

## SURGEONS AND PHYSICIANS

ARVADA.....	DR. R. T. PAGNOTTA.....	Local Surgeon
BERTHOUD.....	DR. W. B. HARDESTY.....	Local Surgeon
BOULDER.....	DR. J. GILLASPIE.....	Local Surgeon
CHEYENNE.....	DR. J. D. SHINGLE.....	Local Surgeon
CHEYENNE.....	DR. E. W. NEWMAN.....	Oculist
CHEYENNE.....	DR. G. W. KOFORD.....	Local Surgeon
CHEYENNE.....	DR. R. C. GRAMLICH.....	Local Surgeon
CHEYENNE.....	DR. L. E. MCGONIGLE.....	Local Surgeon
FT. COLLINS.....	DR. F. A. HUMPHREY.....	Local Surgeon
FT. COLLINS.....	DR. ROBERT HUMPHREY.....	Local Surgeon
FT. COLLINS.....	DR. F. BETTS.....	Local Surgeon
GREELEY.....	DR. F. ROUKEMA.....	Local Surgeon
LEADVILLE.....	DR. JOHN KEHOE.....	Local Surgeon
LONGMONT.....	DR. J. S. HALEY.....	Local Surgeon
LOUISVILLE.....	DR. L. F. CASSIDY.....	Local Surgeon
LOVELAND.....	DR. J. T. BROWN.....	Local Surgeon
WHEATLAND.....	DR. W. H. COLLINS.....	Local Surgeon
WINDSOR.....	DR. C. W. SABIN.....	Local Surgeon

Whenever any person other than a trespasser sustains injuries on Company property, requiring immediate medical attention, the nearest Company Surgeon should be summoned by the officer or employe of highest rank present.

In case of emergency when the attendance of the Company Surgeon cannot be had at once, the most available surgical aid should be called to serve until the Company Surgeon arrives. No important surgical operation should be made previous to the arrival of the Company Surgeon, except such as may be required for the immediate safety of the patient.

In case of injury to trespassers, a physician—the Company Surgeon when available—should be summoned only in case the injury renders the patient incapable of seeking medical attention himself. An injured trespasser should not, except in emergency, be removed from the county in which the injury occurs, but arrangements should be made to turn the patient over to the county authorities in case he cannot provide for his own care after emergency service has been rendered.

**W. J. LONGEWAY, Chief Surgeon, Denver, Colo.**  
 520 Metropolitan Bldg. .... AC 2-3783  
 Residence..... PE 3-0637  
 If no answer to above,  
 call RA 2-7650 (Telephone Secretary)

**P. R. JOHNSON**  
 Supt. of Transportation,  
 Ft. Worth, Texas

**G. B. HOOVER**  
 Superintendent,  
 Denver, Colo.

# The Colorado and Southern Railway Company

## TIME TABLE OF THE NORTHERN DIVISION

No.

# 47

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

**SUNDAY, DECEMBER 8, 1957**

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.

# Utah Jct. and Cheyenne Subdivision

**NORTHERN DIVISION.**

**TIME TABLE No. 47.**

**EFFECTIVE DECEMBER 8, 1957**

NORTHWARD		Office Open Monday Through Friday	Signs	Distance From Denver	Mile Post Location	STATIONS		Capacity of		Office Open Saturdays and Sundays	SOUTHWARD	
FIRST CLASS						Slidings	Other Tracks	FIRST CLASS				
Daily Passenger	P.M. 9:40							Daily Passenger	A.M. 7:15			
<b>29</b>						<b>DENVER U. D.</b>						

Trains between Denver and Utah Jct. are governed by time table of the Denver Terminal Division

