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DENVER**

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WATCH INSPECTORS

THE BALL RAILROAD TIME SERVICE
General Time Inspector

HANSEN & HANSEN , Ass't Chief Watch Inspector 1628 - 17th Street, Denver.	RAY W. GUMM WATCH CO. Local Watch Inspector Denver Union Depot
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J. D. WALKER
Assistant Vice President and General Manager

J. J. RYAN
Superintendent Terminals

T. J. HALLINAN
Trainmaster

A. KERN
Assistant Trainmaster

E. J. COUCH
Chief Dispatcher

**The Colorado and Southern
Railway Company**

**TIME
TABLE**
OF THE
**DENVER TERMINAL
DIVISION**
No. 73

**EFFECTIVE AT 12:01 A. M.
MOUNTAIN STANDARD TIME**

SUNDAY, MARCH 20, 1949

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the Book of Rules of the Operating Department.

Denver and Utah Junction Subdivision

DENVER TERMINAL DIVISION.

TIME TABLE No. 73.

EFFECTIVE MARCH 20, 1949.

NORTHWARD							STATIONS	Office Open	SOUTHWARD						
FIRST CLASS									FIRST CLASS						
23	19	7	9	17	17	24			20	8	10	18			
Mon., Wed. & Fri. Mixed	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Wed., Fri. & Sun. Mixed	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger		
43	29	39	37	35	31	33	34	30	36	38	40	32	42		
P.M. 8.20	P.M. 8.15	P.M. 8.05	P.M. 5.30	A.M. 9.25	A.M. 18.45	A.M. 8.40	A.M. 6.20	A.M. 7.15	A.M. 7.20	A.M. 8.15	P.M. 3.15	P.M. 3.45	P.M. 7.00		
							No Office								
							No Office								
A 8.25 P.M.	8.19	A 8.10 P.M.	A 5.35 P.M.	A 9.30 A.M.	8.49	A 8.45 A.M.	L 6.12 A.M.	7.08	L 7.13 A.M.	L 8.10 A.M.	L 3.08 P.M.	3.40	L 6.54 P.M.		
	A 8.25 P.M.					A 8.53 A.M.	No Office		L 7.03 A.M.			L 3.35 P.M.			
Mon., Wed. & Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Wed., Fri. & Sun.	Daily	Daily	Daily	Daily	Daily	Daily		
0:05	0:10	0:05	0:05	0:05	0:08	0:05	0:08	0:12	0:07	0:05	0:07	0:10	0:08		

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD

TRAINS HAVE NO TIME TABLE SUPERIORITY BETWEEN TOWER B, DENVER UNION DEPOT AND PROSPECT, AND MUST RUN AT RESTRICTED SPEED EXPECTING TO FIND MAIN TRACK OCCUPIED BY OTHER TRAINS OR ENGINES WITHIN THESE LIMITS.

TRAINS CARRYING PASSENGERS MUST BE PROTECTED AS PRESCRIBED BY RULE 99.

Northward trains originating at Denver Union Depot will obtain Clearance Form A at C. & S. telegraph office, Room 217, Denver Union Depot.

Northward trains originating at Rice Yard will obtain Clearance Form A at Rice Yard Office.

D. & R. G. W. northward trains originating at Burnham Yard will obtain Clearance Form A at D. & R. G. W. Telegraph Office at Burnham.

Northward light engines from Denver will be furnished running orders at Prospect instead of Rice Yard Office.

Denver and Golden trains will operate between Rice Yard and Prospect without train orders and in accordance with Rule 93 and will secure Clearance Form A at Rice Yard.

No train order signal at Prospect. Conductors and Enginemen of northward C. & S. and northward C. B. & Q. Lyons Branch trains must have Clearance Form A. Southward trains may leave Prospect without Clearance Form A.

Trains may leave Utah Jct. without Clearance Form A.

The small figures shown above train numbers indicate the D. & R. G. W. trains, and are for information only.

NORTHWARD TRACK.—Lyons Branch main track from Denver Union Depot to junction switch just north of Platte River Bridge (normal position of this switch for C. & S. Northward track), thence C. & S. Northward track to Utah Junction.

SOUTHWARD TRACK.—C. & S. Southward main track, Utah Junction to Denver Union Depot.

Northward D. & R. G. W. trains will use Northward track, Denver Union Depot to cross-over located between 35th and 36th Avenues, Prospect (normal position of cross-over switches for C. & S. main tracks), thence through cross-over to C. & S. Southward main track, thence to C. & S.-D. & R. G. W. connecting switch Prospect (normal position for C. & S. Southward main track).

