COMPANY MEDICAL EXAMINERS
DENVER

W. J. LONGEWAY, Chief Surgeon,
520 Metropolitan Building.
227 - 16th Street.
Phone KEystone 7623.
Residence Phone PEarl 0637.
If no answer to above, call
RAce 7550 (Telephone Secretary)

A. LEE ALBERS, Local Surgeon,
520 Metropolitan Building.
227 - 16th Street.
Phone KEystone 7623.
Residence Phone FRanklin 5602.

FRANK R. ZARLENGO, Local Surgeon,
202 Metropolitan Building.
227 - 16th Street.
Office Phone AC 3733.
Residence Phone GR 2455.

E. V. GRAHAM, Local Surgeon,
1205 Republic Building.
Phone TAbor 2456.
Residence Phone EAst 0414.

A. J. KAFKA, Oculist & Aurist,
1820 Gilpin Street.
Phone EAst 2069.
Residence Phone DExter 0293.

F. S. HALSTED, Oculist & Aurist,
736 Metropolitan Building.
227 - 16th Street.
Phone TAbor 2248.
Residence Phone PEarl 6788.

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

J. D. WALKER
Assistant Vice President and General Manager

J. J. RYAN
Superintendent Terminals

E. J. COUCH
Chief Dispatcher

T. J. HALLINAN
Trainmaster

A. KERN
Assistant Trainmaster

T. M. SPINDLE
Asst. Trainmaster

R. E. HANSEN - - - Road Foreman

H. D. MOTT - - - Road Foreman

The Colorado and Southern Railway Company

TIME TABLE

OF THE

DENVER TERMINAL DIVISION

No. 76

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

SUNDAY, MAY 28, 1950

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. 76.** **EFFECTIVE MAY 28, 1950.**

NORTHWARD							Signs	Distance from Denver	STATIONS	Office Open	SOUTHWARD						
FIRST CLASS											FIRST CLASS						
23		19	7	9		17					24		20	8	10		18
Mon., Wed. & Fri. Mixed	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passengr	Daily Passenger					Wed., Fri. & Sun. Mixed	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passengr	Daily Passenger	Daily Passenger
43	29	39	37	35	31	33					34	30	36	38	40	32	42
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	B.K.R.				A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
L 8.20	L 9.50	L 8.05	L 5.30	L 9.45	L8.45	L 8.40	Yd.	0.0	..DENVER U. D...	Contin-uous	A 6.20	A 7.25	A 7.20	A 8.15	A3.30	A 3.35	A 7.00
									0.3								
								0.3	C.B.&Q.CROSSING (Grade Gate)	No Office							
									0.2								
								0.5	C.B.&Q.CROSSING (Grade)	No Office							
A 8.25 P.M.	9.54	A 8.10 P.M.	A 5.35 P.M.	A 9.50 A.M.	8.49	A 8.45 A.M.	R. Yd.	1.0	Double Track ....PROSPECT....	Contin-uous	L 6.12 A.M.	7.20	L 7.13 A.M.	L 8.09 A.M.	L3.22 P.M.	3.30	L 6.52 P.M.
									0.5								
									2.2								
	A 9.58 P.M.				A8.52 A.M.		F.Yd.	3.2	....UTAH JCT..... D.&R.G.W.Crossing (Grade Gate)	No Office		L 7.15 A.M.				L 3.25 P.M.	
0:05	0:08	0:05	0:05	0:08	0.07	0:05			SCHEDULE TIME		0:08	0:10	0:07	0:06	0:08	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.

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 Office and Prospect.

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.—C. & S. Northward main track, Denver Union Depot 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 Utah Jct. 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. 76.** **EFFECTIVE MAY 28, 1950.**

NORTHWARD							SOUTHWARD				
FIRST CLASS							FIRST CLASS				
130	28	102	22	Signs	Distance from South Denver	STATIONS	Distance from Denver	Office Open	21	101	27	141
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger						Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
130	8	102	2						1	101	7	141
P.M. L10.30	P.M. L 8.15	P.M. L12.50	A.M. L 7.20	Yd. O.W.	0.0	SOUTH DENVER	4.1	Continuous	P.M. A12.40	P.M. A 2.20	P.M. A 7.20	P.M. A11.50
					0.2	0.2						
					0.2	D.& R.G.W.CROSSING (Interlocked)	3.9	No Office				
					1.9	1.7						
10.33	8.18	12.53	7.23		1.9	SOUTH PARK JCT.	2.2	No Office	12.36	2.16	7.16	11.46
					2.6	0.7						
					2.6	D. & I. M. CROSSING (Grade)	1.5	No Office				
					3.0	0.4						
10.36	8.21	12.56	7.26	B.C.K.O.R. T.W.Yd.	3.0	RICE YARD	1.1	Continuous	12.33	2.13	7.13	11.43
					3.6	0.6						
					3.6	C. B. & Q. CROSSING (Grade Gate) D. &R.G.W. CROSSING (Grade Gate)	0.5	No Office				
					4.1	0.5						
A10.40 P.M.	A 8.25 P.M.	A 1.00 P.M.	A 7.30 A.M.	B.K.R.Yd.	4.1	DENVER U. D.	0.0	Continuous	L12.30 P.M.	L 2.10 P.M.	L 7.10 P.M.	L11.40 P.M.
0:10	0:10	0:10	0:10			SCHEDULE TIME			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. Rule 91 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."

2. Rule 221(a) is in effect at all train order offices in non-automatic signal territory and is modified to include both freight and passenger trains.

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. USE OF TRACK. Where there are two sidings for meeting or passing trains, the right hand track must be used unless otherwise provided.