l 9.49	No Office	F.Yd.	3.37	3.36	<b>UTAH JCT.</b> D. & R. G. W. Crossing (Interlocked) 2.92			No Office	A 7.06
9.55	No Office	F.	6.29	6.28	<b>WESTMINSTER</b> 2.73		53	No Office	7.00
10.01	No Office	F.	9.02	9.01	<b>SEMPER</b> 5.02	78	36	No Office	6.53
f 10.07	8:00 a.m. to 12:00 p.m. 1:00 p.m. to 5:00 p.m.		14.04	14.03	<b>BROOMFIELD</b> 5.67	105	47	Closed	f 6.47
f 10.15	6:00 a.m. to 11:00 a.m. 12:00 p.m. to 3:00 p.m.		19.71	19.70	<b>LOUISVILLE</b> 7.64	23	50	Closed	f 6.38
10.25	No Office	F.Yd.	27.35	27.34	<b>ARA</b> 0.52	76		No Office	6.27
			27.87	27.86	<b>U. P. CROSSING (Grade-Gate)</b> 0.21				
s 10.40	10:00 p.m. to 1:00 a.m. 2:00 a.m. to 7:00 a.m.	R.W.Yd.	28.08	31.35	<b>BOULDER</b> 6.71		Yard	10:00 p.m. to 1:00 a.m. 2:00 a.m. to 7:00 a.m.	s 6.25
f 10.48	No Office	F.	34.79	38.06	<b>NIWOT</b> 5.56	47	29	No Office	f 6.04
s 10.54	8:00 a.m. to 6:45 a.m.	W.Y.Yd.	40.35	43.62	<b>LONGMONT</b> 0.29	90	Yard	8:00 a.m. to 6:45 a.m.	s 5.57
			40.64	43.91	<b>C. B. &amp; Q. CROSSING (Grade-Gate)</b> 5.33				
11.20	No Office	F.	45.97	49.24	<b>HIGHLAND</b> 5.03	37		No Office	5.41
f 11.28	8:00 a.m. to 12:00 p.m. 1:00 p.m. to 5:00 p.m.		51.00	54.27	<b>BERTHOUD</b> 3.10	50	60	Closed	f 5.34
11.32	No Office	F.	64.10	67.37	<b>CAMPION</b> 3.32		16	No Office	5.29
s 11.50 A.M.	8:00 a.m. to 4:00 p.m. 4:30 p.m. to 7:30 a.m.	B.W.Y.Yd.	67.92	71.19	<b>LOVELAND</b> 10.50	81	Yard	8:00 a.m. to 4:00 p.m. 4:30 p.m. to 7:30 a.m.	s 5.19
12.02	No Office	F.	71.08	74.35	<b>OMEGA</b> 3.16	77		No Office	5.08
s 12.21	Continuous	B.C.K.O.R. W.Y.Yd.	71.23	74.50	<b>FT. COLLINS</b> 0.15	13	Yard	Continuous	s 5.01
			71.31	74.58	<b>GREELEY BRANCH CROSSING (Grade-Gate)</b> 0.08				
					<b>U. P. CROSSING (Grade-Gate)</b> 1.94				
12.24	No Office	F.Yd.	73.25	76.52	<b>NORTH YARD</b> 0.65	100	Yard	No Office	4.44
12.25	No Office	F.Yd.	73.90	77.17	<b>BLACK HOLLOW JCT.</b> 8.11			No Office	4.43
f 12.36	8:00 a.m. to 12:00 p.m. 1:00 p.m. to 5:00 p.m.		82.01	85.28	<b>WELLINGTON</b> 6.41	78	53	Closed	f 4.32
12.45	No Office	F.	88.42	91.69	<b>BULGER</b> 7.93	94	6	No Office	4.25
12.55	No Office	F.W.	96.35	99.62	<b>NORFOLK</b> 12.94	100	4	No Office	4.17
1.11	No Office	F.	109.29	112.56	<b>SPEER</b> 6.85	78	6	No Office	4.02
A 1.20 A.M.	Continuous	B.C.K.O.R.T. W.Y.Yd.	116.14	119.40	<b>CHEYENNE</b> 112.77		Yard	Continuous	l 3.53 A.M.
3:31 32.2					<b>SCHEDULE TIME</b> AVERAGE MILES PER HOUR				3:13 35.1

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

Trains may leave Utah Jct. without Clearance Form A.

No train order signal at Ft. Collins. Conductors and Enginemen must have Clearance Form A when operator on duty.

Spring switches at end of double track, Utah Jct.; and north wye switch, Ft. Collins.

At Boulder M. P. 27.97 equals M. P. 31.26.

**OTHER TRACKS**

*Turnpike Lumber Co. . . . .	M. P. 14.80	Capacity 7 cars.
*Valmont . . . . .	M. P. 25.49	Capacity 18 cars.
*Gloss . . . . .	M. P. 25.82	Capacity 21 cars.
Dominion . . . . .	M. P. 41.70	Capacity 32 cars.
Morey . . . . .	M. P. 47.68	Capacity 23 cars.
†Fife . . . . .	M. P. 52.17	Capacity 19 cars.
†Small . . . . .	M. P. 55.68	Capacity 5 cars.

*Marion . . . . .	M. P. 64.71	Capacity 25 cars.
*McClellands . . . . .	M. P. 69.96	Capacity 12 cars.
Drakes . . . . .	M. P. 71.88	Capacity 20 cars.
Giddings . . . . .	M. P. 79.62	Capacity 48 cars.
†Dixen . . . . .	M. P. 87.56	Capacity 18 cars.
†Warrenton . . . . .	M. P. 107.42	Capacity 21 cars.
*Wyco . . . . .	M. P. 117.29	Capacity 69 cars.