D. & R. G. W. Extra Trains, operating with current of traffic between Denver Union Depot and Prospect, will not be required to have running orders.

C. & S. freight trains and yard engines will use C. & S. freight main track between Rice Yard and Prospect.

C. B. & Q. freight trains and yard engines may use the double track between Denver Union Depot and Prospect in accordance with the Special Rules and Instructions.

All trains will leave register ticket at Prospect to be registered by operator.

Denver and South Denver Subdivision

DENVER TERMINAL DIVISION.

TIME TABLE No. 73.

EFFECTIVE MARCH 20, 1949.

NORTHWARD					Signs	Distance from South Denver	STATIONS	Distance from Denver	Office Open	SOUTHWARD				
FIRST CLASS				FIRST CLASS										
28	102	130	22	101						21	27	141		
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger							
8	102	130	2					101	1	7	141			
P.M. L 9:30	P.M. L 2:35	A.M. L 7:40	A.M. L 7:20	Yd. O.W.	0.0	..... SOUTH DENVER	4.1	Continuous	P.M. A 12:11	P.M. A 12:40	P.M. A 7:20	P.M. A 8:00	
					0.2	D. & R. G. W. CROSSING (Interlocked) ..	3.9	No Office						
9:33	2:38	7:43	7:23		1.9	..... SOUTH PARK JCT.	2.2	No Office	12:07	12:36	7:16	7:56	
					2.6	... D. & I. M. CROSSING (Grade) ...	1.5	No Office						
9:36	2:41	7:46	7:26	B.C.K.O.R. T.W.Yd.	3.0	..... RICE YARD	1.1	Continuous	12:04	12:33	7:13	7:53	
					3.6	C. B. & Q. CROSSING (Grade Gate) D. & R. G. W. CROSSING (Grade Gate)	0.5	No Office						
A 9:40 P.M.	A 2:45 P.M.	A 7:50 A.M.	A 7:30 A.M.	B.K.R.Yd.	4.1	..... DENVER U. D.	0.0	Continuous	L 12:01 P.M.	L 12:30 P.M.	L 7:10 P.M.	L 7:50 P.M.	
Daily	Daily	Daily	Daily			SCHEDULE TIME			Daily	Daily	Daily	Daily		
0:10	0:10	0:10	0:10						0:10	0:10	0:10	0:10		

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

EXTRA TRAINS AND YARD ENGINES MUST CLEAR THE TIME OF NOS. 1 AND 2 NOT LESS THAN TEN MINUTES.

The small figures shown above the train number indicate the train number on the Joint Santa Fe-Denver & Rio Grande Western Time Table and are for information only.

Passenger trains will register at Denver U. D. Freight trains will register at Rice Yard Office.

First class trains will not be required to register at Rice Yard Office.

Southward extra trains, operating with current of traffic between Denver U. D. and South Denver, will not be required to have running orders.

Southward trains originating at Denver Union Depot will obtain Clearance Form A at C. & S. Telegraph Office, Room 217 Denver Union Depot.

Southward trains originating at Rice Yard will obtain Clearance Form A at Rice Yard Office.

SPECIAL INSTRUCTIONS

1. Conductors must report from first available point of communication, storms or conditions that may make track unsafe, and will tie up their trains when in their judgment it is unsafe to proceed.

2. When a train is to be advanced as prescribed by Rule 925, the engine-man will, in acknowledgement of the signal, sound two long blasts of the whistle as provided in Rule (14-B).

3. When under Rule 951, operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

4. Under Rule 103, when cars are pushed by an engine over public crossing at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the lead car is equipped with extension hose with air signal whistle in charge of a member of the crew to control the backward movement and sound crossing warning signal (14-L).

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

5. Under Rule 93, trains handling occupied company service cars or carrying caretakers must be protected as prescribed by Rule 99.

6. Rule 91 is modified to read:

Unless some form of block signals is used, trains in the same direction must keep at least 10 minutes apart, except in closing up at stations.

7. When occupied Company Service Cars are set out at a station, or on a track between stations, or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher from the first available point of communication, giving information as to the track on which the occupied Company Service Cars were left.

Under Rule 908, trains will be notified of occupied Company Service Cars when such cars occupy sidings or station tracks used as siding.

