

J. E. Demaree

**THE DENVER UNION
TERMINAL RAILWAY
COMPANY**

General and Interlocking

RULES

SAFETY IS YOUR BEST INSURANCE

ISSUED SEPTEMBER 1, 1962

C. E. BRETERNITZ
Manager

E. H. BYRD
Signal Supervisor

RULES OF THE DENVER UNION TERMINAL RAILWAY COMPANY

Employees of the Terminal Company will be governed by these rules, Form 3017, and instructions of their respective departments. Employees of other companies in addition to these rules will also be governed by rules, timetables, and instructions of their respective railroads not inconsistent therewith.

1. All accidents, personal injuries, and rule violations must be reported promptly in writing to proper officer of railroad on which employed and to the Manager of the Terminal Company.

2. Restricted Speed—Movements must be made prepared to stop short of a train, obstruction, or switch not properly lined and look out for broken rail.

3. Maximum authorized speed:

Location	Miles Per Hour
Through interlocking limits and on track No. 10	15
Inside of train sheds on all tracks	10
Entering 15th Street and 20th Street crossings	10

4. Track No. 10 must be used for all freight movements through Terminal Yard whenever possible.

5. A member of the crew must notify Train Director prior to entering interlocking limits of any high or wide car or shipment in train or transfer.

6. Hand-operated derails are installed on both stub baggage tracks in east end of Terminal Yard. They must be left in derailing position except when such tracks are in immediate use for train or switching movements.

7. (a) While moving within interlocking limits the en-

ginemen must remain with the engine. When more than one engine is coupled and moving as a unit, the engineman or hostler must be with the leading engine unless protection is afforded.

(b) A safety stop must be made by all road engines of at least one car length before coupling is made. Engines must be handled with great care while yardmen or others are making couplings.

8. (a) Before moving cars on station or industry tracks, the crew handling the movement must know that the cars can be moved with safety and that all persons working in, on or about the cars have been notified.

(b) When cars are pushed by an engine, a trainman or yardman must be on front end of leading car, and when the cars are equipped with tail hose and warning whistle, the tail hose must be connected with the train line and a man must be in position to operate the valve. When backing or pushing a train or cars, the disappearance from view of trainman, yardman or light by which signals are given, must be construed as a stop signal, unless movement is controlled by tail hose.

9. When cars are pulled by an engine, a trainman or yardman must be stationed on the rear car, and at night or in foggy or stormy weather, a light must be displayed to the rear.

10. The engine bell must be rung when a train or engine is about to move and while it is in motion except when momentary stops and starts are in continuous switching movements.

11. When an engine without cars is standing or moving at night under conditions not requiring display of markers, a light must be displayed to the rear.

12. While occupied passenger equipment is being switched, or while standing uncoupled, open ends of cars must be protected by closed gates.

13. Refuse and sweepings from passenger equipment must not be left on platform. It must be placed in receptacles on platforms. Garbage must not be left on the platform unless advance notice has been given to Station Master.

14. (a) Employees of this company, and those of other railroads using the tracks of this company, must inform themselves as to location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

There are close clearances above and at the side of tracks as shown below:

Location	Structure or Obstruction	Clearance is close--
Postal Annex Spur	Post Office Bldg.	At Side
16th and 20th Streets	Viaduct	At top
Union Station	Train Sheds	At top
All Baggage Platforms	Mail Conveyor Chutes	On both sides
20th Street	Crossing gate post	At side
Union Station	Tractors and trucks	On both sides

(b) Mail conveyor chutes are located on baggage platforms in west end of yard between tracks 1 and 2, 3 and 4, 5 and 6, 7 and 8. When being used by mail forces the mail conveyor chutes will take up the center of the platform making close clearance on sides of platforms, and locomotives and equipment must exercise extreme caution in passing.

(c) Caution must be used in making movements over crossings between platforms in order to avoid accidents or personal injuries to employes handling baggage, mail or express trucks.

(d) Air conditioning receptacles are located on U.S. Spur and Tracks 1 to 9 inc. These circuits are high voltage, energized. Caution must be used to protect service cords that are used to connect these outlets with cars.

(e) Snow plows or flangers must not be used in the Union Station without permission, if there is the least danger from close clearances.

15. A blue signal displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Each class of workmen will display the blue signals and only these same workmen are authorized to remove them. Other equipment must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

When emergency repair work is to be done under or about cars in a train and a blue signal is not available, the engine crew and train or yard crew will be notified and protection must be given those engaged in making the repairs.