\*Track connected at North end.

†Track connected at South end.

Telephones (F)—M. P. 4.12; Valmont; Dominion; Morey; Marion; Wyco.

# Cheyenne and Wendover Subdivision

**NORTHERN DIVISION.**

**TIME TABLE No. 47.**

**EFFECTIVE DECEMBER 8, 1957.**

NORTHWARD		Office Open Monday Through Friday	Signs	Distance from Cheyenne	Mile Post Location	STATIONS	Capacity of		Office Open Saturdays and Sundays	SOUTHWARD	
FIRST CLASS							Siding	Other Tracks		FIRST CLASS	
	Daily Passenger										Daily Passenger
	<b>29</b>								<b>30</b>		
	A.M. l 1.57	Continuous	B.C.K.O.R. T.W.Y.Yd.		119.40	<b>CHEYENNE</b> 4.50		Yard	Continuous	A A.M. 3.37	
	2.06	No Office	F.	4.50	123.90	<b>SHELLBACK</b> 7.28	50	6	No Office	3.28	
	2.15	No Office	F.	11.78	131.18	<b>SILVER CROWN</b> 7.97	72	10	No Office	3.18	
	f 2.27	No Office	F.	19.75	139.15	<b>FEDERAL</b> 4.34	103	27	No Office	f 3.09	
	2.32	No Office	F.	24.09	143.49	<b>ISLAY</b> 8.91	60	6	No Office	2.59	
	s <sup>30</sup> 2.47	8:00 a.m. to 12:00 p.m. 1:00 p.m. to 5:00 p.m.	W.Yd.	33.00	152.40	<b>HORSE CREEK</b> 4.55	78	Yard	Closed	s <sup>29</sup> 2.47	
	2.56	No Office	F.Y.Yd.	37.55	156.95	<b>ALTUS</b> 5.77	92	Yard	No Office	2.36	
	f 3.06	No Office	F.	43.32	162.72	<b>FARTHING</b> 7.33	59	25	No Office	f 2.25	
	3.15	No Office	F.	50.65	170.05	<b>LAMBERT</b> 7.32	80		No Office	2.13	
	3.24	No Office	F.W.	57.97	177.39	<b>DIAMOND</b> 6.28		11	No Office	2.04	
	3.31	No Office	F.	64.25	183.67	<b>BRINTON</b> 4.99	58	6	No Office	1.58	
	s 3.43	8:00 a.m. to 1:00 p.m. 2:00 p.m. to 5:00 p.m. See Foot Note	W.Y.	69.24	188.66	<b>CHUGWATER</b> 13.92	91	62	8:00 a.m. to 1:00 p.m. 2:00 p.m. to 5:00 p.m.	s 1.52	
	4.02	No Office	F.	83.16	202.58	<b>BORDEAUX</b> 8.91	78	24	No Office	1.34	
	4.14	No Office	F.	92.07	211.47	<b>GIBSON</b> 2.48			No Office	1.23	
	s 4.31	8:00 a.m. to 4:00 p.m. 11:00 p.m. to 7:00 a.m.	W.	94.55	213.97	<b>WHEATLAND</b> 1.70	79	118	8:00 a.m. to 4:00 p.m. 11:00 p.m. to 7:00 a.m.	s 1.12	
	4.33	No Office	F.Y.	96.25	215.67	<b>SIBYLEE</b> 5.45			No Office	1.10	
	4.40	No Office	F.	101.70	221.12	<b>UVA</b> 9.33	30		No Office	1.04	
	f 4.54	No Office	F.	111.03	230.45	<b>DWYER</b> 10.35	96	15	No Office	f 12.52	
	A 5.10 A.M.	8:00 p.m. to 5:00 a.m.	B.R.W.Y. Yd.	121.38	240.80	<b>WENDOVER</b>	50	Yard	8:00 p.m. to 5:00 a.m.	l 12.37 A.M.	
						121.38					
	3:13 37.6					SCHEDULE TIME AVERAGE MILES PER HOUR				3:00 40.4	

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

No train order signal at Wendover or Cheyenne. Conductors and Engineers must have Clearance Form A when operator on duty.

At Wendover, time of first class trains applies at passenger station; time of other trains applies at south switch of yard M. P. 239.87.

At Cheyenne, time of northward first class trains applies at crossover between main track and track No. 4, M. P. 119.69. Trains taking siding at Cheyenne will use No. 4 track south of crossover.

Spring switches at M. P. 120.46 north end Cheyenne Yard and M.P. 239.87, Wendover Yard.

