

### A. T. & S. F.

D. G. RUEGG, Trainmaster.....Pueblo, Colo.  
B. Y. STEELE, Road Foreman of Engines..La Junta, Colo.  
W. N. WILLIS, Chief Dispatcher.....La Junta, Colo.  
B. E. SPOONEMORE, Ass't Chief Dispatcher  
La Junta, Colo.  
S. P. GREEN, Ass't Chief Dispatcher.....La Junta, Colo.

#### TRAIN DISPATCHERS—LA JUNTA, COLORADO

W. BERKOVITZ	A. W. ABEL
L. B. MAY	L. N. STEPHAN
J. Z. CLOUD	J. J. GARZA
J. A. PURCELL	R. F. SMITH
L. V. ANDERSON	E. D. BALL

A. J. STROBEL, General Watch Inspector.....Topeka

#### LOCAL TIME INSPECTORS — JOINT LINE

W. BERT FARABEE.....Pueblo  
HOWELL-SMITH, INC.....Colorado Springs  
HENRI GRUSIN .....Littleton  
A. J. LOFTUS.....Englewood  
HANSEN & HANSEN JEWELRY Co.....Denver

### D. & R. G. W.

A. H. NANCE, Ass't Superintendent.....Denver, Colo.  
C. W. HEARN, Terminal Trainmaster.....Pueblo, Colo.  
L. H. PENNINGTON, Trainmaster.....Pueblo, Colo.  
V. I. GRIFFITH, Terminal Trainmaster.....Denver, Colo.  
L. P. URQUHART, Road Foreman  
of Equipment .....Pueblo, Colo.  
P. H. FOLEY, Road Foreman  
of Equipment .....Denver, Colo.  
J. O. SMITH, Chief Dispatcher.....Denver, Colo.  
E. L. CRUTCHFIELD, Ass't Chief  
Dispatcher .....Denver, Colo.  
W. A. JONES, Ass't Chief Dispatcher.....Denver, Colo.

#### TRAIN DISPATCHERS — DENVER, COLORADO

T. C. JACKSON	A. O. RUSSELL
J. F. STRACK	G. A. PAULSEN

R. E. DENGLER

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

#### LOCAL WATCH INSPECTORS

HANSEN & HANSEN.....Denver  
IVAN E. SUNDMAN.....Denver  
RAY W. GUMM.....Denver  
CAMERON JEWELERS .....Denver  
W. L. SATHER .....Denver  
SAMPSON'S JEWELRY .....Littleton  
HOWELL-SMITH, INC.....Colorado Springs  
W. BERT FARABEE.....Pueblo  
HARDING-BULLOCH .....Pueblo  
W. H. PETTYJOHN.....Pueblo

## The Atchison, Topeka & Santa Fe Railway Company

## The Denver and Rio Grande Western Railroad Company

### JOINT LINE

# TIME TABLE No. 3

In Effect Sunday, October 9, 1966

At 12:01 A.M. Mountain Standard Time

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

L. M. OLSON  
General Manager  
Topeka, Kansas

JOHN AYER, Jr.  
Vice President-Operations  
Denver, Colorado

L. CENA  
Assistant Gen'l Mgr.  
Topeka, Kansas

J. B. NORWOOD, JR.  
Asst. Vice Pres.-Operations  
Denver, Colorado

C. B. KURTZ  
Superintendent  
La Junta, Colorado

W. J. HOLTMAN  
Superintendent  
Denver, Colorado

## SURGEONS OF

## THE A. T. &amp; S. F. HOSPITAL ASSOCIATION

Dr. O. L. HANSON, Chief Surgeon.....Topeka

## ALBUQUERQUE HOSPITAL

Dr. A. S. McGEE, Doctor in charge.....Albuquerque

## LOCAL SURGEONS

Dr. D. B. SEAW.....Pueblo  
 Dr. R. H. MCLROY.....Pueblo  
 Dr. W. D. HILST.....Pueblo  
 Dr. W. W. WERSICH, Urologist.....Pueblo  
 Dr. H. S. RUSK, Eye, Ear, Nose and Throat.....Pueblo  
 Dr. O. C. DALL, Eye, Ear, Nose and Throat.....Pueblo  
 Dr. J. W. JONES, Ear, Nose, and Throat.....Pueblo  
 Dr. W. T. DARDIS, Ophthalmologist.....Pueblo  
 Dr. W. G. HOPKINS, Ophthalmologist.....Pueblo  
 Dr. W. M. LEWALLEN, Ophthalmologist.....Pueblo  
 Dr. H. H. FRISSEN, Ophthalmologist.....Pueblo  
 Dr. W. S. WALLACE, Radiologist.....Pueblo  
 Dr. H. C. BRYAN.....Colorado Springs  
 Dr. W. A. CAMPBELL.....Colorado Springs  
 Dr. W. H. LAMBERSON, Eye, Ear, Nose and Throat.....Colorado Springs  
 Dr. L. W. NUTTALL.....Littleton  
 Dr. J. F. PRINZING.....Denver  
 Dr. L. L. RETALLACK.....Denver  
 Dr. J. F. PRINZING, JR.....Denver  
 Dr. G. W. SMITH, Eye, Ear, Nose and Throat.....Denver  
 Dr. M. B. RIDER, Eye Specialist.....Denver  
 Dr. H. R. PETERSON, Eye Specialist.....Denver  
 Dr. KENNETH D. A. ALLEN, Radiologist.....Denver

## THE D. &amp; R. G. W. RAILROAD COMPANY

Suggested Doctors and Hospitals for Care of Sick and Injured Passengers

(Any physician or hospital may be used when expedient)

