

COMPANY MEDICAL EXAMINERS

JOSEPH A. McMEEL, Local Surgeon
504 Republic Building
Office KE 4-0294
Residence BE 7-4109

ROBERT M. MAUL, Local Surgeon
2704 West 32nd Avenue
Office GE 3-0909
Residence RA 2-3895

FRANK N. ZARLENGO, Local Surgeon
1570 Humboldt Street
Office AC 2-3733
Residence GE 3-4967

NORMAN BRINKHAUS, Local Surgeon
3535 West 44th Avenue
Office GE 3-6397
Residence GR 7-0122

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.
520 Metropolitan Bldg.....AC 2-3783
When Dr. Longeway's office is closed, Telephone Secretary will answer at AC 2-3783.
ResidenceSK 7-2630

P. R. JOHNSON
Supt. of Transportation

E. J. COUCH
Chief Dispatcher

J. J. RYAN
Superintendent

H. A. COQUOZ
Assistant Trainmaster

A. KERN
Trainmaster

A. L. CARTWRIGHT
Assistant Trainmaster

R. E. HANSEN—System General Foreman—Road Foreman

The Colorado and Southern Railway Company

TIME TABLE OF THE DENVER TERMINAL DIVISION

No.

98

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

SUNDAY APRIL 16, 1961

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 Jct. Subdivision

DENVER TERMINAL DIVISION.

TIME TABLE No. 98.

EFFECTIVE APRIL 16, 1961

NORTHWARD						STATIONS	Office Open	SOUTHWARD			
FIRST CLASS				Signs	Mile Post Location			FIRST CLASS			
7	9	17	18					8	10	18	18
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger		
29	39	37	35		0.00	DENVER U. D.	Contin- uous	A 7.35	A 8.00	A 3.20	A 7.20
P.M. L 9.40	P.M. L 6.25	A.M. L 9.05	A.M. L 8.40	B.K.R. Yd.	0.52	C.B. & Q. CROSSING (Grade Gate)	No Office				
					0.60	C.B. & Q. CROSSING (Grade)	No Office				
9.44	A 6.30 P.M.	A 9.10 A.M.	A 8.45 A.M.	R. Yd.	1.03	PROSPECT	Contin- uous	7.30	L 7.54 A.M.	L 3.14 P.M.	L 7.14 P.M.
A 9.49 P.M.				F. Yd.	3.36	UTAH JCT. D. & R. G. W. Crossing (Interlocked)	No Office	L 7.26 A.M.			
0:09	0:06	0:06	0:05		Two Main Tracks	SCHEDULE TIME		0:09	0:06	0:06	0:06

RULE 91 IN EFFECT BETWEEN PROSPECT AND UTAH JCT.

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

No train order signal at Prospect. Conductors and Enginemen of northward trains must have Clearance Form A.

C. & S. engines, except Denver yard engines, moving from Prospect to C. & S. Jct. via the D. & R. G. W. and will occupy the Golden Spur track beyond C. & S. Jct. must have C. & S. Clearance Form A at Prospect.

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.

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

Denver and South Denver Subdivision

DENVER TERMINAL DIVISION.

TIME TABLE No. 98.

EFFECTIVE APRIL 16, 1961

NORTHWARD				Signs	Mile Post Location	STATIONS	Office Open	SOUTHWARD					
FIRST CLASS								FIRST CLASS					
		28 Daily Passenger	22 Daily Passenger					21 Daily Passenger	27 Daily Passenger				
		8	2					1	7				
		P.M. 5.55	A.M. 6.20	Yd. Q.	4.05	SOUTH DENVER 0.16	Continuous	P.M. 12.55	P.M. 8.00				
					3.90	D. & R. G. W. CROSSING (Interlocked) 1.70	No Office						
		5.58	6.23		2.17	SOUTH PARK JCT. 1.09	No Office	12.51	7.56				
		6.01	6.26	B.C.K.O.R. T.W.Yd.	1.08	RICE YARD 0.58	Continuous	12.48	7.53				
					0.48	C. B. & Q. CROSSING (Grade Gate) D. & R. G. W. CROSSING (Grade Gate) 0.48	No Office						
		A 6.05 P.M.	A 6.30 A.M.	B.K.R.Yd.	0.00	DENVER U. D.	Continuous	12.45 P.M.	7.50 P.M.				
		0:10	0:10			SCHEDULE TIME		0:10	0:10				