8. When blue flag is used on passenger train, it will be placed on the engineer's side of train in the marker bracket on the head end of the head car.

9. Modifying the first paragraph of Rule 959, the standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fuses, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fuses and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of Diesel-electric motors.

On Gas-Electric motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applies to flagging equipment on engines or motors, and that part of the tenth paragraph of Rule 920 reading "Normal supply for engines, 3 fuses and 6 torpedoes."

In freight and mixed train service the front brakeman is responsible with the engineer for knowing that in the cab of engine or motor, there is the prescribed flagging equipment.

10. Rule 1078 is modified as follows:

Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required, and the movements and the rights of trains using them. Be constantly on the watch for approaching trains, and be sure that the proper signal is shown to each, switch tenders using yellow flag by day and yellow light by night.

11. Rule 914 is modified to read as follows:

A yellow signal on the right of the track indicates that the track one mile distant is safe for a speed of but 10 miles an hour, unless otherwise directed by train order. Where the one mile requirement will place the yellow signal between the switches of a siding, the signal will be carried back in advance of the siding switch.

A green signal on the right of the track signifies that the slow track has been passed, and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear end.

On trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

12. Derricks, pile drivers, steam shovels, clamshells and other similar equipment moved in trains, other than work trains, upon their own wheels, leads must be lowered and securely fastened, booms disconnected, boom end and leads trailing, and boom loaded so as to be entirely free of swinging features. They must be inspected for safe side and top clearance, and should be separated from the engine by at least two cars when practicable. Company service steam wrecking derricks having specially designed idler cars are excepted.

Derricks, steam shovels, ditchers, draglines, rail loaders and other similar equipment loaded on flat cars or other open-top cars with booms connected and handled in trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

Spreaders to be handled in trains other than work trains must have all movable parts properly secured and when practicable must be turned in the direction in which they are normally operated.

13. 2-8-2 or heavier class engines must not be used as helpers behind cabooses. Such engines must be used on head end or coupled in ahead of caboose. When 600 or lighter class engines are used to double-head they must be coupled ahead of 2-8-2 or heavier class engines.

14. Conductors in all classes of service will, when practicable, personally contact and compare time with their engineers before trains are cleared from initial station on the sub-division.

15. Rule 919 is modified to permit the use of a white electric lantern. The red lantern must be oil burning.

16. Trains must be identified at meeting or waiting points.

17. SPRING SWITCHES.—Spring switches are designated by a round target bearing the letter S. Facing point movements over spring switches are protected by automatic home signal. When signal indicates Stop trains may proceed on hand signal after switch has been examined and points found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing, the switch points must be cleared before trailing move is made through switch. When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand, it must be closed by hand. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized.

Employees handling spring switch hand throw levers must keep body in clear of lever until it has reached the center position when releasing the latch on hand throw lever.

18. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication, except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

19. The night signals to be used under Rule 906 are modified as follows:

Hot Journals—stop signal followed by lamp swung in small vertical circle.

Brakes sticking—stop signal followed by lamp in sliding movement out from body.

20. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

21. RAILROAD CROSSINGS.—Trains or engines must stop not less than 200 feet nor more than 800 feet from grade railway crossings, except when an interlocking system or gates are in use, and not proceed until track is known to be clear and whistle signal 14-b is sounded.

Trains or engines will approach D. & I. M. grade crossing on Denver & South Denver Subdivision prepared to stop expecting to find D. & I. M. trains occupying crossing but need not stop if crossing is clear.

SPECIAL INSTRUCTIONS—Continued

Trains or engines must approach grade railway crossings protected by gates prepared to stop, unless track is known to be clear, gate is in proper position and signals indicate proceed. Crossing gates must be left locked in normal position after being used.

Normal position of gates is as follows:

M. P. 0.3 23rd Street Coach Yard. against C. B. & Q.
Utah Jct. against D. & R. G. W.
M. P. 0.5 11th Street. against D. & R. G. W. and C. B. & Q.
C. & S. Jersey Cut-off and the
Pepper Packing Co. track,
Denver Union Stockyards. against Pepper Pkg. Co. track.
C. & S. Jersey Cut-Off C. B. & Q.
Lyons Branch between 41st and
42nd Avenues. against C. & S.

22. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate line-up; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep a sharp lookout for track cars and use the whistle freely.

