

## A. T. & S. F.

L. P. HEATH, Trainmaster.....Pueblo, Colo.  
L. M. MURPHY, Chief Dispatcher.....Pueblo, Colo.  
H. J. IMMROTH, Ass't Chief Dispatcher..... Pueblo, Colo.  
W. N. WILLIS, Ass't Chief Dispatcher.....Pueblo, Colo.

### TRAIN DISPATCHERS—PUEBLO, COLORADO

W. BERKOVITZ                      T. E. LEWIS  
B. E. SPOONEMORE              L. V. ANDERSON  
A. W. JORDAN                      A. W. ABEL  
L. N. STEPHAN

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

### LOCAL TIME INSPECTORS—DENVER DIVISION

W. BERT FARABEE.....Pueblo  
HOWELL-SMITH, INC.....Colorado Springs  
HANSEN & HANSEN JEWELRY Co.....Denver

## D. & R. G. W.

J. B. NORWOOD, JR., Ass't Superintendent.....Denver, Colo.  
R. F. SPURLING, Ass't Supt., Pueblo Terminal.....Pueblo, Colo.  
R. L. JACOBSEN, Trainmaster.....Pueblo, Colo.  
H. W. DEARING, Ass't Supt., Denver Terminal.....Denver, Colo.  
F. H. GREEN, Road Foreman of Equipment.....Pueblo, Colo.  
S. M. LANGFORD, Road Foreman of Eqpt.....Denver, Colo.  
H. W. EGLEY, Chief Dispatcher.....Denver, Colo.  
L. S. LIVELY, Ass't Chief Dispatcher.....Denver, Colo.  
W. R. O'BRIEN, Ass't Chief Dispatcher.....Denver, Colo.

### TRAIN DISPATCHERS — DENVER, COLORADO

T. C. JACKSON                      E. L. CRUTCHFIELD  
J. F. STRACK                      J. O. SMITH

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

### LOCAL INSPECTORS—DENVER DIVISION

HANSEN & HANSEN.....Denver  
IVAN E. SUNDMAN.....Denver  
RAY W. GUMM.....Denver  
CAMERON JEWELERS.....Denver  
DENVER JEWELRY CO.....Denver  
HENRI GRUSIN.....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

## DENVER DIVISION

# TIME TABLE No. 111

In Effect Sunday, December 6, 1959

At 12:01 A. M. Mountain Standard Time

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

G. R. BUCHANAN,  
General Manager,  
Amarillo, Texas

L. H. HALE,  
Vice Pres.-Gen'l Manager,  
Denver, Colorado

T. J. ANDERSON,  
Assistant Gen'l Mgr.,  
Amarillo, Texas

W. C. HORNER,  
Supt. of Transportation  
Denver, Colorado

G. A. ALEXANDER,  
Superintendent,  
Pueblo, Colorado

E. R. MORAN,  
Superintendent,  
Denver, Colorado



**SURGEONS OF  
THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY,  
AND THE A. T. & S. F. HOSPITAL ASSOCIATION**

**DR. G. S. HOPKINS, Chief Surgeon.....Topeka**

**LOCAL SURGEONS**

DR. D. B. SHAW.....Pueblo  
 DR. R. H. McILROY.....Pueblo  
 DR. WM. N. BAKER.....Pueblo  
 DR. GEO. M. MYERS, Urologist.....Pueblo  
 DR. H. S. RUSK, Eye, Ear, Nose and Throat.....Pueblo  
 DR. LEONARD PETITTI, Ear, Nose and Throat.....Pueblo  
 DR. W. T. DARDIS, Ophthalmologist.....Pueblo  
 DR. G. HOPKINS, Ophthalmologist.....Pueblo  
 DR. WILLIAM 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. G. W. SMITH, Eye, Ear, Nose and Throat.....Denver  
 DR. KENNETH D. A. ALLEN, Radiologist.....Denver

**THE D. & R. G. W. RAILROAD MEDICAL DEPARTMENT  
ERVIN A. HINDS, M.D., Chief Surgeon.....Denver**

*Suggested Doctors and Hospitals for Care of Sick and Injured  
Passengers*

(Any physician or hospital may be used when expedient)

**DENVER MEDICAL SOCIETY REFERRAL CENTER AC 2-3817**  
(Will Furnish Doctors as Requested)

ST. JOSEPH'S HOSPITAL.....Denver  
 E. C. CROUCH, M.D.....Colorado Springs  
 ST. FRANCIS HOSPITAL.....Colorado Springs  
 F. W. BARROWS, M.D.....Pueblo  
 C. N. CALDWELL, M.D.....Pueblo  
 ST. MARY'S-CORWIN HOSPITAL.....Pueblo

**D. & R. G. W. HOSPITAL ASSOCIATION  
Treatment of Sick and Injured Employees**

**DENVER DIVISION DOCTORS**

DENVER AND VICINITY.....DU 8-3893  
 DR. R. H. ALTMIX.....Englewood  
 DR. L. W. NUTTALL.....Littleton  
 DR. C. J. KELLER.....Louviers  
 DR. W. A. HEATON.....Castle Rock  
 DR. G. W. HANCOCK.....Colorado Springs  
 DR. E. C. CROUCH.....Colorado Springs  
 DR. R. C. VANDERHOFF, Ophthalmologist.....Colorado Springs  
 DR. V. H. BROSECK, Ophthalmologist.....Colorado Springs  
 DR. K. M. STONE, Dentist.....Colorado Springs  
 DR. W. L. INGRAM.....Pueblo  
 DR. W. M. LEWALLER.....Pueblo  
 DR. T. A. GUNTER, Dentist.....Pueblo  
 DR. E. B. LEVY.....Pueblo  
 DR. H. T. LOW.....Pueblo  
 DR. J. S. NORMAN.....Pueblo  
 DR. T. S. PHILLIPS.....Pueblo  
 DR. L. L. WARD.....Pueblo  
 DR. C. N. CALDWELL.....Pueblo  
 DR. F. W. BARROWS.....Pueblo  
 DR. H. S. RUSK, Eye, Ear, Nose & Throat.....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                    |
|-------|------------------------------|-----------------------------|---|
| 3     | Any Station                  | East of Pueblo via Mo. Pac. | From connections at Denver and Colorado Springs |
| 4     | Any Station except Englewood |                             | From connections                                |
| 27    | Palmer Lake                  | Pueblo and Beyond           | Denver  |

**D. & R. G. W. ADJUSTED TONNAGE RATINGS**

| FROM             | TO               | Class F-9 & Gp-9 Diesel Series 577 5901-5954 | Class FT & F-7 Diesel Series 540-547 549-551 555-576 | Class F-3 Diesel Series 552-554 | Adjustment Factor |
|------------------|------------------|--|--|---------------------------------|-------------------|
|                  |                  | Tons   | Tons   | Tons                            | Tons              |
| Burnham          | Louviers         | 8400   | 7800   | 6000                            | 5                 |
| Louviers         | Palmer Lake      | 5940   | 5500   | 3800                            | 4                 |
| Pueblo           | Colorado Springs | 8400   | 7800   | 6000                            | 6                 |
| Colorado Springs | Palmer Lake      | 5400   | 5000   | 3600                            | 4                 |

D&RGW freight trains being helped northward Colorado Springs to Palmer Lake, and southward Louviers to Palmer Lake, when tonnage exceeds 65% of rating for engines, helper engine must be on rear of train.