Dr. R. L. BEBBER.....Denver  
 Dr. FLOYD BRALLIAR.....Denver  
 Dr. ROBERT HORNER.....Denver  
 Dr. J. J. HUMM.....Denver  
 Dr. W. MCCRADY.....Denver  
 Dr. D. M. MCENDAFFER.....Denver  
 PRESBYTERIAN HOSPITAL.....Denver  
 St. LUKE'S HOSPITAL.....Denver  
 St. JOSEPH'S HOSPITAL.....Denver  
 Dr. E. C. CROUCH.....Colorado Springs  
 St. FRANCIS HOSPITAL.....Colorado Springs  
 Dr. F. W. BARROWS.....Pueblo  
 Dr. C. N. CALDWELL.....Pueblo  
 St. MARY'S-CORWIN HOSPITAL.....Pueblo

## D. &amp; R. G. W. HOSPITAL ASSOCIATION DOCTORS

Treatment of Sick and Injured Employees

DENVER AND VICINITY.....623-8443  
 Dr. R. H. ALTMAN.....Englewood  
 Dr. L. W. NUTTALL.....Littleton  
 Dr. C. J. KELLER.....Louviers  
 Dr. W. A. HEATON.....Castle Rock  
 Dr. G. W. BANCROFT.....Colorado Springs  
 Dr. E. C. CROUCH.....Colorado Springs  
 Dr. V. H. BROECK, Ophthalmologist.....Colorado Springs  
 Dr. R. C. VANDERHOFF, Ophthalmologist.....Colorado Springs  
 Dr. K. M. STONE, Dentist.....Colorado Springs  
 Dr. H. R. VARNER, Dentist.....Colorado Springs  
 Dr. P. P. DENNING, Urologist.....Colorado Springs  
 Dr. J. R. FISE, Urologist.....Colorado Springs  
 Dr. K. W. SELDON, Neurosurgeon.....Colorado Springs  
 Dr. MATTHEW FRESTI, Neurosurgeon.....Colorado Springs  
 Dr. W. M. LEWALLEN.....Pueblo  
 Dr. E. B. LEY.....Pueblo  
 Dr. L. L. WARD.....Pueblo  
 Dr. B. BAXTER.....Pueblo  
 Dr. J. B. FARLEY.....Pueblo  
 Dr. D. M. GIVENS.....Pueblo  
 Dr. R. M. WEXLER.....Pueblo  
 Dr. R. L. MCKITTRICK.....Pueblo  
 Dr. ROBERT W. DINGLE.....Pueblo  
 Dr. GEO. W. GRANT.....Pueblo  
 Dr. T. A. GUNTER, Dentist.....Pueblo  
 Dr. J. P. HUBBY, Dentist.....Pueblo  
 Dr. H. S. RUSK, Eye, Ear, Nose & Throat.....Pueblo  
 Dr. A. DEMSHEK, Eye, Ear, Nose & Throat.....Pueblo  
 Dr. LEONARD PETITTI, Ear, Nose, Throat.....Pueblo  
 Dr. J. H. JOHNSTON, Dermatologist & Allergist.....Pueblo  
 Dr. J. S. NORMAN, Orthopedist.....Pueblo  
 Dr. J. POLLARD, Orthopedist.....Pueblo  
 Dr. J. MCKITTRICK, Thoracic Surgeon.....Pueblo  
 Dr. FRANCIS H. RICHARDSON, Urologist.....Pueblo

## HOSPITALS ARE LOCATED AS FOLLOWS:

DENVER—St. JOSEPH'S and St. ANTHONY'S

COLORADO SPRINGS - St. FRANCIS' PUEBLO - St. MARY'S-CORWIN

## CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
27	Palmer Lake	Pueblo and Beyond	Denver

## D&amp;RGW ADJUSTED TONNAGE RATINGS

FROM	TO	SD-7	F-7, 555-575	GP-30	GP-40	SD-45	Adjustment Factor
		5300-5304 SD-9 5305-5314	5761, 5764 F-9, 577, 5762, 5783 GP-7, 5100-5113 GP-9, 5901-5954	3001-3028 GP-35 3029-3050			
		Tons	Tons	Tons	Tons	Tons	Tons
Burnham	Louviers..	8000	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....	1000	1250	1450	1550	2180	4

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

Tonnage handled by units on head end of train must not exceed 6500 adjusted tons, Louviers to Palmer Lake or Colorado Springs to Palmer Lake. If train consists of more than this tonnage, helper will be placed on rear or cut into train.

D&RGW scale test cars, cars placarded "Rear End" or "Handle on Rear of Train Only," and other cars designated as "Rear Enders" must be trained behind helper.

Unless otherwise provided, one unit SD-45 or two units of other types will be trained behind caboose when used in helping service.

Coupler must be blocked on leading end of helper locomotive. Both couplers must be blocked on SD-7 and SD-9 units when used in helping service.

Dynamic brake must not be used on more than five units on the head end of a train.

Track Capacity 48 ft. Per Car		SOUTHWARD		Ruling Grade Ascending	TIME TABLE No. 3 October 9, 1966
		FIRST CLASS			
		27	21		
Other Tracks	Sidings	Gulf Coast Special C. & S.	Texas Zephyr C. & S.	0	STATIONS
		Leave Daily	Leave Daily		
Yard		8.00 PM	12.45 PM	0	
				0	
				31.7	
				39.6	
		8.10 PM	12.55 PM		
		Arrive Daily	Arrive Daily		(3.9)
		0.10	0.10		Time Over District Average Speed Per Hour
		23.4	23.4		

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.