23. OPERATION OF ELECTRO-PNEUMATIC STRAIGHT AIR AND AUTOMATIC AIR BRAKES ON TRAINS EQUIPPED WITH BOTH.

Electric connectors and straight air hose must be connected between all cars and the engine; cutout cocks must be open in the straight air pipe and electric connectors securely fastened in the receptacles in order for the electro-pneumatic brake to function properly.

Electro-pneumatic air brake connectors must not be disconnected while train is in motion.

Complete tests of both types of brakes must be made at initial terminal of the train.

Air brake tests at initial terminals of the train will be made by mechanical department inspectors; Conductor and Engineman will be issued an Air Brake Clearance Form K by mechanical department inspector, showing the number of cars in train, and whether the brakes are to be operated with the electro-pneumatic or automatic air.

Should the electro-pneumatic brake become defective after leaving its initial terminal, the train must be stopped and a standing test made of the automatic air brake as prescribed by Rule 1314, after which the train may proceed, making a running test. When this change is made Conductor and Engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signatures. This will supersede instructions on the original Clearance Form K.

When a train leaves its initial terminal operating with automatic air brakes, or when the operation of brakes is changed enroute, Superintendents and Master Mechanics of Divisions over which the train will operate must be advised.

The last Air Brake Clearance Form K must be kept on display in engine cab until train arrives at its final terminal. Conductor must keep the last Clearance Form K issued on display until train arrives at its final terminal and will notify other members of train crew the type of brakes with which the train is being operated.

Should mechanical department inspectors be able to correct defects in the electro-pneumatic brake enroute, a standing test must be made as prescribed by Rule 1314 and if electro-pneumatic air brake is found to be working properly, Conductor and Engineman will be advised and a new Air Brake Clearance Form K issued, after which train may proceed, making a running test.

TRAIN AND ENGINEMEN MUST NOT CHANGE FROM AUTOMATIC AIR OPERATION TO ELECTRO-PNEUMATIC OPERATION ON THE ROAD UNLESS AUTHORIZED BY AIR BRAKE CLEARANCE FORM K.

24. The application of the second paragraph of Rule 211 to the middle order at a meeting or waiting point as prescribed by Rule S-208 will be as follows:

Under the second paragraph of Rule S-208, "If practicable" means if the office is open.

If the train to receive the middle order is on the main track it will be stopped before delivery of the middle order, if partially or wholly on the siding, the train will not be stopped before delivery of the middle order.

Where the middle order is placed at a waiting point the train will be stopped if the time restriction is still in effect; if the time is later than the time named in the wait at that station and the order has not yet been annulled by dispatcher, it may be delivered without stopping the train.

25. Rule 1047 is modified as follows:

Assist passengers, especially women, children and infirm persons, in entering and leaving cars, or in passing from one car to another, giving special attention to their safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are opened and closed, as convenience and safety require. Do not leave the gates or car platforms until train has cleared the station platform. While the train is waiting at a station, remain at the car steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use step boxes where necessary.

26. Unless movement is made from siding on signal indication, protection must be provided as prescribed by Rule 99 before switch is operated or main track fouled. This applies to both hand operated and spring switches.

27. In non-automatic block signal territory, a train passed by a troop train at a closed or no office station, must wait ten minutes and then proceed at restricted speed to the next open station.

28. The headlight of diesel and gas-electric engines must be burned dim during daylight hours when in road service.

29. Red fuseses will be used only in complying with the requirements of Rule 99 or for emergency stop signals.

Yellow fuseses will be used in giving signals as prescribed by Rules 12a to 12g, inclusive, when weather conditions, or length of train, make it impracticable to pass hand or lantern signals.

30. When a train is taking siding, the employe who is to close the switch must, if practicable, get off on the opposite side from switch stand.

31. Before becoming a party to a violation of the hours of service law, it is the employe's duty to notify the officer of the impending violation.

32. When setting out cars on track where there is a bridge, do not leave cars on the bridge, and space them at least 40 feet either end of bridge.

33. All engines in freight service will operate with brake pipe pressure of 90 pounds.

34. Freight trains will not carry revenue passengers.

35. Rule 221(a) is in effect at all Train Order Offices on this Division, and is modified to include both freight and passenger trains.

36. When the main track is to be taken out of service between the siding switches the following instructions will govern:

A train order must be delivered to all trains advising that the main track is out of service between the switches of siding and that siding will be used as main track. Foreman in charge of such work must have positive knowledge that the train order protection has been placed and that protection has been afforded as prescribed by Rule 45 before obstructing the main track. Siding switches will be lined and locked for the main track unless otherwise instructed by the Superintendent.