Tonnage ratings shown for FT, F-3, F-7, F-9 and GP-9 diesel locomotives are based on four units. Where more or less than this number is used, tonnage will be figured according to number of units used. Where different types of diesel electric units are used in a locomotive, either as train engine or in helping service, the rating of the lowest rated unit will govern the rating of all units on that train.



## DENVER DISTRICT — D. &amp; R. G. W.

DENVER DIVISION. 2

| Track Capacity<br>48 ft. Per Car |        | SOUTHWARD                       |                              |     | D. & R. G. W. Mile Posts | Ruling Grade Ascending | TIME TABLE<br>No. 111,<br>December 6, 1959 | Ruling Grade Ascending | Distance from Pueblo | Turn Tables and Wyes | Communication | NORTHWARD                       |                              |   |
|----------------------------------|--------|---------------------------------|------------------------------|-----|--------------------------|------------------------|--|------------------------|----------------------|----------------------|---------------|---------------------------------|------------------------------|---|
|                                  |        | FIRST CLASS                     |                              |     |                          |                        |  |                        |                      |                      |               | FIRST CLASS                     |                              |   |
|                                  |        |                                 | 3                            | 1   |                          |                        |  |                        |                      |                      |               |                                 | 4                            | 2 |
| Other Tracks                     | Siding | Colorado Eagle<br>D. & R. G. W. | Royal Gorge<br>D. & R. G. W. |     |                          |                        |  |                        |                      |                      |               | Colorado Eagle<br>D. & R. G. W. | Royal Gorge<br>D. & R. G. W. |   |
|                                  |        | Leave Daily                     | Leave Daily                  |     |                          |                        |  |                        |                      |                      |               | Arrive Daily                    | Arrive Daily                 |   |
|                                  |        | 4.15PM                          | 9.00AM                       |     | 72.4                     |                        |  | 23.5                   | 118.4                |                      | C             | 8 9.50AM                        | 8 3.00PM                     |   |
| Yard                             |        |                                 |                              | 2.0 | 36.0                     |                        |  | 30.5                   | 110.4                | TY                   | C             |                                 |                              |   |
|                                  |        | 4.25PM                          | 9.10AM                       | 3.6 |                          |                        |  |                        | 114.8                |                      | C             | 9.40AM                          | 2.50PM                       |   |
|                                  |        | Arrive Daily                    | Arrive Daily                 |     |                          |                        |  |                        |                      |                      |               | Leave Daily                     | Leave Daily                  |   |
|                                  |        | 0.10<br>21.6                    | 0.10<br>21.6                 |     |                          |                        |  |                        |                      |                      |               | 0.10<br>21.6                    | 0.10<br>21.6                 |   |

D. & R. G. W. rules and regulations of the Operating Department, 1948, govern train and engine movements between Denver Union Terminal Railway Co.'s tracks and South Denver.

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 time table.

Southward First Class trains are not required to register departure time at Denver Union Depot.

Trains have no timetable superiority between Denver Union Depot and South Denver and all trains and engines will operate as prescribed by D&RGW Operating Rule 93.

Trains, yard and other engines occupying main tracks within these limits must make way for passenger trains without unnecessary delay.

Trains originating at Denver Union Depot, or 4TH AVE. YARD OFFICE will leave without D&RGW Clearance Card, Form 3249, but will obtain AT&SF numbered clearance card, Form 902, at South Denver.

NORTHWARD—Move as prescribed by Rule 93, and will not be required to secure numbered Clearance Card.

## DENVER DISTRICT — A. T. &amp; S. F.

| Track Capacity<br>48 ft. Per Car |         | SOUTHWARD   |  |                                  |                            | Distance from Denver | Ruling Grade Ascending | TIME TABLE<br>No. 111,<br>December 6, 1959              | Ruling Grade Ascending | A. T. & S. F. Mile Posts | Turn Tables and Wyes | Communication | NORTHWARD                  |                                  |  |  |
|----------------------------------|---------|-------------|--|----------------------------------|----------------------------|----------------------|------------------------|---|------------------------|--------------------------|----------------------|---------------|----------------------------|----------------------------------|--|--|
|                                  |         | FIRST CLASS |  |                                  |                            |                      |                        |   |                        |                          |                      |               | FIRST CLASS                |                                  |  |  |
|                                  |         |             |  | 27                               | 21                         |                      |                        |   |                        |                          |                      |               | 22                         | 23                               |  |  |
| Other Tracks                     | Sidings |             |  | Gulf Coast<br>Special<br>C. & S. | Texas<br>Zephyr<br>C. & S. |                      |                        |   |                        |                          |                      |               | Texas<br>Zephyr<br>C. & S. | Gulf Coast<br>Special<br>C. & S. |  |  |
|                                  |         |             |  | Leave<br>Daily                   | Leave<br>Daily             |                      |                        |   |                        |                          |                      |               | Arrive<br>Daily            | Arrive<br>Daily                  |  |  |
|                                  |         |             |  | 8.00 PM                          | 12.45 PM                   |                      | 0                      |   | 0                      | 737.3                    |                      | C             | 8.30 AM                    | 8.05 PM                          |  |  |
|                                  |         |             |  |                                  |                            | 0.5                  | 0                      |   | 0                      | 736.8                    |                      |               |                            |                                  |  |  |
| Yard                             |         |             |  |                                  |                            | 0.0                  | 31.7                   |   | 0                      | 736.4                    | T                    | C             |                            |                                  |  |  |
|                                  |         |             |  |                                  |                            | 2.2                  | 39.6                   |   | 0                      | 735.1                    |                      |               |                            |                                  |  |  |
|                                  |         |             |  | 8.10 PM                          | 12.55 PM                   | 3.0                  |                        |   |                        | 733.4                    |                      | C             | 6.20 AM                    | 5.55 PM                          |  |  |
|                                  |         |             |  | Arrive<br>Daily                  | Arrive<br>Daily            |                      |                        |   |                        |                          |                      |               | Leave<br>Daily             | Leave<br>Daily                   |  |  |
|                                  |         |             |  | 0.10<br>23.4                     | 0.10<br>23.4               |                      |                        |   |                        |                          |                      |               | 0.10<br>23.4               | 0.10<br>23.4                     |  |  |
|                                  |         |             |  |                                  |                            |                      |                        | STATIONS  |                        |                          |                      |               |                            |                                  |  |  |
|                                  |         |             |  |                                  |                            |                      |                        | DENVER U. D. YL )<br>0.5                                |                        |                          |                      |               |                            |                                  |  |  |
|                                  |         |             |  |                                  |                            |                      |                        | D. & R. G. W. CROSSING )<br>C.B. & Q. CROSSING )<br>0.4 |                        |                          |                      |               |                            |                                  |  |  |
|                                  |         |             |  |                                  |                            |                      |                        | RICE YARD YL )<br>1.3                                   |                        |                          |                      |               |                            |                                  |  |  |
|                                  |         |             |  |                                  |                            |                      |                        | SO. PARK JCT. YL )<br>1.7                               |                        |                          |                      |               |                            |                                  |  |  |
|                                  |         |             |  |                                  |                            |                      |                        | D. & R. G. W. CROSSING )<br>SOUTH DENVER YL )           |                        |                          |                      |               |                            |                                  |  |  |
|                                  |         |             |  |                                  |                            |                      |                        | (3.9)   |                        |                          |                      |               |                            |                                  |  |  |
|                                  |         |             |  |                                  |                            |                      |                        | Time Over District<br>Average Speed per Hour            |                        |                          |                      |               |                            |                                  |  |  |

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 time table.