16. A member of crew on all trains will advise Train Director when train is ready to depart. If for any reason, a train or engine is unduly delayed, the Train Director must be notified at once.

17. Leaving trucks or tractors on or close to tracks where they may be struck by moving cars or engines is prohibited. Trucks and tractors must be properly secured when left standing.

INTERLOCKING RULES

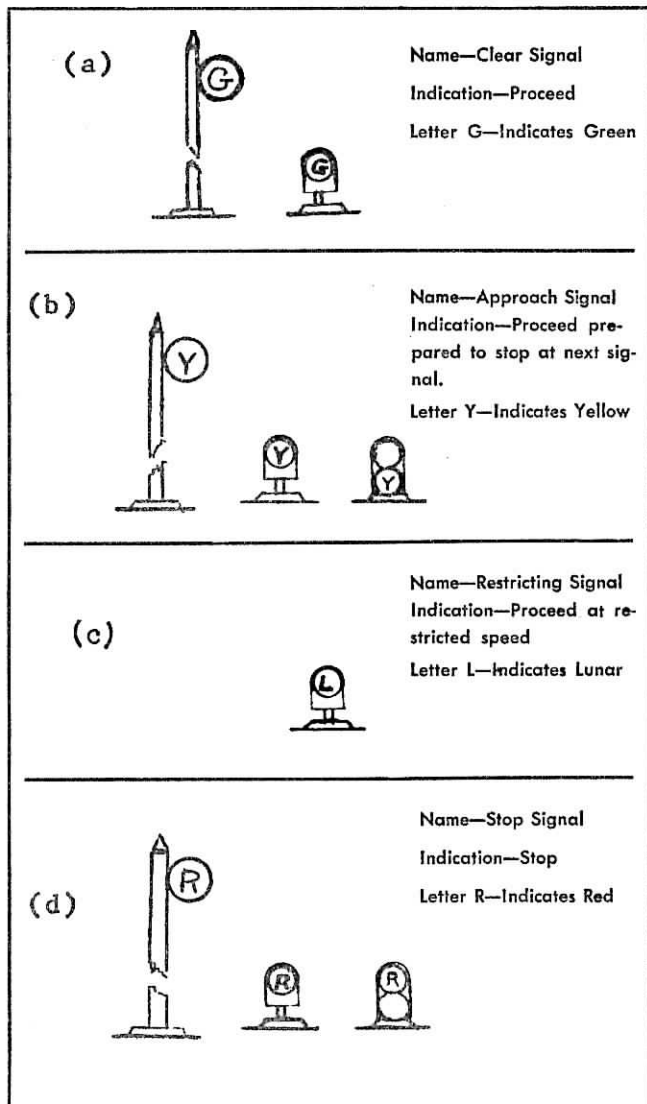
Train Director is located on third floor of Tower building north of track 11 near 19th Street.

18. Interlocking signals govern the use of the routes of an interlocking, and as to the movements within home signal limits, their indications supercede the superiority of trains but do not dispense with the use or observance of other signals whenever and wherever they may be required.

19. Signals are located to right of track which they govern.

20. Names, aspects and indications are shown by the color of lights. A signal imperfectly displayed, or the absence of a light or a white light where a color light should be must be regarded as the most restrictive indication that

can be given by that signal. A signal imperfectly displayed or the absence of a light at a place where a signal is usually shown must be reported to Train Director and Manager of the Terminal Company promptly.



21. When using hand-throw switches Nos. 103, 133, and 139 there must be a definite understanding with Train Director as to the movements which are to be made.

22. If a signal permitting a train or engine to proceed is changed to a stop signal before it is reached, the stop must be made at once.

23. Where interlocking signals are in Stop position, a member of the crew shall promptly communicate with Train Director and when so instructed, may proceed by stop signal, after determining that switches and derails are in proper position for route designated.

24. Drop or running switches must not be made over power operated switches.

25. A train or engine must not make a reverse movement or a forward movement after a reverse movement within interlocking limits without proper signal indication or after determining that switches and derails are in proper position for route designated and after receiving permission from Train Director.

26. Sand must not be used, nor water allowed to run over the moveable parts of interlocking or power operated switch.

27. At public crossings protected by automatic crossing signals or gates, every effort must be made to avoid unnecessarily occupying controlling circuits or leaving switches open or lining switches before movement is to be made within the controlling circuits. When switching is being performed over a protected crossing and train or engine is stopped, a member of the crew must protect the crossing.