Nos. 29 and 30 will stop on flag at McDonald's Ranch M. P. 175.29 and at Slater M. P. 197.70 for mail and baggage.

Chugwater office closed Monday.

### OTHER TRACKS

Slater..... M. P. 197.70..... Capacity 28 cars.

\*Curtis..... M. P. 216.72..... Capacity 26 cars.

\*Track connected at North end. †Track connected at South end.

Telephone (F)—Slater.

# Ft. Collins and Greeley Subdivision

**NORTHERN DIVISION.**

**EFFECTIVE DECEMBER 8, 1957.**

EASTWARD			Office Open Monday through Friday	Signs	Mile Post Location	TIME TABLE No. 47.		STATIONS		Capacity of		Office Open Saturdays and Sundays	WESTWARD		
						Stalings	Other Tracks								
			Continuous	B.C.K.O.R. W.Y.Yd.	74.35			<b>FT. COLLINS</b>		Yard	Continuous				
					74.62			0.50 <b>U. P. CROSSING (Grade)</b>							
			No Office		78.78			4.15 <b>CUTHBERTSON</b>		15	No Office				
			No Office	F.	81.20			2.42 <b>TIMNATH</b>	37	13	No Office				
			No Office		83.61			2.41 <b>KERNS</b>		21	No Office				
			8:00 a.m. to 12:00 p.m. 1:00 p.m. to 5:00 p.m.	W.Yd.	86.57			2.96 <b>WINDSOR</b>	31	Yard	Closed				
					87.53			0.96 <b>G. W. CROSSING (Grade)</b>							
			No Office	F.	91.38			3.85 <b>BRACEWELL</b>	29	34	No Office				
			No Office	F.	93.43			2.05 <b>FARMERS</b>	17	43	No Office				
			Continuous	O.R.W.Y.Yd.	98.85			5.42 <b>GREELEY</b>		Yard	Continuous				
								24.72							

**TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.**

No train order signal at Ft. Collins and Greeley. Conductors and Enginemen must have Clearance Form A when operator on duty.

## GOLDEN SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
1.03	<b>PROSPECT</b> 3.35 Between Prospect and Zuni, C. & S. engines operate over D. & R. G. W. tracks and are governed by rules and time table of D. & R. G. W. R. R.	Yard
4.38	<b>ZUNI</b> 3.24	Yard
7.62	<b>ARVADA</b> 3.44	27
11.06	<b>MT. OLIVET</b> 4.80	39
15.86	<b>GOLDEN</b> 14.83	Yard

Derail located between West 44th Ave. and south switch to yard, Golden.

Spur track M. P. 6.41 Capacity 17 cars, track connected at north end.

## CLIMAX SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
151.27	<b>LEADVILLE</b> 14.10	34
137.17	<b>CLIMAX</b> 14.10	24

French Gulch Tank at M.P. 142.20

## INGLESIDE SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
74.35	<b>FT. COLLINS</b> 3.96	Yard
78.31	<b>LA PORTE</b> 3.73	12
82.04	<b>FILTER</b> 0.63	6
82.67	<b>ROBERTS</b> 7.62	6
90.29	<b>OWL CANYON</b> 2.00	31
92.29	<b>REX</b> 17.94	60

Derail and sign at Woods street M. P. 75.40.

## BLACK HOLLOW SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
77.17	<b>BLACK HOLLOW JCT.</b> 1.56	20
78.73	<b>SINNARD</b> 2.00	20
80.73	<b>WOODS</b> 2.16	20
82.89	<b>KLUVER</b> 3.15	28
86.04	<b>BLACK HOLLOW</b> 8.87	42

## ARKINS SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
60.69	<b>LOVELAND</b> 1.66	Yard
62.35	<b>WALT</b> 0.92	25
63.27	<b>RIST</b> 2.50	5
65.77	<b>WILDS</b> 5.08	25

## AYERS SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
211.47	<b>GIBSON</b> 0.60	12
212.07	<b>WHITING</b> 3.16	27
215.23	<b>AYERS</b> 3.21	15
218.44	<b>NATWICK</b> 6.97	15

## SIBYLEE SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
215.67	<b>SIBYLEE</b> 4.39	16
220.06	<b>WILSON</b> 2.17	13
222.23	<b>HIGHTOWER</b> 6.56	13

**SPUR TRACKS ARE WITHIN YARD LIMITS. RULE 908 IN EFFECT**

**SPEED RESTRICTIONS**

Troop trains consisting of passenger cars only will be governed by speed authorized for passenger trains.

Troop trains consisting of passenger cars only (including caboose) will be governed by speed authorized for steam trains handling standard cars, except must not exceed 60 MPH.