SPECIAL INSTRUCTIONS—Continued

A. SOUTH DENVER.—Interlocking, South Denver, governs movements over D. & R. G. W. crossing and connection Joint C. & S.-A. T. & S. F. southward main track with D. & R. G. W. southward main track, and Joint A. T. & S. F.-C. & S. northward main track with D. & R. G. W. northward main track. The following whistle signals will be used:

NORTHWARD

To Denver: One long.

SOUTHWARD

To Southward Main Track: One long.

To Northward Main Track: One long, one short.

To South Denver Yard: One long, one short, one long.

B. When using cross-over at South Park Junction, between southward and northward main tracks, or cross-over from northward main track to South Park Yard, located near D. & I. M. crossing, protect as prescribed by Rule 99.

C. UNION DEPOT YARD.—Trains while on Union Depot tracks will be governed by rules and regulations of the Denver Union Terminal Railway Company.

D. PROSPECT.—All trains or engines will come to a full stop to clear Junction switch or cross-overs 200 feet, except trains or engines may pass through Junction switch or cross-over, if properly lined, at restricted speed, without stopping, provided the operator gives approaching train or engine a proceed signal with yellow flag by day or yellow light by night.

E. All C. & S. trains operating between Denver and Golden will operate over D. & R. G. W. R. R. tracks between Prospect and Zuni in accordance with D. & R. G. W. R. R. Rules.

F. UTAH JUNCTION.—Spring switch at end of double track, C. B. & Q. Junction switch and D. & R. G. W. Junction switch are protected by automatic signals.

Northward home signal, located 300 feet south of D. & R. G. W. crossing, with distant signal 3500 feet south of home signal. Southward home signal, located 300 feet north of D. & R. G. W. crossing, with distant signal 3500 feet north of home signal.

Home signals are normally at Stop and will change to Proceed when trains approach distant signal if switches are properly lined for main track and there are no conflicting movements. Trains will approach home signals at restricted speed, and if signal indicates proceed, must not exceed 15 miles an hour northward or 20 miles an hour southward through spring switch and over D. & R. G. W. crossing.

When train is stopped by home signal, it may proceed on hand signal if crossing is clear and after junction switches and spring switch have been examined and points are found to fit properly and switches are in normal position.

A push button is located at home signal north of D. & R. G. W. crossing to clear signal to permit southward or back up movement.

G. Overhead wires on trackage leading to joint auto dock and alley track in 19th Street Yard will not clear man on top of cars.

H. Guy wire over track serving the Kindel Bedding Company will not clear a man on top of high car.

I. Trolley wires over our tracks on South Broadway and Kentucky Ave., Denver, will not clear a man standing on top of high car.

J. Trolley wires and feeder wires over our tracks at D. & I. M. Crossing, West Myrtle Place, Denver, will not clear a man standing on top of high car.

K. Hours of crossing flagmen at 19th Street, Denver, Colorado, are as follows:

8:00 A. M. to 12:00 Noon, 1:00 P. M. to 5:00 P. M., daily except Sunday.

All train, engine and switching movements over this crossing must be made in accordance with Operating Rule 103 and Denver Terminal Time Table Special Instruction 4.

L. SPECIAL INSTRUCTIONS INTERLOCKED SWITCHES AND SIGNALS REMOTELY CONTROLLED—RICE YARD.

Interlocked switches and signals between Mile Post 1.12 and Mile Post 1.27 and Dwarf Signals off old and new leads remotely controlled from Rice Yard Office and Interlocking Rules are in effect.

When a Dual-control switch is being operated by hand or dual-selector lever is on position marked "Hand", signal indications governing movements over such switch are suspended.

The permission granted by the Operator-Signalman to operate a dual-control switch by hand does not authorize any part of the train or engine to move beyond the designated working limits, nor does it authorize movement over such switch except on hand signal from trainman or engineman stationed at the switch.

When interlocking signals operated by remote control are in stop position, train or enginemen will promptly communicate with Operator-Signalman and when so instructed may proceed by stop signal, examining switches and derrals in route designated, assuring themselves they are in proper position.

Further instructions relative to the hand operation of Dual-Control switches and Controlled Electric Locks are posted in telephone booths located near Signals 8RA and 14LA.