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 Terminal Division of the Colorado and Southern Railway Co.



## 3 DENVER DIVISION.

## DENVER DISTRICT

## SOUTHWARD

## FIRST CLASS

| Track Capacity<br>48 ft. Per Car |        |  |  |  |  |   |   |   |  | Communication | Turn Tables and Wyes | A. T. & S. F. Mile Posts | D. & R. G. W. Mile Posts | Ruling Grade Ascending | TIME TABLE<br>No. 111,<br>December 6, 1959   |      |
|----------------------------------|--------|--|--|--|--|---|---|---|--|---------------|----------------------|--------------------------|--------------------------|------------------------|--|------|
| Other<br>Tracks                  | Siding |  |  |  |  | 27  | 3   | 21  | 1  |               |                      |                          |                          |                        | STATIONS                                     |      |
|                                  |        |  |  |  |  | Gulf Coast<br>Special<br>C. & S.<br>Leave Daily | Colorado<br>Eagle<br>D. & R. G. W.<br>Leave Daily | Texas<br>Zephyr<br>C. & S.<br>Leave Daily | Royal<br>Gorge<br>D. & R. G. W.<br>Leave Daily |               |                      |                          |                          |                        |  |      |
|                                  |        |  |  |  |  | 8.10 <sup>PM</sup>                              | 4.25 <sup>PM</sup>                                | 12.55 <sup>PM</sup>                       | 9.10 <sup>AM</sup>                             | C             |                      |                          | 3.6                      | 51.0                   | SOUTH DENVER YI                              | 3.9  |
|                                  |        |  |  |  |  | 8.15  | 4.30  | 1.00                                      | 9.16   | B             |                      |                          | 7.5                      | 52.8                   | ENGLEWOOD YI                                 | 0.7  |
|                                  |        |  |  |  |  | 8.16  | 4.31  | 1.01                                      | 9.17   | B             | Y                    |                          | 8.2                      | 52.8                   | MILITARY JCT. YI                             | 2.1  |
|                                  | 106    |  |  |  |  | 8.18  | 4.33  | 1.04                                      | 9.20   | C             | Y                    |                          | 10.3                     | 52.8                   | LITTLETON YI                                 | 3.2  |
|                                  | 37     |  |  |  |  | 8.22  | 4.37  | 1.07                                      | 9.24   | B             |                      |                          | 13.6                     | 52.8                   | WOLFHURST                                    | 3.5  |
|                                  | 88     |  |  |  |  | 8.26  | 4.41  | 1.11                                      | 9.28   | B             |                      |                          | 17.0                     | 53.0                   | ACEQUIA                                      | 3.7  |
|                                  | 49     |  |  |  |  | 8.29  | 4.44  | 1.15                                      | 9.32   | C             |                      |                          | 20.7                     | 64.5                   | LOUVIERS YI                                  | 3.8  |
| 14                               | 101    |  |  |  |  | 8.33  | 4.48  | 1.19                                      | 9.36   | B             |                      |                          | 24.6                     | 73.0                   | SEDALIA                                      | 4.3  |
| 5                                | 80     |  |  |  |  | 8.36  | 4.52  | 1.23                                      | 9.40   | B             |                      | 709.6                    |                          | 73.0                   | ORSA   | 5.0  |
| 25                               | 114    |  |  |  |  | 8.40  | 4.57  | 1.28                                      | 9.46   | B             |                      | 705.2                    |                          | 73.0                   | CASTLE ROCK                                  | 5.3  |
| 5                                | 61     |  |  |  |  | 8.47  | 5.03  | 1.34                                      | 9.53   | B             |                      | 700.2                    |                          | 73.0                   | TOMAH  | 5.3  |
| 24                               | 80     |  |  |  |  | 8.54  | 5.08  | 1.40                                      | 9.58   | B             |                      | 694.0                    |                          | 73.0                   | LARKSPUR                                     | 5.4  |
| 6                                | 80     |  |  |  |  | 8.59  | 5.12  | 1.44                                      | 10.04  | B             |                      | 691.6                    |                          | 73.0                   | GREENLAND                                    | 5.7  |
|                                  | 68     |  |  |  |  | 9.03  | 5.16  | 1.48                                      | 10.08  | B             |                      | 688.8                    |                          | 73.0                   | SPRUCE                                       | 2.5  |
| 19                               | 92     |  |  |  |  | 9.08  | 5.19  | 1.52                                      | 10.13  | C             |                      |                          | 61.9                     | 0                      | PALMER LAKE YI                               | 4.0  |
| 24                               | 68     |  |  |  |  | 9.13  | 5.24  | 1.57                                      | 10.18  | B             |                      |                          | 65.9                     | 0                      | MONUMENT                                     | 6.0  |
| 54                               | 57     |  |  |  |  | 9.19  | 5.32  | 2.03                                      | 10.26  | B             |                      |                          | 61.0                     | 0                      | HUSTED                                       | 10.4 |
| 13                               |        |  |  |  |  | 9.29  | 5.42  | 2.13                                      | 10.36  | B             |                      |                          | 72.3                     | 0                      | ROSWELL YI                                   | 2.6  |
| Yard                             | 119    |  |  |  |  | 9.44  | 5.53  | 2.27                                      | 10.40<br>10.50                                 | C             | Y                    |                          | 74.0                     | 0                      | COLORADO SPRINGS                             | 4.2  |
| Yard                             | 124    |  |  |  |  | 9.51  | 6.01  | 2.34                                      | 10.58  | B             |                      |                          | 79.1                     | 0                      | KELKER YI                                    | 9.2  |
| 31                               | 78     |  |  |  |  | 9.59  | 6.10  | 2.42                                      | 11.08  | B             |                      | 650.5                    |                          | 0                      | FOUNTAIN                                     | 6.8  |
| 4                                | 73     |  |  |  |  | 10.05   | 6.17  | 2.48                                      | 11.15  | B             |                      | 643.7                    |                          | 0                      | BUTTES                                       | 5.3  |
| 5                                | 47     |  |  |  |  | 10.10   | 6.22  | 2.53                                      | 11.21  |               |                      | 638.4                    |                          | 0                      | HENKEL                                       | 5.7  |
| 25                               | 80     |  |  |  |  | 10.15   | 6.27  | 2.58                                      | 11.27  | B             |                      | 632.7                    |                          | 0                      | PINON  | 2.4  |
| 8                                | 118    |  |  |  |  | 10.18 <sup>PM</sup>                             | 6.30 <sup>PM</sup>                                | 3.01 <sup>PM</sup>                        | 11.31 <sup>AM</sup>                            |               |                      | 630.3                    |                          | 0                      | BRAGDON                                      |      |
|                                  |        |  |  |  |  | Arrive Daily                                    | Arrive Daily                                      | Arrive Daily                              | Arrive Daily                                   |               |                      |                          |                          |                        | (104.0)                                      |      |
|                                  |        |  |  |  |  | 2.05<br>48.8                                    | 2.05<br>49.9                                      | 2.06<br>49.5                              | 2.21<br>44.2                                   |               |                      |                          |                          |                        | Time Over District<br>Average Speed per Hour |      |

## SIGNAL SYSTEM TWO IN EFFECT.

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.