Troop trains handling freight cars will be governed by speed authorized for freight trains, except must not exceed 45 MPH.

Freight cars equipped for handling in passenger trains will be considered same as standard passenger equipment.

Engines running light, and engines with caboose only, must not exceed speed authorized for freight trains, except must not exceed 35 MPH, unless otherwise provided.

Speed of steam engines when running backward, either light or handling trains, must not exceed 20 MPH on Main Track, or 10 MPH on Spurs, without instructions from proper authority.

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

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

- Gas or diesel-electric engines..... 60 M. P. H.
- Diesel-electric passenger engines..... 75 M. P. H.
- Diesel-electric freight engines..... 60 M. P. H.
- Diesel-electric switch engines..... 40 M. P. H.

Where subdivision maximum speeds are less, they will govern.

Maximum speed for C. & S. diesel engines in 800 series, F. W. & D. diesel engines in 800 series and C. B. & Q. diesel engines in 200, 300 and 400 series is 65 M. P. H. when handling passenger trains and 45 M. P. H. when handling freight trains. Where subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.	LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>ALL SUBDIVISIONS</b>			<b>UTAH JCT. AND CHEYENNE SUBDIVISION</b>		
On Sidings.....	Reduced Speed	Reduced Speed	Utah Jct. over spring switch and D.R.G.W. crossing.....	15	15
All cross-overs and turn outs, not otherwise specified..	10	10	M. P. 6.0 to M. P. 7.49.....	10	10
Trailing movements through spring switches.....	15	15	M. P. 14.0—Street Crossing Broomfield.....	20	20
Scale test cars:			M. P. 15.0 to M. P. 15.5.....	50	45
Main Track.....		25	M. P. 16.6 to M. P. 17.0.....	40	35
Spurs.....		20	M. P. 17.4 to M. P. 17.6.....	30	20
Steam Wrecking Derrick:			M. P. 21.6 to M. P. 22.1.....	35	30
Main Track.....		35	M. P. 23.7 to M. P. 24.5.....	40	35
Spurs.....		15	M. P. 27.74 to M. P. 27.97.....	15	15
Clam shells, pile drivers, spreaders, and similar equipment:			M. P. 32.8 to M. P. 32.9.....	50	45
Main Track.....		25	M. P. 43.57—Main street crossing Longmont.....	10	10
Spurs.....		15	M. P. 43.75 to M. P. 44.0.....	25	25
Rotary snow plows:			M. P. 44.5 to M. P. 45.0.....	40	35
Main Track.....		25	M. P. 48.8 to M. P. 49.7.....	40	35
Spurs.....		15	M. P. 51.4 to M. P. 53.9.....	50	45
Engines under steam disconnected on one side with main rod down:			M. P. 54.19—Main street crossing Berthoud.....	25	20
Main Track.....	25	25	M. P. 58.4 to M. P. 59.9.....	40	35
Spurs.....	15	15	M. P. 60.50 to M. P. 61.11—2nd to 10th streets Loveland.....	15	15
Wholly disconnected or dead steam engines.....		20	M. P. 68.8 to M. P. 69.0.....	50	45
Loaded 20 yard air dump cars, in rear of train when possible.....		25	M. P. 72.91 to M. P. 74.62.....	15	15
800 and 900 class steam engines with drivers blocked up.....	30	30	<b>EXCEPTIONS:</b>		
600 class engines.....	40	40	M. P. 73.54—Laurel Avenue Ft. Collins.....	10	10
<b>UTAH JCT. AND CHEYENNE SUBDIVISION</b>			M. P. 74.16—Mountain Avenue Ft. Collins.....	10	10
Maximum Speed.....	59	45	M. P. 77.3 to M. P. 78.4.....	40	35
<b>CHEYENNE AND WENDOVER SUBDIVISION</b>			M. P. 110.1 to M. P. 110.7.....	40	35
Maximum Speed.....	59	45	M. P. 119.0 to M. P. 119.5.....	20	20
<b>FT. COLLINS AND GREELEY SUBDIVISION</b>			<b>CHEYENNE AND WENDOVER SUBDIVISION</b>		
Maximum Speed.....	30	25	M. P. 119.63 to M. P. 122.49.....	20	15
<b>SPURS</b>			Through turnouts in main track north end and middle Cheyenne yard.....	20	20
Arkins Spur.....		15	M. P. 130.4 to M. P. 131.1.....	50	45
Ingleside Spur.....		15	M. P. 144.8 to M. P. 145.0.....	60	45
Black Hollow Spur.....		15	M. P. 146.9 to M. P. 157.0.....	40	35
Climax Spur.....		15	M. P. 159.6 to M. P. 160.2.....	40	35
Sibylee Spur.....		15	M. P. 160.6 to M. P. 165.2.....	50	45
Except 900 class engines over all bridges.....		12	M. P. 174.5 to M. P. 174.8.....	50	45
Ayers Spur.....		15	M. P. 196.4 to M. P. 196.7.....	50	45
Except 900 class engines over all bridges.....		12	M. P. 206.9 to M. P. 211.3.....	40	35
Golden Spur.....	30	25	M. P. 213.80—Street crossing Wheatland.....	20	20
M. P. 7.71—Wadsworth Avenue Arvada.....	10	10	M. P. 213.93—Street crossing Wheatland.....	20	20
M. P. 14.37 to M. P. 14.71.....	10	10	M. P. 219.1 to M. P. 220.5.....	40	35
Bridge 16.19—Brick yard spur.....	10	10	M. P. 227.7 to M. P. 228.7.....	40	35
			M. P. 231.8 to M. P. 238.6.....	40	35
			Northward approach signal Wendover.....		30
			M. P. 240.5.....	20	20
			<b>FT. COLLINS AND GREELEY SUBDIVISION</b>		
			M. P. 74.94—Lincoln Avenue Ft. Collins.....	10	10

