

Colorado's Joint Line: Part I: The Steam Era
By
Bob Walz

History

- D&RGW
 - D&RG built NG Line from Denver reaching Pueblo in 1872
 - Traffic going east or from east had to be transloaded at Pueblo
 - Resented Santa Fe's line and would not allow crossing at grade
 - Due to congestion during WWI, USRA operated as double track
 - Bankrupt in 1918-1924 and again 1935-1947 (nicknamed Dangerous and Rapidly Growing Worse)
- AT&SF
 - Reached Pueblo in 1876
 - ATSF decided to build its own line to Denver to avoid transloading, reaching Denver in 1887
 - Built flyovers at Fountain, Spruce and Sedalia
 - USRA ordered realignment of tracks at flyovers
- C&S
 - In 1890s predecessor D&NO built a parallel line east of front range missing most important cities.
 - Went bankrupt due to poor business
 - In 1900 ATSF began handling successor C&S business between Denver and Pueblo through Joint Line contract

Customers

- Denver, Pueblo, Colorado Springs with vast majority
- Colorado Iron and Fuel steel mill largest customer. Originally owned by D&RGW and served by C&S and ATSF
- Some stockyards
- Most towns only had passing track & LCL facility

Stock Yards on ATSF

Location	Capacity 40' Cars	Pens	Remarks	Date
Castle Rock	5	2		1961
Colorado Springs	7			1902
Denver			Union stock Yards	1902 1965
Fountain	14	4	Water in 1 pen, Hydrant	1902 1961
Greenland	7			1902
Monument	7			1902
Pueblo			Union Stock Yards	1902 1961
Skidders	1			1902

Steam Motive Power Most common 1925 to end of steam

- ATSF
 - Freight: 2-10-2 (3800 class), 2-6-2 (1800 class)
 - Passenger: 4-4-2 (1480 class), 4-8-2 (3700 class), 4-8-4 (3751 class), 4-6-2 (1337, 3500, 3400 classes), 4-6-4 (3450 class)
 - Switch: 0-6-0 (2000, 2139, 2100 classes), 0-8-0 (729, 825 classes), 2-8-0 (825 class)
- D&RGW
 - Freight: 4-8-2 (M67, M78 [with booster] classes), 2-8-8-2(L131, L132 classes), 4-6-6-4 (L105 class), 2-8-0 (C48 class)
 - Passenger: 4-6-0 (T29 class), 4-6-2 P44 class), 4-8-2 (M67 class), 4-8-4 (M64, M68 classes)
 - Switch: 2-8-0 (C41 class)
- C&S
 - Freight: 2-10-2 (E5A, E5B [USRA], E5C classes) 2-8-0 (B4R class)
 - Passenger: 4-6-2 (F3A, F3B)
 - Switch: 0-6-0 (A3E class), 2-8-0 (B4R class)

Passenger Trains in 1919

- ATSF
 - 605 & 606 Kansas City & Chicago Express/Colorado & Utah Express
 - 611 & 612 Chicago Flyer/Colorado Flyer
 - 607 California & Chicago Express
 - 610 Pueblo & Denver Express
- D&RGW
 - 1 & 2 Pacific Coast Limited/Atlantic Coast Limited
 - 3 & 4 Salt Lake, San Francisco Express/Denver & Eastern Express
 - 9 & 10 Colorado Springs, Pueblo & Eastern Express/Colorado Springs & Denver Express
 - 15 & 16 Colorado & New Mexico Express
- C & S
 - 603 & 604 Trinidad Express/Denver Express
 - 609 & 614 Texas Express/Denver Express

Freight Trains in 1919

- ATSF
 - 687 & 688 Way Freight (Pueblo-Colo. Springs (DES)
 - 631 & 632 Fast/Colorado Freight
 - 689 & 690 Way Freight (Denver-Colorado Springs (DES)
- D&RGW
 - 52 California Fast Freight (62 in 1920)
 - 65 California Fast Freight (DES)
 - 86 Mo. Pacific Fast Freight
 - 80 & 81 Way Freight (DES)

- C & S
 - 619 Texas Fast Freight
 - 651 Fast Freight
 - 622 Colorado Fast Freight

Passenger Trains in 1929

- ATSF
 - 5 & 6 K.C & Chicago Express/Colorado & Utah Express
 - 11 & 12 Chicago Flyer/Colorado Flyer
 - 13 Express
 - 23 & 24 Cal & Chi Express/Pueblo & Denver Express
 - 64 Denver Express
- D&RGW
 - 1 & 2 Pacific Coast Limited/Atlantic Coast Limited (Scenic Ltd.)
 - 3 & 4 Salt Lake, San Fran Express/Denver & Eastern Express
 - 15 & 16 Colorado & New Mexico Express
 - 9 & 10 Colorado Springs and Denver Express
- C & S
 - 603 & 604 Fort Worth Express/Denver Express
 - 609 & 614 Texas Express/Denver Express