Track Capacity 48 ft. Per Car		NORTHWARD		Ruling Grade Ascending	TIME TABLE No. 3 October 9, 1966
		FIRST CLASS			
		22	28		
Other Tracks	Sidings	Texas Zephyr C. & S.	Gulf Coast Special C. & S.	0	STATIONS
		Arrive Daily	Arrive Daily		
Yard		7.00 AM	6.05 PM	0	
				0	
				0	
				0	
				0	
		6.50 AM	5.55 PM		
		Leave Daily	Leave Daily		(3.9)
		0.10	0.10		Time Over District Average Speed Per Hour
		23.4	23.4		

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. &amp; S. F.

Track Capacity 48 ft. Per Car		SOUTHWARD		Ruling Grade Ascending	TIME TABLE No. 3 October 9, 1966
		FIRST CLASS			
		27	21		
Other Tracks	Sidings	Gulf Coast Special C. & S.	Texas Zephyr C. & S.	0	STATIONS
		Leave Daily	Leave Daily		
Yard		10.37 PM	3.01 PM	0	
				30.1	
				22.0	
		10.53 PM	3.15 PM		
		Arrive Daily	Arrive Daily		(10.9)
		0.16	0.14		Time Over District Average Speed Per Hour
		40.9	46.7		

RULE 261 IN EFFECT: On main track and siding between M. P. 619.0 Pueblo and signs indicating "Begin T.C.S." and "End T.C.S." Bragdon.

Trains originating must get numbered clearance card before leaving Pueblo U. D. and Pueblo Yard.

## DENVER DISTRICT—A. T. &amp; S. F.

Track Capacity 48 ft. Per Car		NORTHWARD		Ruling Grade Ascending	TIME TABLE No. 3 October 9, 1966
		FIRST CLASS			
		22	28		
Other Tracks	Sidings	Texas Zephyr C. & S.	Gulf Coast Special C. & S.	0	STATIONS
		Arrive Daily	Arrive Daily		
Yard		4.38 AM	3.28 PM	0	
				0	
				0	
				0	
		4.25 AM	3.15 PM		
		Leave Daily	Leave Daily		(10.9)
		0.13	0.13		Time Over District Average Speed Per Hour
		50.3	50.3		

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.

SOUTHWARD

NORTHWARD

FIRST CLASS	Mile Post	D&RGW SUBDIVISION 1 (In Part)		Capacity of Siding	FIRST CLASS	
1		TIME-TABLE			2	
Royal Gorge		No. 3			Royal Gorge	
Leave Daily		October 9, 1966			Arrive Daily	
9.00AM		TWO MAIN TRACKS	DENVER U.D. .... BK	Yard	3.00PM	
	2.0		2.0	4TH AVE. YARD BFKORSTWY	Yard	
	3.6		1.6	AT&SF CROSSING SOUTH DENVER. ....	Yard	2.45PM
Arrive Daily			(3.6)		Leave Daily	

D&RGW Rules of the Operating Department govern train, yard or other locomotive movements between Denver Union Terminal Railway Co.'s tracks and **South Denver**. Trains, yard or other locomotives while on Denver Union Terminal Railway Co.'s tracks are governed by Rules and Regulations of the Denver Union Terminal Railway Co.'s General and Interlocking Rules.

Trains have no time-table superiority between **Denver U.D.** and **South Denver** and Operating Rule 93 governs all trains. Trains, yard or other locomotives occupying main tracks within these limits must make way for passenger trains without unnecessary delay.

Southward trains originating **Denver U.D.** or **4th Ave. Yard** will leave without D&RGW Clearance. Northward trains will leave **South Denver** without Clearance.

SOUTHWARD

NORTHWARD

FIRST CLASS	Mile Post	D&RGW SUBDIVISION 1 (In Part)		Capacity of Siding	FIRST CLASS	
1		TIME-TABLE			2	
Royal Gorge		No. 3			Royal Gorge	
Leave Daily		October 9, 1966			Arrive Daily	
11.31AM	108.5	G.T.C.	BRAGDON. ....	TWO MAIN TRACKS	12.20PM	
	109.6		1.1		TAPP. ....	
	118.5		8.9		PUEBLO JCT. ....	
11.42			0.3		AT&SF CROSSING. ....	12.09
	118.8		0.6		MO. PAC. CROSSING. ....	
11.50AM	119.4		PUEBLO U.D. .... BK	Yard	12.05PM	
Arrive Daily			(10.9)		Leave Daily	

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.

If the interlocking signal governing either northward or southward movements at **Pueblo Jct.** cannot be cleared, hand signals from operator will be authority to proceed through interlocking limits only as provided by Operating Rule 663, and permissive card in addition must be secured before proceeding through CTC limits.

Trains have no time-table superiority between beginning and end of CTC north of D&RGW-MP crossing (near **Santa Fe Ave.**) and **Union Ave. Viaduct** (entrance to **Pueblo U.D.**), and Operating Rule 93 governs all trains. Trains, yard or other locomotives occupying main tracks within these limits must make way for passenger trains without unnecessary delay.

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.