Speed restrictions for certain curves are indicated by yellow board, with numerals in black, indicating the permissible speed for passenger and freight trains, and are located 1500 feet in advance of such curves. These boards designate a curve, or group of curves, where speed is permanently restricted as indicated. Enginemen must restrict the speed of train until the entire train has passed the restricted territory, when normal speed may be resumed. The reverse side of slow board governing trains in opposite direction over same restricted territory is painted green, and will serve as a guide to enginemen in resuming normal speed.

## SPECIAL INSTRUCTIONS

Trainmaster..... J. Bruner, Denver.  
 System General Foreman—Road Foreman..... R. E. Hansen, Denver.  
 Chief Dispatcher..... E. J. Couch, Denver.

## TRAIN DISPATCHERS

C. H. Tober D. J. Eves R. J. Stoner L. S. Horst D. G. Stice J. C. Girard

1. Troop trains will be handled the same as passenger trains except, that meeting points with all opposing trains must be established by a positive meet train order.

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

To assure against fire damage do not permit gas, gas-electric motor cars or diesel electric power units to stand over hot cinders, open flame on track, cinder pits or switch heater flames.

When train order (Form D-R) authority for crossover, at facing point hand throw switch, is issued at the point where crossover movement is to be made, train must be stopped before the crossover switches are lined.

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

The use of retainers on trains descending grades will be left to the judgment of conductor and engineman.

2-10-2 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.

## 2. USE OF TRACK.

C. B. & Q. trains use C. & S. tracks between Prospect and Broomfield.

U. P. trains use yard tracks, Boulder, west of C. & S. main track.

Trains meeting or passing at Longmont will use siding south of station and time will apply at switches of this siding.

Auto dock on north side of G. W. Ry. No. 1 interchange track Loveland will not clear man on side of car.

## AT GREELEY:

All forward and back up movements over 14th, 11th and 9th avenues will be preceded by a member of train crew, who will protect crossing.

All forward movements over street crossings between M. P. 97.30 and passenger station are restricted to 10 M.P.H. until engine has cleared crossing.

## AT CHEYENNE:

Between M.P. 119.00 and M.P. 119.82 trains have no timetable superiority and must run at reduced speed, expecting to find main track occupied by other trains or engines within these limits.

Between yard limit board on Sterling Division, M.P. 334.24 and Cheyenne, trains have no timetable superiority.

Yard and light engine movements over Capitol, Carey and Pioneer avenues will be preceded by flagman.

Trains will move at reduced speed over Carey and Pioneer avenues and will be preceded by flagman over Capitol avenue.

Loading dock on west track at rock quarry Horse Creek will not clear engine or box car.

## GOLDEN SPUR.

Ramp on business track Mt. Olivet will not clear man on side or top of car. Apron on this ramp will not clear engine.

Overhead bridge between malt house and grain elevator at Coors brewery Golden, will not clear man on top of car.

Engines must not move over track scale located in Coors elevator track, Golden.

## RAILROAD CROSSINGS:

UTAH JCT.—Interlocking, governs movement over D. & R. G. W. crossing, remotely controlled by D. & R. G. W. Train Dispatcher at Denver.

Spring switch at end of double track. C. B. & Q. jct. switch and D. & R. G. W. jct. 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 and 3800 feet north of D. & R. G. W. crossing, with distant signal 9800 feet north of D. & R. G. W. crossing.