Freight Trains in 1929

- ATSF
 - 632 & 631 (31 & 32) Fast Freight
 - 87 & 88 Way Freight (Pueblo-Colo. Springs as needed)
 - 89 & 90 Way Freight (Denver-Colo. Springs 3 times a week each way)
- D&RGW
 - 61 California Fast Freight
 - 65 & 66 Colorado Fast/Fast Freight
 - 68 Fast Freight
 - 71 & 72 Way Freight (Denver-Pueblo (3 times a week each way)
- C & S
 - 52 & 53 Colorado/Texas Fast Freight
 - 49 Fast Freight

Passenger Trains in 1936

- ATSF
 - 5 & 6 Chicago Express/Colorado Express
 - 13 & 14 California & Chicago Express/Chicago & California Express
- D&RGW
 - 1 & 2 Scenic Limited
 - 3 & 4 Passenger (The Westerner)
 - 15 & 16 Passenger (Colorado-New Mexico Express)
- C & S
 - 27 & 28 Texas Fast Mail/Colorado Express
 - 21 & 22 Dropped and then returned in next TT

Freight Trains in 1936

- ATSF
 - 41 Fast Freight
 - 36 Colorado Fast Freight
 - 97 & 98 Way Freight (Denver-Colorado Springs (3 times a week each way))
- D&RGW
 - 65 & 66 Fast Freight
 - 35 Rocket (DES)
 - 68 Fast Freight
- C & S
 - 75 & 76 Fast Freight

Colorado's Joint Line: Part II: Diesels Prevail

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History since WW II

- ATSF
 - Diesels appear right after WW II
 - 1971 ATSF uses D&RGW track between Kelker and Palmer Lake at request of Colorado Springs. ATSF dispatched. ATSF track pulled up
 - 1971 Passenger service ends
 - Early 1980's ATSF opens Denver's Big Lift intermodal terminal
 - 1986 ATSF starts QSN
 - 1995 BN & ATSF merge
- D&RGW
 - 1942 MP Colorado Eagle (last pre-war streamliner) started to run through to Denver
 - 1942 Begins using FTs
 - 1947 Emerges from last bankruptcy
 - 1946 Nos. 1&2 become Royal Gorge
 - 1966 Last run of former Colorado Eagle (name dropped in 1964)
 - 1989 D&RGW buys and merges with SP
- C&S
 - 1940 First diesel powered streamliner, Texas Zephyr
 - 1959-1965 Gulf Coast Special combined with ATSF 190/191 Pueblo-Denver
 - 1968 Last run of Texas Zephyr
 - 1970's Powder river coal made C&S successor BN biggest user

Early Diesels

- ATSF
 - FT
 - F3/F7/GP7
 - PA
 - RSD4/5
- DRGW
 - FT
 - F3/F7/F9/GP7
 - SD7/SD9
 - PA
- C&S
 - E-5 First road diesel on the Joint Line
 - F3/F7
 - SD7/SD9

Second Generation diesels

- ATSF
 - RSD7
 - SD-39
 - U23C
 - GP20, GP30
 - GP38, GP39-2
 - U23B, B23-7
- DRGW
 - GP30
 - GP40, GP40-2
 - SD40T-2
- C&S/BN
 - SD45/F45
 - SD40-2
 - C30-7
 - SD60

Passenger Trains in 1942¹

DATE	NO.	RR NAME	ROUTE	STOPS	CONSIST
1942 ETT #79 Jun. 21	141	ATSF California & Chicago Express	Den-LaJ		H, SC, CH, T, S, CO
	130	ATSF Chicago & California Express	LaJ-Den		H, SC, CH, S,
	90	ATSF Centennial State	KC-Den		H, SC, CH, S, CL
	101	ATSF Centennial State	Den-KC		H, SC, CH, S, CL
	1	DRGW Scenic Limited	Den-SLC		H, C, T, S, LO
	2	DRGW Scenic Limited	SLC-Den		H, C, T, S, LO
	3	DRGW MP's Colorado Eagle	Den-Pub		H, CH, CG, DL, S
	4	DRGW MP's Colorado Eagle	Pub-Den		H, CH, CG, DL, S
	15	DRGW Colorado & New Mexico Express	Den-Glenwood Springs		H, C, S
	16	DRGW Colorado & New Mexico Express	Glenwood Springs-Den		H, C, S
	21	Texas Zephyr	Den-Ft. Worth		H, CH, CD, D, S, DLO
	22	Texas zephyr	Ft. Worth-Den		H, CH, CD, D, S, DLO
	27	C&S Gulf Coast Special	Den-Ft. Worth		
	28	C&S Gulf Coast Special	Ft. Worth-Den		

