARD 	Capacity of Sidings in Feet	Ruling Grade Ascending (Feet Per Mile)	TIME TABLE No. 2 February 6, 1977	
			STATIONS	
		0	B.N. DENVER YARD YL	TWO TRACKS
		0	DENVER U. D. YL	
		0.5	D.&R.G.W. CROSSING	
		0.4	B.N. CROSSING	
	Yard	31.7	RICE YARD YL	
		39.6	SO. PARK JCT. YL	
			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.

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

TIME TABLE No. 2 February 6, 1977		Ruling Grade Ascending (Feet Per Mile)	Mile Post	Turn Tables, Wyes & Communications	NORTHWARD 
STATIONS					
T.C.C.	B.N. DENVER YARD YL	0		RTCY	
	DENVER U. D. YL	0	737.3	C	
	D.&R.G.W. CROSSING	0	736.8		
	B.N. CROSSING	0			
	RICE YARD YL	0	736.4	RTC	
	SO. PARK JCT. YL	0	735.1		
	D.&R.G.W. CROSSING SOUTH DENVER YL	0	733.4		

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.


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

SOUTHWARD 	Capacity of Sidings in Feet	Ruling Grade Ascending (Feet Per Mile)	TIME TABLE No. 2 February 6, 1977	
			STATIONS	
	5300	0	BRAGDON	T.C.S.
		30.1	PUEBLO YARD	
		22.0	D.&R.G.W. CROSSING	
			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. 2 February 6, 1977		Ruling Grade Ascending (Feet Per Mile)	Mile Post	Turn Tables, Wyes & Communications	NORTHWARD 
STATIONS					
T.C.S.	BRAGDON	52.8	630.3		
	PUEBLO YARD	0	619.5	RYC	
	D.&R.G.W. CROSSING	0	619.0		
	PUEBLO U. D.	0	618.8		

Trains originating must register at Pueblo Yard.

DENVER DISTRICT

SOUTH- WARD ↓	Turn Tables, Wyes & Communications	Mile Post	Capacity of Sidings in Feet	Ruling Grade Ascending	JOINT LINE TIME TABLE No. 2 February 6, 1977	
					Feet Per Mile	STATIONS
		* 3.6		51.0		SOUTH DENVER YL 3.9
	B	* 7.5		52.8		ENGLEWOOD YL 0.7
	B	* 8.2		52.8		MILITARY JCT. YL 2.1
	C	* 10.3	2700	52.8		LITTLETON YL 6.7
	B	* 17.0	4200	52.8		ACEQUIA 3.7
	C	* 20.7	2300	53.0		LOUVIERS 3.8
	B	* 24.5	4800	64.5		SEDALIA 3.3
	B	709.5	3900	73.9	ABS	ORSA 4.3
	B	705.2	5700	73.9		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
	B	* 52.0		0		PALMER LAKE 5.2
	B	* 57.2	6900	0		MONUMENT 8.1
	B	* 65.3	7200	0		ACADEMY 9.6
	Y CR	* 74.9	15300	0	TCS	COLORADO SPRINGS 4.2
	B	659.9	5400	0		KELKER 5.4
	B	654.4		0		CREWS 4.0
	B	650.5	3900	0		FOUNTAIN 6.8
	B	643.7	3500	0		BUTTES 5.3
	B	638.4	2300	0	ABS	HENKEL 5.7
	B	632.7	4000	0		PINON 2.4
		630.3		0		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.

DENVER DISTRICT

JOINT LINE TIME TABLE No. 2 February 6, 1977		Ruling Grade Ascending	Capacity of Sidings in Feet	Mile Post	Turn Tables, Wyes & Communications	NORTH- WARD ↑
STATIONS	Feet Per Mile					
				733.4		
	SOUTH DENVER 4.0	0				
	ENGLEWOOD YL 2.8	0	3100	729.4	C	
	LITTLETON YL 13.8	0	2600	726.6	C	
	SEDALIA 8.0	0	4900	712.8	B	
	CASTLE ROCK 19.5	0	3700	* 32.5	B	
	PALMER LAKE 5.2	75.0		* 52.0	B	
	MONUMENT 8.1	75.0	6900	* 57.2	B	
	ACADEMY 9.6	52.8	7200	* 65.3	B	
	COLORADO SPRINGS 4.2	52.8	15300	* 74.9	Y CR	
	KELKER 5.4	52.8	5400	659.9	B	
	CREWS 4.0	39.0		654.4	B	
	FOUNTAIN 20.6	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: On main track and sidings between Crews and Palmer Lake.