RULE 91 IN EFFECT

EXTRA TRAINS AND YARD ENGINES MUST CLEAR THE TIME OF NOS. 1 AND 2 NOT LESS THAN TEN MINUTES. CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN M.P. 0.39 (SOUTH LIMITS TOWER A INTERLOCKING) AND M.P. 1.13 (NORTH LIMITS RICE YARD INTERLOCKING) DESIGNATED BY CENTRALIZED TRAFFIC CONTROL SIGNS. CENTRALIZED TRAFFIC CONTROL WILL BE HANDLED BY THE OPERATOR AT RICE YARD OFFICE UNDER JURISDICTION OF TRAIN DISPATCHER.

The small figures shown above the train number indicate the train number on the joint A. T. & S. F. - D. & R. G. W. Time Table and are for information only.

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

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

Train order authority will not be required for Southward extra trains, operating with current of traffic between Rice Yard and South Denver.

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

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

REMACO INDUSTRIAL SPUR	
MILE POST LOCATION	STATIONS
0.00	D&RGW CONNECTION
0.17	AT&SF & C&S CROSSINGS
0.62	CONN. TO C&S WEST SIDE LINE
3.17	DENNISON
6.27	MORNINGSIDE
6.52	(SIMS STREET)
	6.52

SHERIDAN SPUR	
MILE POST LOCATION	STATIONS
2.17	SOUTH PARK JCT.
6.49	JCT. TERMINAL LIMIT
7.48	SHERIDAN
7.67	END OF TRACK
	5.50

CONNORS SPUR	
MILE POST LOCATION	STATIONS
4.05	SOUTH DENVER
5.94	JOINT TERMINAL LIMIT
8.31	CONNORS
8.51	END OF TRACK
	4.46

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.

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.

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

LOCATION	Passenger	Freight
	Trains	Trains
	M. P. H.	M. P. H.
ALL SUBDIVISIONS		
On Sidings	Reduced Speed	Reduced Speed
Through cross-overs and other turn outs, unless otherwise specified.....	10	10
Trailing movements through spring switches.....	15	15
Trains making back up movement, unless otherwise provided	20	20
Scale Test cars:		
Main Track		25
Steam Wrecking Derricks:		
Main Track		35
Clam shells, pile drivers, spreaders, and similar equipment:		
Main Track		25
Rotary snow plows:		
Main Track		25
Dead steam engines.....		20

LOCATION—(Continued)

LOCATION—(Continued)	Passenger	Freight
	Trains	Trains
	M. P. H.	M. P. H.
Loaded 20 yard air dump cars, in rear of train when possible, main track.....		25
Loaded 30 yard air dumps, main track.....		35
DENVER AND SOUTH DENVER— SUBDIVISION		
Between the south interlocking limits of Tower A, Denver U. D. and West 8th Avenue, MP 2.12	20	15
Between West 8th Avenue, MP 2.12 and South Denver Tower.....	30	15
South Denver Interlocking		
Normal route	30	30
Reverse movements or movements other than normal route	10	10
Between South Denver Tower and joint terminal limits, AT&SF MP 730.44, be governed by AT&SF-D&RGW Denver Division timetable		
South Broadway and Kentucky Ave., South Denver	6	6
DENVER AND UTAH JCT.— SUBDIVISION		
Northward trains or yard engines moving northward from east end Rice Yard to 15th Street Crossing, Denver.....	10	10
Approaching and entering street crossing at 19th and Chestnut streets, Denver.....	10	10
Between Prospect and Utah Jct.....	25	Yd.
SPUR TRACKS		
		15
SHERIDAN SPUR		
West Alameda Avenue, MP 3.35 (engine or leading car)		6
CONNORS SPUR		
Over all street crossings engine or leading car		6
REMACO SPUR		
Over all street crossings engine or leading car		6

SPECIAL INSTRUCTIONS

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 insure against fire damage, do not permit engines to stand over or near any open flame.

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.

Santa Fe will operate dome cars in and out of Denver. Santa Fe dome cars must not be moved through carwasher at Denver when carwasher is in operating position.

2. USE OF TRACK:

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.

To Connors Spur: one long, one short, one long.

When using cross-over at South Park Jct., between southward and northward main track, or cross-over from northward main track to South Park Yard, located at M.P. 1.5, protect as prescribed by Rule 99.