## DENVER DISTRICT

SOUTHWARD			JOINT LINE TIME TABLE No. 3 October 9, 1966	STATIONS
FIRST CLASS				
27	21	1		
Gulf Coast Special C. & S.	Texas Zephyr C. & S.	Royal Gorge D. & R.G.W.		
Leave Daily	Leave Daily	Leave Daily		
8.10PM	12.55PM	9.10AM	SOUTH DENVER YL	
8.15	1.00	9.16	ENGLEWOOD YL	
8.16	1.01	9.17	MILITARY JCT. YL	
f 8.18	1.04	s 9.20	LITTLETON YL	
8.26	1.11	9.28	ACEQUIA	
8.29	1.15	9.32	LOUVIERS YL	
8.33	1.19	f 9.36	SEDALIA	
8.37	1.23	9.40	ORSA	
f 8.41	1.28	9.46	CASTLE ROCK	
8.48	1.34	9.53	TOMAH	
f 8.54	1.40	f 9.58	LARKSPUR	
8.58	1.44	f 10.04	GREENLAND	
9.01	1.48	10.08	SPRUCE	
9.05	1.52	f 10.12	PALMER LAKE YL	
9.10	1.57	f 10.17	MONUMENT	
9.18	2.05	10.25	HUSTED	
9.20	2.07	10.27	ACADEMY	
9.28	2.16	10.36	ROSWELL YL	
s 10.05	s 2.27	s 10.40 10.50	COLORADO SPRINGS YL	
10.10	2.34	10.58	KELKER YL	
f 10.18	2.42	f 11.08	FOUNTAIN	
10.24	2.48	11.15	BUTTES	
10.29	2.53	11.21	HENKEL	
10.34	2.58	11.27	PINON	
10.37PM	3.01PM	11.31AM	BRAGDON	
Arrive Daily	Arrive Daily	Arrive Daily	(104.0)	
2.27 42.4	2.06 49.5	2.21 44.2	Time Over District Average Speed Per Hour	

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

Southward trains must get a numbered A.T.&S.F. clearance card form 902 at South Denver.

## DENVER DISTRICT

JOINT LINE TIME TABLE No. 3 October 9, 1966	Rolling Grade Ascending	D. & R. G. W. Mile Posts	A. T. & S. F. Mile Posts	Turn Tables and Wyes	Communication	Track Capacity 48 ft. Per Car	
						Sidings	Other Tracks
STATIONS							
SOUTH DENVER YL	51.0	3.6			C		
ENGLEWOOD YL	52.8	7.5			B		
MILITARY JCT. YL	52.8	8.2			B		
LITTLETON YL	52.8	10.3		Y	C	106	
ACEQUIA	52.8	17.0			B		88
LOUVIERS YL	53.0	20.7			C	49	
SEDALIA	64.5	24.5			B	101	14
ORSA	73.9		709.5		B	80	5
CASTLE ROCK	73.9		705.2		B	114	25
TOMAH	73.9		700.2		B	61	5
LARKSPUR	73.9		694.9		B	80	24
GREENLAND	73.9		691.5		B	80	6
SPRUCE	73.9		688.8		B	58	
PALMER LAKE YL	0	51.9			C	92	19
MONUMENT	0	55.9			B	68	24
HUSTED	0	61.9			B	54	50
ACADEMY	0	63.3			B		92
ROSWELL YL	0	72.3			B		13
COLORADO SPRINGS YL	0	74.9		Y	C	119	Yard
KELKER YL	0	79.1			B	124	Yard
FOUNTAIN	0		650.5		B	78	31
BUTTES	0		643.7		B	73	4
HENKEL	0		638.4		B	47	5
PINON	0		632.7		B	80	25
BRAGDON	0		630.3			118	8
(104.0)							

Colorado Springs siding extends from switch M.P. 73.3 to crossover M.P. 74.6, north of Colorado Springs passenger station. Telephone located in booth at each end of siding. Switch connecting with C. R. I. & P. main track, south end of this siding, M.P. 74.5, is normally lined for C. R. I. & P. main track.

Track Capacity 48 ft. Per Car		Communication	Turn Tables and Wyes	A. T. & S. F. Mile Posts	D. & R. G. W. Mile Posts	Ruling Grade Ascending	JOINT LINE TIME TABLE No. 3 October 9, 1966	
Other Tracks	Sidings						STATIONS	
		C		733.4		0	SOUTH DENVER YL	
57	63	C		729.4		0	4.0 ENGLEWOOD YL	
28	52	C		726.6		0	2.3 LITTLETON YL	
9	82	B		719.4		0	7.2 ACEQUIA	
15	98	B		712.8		0	6.6 SEDALIA	
17	78	C			32.5	0	8.0 CASTLE ROCK	
18		B			43.0	0	10.5 LARKSPUR	
83	69	C		686.2		0	8.9 PALMER LAKE YL	
						73.9	3.7	
12	53 47	B		682.5		73.9	MONUMENT	
20	80	B		679.6		52.8	2.9 PRING	
7	50	B		676.7		52.8	2.0 HUSTED	
5	58			673.7		52.8	2.2 SOMMERS	
153	95	B		671.5		52.8	U. S. AIR FORCE ACADEMY	
115		B		667.0		52.8	4.5 PIKEVIEW	
Yard		C	Y	663.2		52.8	3.8 COLORADO SPRINGS YL	
Yard	99	B		659.5		52.8	3.7 KELKER YL	
5	82	B		657.4		52.8	2.1 SKINNERS	
5	58	B		653.9		48.0	3.5 CREWS	
42	94	B			87.9	39.0	3.0 FOUNTAIN	
80		B			93.4	48.0	5.5 BUTTES	
9	90	B			99.0	46.0	5.6 WIGWAM	
	49	B			105.3	46.0	6.3 PINON	
					108.5	37.0	3.2 BRAGDON	
							(103.9)	