Rule 922 of the Book of Rules of the Operating Department is modified to read as follows:

"Cars containing explosives must be placed near the middle of train, 2 or more such cars may be placed together if desired. They must be at least 16 cars from the engine or occupied caboose, when length of train will permit.

In local freight trains, to avoid the dangers of otherwise unnecessary switching at way stations, cars containing explosives may be placed not closer than the second car from the caboose or the second car from the engine."

SPEED RESTRICTIONS

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 93.

A train, authorized by train order to move against the current of traffic, must approach all interlocking at restricted speed.

When running against the current of traffic, all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines or engines with cabooses must approach all hazardous road crossings where the view is obscured prepared to stop and must run at restricted speed approaching and on curves and where view is obscured between 6:30 A. M. and 6:30 P. M. and use extreme care to avoid striking motor cars.

3. Light engines may operate at maximum speed authorized for freight trains except must not exceed 35 miles an hour.

4. The third paragraph of Operating Rule 918 has been modified, and now will read as follows:

"The speed of steam engines when running backward, either light or handling trains, must not exceed 20 miles an hour on Main Track, or 10 miles an hour on Branches, without instructions from the proper authority."

5. Diesel and Gas-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water speed must not exceed 3 miles an hour to prevent damage to traction motors.

Cars with axle generators should not be run through water that is higher than nine inches over the rails. In cases where cars have been operated through water five inches or more over the rails, all axle generators should be examined and blown out with air at the first terminal where compressed air is available.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
	Restricted Speed	Restricted Speed
ALL SUBDIVISIONS		
On Sidings		
Through cross-overs and other turn outs, unless otherwise specified	10	10
Trailing movements through spring switches	15	15
Short scale test cars must be handled just ahead of way car with air hose coupled		25
Clam shells, boom must be taken down and disconnected and boom trailing		25
Pile drivers, steam derricks and similar equipment		25
Engines under steam disconnected on one side with main rod down	25	25
Air dump cars and loaded coke racks		25
900, 6100, 6300 class engines with drivers blocked up	30	30
500 and 600 class engines	40	40
DENVER AND SOUTH DENVER		
Between Union Depot and West 8th Avenue	20	15
except over West 13th Avenue	10	10
Between West 8th Avenue and South Denver Tower (West Virginia Avenue)	30	15
South Denver Interlocking		
Normal routes	30	30
Reverse movements or movements other than normal route	10	10
Between South Denver Tower and the south City Limits be governed by A. T. & S. F.-D. & R. G. W. Denver Division Timetable		
South Broadway and Kentucky Ave., South Denver	6	6
DENVER AND UTAH JUNCTION		
Between Union Depot or Rice Yard and Prospect	15	10
Between Prospect and Utah Junction	25	15
SHERIDAN SPUR		
Maximum Speed	15	15
West Alameda Avenue (engine or leading car)	1	1

REPORT

The first part of the report deals with the general state of the country. It is noted that the weather has been very dry and hot during the summer months, which has had a detrimental effect on the crops. The harvest has been poor, and the price of grain is high. It is also mentioned that the population is increasing, and that there is a need for more land and resources. The report then goes on to discuss the state of the government and the various departments. It is noted that the government has been successful in maintaining order and stability, and that the various departments are working well together. The report concludes with a summary of the main points and a recommendation that the government should continue to work hard to improve the country.

The second part of the report deals with the state of the economy. It is noted that the economy has been very strong during the summer months, and that there has been a significant increase in the production of goods and services. It is also mentioned that the price of goods is high, and that there is a need for more resources. The report then goes on to discuss the state of the various industries. It is noted that the agricultural industry is struggling, but that the manufacturing industry is doing well. The report concludes with a summary of the main points and a recommendation that the government should continue to work hard to improve the economy.

The third part of the report deals with the state of the education system. It is noted that the education system has been very successful in providing a good quality of education to the children of the country. It is also mentioned that there is a need for more schools and teachers. The report then goes on to discuss the state of the various schools. It is noted that the primary schools are doing well, but that the secondary schools are struggling. The report concludes with a summary of the main points and a recommendation that the government should continue to work hard to improve the education system.

The fourth part of the report deals with the state of the health system. It is noted that the health system has been very successful in providing a good quality of health care to the people of the country. It is also mentioned that there is a need for more hospitals and doctors. The report then goes on to discuss the state of the various hospitals. It is noted that the general hospitals are doing well, but that the specialized hospitals are struggling. The report concludes with a summary of the main points and a recommendation that the government should continue to work hard to improve the health system.