Time of trains at Roswell applies at north switch of stock track, M. P. 72.3.

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.



## DENVER DISTRICT

DENVER DIVISION. 4

## TIME TABLE

No. 111,

December 6, 1959

## NORTHWARD

## FIRST CLASS

Track Capacity  
48 ft. Per Car

| TIME TABLE<br>No. 111,<br>December 6, 1959 |                                   | Ruling Grade Ascending | D. & R. G. W. Mile Posts | A. T. & S. F. Mile Posts | Turo Tables and Wyes | Communication      | NORTHWARD                  |                                    |                                 |                                  |  |  |    |         | Track Capacity<br>48 ft. Per Car |  |
|--|-----------------------------------|------------------------|--------------------------|--------------------------|----------------------|--------------------|----------------------------|------------------------------------|---------------------------------|----------------------------------|--|--|----|---------|----------------------------------|--|
|  |                                   |                        |                          |                          |                      |                    | FIRST CLASS                |                                    |                                 |                                  |  |  |    |         |                                  |  |
|  |                                   |                        |                          |                          |                      |                    | 22                         | 4                                  | 2                               | 28                               |  |  |    |         |                                  |  |
|  |                                   |                        |                          |                          |                      |                    | Texas<br>Zephyr<br>C. & S. | Colorado<br>Eagle<br>D. & R. G. W. | Royal<br>Gorge<br>D. & R. G. W. | Gulf Coast<br>Special<br>C. & S. |  |  |    |         |                                  |  |
| STATIONS                                   |                                   |                        |                          |                          |                      |                    | Arrive Daily               | Arrive Daily                       | Arrive Daily                    | Arrive Daily                     |  |  |    | Sidings | Other<br>Tracks                  |  |
| TWO TRACKS                                 | SOUTH DENVER YL<br>4.0            | 0                      | 733.4                    |                          |                      | C                  | 6.20 <sup>AM</sup>         | 9.40 <sup>AM</sup>                 | 2.50 <sup>PM</sup>              | 5.55 <sup>PM</sup>               |  |  |    |         |                                  |  |
|  | ENGLEWOOD<br>2.8                  | 0                      | 729.4                    |                          |                      | C                  | 6.14                       | 9.32                               | 2.41                            | 5.47                             |  |  |    | 63      | 57                               |  |
|  | LITTLETON<br>7.2                  | 0                      | 726.6                    |                          |                      | C                  | 6.10                       | 9.28                               | 2.36                            | 5.43                             |  |  |    | 69      | 28                               |  |
|  | ACEQUIA<br>6.6                    | 0                      | 719.4                    |                          |                      | B                  | 6.02                       | 9.21                               | 2.26                            | 5.34                             |  |  |    | 82      | 9                                |  |
|  | SEDALIA<br>8.9                    | 0                      | 712.8                    |                          |                      | B                  | 5.55                       | 9.14                               | 2.19                            | 5.27                             |  |  |    | 98      | 15                               |  |
|  | CASTLE ROCK<br>10.5               | 0                      | 32.5                     |                          |                      | C                  | 5.47                       | 9.06                               | 2.10                            | 5.19                             |  |  |    | 78      | 17                               |  |
|  | LARKSPUR<br>8.9                   | 0                      | 43.0                     |                          |                      | B                  | 5.36                       | 8.55                               | 1.58                            | 5.08                             |  |  |    | 81      | 23                               |  |
|  | PALMER LAKE YL<br>3.7             | 0                      | 686.2                    |                          |                      | C                  | 5.26                       | 8.45                               | 1.47                            | 4.57                             |  |  |    | 69      | 83                               |  |
|  | AUTOMATIC BLOCK SYSTEM            |                        | 73.9                     |                          |                      |                    |                            |                                    |                                 |                                  |  |  |    |         |                                  |  |
|  | MONUMENT<br>2.9                   | 73.0                   | 682.5                    |                          |                      | B                  | 5.19                       | 8.39                               | 1.38                            | 4.49                             |  |  |    | 53      | 12                               |  |
|  | PRING<br>2.9                      | 52.8                   | 679.0                    |                          |                      | B                  | 5.15                       | 8.35                               | 1.34                            | 4.45                             |  |  |    | 80      | 20                               |  |
|  | HUSTED<br>3.0                     | 52.8                   | 676.7                    |                          |                      | B                  | 5.11                       | 8.31                               | 1.30                            | 4.40                             |  |  |    | 50      | 7                                |  |
|  | SOMMERS<br>2.9                    | 52.8                   | 673.7                    |                          |                      |                    | 5.06                       | 8.27                               | 1.26                            | 4.36                             |  |  |    | 58      | 5                                |  |
|  | U. S. AIR FORCE<br>ACADEMY<br>4.5 | 52.8                   | 671.5                    |                          |                      | B                  | 5.03                       | 8.24                               | 1.23                            | 4.33                             |  |  |    | 95      | 153                              |  |
|  | PIKEVIEW YL<br>3.8                | 52.8                   | 667.0                    |                          |                      | B                  | 4.58                       | 8.19                               | 1.18                            | 4.28                             |  |  |    |         | 115                              |  |
|  | COLORADO SPRINGS<br>3.7           | 52.8                   | 663.2                    | Y                        |                      | C                  | 4.50                       | 8.11                               | 1.08                            | 4.20                             |  |  |    |         | Yard                             |  |
|  | KELKER YL<br>2.1                  | 52.8                   | 659.5                    |                          |                      | B                  | 4.40                       | 8.02                               | 12.53                           | 3.59                             |  |  |    | 99      | Yard                             |  |
|  | SKINNERS<br>3.5                   | 48.0                   | 657.4                    |                          |                      | B                  | 4.38                       | 8.00                               | 12.50                           | 3.56                             |  |  |    | 82      | 5                                |  |
|  | CREWS<br>3.0                      | 30.0                   | 653.9                    |                          |                      | B                  | 4.35                       | 7.57                               | 12.46                           | 3.53                             |  |  |    | 58      | 5                                |  |
|  | FOUNTAIN<br>5.5                   | 48.0                   | 87.9                     |                          |                      | B                  | 4.32                       | 7.54                               | 12.42                           | 3.50                             |  |  |    | 94      | 42                               |  |
| BUTTES<br>5.8                              | 46.0                              | 93.4                   |                          |                          | B                    | 4.27               | 7.49                       | 12.36                              | 3.44                            |                                  |  |  | 72 | 9       |                                  |  |
| WIGWAM<br>6.3                              | 46.0                              | 99.0                   |                          |                          | B                    | 4.22               | 7.44                       | 12.30                              | 3.39                            |                                  |  |  | 90 | 9       |                                  |  |
| PINON<br>3.2                               | 37.0                              | 105.3                  |                          |                          | B                    | 4.16               | 7.38                       | 12.24                              | 3.32                            |                                  |  |  | 40 |         |                                  |  |
| BRAGDON<br>(103.9)                         |                                   | 108.5                  |                          |                          |                      | 4.13 <sup>AM</sup> | 7.35 <sup>AM</sup>         | 12.20 <sup>PM</sup>                | 3.28 <sup>PM</sup>              |                                  |  |  |    |         |                                  |  |
|  |                                   |                        |                          |                          |                      |                    | Leave Daily                | Leave Daily                        | Leave Daily                     | Leave Daily                      |  |  |    |         |                                  |  |
| Time Over District                         |                                   |                        |                          |                          |                      |                    | 2.07                       | 2.05                               | 2.30                            | 2.27                             |  |  |    |         |                                  |  |
| Average Speed per Hour                     |                                   |                        |                          |                          |                      |                    | 49.1                       | 49.9                               | 41.6                            | 42.4                             |  |  |    |         |                                  |  |