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

6. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgment of the signal, sound two long blasts of the whistle as provided in Rule 14 (b).

7. Conductors must report by wire, storms or conditions that may render track unsafe and will tie up their trains when in their judgment it is unsafe to proceed.

8. Under Rule 103, when cars are pushed by an engine over public crossings at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the movement is made under Rule 1012.

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.

All trains will be notified and must approach such crossings at restricted speed, giving additional warning signals.

9. 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.

Employes 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.

10. 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.

11. When occupied company service cars are set out of a train 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 Train Dispatcher from the first available point of communication as to the track on which the occupied company service cars are left.

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

Under Rule 908, trains will be notified of occupied company service cars when such cars occupy sidings or station tracks used as sidings.

12. Derricks, pile drivers, steam shovels, clam shells 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, drag lines; 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. 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 fusees, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fusees 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, three fusees and six torpedoes."

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

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

14. Rule 916 is abolished.

15. 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."

Under Rule 914, on trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

16. Grade signals changed from the aspects and instructions shown on pages 88 and 89 of Rules of The Operating Department by replacing the yellow roundels in semaphores with red roundels, the blades red and white instead of yellow and black, and in color light signals one yellow roundel changed to red. Trains may pass grade signal displaying restrictive indication at ten miles an hour instead of five, and be governed by Rules 509-A or 509-B.

17. When switching passenger equipment, air brakes must be used, vestibule curtains and electric connectors disconnected.

18. 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.

19. Under no circumstances should the speed of troop trains exceed:

(a) the maximum allowable speed shown in the time table for steam passenger trains of conventional equipment when troop trains consist of ALL PASSENGER CARS, and

SPECIAL INSTRUCTIONS—Continued

(b) the allowable maximum speed as shown in time table for freight trains when the troop train has freight cars mingled with the passenger equipment or troop trains consisting of all passenger equipment except caboose will not exceed forty-five miles per hour at any point regardless of whether they are handled by freight or passenger engine.

20. Conductors in all classes of service will when practicable personally contact and compare time with their engineman before trains leave initial terminals on the subdivision.

21. The last sentence of Rule 1029 is construed to mean that such persons are to be considered "Out of danger" only when they are out of and away from cars before switching is done.

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. 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 when necessary."

24. On single track, 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.

25. Rule 1078 is modified to read as follows:

"Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required and the movements and 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."

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

27. 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 issued 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.

28. OSCILLATING EMERGENCY RED HEADLIGHTS. Enginemen operating engines equipped with oscillating emergency red headlights will be governed by the following:

When a train is disabled or stopped suddenly by an emergency application of the air brakes or when the engineman or conductor finds it necessary to stop train due to some defect or under circumstances which might cause derailment, fouling of adjacent track, the emergency red headlight must immediately be displayed. The red headlight is displayed and the white headlight extinguished automatically by an emergency application of the air brakes. Should the automatic feature fail to function, the engineman must display the red light manually. When safety and the rules will permit the light will be extinguished manually.

Engineman on an approaching train, observing the emergency red light displayed, must stop immediately and must not pass the red light until it has been ascertained that track is safe and clear for the movement of train.

This rule is in effect at all hours.

THE USE OF THE EMERGENCY RED HEADLIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM FULL COMPLIANCE WITH RULES 99 and 102.

Enginemen and trainmen on engines equipped with oscillating emergency red light must familiarize themselves with the operation of the light.

29. 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.

30. Red fusees will be used only in complying with the requirement of Rule 99 or for emergency stop signals.

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

31. Rule 922 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 except when transported in freight train made up in blocks or classifications must be placed near the middle of the block or classification in which moving, but not nearer than the sixth car from the engine or occupied caboose.

"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."

32. Trains and engines performing switching or other work at locations where automatic highway crossing gates are installed must approach such crossings at restricted speed and not occupy crossing until gates have lowered unless movement is protected by a member of crew.

33. When train orders on form 31 or 19 are to be delivered as prescribed by Rule 217, delivering train will come to complete stop to effect proper delivery.

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 Saturday and 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 8.

L. 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.

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.

M. 2-10-2 or heavier class engines must not be used as helpers behind caboose. 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.

N. 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.

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

P. 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.

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

R. Freight trains will not carry revenue passengers.

S. 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.

T. Short scale test cars must be handled just ahead of way car with air hose coupled.

U. 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 derails 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.

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 signal does not modify the requirements of Rule 93.

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 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.

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

Passenger trains handled by single-engine-truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in subdivision speed restrictions or by train order.

Passenger trains handling freight equipment must not exceed maximum speed authorized for freight trains unless otherwise provided.

Diesel-Electric engines running light may operate at maximum speed authorized for freight trains except must not exceed 35 miles an hour.

To prevent damage to traction motors, when handling electrically operated power units dead in train maximum speed must not exceed:

Gas-electric motor cars.....60 M. P. H.
Diesel-electric power units.....75 M. P. H.
Diesel-electric switch engines.....40 M. P. H.

Where subdivision maximum speeds are less, they will govern.

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.

3. The third paragraph of Rule 918 has been modified, 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."

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS	Restricted Speed	Restricted Speed
On Sidings		
Through cross-overs and other turn outs, unless otherwise specified	10	10
Trailing movements through spring switches	15	15
Engines under steam disconnected on one side with main rod down	25	Yd.
DENVER AND SOUTH DENVER—MAIN TRACK		
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—MAIN TRACK		
Between Prospect and Utah Junction	25	Yd.
SHERIDAN SPUR		
West Alameda Avenue (engine or leading car)	1	1