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

<table>
<thead>
<tr>
<th>Location</th>
<th>Capacity 40’ Cars</th>
<th>Pens</th>
<th>Remarks</th>
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<td>1902</td>
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<td>Denver</td>
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<td></td>
<td>Union stock Yards</td>
<td>1902</td>
</tr>
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<td></td>
<td></td>
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<td>1965</td>
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<tr>
<td>Fountain</td>
<td>14</td>
<td>4</td>
<td>Water in 1 pen, Hydrant</td>
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<td>Greenland</td>
<td>7</td>
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<td>1902</td>
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<tr>
<td>Monument</td>
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<tr>
<td>Pueblo</td>
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<tr>
<td>Skinners</td>
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</table>
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)
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

By

Bob Walz

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 1942

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<tr>
<th>DATE</th>
<th>NO.</th>
<th>RR NAME</th>
<th>ROUTE</th>
<th>STOPS</th>
<th>CONSIST</th>
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<td>1942 ETT #79 Jun. 21</td>
<td>141</td>
<td>ATSF California &amp; Chicago Express</td>
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<tr>
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<td>H, C, T, S, LO</td>
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<tr>
<td>2</td>
<td></td>
<td>DRGW Scenic Limited</td>
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<tr>
<td>3</td>
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<td>DRGW MP's Colorado Eagle</td>
<td>Den-Pub</td>
<td>H, CH, CG, DL, S</td>
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<td>DRGW MP's Colorado Eagle</td>
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<tr>
<td>15</td>
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<tr>
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<td>C&amp;S Gulf Coast Special</td>
<td>Den-Ft. Worth</td>
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<tr>
<td>28</td>
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<td>C&amp;S Gulf Coast Special</td>
<td>Ft. Worth-Den</td>
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</table>

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

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<th>DATE</th>
<th>NO.</th>
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<td>H, SC, CH, S, CO</td>
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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

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<th>Year</th>
<th>ETT #</th>
<th>Train Name</th>
<th>Origin-Destination</th>
<th>#</th>
<th>Route Codes</th>
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<td>1964</td>
<td>Oct. 25</td>
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<td>DRGW Royal Gorge</td>
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<td>3</td>
<td>H, CH, CD, D, S, PBO</td>
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<td>(200)201</td>
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<td>H, CH, CD, S, DLO</td>
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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 CBQ'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.