Track No. 21 adjacent to 7th Street Roundhouse, Rice Yard, Denver, is a tie up track for Yard Diesel Switchers only.

Road Diesels or Engines will tie up on the assigned inbound track at 7th Street Roundhouse.

SPECIAL INSTRUCTIONS—Continued

Normal position of Track No. 21 switch at both ends is lined for No. 21 track.

All employes using these switches must know that the switches are restored to normal position for Track 21 after using.

Northward D. & R. G. W. trains will use Northward track, Tower B, Denver U. D. 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).

C. & S. freight trains and yard engines will use C. & S. freight lead between Rice Yard and Prospect. Normal position of switches is for freight lead.

C. B. & Q. freight trains and yard engines may use the double track between Tower B, Denver U. D. and Utah Jct.

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

Gates at the American Smelting and Refining Company Plant will be locked at 51st Street across Sewage Disposal Lead, and at Washington Street across Sewage Disposal Lead.

All yard crews using the Sewage Disposal track at these locations must unlock and open gates and secure them before entering. The gates may be left open while crews on the Sewage Disposal track are at the packing plants, but after coming out of these plants and leaving the Sewage Disposal, gates are to be closed and securely locked.

Gates are equipped with toggle bar, with C&S switch lock on one end, private lock on the other. It is imperative and highly necessary that the gates be kept closed and locked at all times, except when crews are on the Sewage Disposal track performing switching.

Normal position of No. 1 switch at West end CB&Q 38th Street Yard, Denver, is lined for lead.

All trains or engines at highways or street intersections with railroad tracks where official traffic control devices are installed must start movement into street intersection or highway only on clear (green light) traffic signal. When the train or engine has entered the crossing or intersection on proper traffic signal indication it may then proceed without regard to other indications which the traffic signal may subsequently display.

All Yard Enginemen and Yard Foremen must be thoroughly conversant with physical characteristics of all tracks in the territory in which their assignment performs service.

If there is any question of an Engineman or yard foreman not having worked in the territory recently and not being fully acquainted with the physical characteristics of switches, signals and tracks, they will, before departing from the terminal, confer with other crew-members and assurance must be had that the employes on both the head end and the rear end of the train or transfer are fully conversant with all physical characteristics of the territory in which they are going to perform their service.

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

Guy wire over track serving Burton Dixie on Belt Line will not clear man on top of car.

Automatic highway flashing light traffic signal installed in the yard tracks at 19th Street Yard at 19th and Chestnut Street Crossing, Denver.

Rule 103 is in effect.

DENVER U. D. YARD.—Trains, engines and switch movements, while on the Union Depot tracks and between the south interlocking limits of Tower A and north interlocking limits of Tower B will be governed by rules and speed restrictions of the Denver Union Terminal Railway Company.

PROSPECT—DENVER U. D.—All trains or engines must stop to clear junction switch or crossovers 200 feet, except trains or engines may, when given a proceed signal with a yellow flag by day or a yellow light by night, proceed at reduced speed without stopping.

C&S yard crews will not handle switches except when given permission by operator.

Between Tower B interlocking, Denver U. D., and Prospect trains have no time table superiority.

All trains or engines must run at reduced speed between these points expecting to find track occupied by other trains or engines.

Through trains or engine movements against current of traffic (also southward movements on northward track from Prospect to CB&Q wye switch at MP 0.86) may be made on authority of operator at Prospect.

Positive block against through opposing movement will be maintained by operator at Prospect and towerman at Tower B, Denver U. D.

Trains carrying passengers must be protected as prescribed by Rule 99.

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.

REMACO—

Automatic interlocked railway crossing gate at crossing with Remaco Industrial spur track M.P. 1.53.

Northward and southward signals located approximately 100 feet from crossing, governing movements with current of traffic, will normally display a proceed aspect.

Northward and southward dwarf signals located approximately 100 feet from crossing, governing movements against current of traffic, will display a stop aspect only.

Electrically locked gate will be normally set against movement on Remaco Industrial Spur. If train or engine movements on C. & S. encounter a stop signal, a member of crew must immediately proceed to the crossing and be guided by instructions posted within the housing adjacent to electrically locked gate.

GATES—

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.

M.P. 0.5 11th St.....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.