JOINT LINE TIME TABLE No. 3 October 9, 1966	NORTHWARD		
	FIRST CLASS		
	22	2	28
	Texas Zephyr C. & S.	Royal Gorge D.&R.G.W.	Gulf Coast Special C. & S.
	Arrive Daily	Arrive Daily	Arrive Daily
STATIONS			
SOUTH DENVER YL	6.50 <sup>AM</sup>	2.45 <sup>PM</sup>	5.55 <sup>PM</sup>
4.0 ENGLEWOOD YL	6.44	2.40	5.47
2.3 LITTLETON YL	6.40	2.36	5.43
7.2 ACEQUIA	6.32	2.26	5.34
6.6 SEDALIA	6.25	2.19	5.27
8.0 CASTLE ROCK	6.17	2.10	5.19
10.5 LARKSPUR	6.06	1.58	5.08
8.9 PALMER LAKE YL	5.56	1.47	4.57
3.7			
MONUMENT	5.49	1.38	4.49
2.9 PRING	5.45	1.34	4.45
2.0 HUSTED	5.41	1.30	4.40
3.0 SOMMERS	5.36	1.26	4.36
2.2			
U. S. AIR FORCE ACADEMY	5.33	1.23	4.33
4.5 PIKEVIEW	5.28	1.18	4.28
3.8 COLORADO SPRINGS YL	5.20	1.10	4.20
3.7 KELKER YL	5.05	12.53	3.59
2.1 SKINNERS	5.03	12.50	3.56
3.5 CREWS	4.59	12.46	3.53
3.0 FOUNTAIN	4.57	12.42	3.50
5.5 BUTTES	4.52	12.36	3.44
5.6 WIGWAM	4.47	12.30	3.39
6.3 PINON	4.41	12.24	3.32
3.2 BRAGDON	4.38 <sup>AM</sup>	12.20 <sup>PM</sup>	3.28 <sup>PM</sup>
(103.9)	Leave Daily	Leave Daily	Leave Daily
Time Over District	2.12	2.30	2.27
Average Speed Per Hour	47.2	41.5	42.4

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

## LOCATION OF CROSS-OVERS

D. & R. G. W.

Miles from Denver	BETWEEN		POINTS	Miles from Denver	BETWEEN		POINTS
	Denver	Littleton			Trailing	Pueblo Jct.	
1.0	Denver	Littleton	Trailing	118.8	Pueblo Jct.	Pueblo	Trailing
1.6	Denver	Littleton	Trailing	118.9	Pueblo Jct.	Pueblo	Facing
2.6	Denver	Littleton	Facing	119.0	Pueblo Jct.	Pueblo	Trailing

BETWEEN D. & R. G. W. AND A. T. & S. F

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

**A. T. & S. F. Rules, Operating Department, govern train operation on Joint Line except as otherwise provided.**

1. (A) Except as otherwise provided, Northward trains are superior to Southward trains of the same class.

(B) Northward track is under A. T. & S. F. operating jurisdiction between Bragdon and South Denver.

Southward track is under D. & R. G. W. operating jurisdiction between South Denver and Bragdon.

2. (A) Within traffic control system limits, where authorized speed exceeds twenty (20) MPH, a train or engine must not clear the main track through a hand thrown switch not electrically locked, except at a designated siding, for any purpose.

### 3. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>DENVER DISTRICT:</b>		
D. & R. G. W., MP 1 and MP 2	25	20
D. & R. G. W., MP 2 and South Denver	30	25
South Denver and South City Limits (A. T. & S. F. MP 730.5, D. & R. G. W. MP 6.4)	35	30
South City Limits (A. T. & S. F. MP 730.5, D. & R. G. W. MP 6.4) and Colorado Springs	70	45
Colorado Springs and Pueblo Main Track	70	55
Siding Bragdon (A.T.&S.F.)	30	30
<b>PUEBLO AND BRAGDON</b>		
A. T. & S. F.		
Curve, MP 619.0 to MP 619.1	10	10
3 Curves, MP 619.3 to MP 619.9	40	40