## SIGNAL SYSTEM TWO IN EFFECT.

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

Northward trains entering territory where Rule 251 is effective at Bragdon will continue the display of signals previously authorized.



## 5 DENVER DIVISION.

## DENVER DISTRICT — A. T. &amp; S. F.

| Track Capacity<br>48 ft. Per Car |         | SOUTHWARD   |  |                            |                      | A. T. & S. F. Mile Posts | Ruling Grade Ascending | TIME TABLE<br>No. 111,<br>December 6, 1959   |                        | Ruling Grade Ascending | Turn Tables and Wyee | Communication | NORTHWARD            |                            |  |  |  |        |        |
|----------------------------------|---------|-------------|--|----------------------------|----------------------|--------------------------|------------------------|--|------------------------|------------------------|----------------------|---------------|----------------------|----------------------------|--|--|--|--------|--------|
|                                  |         | FIRST CLASS |  |                            |                      |                          |                        |  |                        |                        |                      |               | FIRST CLASS          |                            |  |  |  |        |        |
|                                  |         |             |  | 27                         | 21                   |                          |                        |  |                        |                        |                      |               | 22                   | 28                         |  |  |  |        |        |
| Other Tracks                     | Sidings |             |  | Gulf Coast Special C. & S. | Texas Zephyr C. & S. |                          |                        |  |                        |                        |                      |               | Texas Zephyr C. & S. | Gulf Coast Special C. & S. |  |  |  |        |        |
|                                  |         |             |  | Leave Daily                | Leave Daily          |                          |                        | STATIONS   |                        |                        |                      |               | Arrive Daily         | Arrive Daily               |  |  |  |        |        |
| 8                                | 118     |             |  | 10.18PM                    | 3.01PM               | 630.3                    | 0                      | T.C.S. {<br>BRAGDON<br>10.2<br>PUEBLO YARD<br>0.5<br>D.&R.G.W. Crossing Yl<br>0.2<br>PUEBLO U. D. Yl<br>(10.9)<br>Time Over District<br>Average Speed per Hour | 52.8<br><br>O<br><br>O | Y<br><br><br>C         | C                    | 4.13AM        | 3.28PM               |                            |  |  |  |        |        |
| Yard                             |         |             |  |                            |                      | 619.5<br>619.0           | 30.1<br>22.0           |  |                        |                        |                      |               |                      |                            |  |  |  |        |        |
|                                  |         |             |  | 10.32PM                    | 3.15PM               | 618.8                    |                        |  |                        |                        |                      |               |                      |                            |  |  |  | 4.00AM | 3.15PM |
|                                  |         |             |  | Arrive Daily               | Arrive Daily         |                          |                        |  |                        |                        |                      |               | Leave Daily          | Leave Daily                |  |  |  |        |        |
|                                  |         |             |  | 0.14<br>45.7               | 0.14<br>45.7         |                          |                        |  |                        |                        |                      |               | 0.13<br>50.3         | 0.13<br>50.3               |  |  |  |        |        |

## SIGNAL SYSTEM TWO IN EFFECT.

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.

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 — D. &amp; R. G. W.

| Track Capacity<br>48 ft. Per Car |         | SOUTHWARD   |                                 |                              | D. & R. G. W. Mile Posts | Ruling Grade Ascending | TIME TABLE  |  |      | Ruling Grade Ascending | Distance from Pueblo | Turn Tables and Wyee | Communication                   | NORTHWARD                    |   |  |
|----------------------------------|---------|-------------|---------------------------------|------------------------------|--------------------------|------------------------|---|--|------|------------------------|----------------------|----------------------|---------------------------------|------------------------------|---|--|
|                                  |         | FIRST CLASS |                                 |                              |                          |                        | No. 111,<br>December 6, 1959  |  |      |                        |                      |                      |                                 | FIRST CLASS                  |   |  |
|                                  |         |             | 3                               | 1                            |                          |                        |   |  |      |                        |                      |                      |                                 | 4                            | 2 |  |
| Other Tracks                     | Sidings |             | Colorado Eagle<br>D. & R. G. W. | Royal Gorge<br>D. & R. G. W. |                          |                        |   |  |      |                        |                      |                      | Colorado Eagle<br>D. & R. G. W. | Royal Gorge<br>D. & R. G. W. |   |  |
|                                  |         |             | Leave Daily                     | Leave Daily                  |                          |                        | STATIONS  |  |      |                        |                      |                      | Arrive Daily                    | Arrive Daily                 |   |  |
|                                  |         |             | 6.30PM                          | 11.31AM                      | 108.5                    | 0                      | CTC<br>{<br>BRAGDON } Two<br>1.1 } Male<br>TAPP } Trucks<br>7.1 }<br>PUEGO }<br>1.8 }<br>PUEBLO JCT. }<br>A.T. & S.F. Crossing }<br>0.3 }<br>Mo. Pac. Crossing Yl }<br>0.6 }<br>PUEBLO U. D. Yl }<br>(10.9)<br>Time Over District<br>Average Speed per Hour |  | 52.8 | 10.9                   |                      | B                    | 7.35AM                          | 12.20PM                      |   |  |
|                                  |         |             |                                 |                              | 109.6                    | 0                      |   |  | 41.2 | 9.8                    |                      | B                    |                                 |                              |   |  |
|                                  |         |             |                                 |                              | 116.7                    | 0                      |   |  | 42.2 | 2.7                    |                      | B                    |                                 |                              |   |  |
|                                  |         |             | 6.40PM                          | 11.42AM                      | 118.5                    | 0                      |   |  | 31.7 | 0.8                    |                      |                      | 7.24AM                          | 12.09PM                      |   |  |
|                                  |         |             |                                 |                              | 118.8                    | 0                      |   |  | 22.0 | 0.6                    |                      |                      |                                 |                              |   |  |
|                                  |         |             | 6.45PM                          | 11.50AM                      | 119.4                    |                        |   |  |      |                        | TY                   | C                    | 7.20AM                          | 12.05PM                      |   |  |
|                                  |         |             | Arrive Daily                    | Arrive Daily                 |                          |                        |   |  |      |                        |                      |                      | Leave Daily                     | Leave Daily                  |   |  |
|                                  |         |             | 0.15<br>43.6                    | 0.19<br>34.4                 |                          |                        |   |  |      |                        |                      |                      | 0.15<br>43.6                    | 0.15<br>43.6                 |   |  |

D. & R. G. W. rules and regulations of the Operating Department, 1948, govern train and engine movements from Bragdon to and including Pueblo Terminal.