¹ Abbreviations: H= Head end cars, CH=Chair Car, C=Coach, CD=Chair-Dinette, CG=Chair-Grill, CL= Café Lounge, CO= Café Observation, D=Dining Car, DL=Dining-Lounge, DLO= Dining-Lounge-Observation, DC=Dome-Chair, GL=Grill-Lounge, LD=Lounge-Diner, LO=Lounge-Observation, PO= Parlor Observation, SM= Smoking Car, SC= Smoker Chair, T=Tourist Sleeper, S=Sleeping Car, SO=Sleeper Observation

Freight trains 1942

- ATSF
 - 40 & 41 (42 & 45) Fast Freight
 - 31 & 36 (32 & 35) Fast Freight
 - 97 & 98 Way Freight (Denver-Colorado Springs (3 times a week each way))
- D&RGW
 - 65 & 66 Fast Freight
 - 35 Rocket (DES)
 - 68 Fast Freight
- C & S
 - 75 & 76 Fast Freight

Passenger Trains 1955

DATE	NO.	RR NAME	ROUTE	STOPS	CONSIST
1955 ETT #105 October 20	141	ATSF California & Chicago Express	Den-LaJ	3	H, CH, S, CO
	130	ATSF Chicago & California Express	LaJ-Den	3	H, CH, S, CO
	101	ATSF Centennial State	LaJ-Den	6	H, SC, CH, S, CO
	102	ATSF Centennial State	Den-LaJ	5	H, CH, CO
	1	DRGW Royal Gorge	Den-SLC	10	H, CH, DC, GL, S
	2	DRGW Royal Gorge	SLC-Den	10	H, CH, DC, GL, S
	3	DRGW MP's Colorado Eagle	Den-Pub	3	H, CH, DC, DL, S
	4	DRGW MP's Colorado Eagle	Pub-Den	3	H, CH, DC, DL, S
	21	Texas Zephyr	Den-Ft. Worth	3	H, CH, CD, D, S, DLO
	22	Texas zephyr	Ft.Worth-Den	3	H, CH, CD, D, S, DLO
	27	C&S Gulf Coast Special	Den-Ft. Worth	3	
	28	C&S Gulf Coast Special	Ft. Worth-Den	3	

Freight Trains 1954

- ATSF
 - 40 & 41 (42 & 45) Fast Freight
 - 31 & 36 (32 & 35) Fast Freight
 - 97 & 98 Way Freight (Denver-Colorado Springs (3 times a week each way))
- D&RGW
 - 65 & 66 Fast Freight
 - 35 Rocket (DES)
 - 68 Fast Freight
- C & S
 - 75 & 76 Fast Freight

Passenger Trains 1964-1971

1964 ETT #2 Oct. 25	1	DRGW Royal Gorge	Den-SLC	10	H, DC, GL, S ²
	2	DRGW Royal Gorge	SLC-Den	10	H, DC, GL, S
	3	DRGW MP's Colorado Eagle	Den-Pub	4	H, CH, DC
	4	DRGW MP's Colorado Eagle	Pub-Den	4	H, CH, DC
	21	C&S Texas Zephyr	Den-Ft. Worth	3	H, CH, CD, D, S, PBO
	22	C&S Texas Zephyr	Ft. Worth-Den	3	H, CH, CD, D, S, PBO
	27	ATSF/C&S Gulf Coast Special	Den-Ft. Worth	7	H, CH
	28	ATSF/C&S Gulf Coast Special	Ft. Worth-Den	6	H, CH
1967 ETT # 4 Apr. 30	1	DRGW Royal Gorge	Den-SLC	10	H, DC, GL, S
	2	DRGW Royal Gorge	SLC-Den	10	H, DC, GL, S
	190(191)	ATSF Chief	Den-LaJ	7	H, CH
	(200)201	ATSF Chief	LaJ-Den	6	H, CH
	27	C&S Texas Zephyr	Den-Ft. Worth	3	H, CH, CD, S, DLO
	22	C&S Texas Zephyr	Ft. Worth-Den	3	H, CH, CD, S, DLO
1968 ETT June	(191)190	ATSF Chief	Den-LaJ	7	H, CH
	201(200)	ATSF Chief	LaJ-Den	6	H, CH

Freight Trains 1965

- ATSF
 - 41 Fast Freight
 - 31 & 36 Fast Freight
 - 97 & 98 Way Freight (Denver-Colorado Springs (3 times a week each way))
- D&RGW
 - 65 & 66 Fast Freight
 - 68 Fast Freight
- C & S
 - 73 Fast Freight
 - 75 & 76 Fast Freight

² A Dome-Chair, 10-6 sleeper, and Slumbercoach of the CB&Q's Denver Zephyr run between Denver and Colorado Springs only. South of Colorado Springs this is a four-car train consisting of Baggage-RPO, Baggage, Dome-Chair and Grill-Lounge.