### 3. SPEED REGULATIONS—(Cont'd).

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>BRAGDON AND SOUTH DENVER</b>		
<b>NORTHWARD TRACK</b>		
Curve, MP 95.0 to MP 94.9 D&RGW	50	50
Curve, MP 88.3 to MP 88.1 D&RGW	50	50
3 Curves, MP 86.2 to MP 653.8 AT&SF	60	45
Curve, MP 658.2 to MP 658.4 AT&SF	65	45
6 Curves, MP 659.1 to MP 662.1 AT&SF	45	40
Curve, MP 662.2 to MP 662.4 AT&SF	40	30
2 Curves, MP 663.7 to MP 664.2 AT&SF	25	25
2 Curves, MP 664.5 to MP 665.1 AT&SF	30	30
6 Curves, MP 668.7 to MP 670.5 AT&SF	45	40
17 Curves, MP 670.7 to MP 683.2 AT&SF	50	45
5 Curves, MP 683.8 to MP 685.4 AT&SF	35	35
3 Curves, MP 685.6 to MP 686.2 AT&SF	30	25
4 Curves, MP 686.4 to MP 687.6 AT&SF	50	45
2 Curves, MP 688.0 to MP 49.6 D&RGW	55	45
Curve, MP 47.4 to MP 47.1 D&RGW	55	45
3 Curves, MP 45.5 to MP 45.2 D&RGW	40	40
Curve, MP 44.3 to MP 44.2 D&RGW	35	35
3 Curves, MP 44.1 to MP 43.4 D&RGW	35	35
Curve, MP 41.9 to MP 41.3 D&RGW	65	45
Curve, MP 40.0 to MP 39.8 D&RGW	55	45
Curve, MP 33.8 to MP 33.6 D&RGW	55	45
3 Curves, MP 32.4 to MP 31.7 D&RGW	45	45
2 Curves, MP 30.1 to MP 28.8 D&RGW	55	45
Curve, MP 27.2 to MP 27.0 D&RGW	55	45
Curve, MP 26.0 to MP 25.8 D&RGW	55	45
Curve, MP 25.2 to MP 712.2 AT&SF	65	45
8 Curves, MP 713.1 to MP 717.0 AT&SF	60	45
4 Curves, MP 717.7 to MP 720.0 AT&SF	65	45
2 Curves, MP 720.8 to MP 721.2 AT&SF	55	45
3 Curves, MP 721.7 to MP 722.6 AT&SF	60	45
Curve, MP 722.9 to MP 723.1 AT&SF	50	45
2 Curves, MP 723.4 to MP 724.6 AT&SF	65	45
3 Curves, MP 725.8 to MP 726.9 AT&SF	55	45
<b>SOUTHWARD TRACK</b>		
Curve, MP 18.0 to MP 18.2 D&RGW	65	45
2 Curves, MP 21.6 to MP 22.0 D&RGW	55	45
2 Curves, MP 23.4 to MP 24.0 D&RGW	50	45
Curve, MP 712.4 to MP 712.3 AT&SF	40	35
4 Curves, MP 712.2 to MP 710.2 AT&SF	45	35
5 Curves, MP 708.9 to MP 706.0 AT&SF	50	45
4 Curves, MP 705.5 to MP 704.4 AT&SF	35	30
2 Curves, MP 704.2 to MP 703.7 AT&SF	50	45
3 Curves, MP 700.0 to MP 698.3 AT&SF	60	45
8 Curves, MP 697.8 to MP 692.9 AT&SF	55	45
4 Curves, MP 692.1 to MP 688.8 AT&SF	45	35
3 Curves, MP 688.5 to MP 49.9 D&RGW	40	35

## 3. SPEED REGULATIONS—(Cont'd)

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
3 Curves, MP 50.5 to MP 51.1 D&RGW	50	45
3 Curves, MP 52.0 to MP 53.2 D&RGW	40	40
5 Curves, MP 53.9 to MP 55.6 D&RGW	40	40
4 Curves, MP 56.2 to MP 57.7 D&RGW	50	45
6 Curves, MP 58.4 to MP 60.3 D&RGW	40	40
2 Curves, MP 62.0 to MP 62.7 D&RGW	45	45
3 Curves, MP 62.8 to MP 63.7 D&RGW	40	40
Curve, MP 63.8 to MP 64.0 D&RGW	55	45
3 Curves, MP 65.7 to MP 66.5 D&RGW	45	45
2 Curves, MP 68.1 to MP 68.6 D&RGW	50	45
3 Curves, MP 71.3 to MP 72.2 D&RGW	55	45
2 Curves, MP 73.1 to MP 73.6 D&RGW	55	45
2 Curves, MP 76.0 to MP 76.1 D&RGW	40	40
3 Curves, MP 77.2 to MP 78.0 D&RGW	50	50
3 Curves, MP 78.7 to MP 79.5 D&RGW	55	55
Curve, MP 649.3 to MP 649.1 AT&SF	65	45
2 Curves, MP 648.4 to MP 648.1 AT&SF	45	45
2 Curves, MP 648.0 to MP 647.4 AT&SF	55	45
Curve, MP 646.1 to MP 646.0 AT&SF	65	45

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

Station	Streets	Miles Per Hour
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. Diesel and Gas Electric	Forward	Light	Backing or When Controlled From Rear Unit	Dead-In-Train
11-15, 80-87	100	80	45	90
16-78, 300-314	100	80	45	90
325-344 (except units shown below)	80	80	45	80
325LAB, 326LAB, 328A, 329LAB, 330LAB, 331LAB, 332L, 333LAB, 334LAB, 335LAB, 337LAB	90	90	45	90
100-289, 407-430	70	70	45	70
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2302-2304, 2394-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1460, 1600-1615	75	75	*45	75
RDC 191, 192	85	85	50	85
M115, 118, 126	65	65	25	60

## 3. SPEED REGULATIONS—(Cont'd).

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

A.T.&S.F. Diesel and Gas Electric	Forward	Light	Backing or When Controlled from Rear Unit	Dead-In-Train
M160	80	65	25	75
M190	80	65	25	75
<b>C&amp;S-CB&amp;Q-FW&amp;DC</b>				
C&S-FW&DC 9950-9981	85	40	40	
CB&Q 9912-9995	94	40	40	
CB&Q 105-169	65	40	40	
C&S-FW&DC 700-752	65	40	40	
C&S-FW&DC 810-860	65	35	30	60
<b>D. &amp; R.G.W.</b>				
555-577, 3001-3068, 5100-5113, 5300-5324, 5901-5954, 6001-6013	70	60	60	
100, 122, 123, 130-146	40	40	40	

\*Note: Forward speed applies when backing handling train.

(D) MOVEMENTS OVER SUBMERGED TRACK—  
(Rule 817)

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
<b>Diesel Engines</b>			
11-15, 80-87, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2310-2321, 3000-3019	4	5	5
460-468	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1284, 1300-1460, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric Motor Cars	3	5	5
<b>Passenger Cars</b>			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

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

## (E) DERRICKS, CRANES, ETC.

Derricks, cranes, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear, must not be handled in AT&SF train except on authority of trainmaster and AT&SF trains handling such equipment must not exceed a speed of thirty (30) MPH at any point.