Trains operate by Centralized Traffic Control between Bragdon and south limits Pueblo Junction interlocking as indicated by signs.

Northward trains originating at Pueblo U. D. and Pueblo Yard must get a D. & R. G. W. clearance card, Form 3249, and a numbered A. T. & S. F. clearance card, Form 902.

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.

Trains have no time table superiority between beginning and end of CTC north of D. & R. G. W.-M. P. crossing (near Santa Fe Avenue) and Union Avenue Viaduct (entrance to Pueblo U. D., Pueblo). Rule 93 governs.

Northward A.B.S. 1096 at Tapp has high and low signal. High signal governs movement on northward track and lower signal governs movement to southward track.



## Fort Logan District — D. &amp; R. G. W.

## SOUTHWARD

## NORTHWARD

| Track Capacity<br>48 ft. Per Car |         | D. & R. G. W.<br>Mile Posts | Ruling Grade<br>Ascending | TIME TABLE<br>No. 111,<br>December 6, 1959 |  | Ruling Grade<br>Ascending | Turn Tables and<br>Wyes | Communication |
|----------------------------------|---------|-----------------------------|---------------------------|--|--|---------------------------|-------------------------|---------------|
| Other<br>Tracks                  | Sidings |                             |                           | STATIONS                                   |  |                           |                         |               |
|                                  |         | 8.2                         | 121.4                     | MILITARY JUNCTION                          |  | 121.4                     | Y                       | B             |
| 13                               |         | 9.0                         | 121.4                     | LORETTO                                    |  |                           |                         |               |
| 17                               |         | 10.0                        |                           | FORT LOGAN                                 |  | 0                         |                         |               |
|                                  |         |                             |                           | (1.8)                                      |  |                           |                         |               |

## LOCATION OF CROSS-OVERS

D. &amp; R. G. W.

| Miles from<br>Denver | BETWEEN |           | POINTS   | Miles from<br>Denver | BETWEEN     |        | POINTS   |
|----------------------|---------|-----------|----------|----------------------|-------------|--------|----------|
| 1.0                  | Denver  | Littleton | Trailing | 118.8                | Pueblo Jct. | Pueblo | Trailing |
| 1.6                  | Denver  | Littleton | Trailing | 118.9                | Pueblo Jct. | Pueblo | Facing   |
| 2.0                  | Denver  | Littleton | Facing   | 119.0                | Pueblo Jct. | Pueblo | Trailing |

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

|                        |                                   |                          |             |
|------------------------|-----------------------------------|--------------------------|-------------|
| Littleton,<br>Sedalia, | Palmer Lake,<br>Colorado Springs, | Kelker, (2)<br>Fountain, | Buttes, (2) |
|------------------------|-----------------------------------|--------------------------|-------------|

## SPECIAL RULES.

A. T. & S. F. Rules, Operating Department, govern train operation on Denver Division, except as otherwise provided.

- (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. YARD LIMITS.

Colorado Springs—Southward Track (extends to and includes Roswell).  
Colorado Springs—Northward Track (extends to and includes Pikeview).  
Denver (extends to and includes South Denver).  
Englewood—Southward Track only (extends to and includes Littleton and Fort Logan).  
Kelker (extends to and includes Fort Carson).  
Louviers—Southward Track only.  
Palmer Lake.  
Pueblo.

## 3. SPEED REGULATIONS.

(A) Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

## (B) MAXIMUM AUTHORIZED SPEED FOR TRAINS

| LOCATION  | PASSENGER      | FREIGHT<br>AND MIXED |
|---|----------------|----------------------|
|   | Miles Per Hour | Miles Per Hour       |
| DENVER DISTRICT:  |                |                      |
| D. & R. G. W., 7th Street Denver and Burnham (West 8th Ave.)                          | 25             | 20                   |
| D. & R. G. W., Burnham (West 8th Ave.) 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  | 30             | 30                   |
| Fort Logan District   | 15             | 15                   |

## 3. SPEED REGULATIONS—(Cont'd).

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

| LOCATION                                  | PASSENGER      | FREIGHT<br>AND MIXED |
|---|----------------|----------------------|
|   | Miles Per Hour | Miles Per Hour       |
| PUEBLO AND BRAGDON                        |                |                      |
| A. T. & S. F.                             |                |                      |
| Curve, MP 619.0 to 619.1                  | 25             | 25                   |
| Curve, MP 619.3 to 619.4                  | 40             | 40                   |
| Curve, MP 619.5 to 619.6                  | 40             | 40                   |
| Curve, MP 619.7 to 619.9                  | 40             | 40                   |
| D. & R. G. W.                             |                |                      |
| Curve, MP 112.8 to 113.0                  | 55             | 45                   |
| Curve, MP 114.4 to 114.8                  | 55             | 45                   |
| Curve, MP 115.1 to 115.2                  | 55             | 45                   |
| Curve, MP 116.6 to 118.7                  | 55             | 45                   |
| Curve, MP 117.8 to 117.9                  | 55             | 45                   |
| Curve, MP 118.2 to 118.5                  | 30             | 25                   |
| Curve, MP 119.1 to 119.3                  | 30             | 25                   |
| BRAGDON AND SOUTH DENVER                  |                |                      |
| NORTHWARD TRACK                           |                |                      |
| Curve, MP 95.0 to 94.9 D&RGW              | 50             | 45                   |
| Curve, MP 98.3 to 98.1 D&RGW              | 50             | 45                   |
| 3 Curves, MP 88.2 D&RGW to MP 653.8 AT&SF | 60             | 45                   |
| 1 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                   |
| 1 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 688.2 AT&SF      | 30             | 25                   |
| 4 Curves, MP 688.4 to MP 687.6 AT&SF      | 50             | 45                   |
| 2 Curves, MP 688.0 AT&SF to MP 49.6 D&RGW | 55             | 45                   |
| Curve, MP 47.4 to 47.1 D&RGW              | 55             | 45                   |
| Curve, MP 45.5 to 45.2 D&RGW              | 55             | 45                   |
| Curve, MP 44.3 to 44.2 D&RGW              | 40             | 35                   |
| 3 Curves, MP 44.1 to 43.4 D&RGW           | 40             | 35                   |