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:

Stoss ..... against C. & S.  
 Boulder ..... against U. P.  
 Longmont ..... against C. B. & Q.  
 Ft. Collins ..... against Ft. Collins and Greeley Subdivision.  
 Ft. Collins ..... against U. P.

## 3. RULES OF THE OPERATING DEPARTMENT ARE MODIFIED AS FOLLOWS:

## RULE H.

The use of tobacco by employes in uniform while on duty in the presence of patrons, or by employes transacting business with patrons in or about stations, is prohibited.

## RULE Q.

Courteous deportment is required of all employes in their dealings with the public, their subordinates and each other.

Employes who are careless of the safety of themselves and others, negligent, insubordinate, dishonest, immoral, quarrelsome or otherwise violous or who do not conduct themselves in such a manner and handle their personal obligations in such a way that their railroad will not be subject to criticism or loss of good will, will not be retained in the service.

## RULE 16 (k).

One long sound of communicating signal to shut off train heat.

## RULE 17. (Last paragraph).

At night when standing or moving about yards, road engines without cars must display a light on the rear.

## RULE 19 (e).

A train not equipped to display the prescribed markers will display a red flag by day and a white light by night to indicate the rear of the train.

## RULE 21.

Where extra trains display classification signals, the display of white flags will be discontinued and white lights will be used as classification signals for both day and night operation.

## RULE 30.

Except where the momentary stop and start, forward or backward, is a continual switching movement, the engine bell must be rung when an engine is about to move, and while approaching and passing public crossings at grade and station platforms.

## RULE 35.

The following signals will be used by flagmen:  
 Day Signals—A red flag, torpedoes and red fuseses.  
 Night Signals—Torpedoes and red fuseses.

## RULE 99 (b) (Second paragraph).

The required flagging equipment for an engine is one red flag, six torpedoes and four red fuseses.

## RULE 208. (Second paragraph).

The several addresses must be in the order of superiority of trains, each office taking its proper address and when office is open, except within Automatic Block Signal Limits, must include the operator at meeting or waiting point.

## RULE 221 (a) (First paragraph).

Where trains are operated on single track, Clearance Form A must be filled out by the operator before clearing a train, showing thereon, without erasure or alteration, the total number of train orders and the number of each train order, if any, addressed to a train. He will then repeat from the clearance to train dispatcher the information shown thereon. The dispatcher will make the required record in the train order book, and if operator has correctly repeated the number of all train orders addressed to a train will respond by giving "OK", the time, and the Superintendent's initials, which the operator will endorse on the Clearance.

## CLEARANCE FORM F.

Proceed per Rule 509 A on ..... track.

Train Dispatcher will specify number or name of track that the train will proceed on after passing the signal; viz., in multiple track territory—On No. 2 track, or—on westward track; in single track territory—on Main track, or on siding or yard track. Conductor or Engineman will note track on Clearance Form F and repeat to the Train Dispatcher.

## RULE 501-501-E.

A single arm semaphore signal having a yellow blade in a vertical position in the upper quadrant with a green light will indicate proceed in accordance with Rule 501.

A single arm semaphore signal having a yellow blade in the upper quadrant at an angle of 45 degrees to the vertical with a yellow light will indicate approach in accordance with Rule 501-E.

## SPECIAL INSTRUCTIONS—Concluded

**RULE 512 (Second paragraph).**

Except as provided for in Rule 512, before train or engine movement is made from siding equipped with a spring switch, not governed by a dwarf signal spring switch must be opened by hand.

When a train or engine, on a siding equipped with a spring switch and dwarf signal, is stopped by a Stop indication and no conflicting train or engine movement is evident, and movement to main track is authorized as prescribed by Rule 509, spring switch must be opened by hand.

In either case, after waiting three minutes and leading truck has passed fouling point while switch is open, switch must then be closed by hand. Leading truck must not pass fouling point until after expiration of the three minute period.

**RULE 672 (Third paragraph).**

If there is no indication to show that signals on the conflicting routes indicate stop, movement must be made in the following manner: Train or engine will be moved to occupy the track between the home signal and the crossing and stop clear of the crossing. Burning red fuseses must be placed 100 feet from the crossing on all conflicting routes. Train or engine may proceed after standing two minutes, if no conflicting train or engine movement is evident.

**RULE 712.**

Train orders must not be transmitted by radio between head and rear end of a train.

Information concerning the position of switches or aspect of governing signals must not be requested nor accepted by train or engine crews from persons other than members of their own crew.

**RULE 908 (Second paragraph).**

Before moving engines and cars on station, or industry tracks, train and yardmen must know that the cars can be moved with safety.