Exception: AT&SF wrecking derricks may be moved in AT&SF trains at a maximum speed of forty (40) MPH and pile drivers AT-199452, 199453, 199454, 199455, and 199720 may be moved in AT&SF trains at a maximum speed of forty-five (45) MPH.

D&RGW trains handling such equipment will not exceed a speed of twenty-five (25) MPH at any point, except trains



3. SPEED REGULATIONS—(Cont'd).

(E) DERRICKS, CRANES, ETC.—(Cont'd).

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.

Trains handling FW&D Jordan Spreader A-21 must not exceed a speed of twenty-five (25) MPH.

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.)

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

D&RGW X cars, except those stenciled with an "AX" prefix, are rear enders and must not be handled more than 20 cars ahead of rear end of train.

3. SPEED REGULATIONS—(Cont'd).

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

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

Station	"I"—Interlocked Switch "S"—Spring Switch Type	Location	MPH
A. T. & S. F.			
Pueblo	I	North end Pueblo U. D. passenger lead.....	10
Pueblo	I	North end loop line.....	10
Pueblo	I	South end receiving yard lead.....	10
Pueblo	I	South end departure yard lead.....	10
Pueblo 29th St.	I	North end yard.....	30
Bragdon	I	South end siding.....	30
Bragdon	I	North end siding.....	30
Bragdon	I	Crossovers A. T. & S. F. D. & R. G. W.....	40
			40
South Denver	I	Normal Route.....	30
		Reverse movements or movements other than normal route..	10
D. & R. G. W.			
Tapp	I	End two main tracks: Passenger .....	50
		Freight .....	45

NORTHWARD TRACK

Pinon	S	North end of siding.....	15
Wigwam	S	North end of siding.....	15
Fountain	S	North end of siding.....	15
Crews	S	North end of siding.....	15
Skinner	S	North end of siding.....	15
Kelker	S	North end of siding.....	15
Colorado Springs	I	South end of yard.....	15
Colorado Springs	S	North end of yard.....	15
Pikeview	S	North end of siding.....	15
USAF Academy	S	North end of siding.....	15
Sommers	S	North end of siding.....	15
Husted	S	North end of siding.....	15
Pring	S	North end of siding.....	15
Monument	S	North end of siding.....	15
Palmer Lake	S	North end of siding.....	15
Castle Rock	S	North end of siding.....	15
Sedalia	S	North end of siding.....	15
Acequia	S	North end of siding.....	15
Littleton	S	North end of siding.....	15
Englewood	S	North end of siding.....	15

SOUTHWARD TRACK

Littleton	S	South end of siding.....	20
Sedalia	S	South end of siding.....	15
Orsa	S	South end of siding.....	15
Castle Rock	S	South end of siding.....	15
Tomah	S	South end of siding.....	15
Larkspur	S	South end of siding.....	15
Greenland	S	South end of siding.....	15
Spruce	S	South end of siding.....	15
Palmer Lake	S	South end of siding.....	30
Kelker	S	South end of siding.....	15
Fountain	S	South end of siding.....	15
Buttes	S	South end of siding.....	15
Henkel	S	South end of siding.....	15

## 3. SPEED REGULATIONS—(Cont'd)

(G) COLORADO SPRINGS—Trains or engines must not exceed speed of fifteen (15) miles per hour on connection between Northward track and Southward track.

(H) Trains or engines must not exceed speed of fifteen (15) miles per hour between Kelker and Fort Carson and not exceed five (5) miles per hour inside Fort Carson yard.

## 4. DANGEROUS OBSTRUCTIONS (See A. T. &amp; S. F. Operating Rule 761—D. &amp; R. G. W. Operating Rule 811).

MILE POSTS	Bridge Number	NAMES
D.&R.G.W.— 93.9	93.94	Fountain River bridge — Northward track.
D.&R.G.W.— 74.7		Colorado Springs — Southward track. Bijou St. viaduct. Denver— 3rd Ave. electric wires — A. T. & S. F. 8th Ave. viaduct—A. T. & S. F.

## 5. SPECIAL RULES AND FACILITIES

(A) High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that bridge has not been weakened by high water and, in addition, must observe the requirements of Operating Rule 320 or 321. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

High water detectors located at:

Northward Track:  
Bridge 654.1—North end Crews  
Southward Track:

Bridge 639.7—Between Buttes and Henkel

(B) On D&RGW trackage resume speed signs are not used. The speed sign governing the SAME restricted territory from the opposite direction indicates a point 2,500 feet beyond the restricted territory and serves as a guide to enginemen in resuming normal speed.

(C) When trains display markers with green instead of yellow discs, these green discs will be considered as indicating the same as yellow.

(D) LITTLETON—Within City Limits, while making either through movements, or switching, if proper headlight not burning on front of engine, or cars, from 30 minutes after sunset to 30 minutes before sunrise, movement across each crossing must be made after coming to stop and flagging each crossing.

(E) .....

(F) COLORADO SPRINGS SOUTHWARD TRACK—Track next to passenger station Colorado Springs is used by C. R. I. & P. trains having no time table authority between passenger station and C. R. I. & P. connection M.P. 74.5 governed by Operating Rule 93. Other trains and engines using this track must not delay C. R. I. & P. trains or engines. Switches must be left lined and locked for C. R. I. & P. trains.

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

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

(H) KELKER—FORT CARSON—In delivery and receipt of loads and empties to and from Fort Carson at Kelker, unless otherwise directed, A. T. & S. F. and D. & R. G. W. will deliver on No. 6 track. A. T. & S. F. will receive from Fort Carson on No. 7 track. D. & R. G. W. will receive from Fort Carson on No. 8 track.