# 7 DENVER DIVISION.

## 3. SPEED REGULATIONS—(Cont'd.)

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

| LOCATION                             | PASSENGER      |  | FREIGHT AND MIXED |  |
|--------------------------------------|----------------|--|-------------------|--|
|                                      | Miles Per Hour |  | Miles Per Hour    |  |
| Curve, MP 41.9 to 41.3 D&RGW         | 55             |  | 45                |  |
| Curve, MP 40.0 to 39.8 D&RGW         | 55             |  | 45                |  |
| Curve, MP 33.8 to 33.6 D&RGW         | 55             |  | 45                |  |
| 3 Curves, MP 32.4 to 31.7 D&RGW      | 45             |  | 40                |  |
| 2 Curves, MP 30.1 to 28.8 D&RGW      | 55             |  | 45                |  |
| Curve, MP 27.2 to 27.0 D&RGW         | 55             |  | 45                |  |
| Curve, MP 26.0 to 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                |  |
| 1 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                |  |
| SOUTHWARD TRACK                      |                |  |                   |  |
| Curve, MP 18.0 to 18.2 D&RGW         | 65             |  | 45                |  |
| 2 Curves, MP 21.6 to 22.0 D&RGW      | 55             |  | 45                |  |
| 2 Curves, MP 23.4 to 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 Curves, MP 50.5 to 51.1 D&RGW      | 50             |  | 45                |  |
| 3 Curves, MP 52.0 to 53.2 D&RGW      | 50             |  | 45                |  |
| 5 Curves, MP 53.9 to 55.6 D&RGW      | 40             |  | 35                |  |
| 4 Curves, MP 56.2 to 57.7 D&RGW      | 50             |  | 45                |  |
| 6 Curves, MP 58.4 to 60.3 D&RGW      | 40             |  | 35                |  |
| 2 Curves, MP 62.0 to 62.7 D&RGW      | 50             |  | 45                |  |
| 3 Curves, MP 62.8 to 63.7 D&RGW      | 40             |  | 35                |  |
| Curve, MP 63.8 to 64.0 D&RGW         | 55             |  | 45                |  |
| 3 Curves, MP 65.7 to 66.5 D&RGW      | 45             |  | 40                |  |
| 2 Curves, MP 68.1 to 68.6 D&RGW      | 50             |  | 45                |  |
| 3 Curves, MP 71.3 to 72.2 D&RGW      | 55             |  | 45                |  |
| 2 Curves, MP 73.1 to 73.8 D&RGW      | 55             |  | 45                |  |
| 2 Curves, MP 76.0 to 76.1 D&RGW      | 40             |  | 35                |  |
| 3 Curves, MP 77.2 to 78.0 D&RGW      | 50             |  | 45                |  |
| 3 Curves, MP 78.7 to 79.5 D&RGW      | 55             |  | 45                |  |
| 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                |  |

(C) 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             |

# SPECIAL RULES.

## 3. SPEED REGULATIONS—(Cont'd.)

### (D) MAXIMUM SPEED OF ENGINES.

| A. T. & S. F.<br>Diesel and Gas-Electric  | Forward | Light | Backing or When Controlled From Rear Unit | Dead-In-Train |
|---|---------|-------|---|---------------|
| 11-90, 300-314  | 100     | 80    | 45  | 90            |
| 325-344   | 80      | 80    | 45  | 80            |
| 100-239, 401-430  | 65      | 65    | 45  | 60            |
| 600-611   | 65      | 65    | 45  | 60            |
| 99, 700-751, 2099, 2100, 2162, 2650-2893, 3000-3019   | 65      | 65    | 45  | 60            |
| 450, 451  | 30      | 30    | 30  | 20            |
| 460-468   | 35      | 35    | 35  | 20            |
| 500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606 | 45      | 45    | 45  | 45            |
| 650-653   | 40      | 40    | 40  | 30            |
| 800-823, 900-944  | 75      | 75    | 45  | 60            |
| RDC 191, 192 (Coupled)  | 80      | 80    | 70  | 70            |
| RDC 191, 192 (Single Unit)  | 80      | 80    | 50  | 70            |
| M115-M151, M176-M186  | 65      | 65    | 25  | 60            |
| M160-M162   | 70      | 65    | 25  | 70            |
| M190  | 80      | 65    | 25  | 75            |
| C&S-CB&Q-FW&DC  |         |       |   |               |
| 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            |
| D. & R. G. W.   |         |       |   |               |
| Diesel Mo. Pac. 8000-8012, Incl.  | 100     | 70    | 40  |               |
| Diesel Mo. Pac. 7000-7014, Incl.  | 98      | 60    | 40  |               |
| Diesels 548, 552-554, Incl.   | 70      | 60    | 60  |               |
| Diesels 5100-5113, 5200-5204, 5300-5314, 555-577, 5901-5954                                   | 65      | 60    | 60  |               |
| Diesels 540-547, 549-551  | 40      | 40    | 40  | 40            |
| Diesels 600-601   | 75      | 60    | 60  |               |
| Diesels 66-74, 100-119, Incl.   | 50      | 50    | 50  |               |
| Diesels 38-43, Incl.  | 35      | 35    | 35  | 35            |

### (E) MAXIMUM DEPTH OF WATER THROUGH WHICH EQUIPMENT MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION

| Types of Equipment  | Maximum Depth Above Top of Rail (Inches) | Maximum Speed in Tow (MPH) | Maximum Speed Under Own Power (MPH) |
|---|--|----------------------------|-------------------------------------|
| Diesel Engines:   |  |                            |                                     |
| 450-451   | 2  | 5                          | 5                                   |
| 11-15, 50, 80-87, 600-611, 800-823, 2099-2162   | 3  | 5                          | 5                                   |
| 51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019  | 4  | 5                          | 5                                   |
| 460-468   | 4½                                       | 5                          | 5                                   |
| 16-43, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-944, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893 | 5  | 5                          | 5                                   |
| Diesel-Electric and Gas-Electric Motor Cars   | 3  | 5                          | 5                                   |
| Passenger Cars:   |  |                            |                                     |
| Roller Bearings   | 8  | 5                          | 0                                   |
| Friction Bearings   | 12                                       | 5                          | 0                                   |

The foregoing does not modify Rule 817 Operating Department, A.T.&S.F., or Rules 828 and 936, Rules and Regulations, Operating Department, D.&R.G.W.



# SPECIAL RULES.

DENVER DIVISION. 8

## 3. SPEED REGULATIONS—(Cont'd)

### (F) DERRICKS, ETC.

Trains handling derricks, power shovels, clam shells, pile-drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery running on its own running gear, must not exceed a speed of thirty(30) miles per hour at any point. Except D&RGW trains handling such equipment will not exceed a speed of twenty-five (25) miles per hour at any point. Trains handling D&RGW derricks must not exceed a speed of thirty-five (35) miles per hour.

Trains handling WW&IB, D&RGW and C&S scale test cars must not exceed a speed of twenty-five (25) miles per hour.

### (G) LOCOMOTIVES HANDLED DEAD IN TRAINS.

Steam Engines will only be handled in train on, and in accordance with special instructions from the Trainmaster.

### (H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS.

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 Denver Division 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 |
|-----------------|------|--|-----|
| A. T. & S. F.   |      |  |     |
| Pueblo          | I    | North end Pueblo U. D. passenger lead                  | 15  |
| Pueblo          | I    | North end loop line                                    | 15  |
| Pueblo          | I    | South end receiving yard lead                          | 15  |
| Pueblo          | I    | South end departure yard lead                          | 15  |
| 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.                               | 40  |
|                 |      | D. & R. G. W.  | 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  |
| Fuego           | 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 |
| Buttes                 | 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 |
| U.S. Air Force 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 |
| Larkspur               | 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 |

## 3. SPEED REGULATIONS—(Cont'd)

### (H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd)

#### SOUTHWARD TRACK

|                  |   |                     |    |
|------------------|---|---------------------|----|
| Littleton        | S | South end of siding | 20 |
| Acequia          | S | South end of siding | 15 |
| Louviers         | S | South end of siding | 15 |
| 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 |
| Monument         | S | South end of siding | 30 |
| Colorado Springs | I | North end of siding | 30 |
| Colorado Springs | S | South end of yard   | 15 |
| 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 |

(I) 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   | 28.3           |
| —             | 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             | 20   | 24.0           |
| —             | 51   | 70.6           | 1             | 26   | 41.9           | 2             | 25   | 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           |               |      |                |

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

(K) 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 and all movements over switches within the yard must be made at slow speed.