**(Fourth paragraph).**

Unless otherwise authorized, cars must not be shoved on yard tracks, team tracks, industry or freight house tracks, until a member of the crew is stationed at the opposite end of tracks for the purpose of ascertaining the amount of room or clearance and prevent shoving cars out to foul.

**RULE 913 (First paragraph).**

When for any reason an engine leaves its train or part of its train on main track at night or where view is obscured, torpedoes must be placed a safe distance in advance of rear portion of train to warn engineman returning, and at night a light must be placed on front end of rear portion of train.

**RULE 914.**

A rectangular yellow sign with diagonal black stripe displayed on the right of track indicates that the track one mile distant is safe for a speed of 10 miles per hour unless otherwise directed by train order, timetable or bulletin.

A round green sign with diagonal white stripe displayed on the right of the track signifies that the slow track has been passed and authorized speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear of train.

On subdivisions where maximum speed is 40 M. P. H. or more an octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.

**RULE 916.**

Diesel engines may be deadheaded directly behind road diesel engines between Denver and Wendover.

**RULE 918.**

Bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and tralling.

**RULE 1304.**

Before starting brake test on a freight train, the brake system must be charged to not less than 10 lbs. below the standard pressure for that train, instead of 5 lbs.

**RULE 1315 (e).**

When for any reason, the electro-pneumatic brakes become unserviceable, the following procedure will govern:

- (1) When running and the brakes fail to apply in service position of the brake valve, the train must be stopped immediately with emergency application of the brakes by moving brake valve handle to emergency position and no other movement of the brake valve is to be made until train has stopped.

(2) When running and the brakes fail to release, the train will be stopped with service application; after train has stopped, or when any change in the electro-pneumatic brake system occurs after leaving the initial terminal of the train, a standing test of the automatic air brakes must be made as prescribed by Rule 1314, following which the train may proceed, making a running test and operate not exceeding maximum speed of 79 M. P. H. 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 signature. This will supersede instructions on the original Clearance Form K.

**RULE 1345.**

The emergency air brake valve located in all passenger, baggage and express cars and in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

If it is necessary to stop a train due to inability to transmit signal to the engineman, open the valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep the brakes applied to the stop.

Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

4. If due to accident, on an engine other than steam, operating without cars, causing complete failure of the air brake, proceed as follows:

- (a) Close throttle to Idle.
- (b) Move the reversing handle to reverse position.
- (c) Open throttle to No. 1 position.

Air brakes must be used on occupied passenger carrying equipment when switching.

5. Freight and passenger diesel engines may operate on any siding, yard or station track where 800 class steam engines are allowed to operate.

900 class engines may operate on spurs, sidings, yard and station tracks except as noted below.

Steam engines heavier than 800 class must not use Ft. Collins and Greeley subdivision, Golden spur, Arkins spur or Town spur (U. P. trackage), Boulder.

Following tracks and spurs OK for SD-9 class engines but not OK for other engines heavier than 600 class.

Track No. 32 to brewery, Golden.

Track above clay pit switch on brick yard, Golden.

Track into building, Valmont.

Ingleside Spur.

Black Hollow spur, except OK for 800 class steam engines Black Hollow Jct. to Sinnard.

Engines must not use crossover from runaround track to coal pit track south of coal pit in Great Western Sugar Co. yard Ft. Collins.

## FREIGHT TRAINS (Information Only)

NORTHWARD (Read Down)			Stations	SOUTHWARD (Read Up)		
76-77	72	73		78-75		
Lv 5:00 AM (76)	2:45 PM	Ar 1:15 PM	Texline	Ar 8:30 PM		
Ar 9:45 AM	8:45 PM	Lv 8:30 AM	Trinidad	Lv 4:00 PM		
Lv 10:25 AM	9:45 PM	Ar 7:30 AM	Trinidad	Ar 3:30 PM		
Ar 2:20 PM	2:30 AM	Lv 1:30 AM	Pueblo	Lv 11:45 AM		
Lv 3:40 PM	5:15 AM	Ar 12:30 AM	Pueblo	Ar 9:00 AM		
Ar 8:40 PM	10:15 AM	Lv 8:00 PM	Denver	Lv 5:00 AM (75)		
Lv 5:30 AM (77)			Denver	Ar 7:30 PM		
Ar 11:00 AM			Cheyenne	Lv 2:30 PM		
Lv 1:00 PM			Cheyenne	Ar 1:00 PM		
Ar 7:00 PM			Wendover	Lv 7:30 AM (78)		

## SPEED OF TRAINS

Miles per Hour	Time per Mile	
	Minutes	Seconds
5	12	0
10	6	0
15	4	0
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0
65	0	55
70	0	51
75	0	48
80	0	45