## 6. RAILROAD CROSSINGS AND JUNCTIONS

(A) NAME	TYPE	MPH
Pueblo Jct., MP 118.5.....	Interlocking	15
Mo. Pac. Crossing, MP 118.8.....	Automatic Interlocking	15
D. & R. G. W. Crossing, MP 619.0.....	Interlocking	10
South Denver .....	Interlocking	See Rule 3 (F)

PUEBLO—D. & R. G. W. Trainmen, Enginemen, Hostlers and Yardmen must have in their possession to cover Pueblo Terminal, current time tables and supplements thereto or reissue thereof as follows:

A.T.&S.F.—D.&R.G.W., Joint Line  
D.&R.G.W, Colorado Division  
Mo. Pac., Central District  
P.U.D.&R.R. Co.

PUEBLO—A. T. & S. F., D. & R. G. W. and Mo. Pac. Junction with Union Depot tracks under Main Street viaduct. All trains entering and leaving Union Depot use same lead. Authority to use this lead governed by The Pueblo Union Depot and Railroad Co.'s rules and regulations.

Yard engine movements to or from "C" Street Industrial Area which require crossing A. T. & S. F. main track at M.P. 118.9 must obtain permission from Operator at Pueblo Junction or Block 2 before lining switch or fouling A. T. & S. F. main track of this crossing at grade. When movement is completed across A. T. & S. F. main track, yard engine must report in the clear to Operator at Pueblo Junction or Block 2.

A telephone is located just north of crossing across A. T. & S. F. main track.

Normal indication of interlocking home signals at Mo. Pac. crossing M.P. 118.8 will be STOP.

To receive PROCEED indication on signals on Mo. Pac. tracks, switch to LOOP LINE must be reversed and after a three (3) minute interval signals will indicate PROCEED if no conflicting movement. D. & R. G. W. Operating Rule 667 applies at this crossing, except release is not provided.

COLORADO SPRINGS NORTHWARD TRACK—Interlocking controls main track switch at south end of yard, main track switch leading to D. & R. G. W. connection and switch leading from siding to south end of yard. No southward approach signal.

Switch at north end of Track 4 is to be left lined for Track 4 and the north wye switch is to be left lined for the wye.

COLORADO SPRINGS CONNECTION TRACK—Before occupying connection track, permission must be obtained from Control Station, and crews will be governed by indication of signal located just beyond D. & R. G. W. - A. T. & S. F. connection, south end of yard, Southward track.

Normal position of switch at D. & R. G. W. - A. T. & S. F. connection, South end of yard, Southward track, is for connection track.

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

**SOUTH DENVER**—Within interlocking limits the Rules of the Operating Department, Burlington Lines, are in effect. Interlocking home signal indications govern as follows:

**Northward**—Northward main track:

Top light—Movement to D. & R. G. W. northward main track.

Middle light—Movement to C. & S. - A. T. & S. F. northward main track.

Bottom light—Movement to C. & S. - A. T. & S. F. southward main track.

**Southward**—C. & S. - A. T. & S. F. Southward main track:

Top light—Movement to southward main track.

Bottom light—All other movements.

**DENVER**—D. & R. G. W. transfer tracks between D. & R. G. W. and C. B. & Q. at Eleventh Street, crossing C. & S. main track is protected by gate normally set against D. & R. G. W. and C. B. & Q. 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.

Gates are controlled for switching or special movements by gateman located in control tower at 3rd and Kalamath. Continuous movement of trains through this territory will be protected automatically.

Switch engine approaching crossing protected by gates shall give standard road crossing whistle signal to notify gateman of intention to cross street. If approaching engine is to stop short of crossing, the gateman shall be informed by a whistle signal consisting of one long blast of whistle. Gateman shall then release the gates for street traffic.

## 7. TRACKS BETWEEN STATIONS.

LOCATION	Mile Post	Car Capacity	Switch Connection
<b>SOUTHWARD TRACK</b>			
Yale Ave.	6.5	10	South
Military Jct.			
Fort Logan Dist.	8.2	1.2 mi.	North & South
Leyner Spur	9.9	31	South
Wolhurst	13.5	15	South
Blakeland	14.4	19	North & South
Blakeland Spur	14.7	Industry	North
Martin Spur	15.3	6	South
Magazine	19.6	87	North
Carlton Spur	69.1	5	South
Russina Spur	70.7	85	North
Fort Carson	79.5		North

## 8. YARD LIMITS.

Colorado Springs—Southward Track (extends to and includes Roswell).

Colorado Springs—Northward Track.

Denver (extends to and includes South Denver).

Englewood (extends to and includes Littleton).

Kelker.

Louviers.

Palmer Lake.

Pueblo.

## 9. BULLETIN BOOKS

A. T. & S. F.

COLORADO SPRINGS

DENVER U. D.

PUEBLO

PUEBLO U. D.

RICE YARD

D. & R. G. W.

COLORADO SPRINGS

## 10. STANDARD CLOCKS

A. T. & S. F.

COLORADO SPRINGS

DENVER U. D.

PUEBLO

PUEBLO U. D.

RICE YARD

D. & R. G. W.

COLORADO SPRINGS

## 11. STANDARD THERMOMETERS

Denver, Palmer Lake, Colorado Springs, Pueblo, Castle Rock, Littleton.

**AVOID DAMAGE — SWITCH CUSTOMERS' CARS  
CAREFULLY**

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

	<b>SAFE COUPLING SPEED</b>
4 miles per hour <input type="checkbox"/>	Damage begins
5 miles per hour <input type="checkbox"/>	2¼ times as damaging as 4 MPH
6 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	

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			