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

RULE 94 IN EFFECT: Between AT&SF MP 730.1 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. 2 February 6, 1977	↑
Mile Post		
108.5	C.I.C. { BRAGDON.....0.3 TAPP.....9.7 PUEBLO JCT. AT&SF CROSSING.....0.9 PUEBLO.....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.

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	Restricted Speed
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

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	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
Curve, 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
9 Curves, MP 77.2 D&RGW to MP 659.1 AT&SF	40
SOUTHWARD TRACK	
11 Curves, MP 21.7 to MP 25.0 D&RGW	40
5 Curves, MP 712.4 to MP 710.2 AT&SF	40
4 Curves, MP 705.5 to MP 704.4 AT&SF	30
8 Curves, MP 692.1 AT&SF to MP 50.4 D&RGW	35
6 Curves, MP 50.4 to MP 52.0 D&RGW	25
7 Curves, MP 649.3 to MP 646.0 AT&SF	45

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

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

(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 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)
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, 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:

Equipment	Other Machines Including	Wrecking Derricks
Pile Drivers AT 199454 AT 199455 AT 199457 AT 199458 AT 199459 AT 199460 Locomotive Crane AT 199720 and Jordan Spreaders	Pile Drivers AT 199452 AT 199453 AT 199456	
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 with boom trailing 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 series cars, loaded or empty	40
UP 26000-27000 series ore cars, loaded or empty	40

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) 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

D. & R. G. W.

Tapp	I	End two main tracks	40
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NORTHWARD TRACK

Fountain	S	North end of siding	10
Castle Rock	S	North end of siding	10
Sedalia	S	North end of siding	10
Littleton	S	North end of siding	10

SOUTHWARD TRACK

Sedalia	S	South end of siding	15
Orsa	SS	South end of siding	10
Castle Rock	S	South end of siding	10
Tomah	S	South end of siding	10
Larkspur	SS	South end of siding	10
Greenland	S	South end of siding	10
Spruce	S	South end of siding	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 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. 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 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 engineers 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:

Engineers 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

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.

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	SIDINGS
Colo. Spgs.	South end Monument
Double crossover	South end Academy
Colo. Spgs.	Single crossover
North end Colo. Spgs.	Colo. Spgs.
North end Academy	South end Colo. Spgs.
North end Monument	
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, Engineers, 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., 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, employees 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.

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

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.

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.

7. TRACKS BETWEEN STATIONS.

LOCATION	Mile Post	Capacity In Feet	Switch Connection
SOUTHWARD TRACK			
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
Acequia TOFC (Santa Fe)	19.3	6000	South
Moly Spur	19.5	950	South
Palmer Lake	51.8	450	North & South
Nixon Spur	647.6	2.86 Mi.	North
SINGLE TRACK			
Wood	56.2	1,250	South
Husted	62.1	960	South
Stadium (2)	63.3	3,200	North & 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 TOFC (Santa Fe)	718.0	6000	North
Acequia Spur	719.9	400	North
Santa Fe Park	724.5	3,000	North & South

8. YARD LIMITS.

Denver-South Denver
 South Denver-Littleton (Southward Track)
 MP 730.1-Littleton (Northward Track)
 Pueblo (D&RGW only).

9. BULLETIN BOOKS

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

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

11. 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 Jct.		1071 Stadium
1024 Littleton		1072 Academy
1026 Wolhurst		1080 Pike View
1027 Martin Spur		1082 Roswell
1028 Blakeland		1083 Colo Springs
1029 Acequia		1092 Colo. City
1031 Moly Spur		1101 Kelker
1033 Louviers		1108 Fountain
1036 Sedalia		1112 Buttes
1042 Castle Rock		1115 Wigwam
1052 Larkspur		1118 Pinon
1056 Greenland		1121 Bragdon
1061 Palmer Lake		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		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.		Mins.	Sec.	
—	36	100	—	58	62.6	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.2	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	30	24.0
—	51	70.6	1	26	41.9	2	45	21.8
—	52	69.2	1	28	40.9	3	—	20.0
—	53	67.9	1	30	40.0	3	30	17.1
—	54	66.6	1	32	39.1	4	—	15.0
—	55	65.5	1	34	38.3	5	—	12.0
—	56	64.2	1	36	37.5	6	—	10.0
—	57	63.2	1	38	36.8			

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