SPECIAL INSTRUCTIONS—Continued

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 N (First Paragraph)

Reading of newspapers, books or periodicals, use of radios other than those provided by the railroad, or playing of games by conductors, trainmen, enginemen, firemen, yardmen, train dispatchers and operators while on duty 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 vicious 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 3 (Third Paragraph)

When there is no standard clock available, conductors, enginemen, yardmasters and yard engine foremen must compare their watches daily with each other and with conductors or enginemen, who have Standard Time and have registered their watches or with the train dispatcher, operator or clerk at office where standard clock is maintained and make a record of such comparison on the back of the time slip showing time, place and with whom comparison was made. At first opportunity other members of the crew must compare watches with the conductor or engineman.

RULE 7 (a) (Third Paragraph)

When backing or pushing a train or cars or switching cars, the disappearance from view of trainman, yardman, light by which signals are given or failure to hear his voice frequently on radio, must be construed as a stop signal, unless movement is being made as prescribed by Rule 1346.

RULE 15 (First Paragraph)

The explosion of two torpedoes is a signal to proceed at Reduced Speed for one and one-quarter miles. The explosion of one torpedo will indicate the same as two, but the use of two is required.

RULE 16 (e)

One long sound of communicating signal, when standing, to apply or release air brakes.

RULE 16 (k)

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

RULE 17

Full headlight will be displayed to the front of every train by day and by night. It must be concealed or extinguished when a train turns out to meet another train and has stopped clear of main track, is standing to meet a train at end of two or more tracks, or a junction, or when oscillating emergency red headlight is displayed and train has stopped.

It must be dimmed while standing in yards where yard engines are employed.

When an engine is running backward a white light must be displayed by night on the leading end.

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

Unless otherwise provided, white oscillating light must be displayed approaching highway crossings at night and during day when weather conditions impair visibility. It must be extinguished when headlight is dimmed or extinguished.

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 102 (a) (Second Sentence of First Paragraph)

The red headlight is displayed automatically by an emergency application of the air brakes.

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.

SPECIAL INSTRUCTIONS—Continued

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.

RULE 509 (First Paragraph)

When a train is stopped by a Stop indication it must stay until authorized to proceed, and will then proceed at Restricted Speed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying other than a Stop indication.

RULE 509 C.

When Block signal rules require movement at restricted speed this speed must not be increased until after the rear of train has passed through the block.

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 514

When stopping at a signal, no part of train or engine should pass the signal.

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 fusees 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 711 M.

Comparison of time required under Rule 3.

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 906 (b) (Second Paragraph)

Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineman will immediately advise Chief Dispatcher and be governed by his instructions.

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 enginemen 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 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 trailing.

RULE 970 (Second Paragraph)

Instruct the fireman in his duties, including the economical use of fuel and supplies. Engineman will not permit fireman to operate the engine, except in emergency, or when in his judgment the fireman has had sufficient experience to operate engine for the purpose of qualifying himself. This practice must be confined to freight and yard service unless otherwise authorized by Road Foreman of Engines. Engineman is responsible while the engine is being operated by the fireman.

RULE 974

Steam engines left with no one in charge must have steam shut off, reverse lever placed on center, cylinder cocks opened and independent driver brake set.

Diesel engines left with no one in charge must have the throttle in idle position, transition lever (on engines so equipped) in off position; reversing handle removed from the control stand, generator field switch open, independent air brake and hand brake applied.

When conditions require, or engine is to be left unattached for more than 30 minutes, wheels must be securely blocked.

SPECIAL INSTRUCTIONS—Concluded**RULE 1304 (First Sentence)**

After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive but to not less than 60 pounds as shown by the caboose gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15 pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service.

RULE 1304 (a) (New Rule)

Transfer train and yard train movements not exceeding 20 miles must have the air brake hose coupled between all cars, and after the brake system is charged to not less than 60 pounds, a 15 pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

Transfer train and yard train movements exceeding 20 miles must have brake inspection in accordance with Rules 1303 to 1307, inclusive.

RULE 1306 (a) (New Rule)

When locomotive used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cut out during train air brake test.

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 brakes applied to the stop.

4. Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.
5. 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.
6. Air brakes must be used on occupied passenger carrying equipment when switching.
7. **INTERLOCKED SWITCHES AND SIGNALS REMOTELY CONTROLLED RICE YARD.**

Interlocked switches and signals between M.P. 1.12 and M.P. 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 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 movements 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, trainmen or enginemen will promptly communicate with Operator 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.