A. T. & S. F. Rule 105 governs.



## 4. DANGEROUS OBSTRUCTIONS (See A. T. &amp; S. F. Rule 761—D. &amp; R. G. W. Rule 812)

| MILE POSTS      | BRIDGE NUMBER | NAMES   |
|-----------------|---------------|---|
| D.&R.G.W.—119.0 |               | Pueblo—   |
| D.&R.G.W.—118.1 |               | "C" Street viaduct.   |
| D.&R.G.W.—117.9 |               | Spur track north of Pueblo Jct. tower.  |
| D.&R.G.W.—93.9  | 93.94         | East 4th St. viaduct.   |
|                 |               | Fountain River bridge—Northward track.  |
|                 |               | Colorado Springs—Southward track.   |
| D.&R.G.W.—75.0  |               | Colorado Ave. viaduct.  |
| D.&R.G.W.—74.7  |               | Bijou St. viaduct.  |
|                 |               | Denver—   |
|                 |               | 3rd Ave. electric wires—A. T. & S. F.   |
|                 |               | 8th Ave. viaduct—A. T. & S. F.  |
|                 |               | D. & R. G. W. 7th St. Yard—Main and yard tracks close side clearance between 11th and Walnut Sts. |
|                 |               | Larimer St. viaduct, lumber yard tracks and lead—D. & R. G. W.                                    |
|                 |               | 14th St. viaduct.   |
|                 | 0.27          | Cherry Creek bridge, E. & W.  |
|                 |               | 16th St. viaduct.   |

## 5. SPECIAL RULES AND FACILITIES

(A) High water detectors have been placed under certain bridges and in certain areas where flash floods or dangerously high water might occur. These detectors when actuated by high water set adjacent automatic 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 the bridge has not been weakened by high water. 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 track where but one numeral appears on slow boards this numeral denotes the maximum speed in miles per hour for passenger trains. Freight or mixed trains must not exceed speed of five (5) miles per hour less than that shown on the board.

(C) Through moves or switching, Littleton, if proper headlight not burning on front of engine or cars from 30 minutes after sunset to 30 minutes before sunrise, must stop and flag each crossing. At present, street crossings at Littleton include two street crossings, Broadway just south of depot and Prince Street 1800 feet south of depot.

(D) 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 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 this route.

Normal position of switch at D. & R. G. W.—A. T. & S. F. connection south end of yard is for connection.

Before occupying connection notify signalman and be governed by indication of signal.

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

(F) PALMER LAKE—Passenger trains in both directions must make running test of air brakes as prescribed by Rule 945 before passing over the summit at Palmer Lake.

The use of retainers on trains descending grades will be left to the judgment of conductor and engineman.

Freight trains must not exceed speed of twenty-five (25) miles per hour when operating retainers, and will reduce speed to fifteen (15) miles per hour at points where it is necessary for trainmen to change the position of retainers.

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

## 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           | 20             |
| South Denver                     | Interlocking           | See Rule 3 (H) |

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.

Telephones connected with Colorado Springs, Northward Track, located on signal mast or adjacent thereto at all interlocked signals. Also telephone located in booth at junction of connection D. & R. G. W. track.

Advise signalman by telephone before occupying D. & R. G. W.—A. T. & S. F. connection and be governed by indication of 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.

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 D. & R. G. W. southward main track.

Bottom light—All other movements.

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.

PUEBLO—Mo. Pac. crossing MP 118.8 is protected by automatic interlocking, color light signals. Trains and engines must not exceed a speed of 15 M.P.H. over this crossing.

Normal indication of interlocking home signals at Mo. Pac. tracks 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&RGW Operating Rule 667 applies at this crossing, except release is not provided.

DENVER—D. & R. G. W. transfer tracks between D. & R. G. W. and C. B. & Q. at Eleventh Street, crossing over C. & S. two main tracks 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.

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.



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

Automatic gates at Hampden Avenue, Englewood, track circuits on northward track extend approximately 200 feet each side of this crossing, and when stop is made, outside this 200 foot area, after a time limit, gates will clear. Then, when movement of train is resumed, must proceed at a reduced speed to allow gates to go down before front of engine or cut reaches crossing.

## 7. TRACKS BETWEEN STATIONS.

| LOCATION                             | Mile Post | Car Capacity | Switch Connection |
|--------------------------------------|-----------|--------------|-------------------|
| <b>SOUTHWARD TRACK</b>               |           |              |                   |
| Yale Ave. ....                       | 6.5       | 10           | South             |
| Leyner Spur .....                    | 9.9       | 31           | South             |
| Martin Spur .....                    | 15.3      | 6            | South             |
| Magazine .....                       | 19.6      | 87           | North             |
| Carlton Mine .....                   | 69.1      | 38           | South             |
| Fort Carson .....                    | 79.5      |              | North             |
| <b>NORTHWARD TRACK</b>               |           |              |                   |
| Greenland .....                      | 46.6      | 24           | North             |
| Littleton Gas & Appliance Spur ..... | 718.6     | 3            | North             |

## 8. BULLETIN BOOKS

A. T. & S. F.  
 COLORADO SPRINGS  
 DENVER U. D.  
 PUEBLO  
 PUEBLO U. D.  
 RICE YARD  
 D. & R. G. W.  
 4TH AVE. YARD OFFICE  
 COLORADO SPRINGS  
 DENVER U. D.  
 PUEBLO  
 PUEBLO U. D.

## 9. STANDARD CLOCKS

A. T. & S. F.  
 COLORADO SPRINGS  
 DENVER U. D.  
 PUEBLO  
 PUEBLO U. D.  
 RICE YARD  
 D. & R. G. W.  
 4TH AVE. YARD OFFICE  
 COLORADO SPRINGS  
 DENVER  
 DENVER U. D.  
 PUEBLO  
 PUEBLO U. D.

## 10. STANDARD THERMOMETERS

Denver, Palmer Lake, Colorado Springs, Pueblo, Castle Rock, Littleton (Northward Track)

## 11. STATUTORY REGULATIONS

In Colorado, a railroad company has the right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at the next agency station.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employees, who uses vile or profane language in the car, or who threatens to assault other passengers or train employees, may lawfully be expelled from the train at the next agency station; this may be done upon tender of refund of unearned portion of fare.

### AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

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

| 4 miles per hour  | SAFE COUPLING SPEED           |
|-------------------|-------------------------------|
| 5 miles per hour  | Damage begins                 |
| 6 miles per hour  | 2½ times as damaging as 4 MPH |
| 7 miles per hour  | 3 times as damaging as 4 MPH  |
| 8 miles per hour  | 4 times as damaging as 4 MPH  |
| 9 miles per hour  | 5 times as damaging as 4 MPH  |
| 10 miles per hour | 6 times as damaging as 4 MPH  |

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**