

## RADIO RESPONSES FOR TRAIN ORDERS- TRACK BULLETINS

When using train order Form Y or track bulletin Form B, the following words will be used in granting verbal authority and acknowledging such authority.

"Foreman        (name)        (of Gang No.       )  
using train order (or track bulletin) No.         
line No.        between MP        and  
MP        on         
Subdivision".

- (a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:

"        (train) may pass red flag located at  
MP        (or enter limits) without  
stopping".

Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

- (b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:

"        (train) may proceed through the  
limits at        MPH (or at "maximum  
authorized speed.")

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

- (c) To require train or engine to move at a speed less than restricted speed, the following will be added:

"        (train) proceed at restricted speed  
but not exceeding        MPH (adding if  
necessary "until reaching MP       ".)

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

**These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.**

When the word **STOP** is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employee in charge as prescribed by example (a) above.

# The Atchison, Topeka and Santa Fe Railway Co.

## The Denver and Rio Grande Western Railroad Company

### JOINT LINE

## TIME TABLE No.

# 1

IN EFFECT

**Sunday, October 27, 1985**

At 12:01 A.M.

Mountain Time

**This Time Table is for the exclusive use  
and guidance of Employees.**

R. L. BANION  
General Manager  
Topeka, Kansas

B. J. HEATH  
Assistant Gen'l Mgr.  
Topeka, Kansas

D. D. DIDIER  
Superintendent  
La Junta, Colorado

A. L. MARZANO  
Chief Transportation  
Officer

Denver, Colorado

W. HOLTMAN, JR.  
Superintendent  
Denver, Colorado

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**A. T. & S. F.**

S. R. GRISWOLD, Ass't. Superintendent	Denver
T. L. REARDON, Asst. Trainmaster	Denver
J. R. WILSON, Road Foreman of Engines	Pueblo
J. O. McATEE, Chief Dispatcher	La Junta
S. P. TAYLOR, Asst. Chief Dispatcher	La Junta
R. W. YERGERT, Asst. Chief Dispatcher	La Junta

**TRAIN DISPATCHERS - LA JUNTA, COLORADO**

L. V. ANDERSON	D. E. DEATON	R. R. HINER
A. W. ABEL	E. D. ELYEA	D. L. HUPP
L. N. STEPHAN	M. D. HARRISON	B. D. ANDERSON
J. J. GARZA	L. T. JAPHET	J. F. PARKER
P. R. HOLIMAN	M. D. MESSICK	

**D. & R. G. W.**

J. M. MAYER, Division Trainmaster	Denver, Colo.
S. D. SMITH, Trainmaster	Denver, Colo.
J. H. NORTON, Terminal Trainmaster	Pueblo, Colo.
R. E. DOWLING, Terminal Trainmaster	Denver, Colo.
H. D. GIBBS, Road Foreman of Equipment	Pueblo, Colo.
M. G. LEONARD, Road Foreman of Equipment	Pueblo, Colo.
J. K. HOWARD, Road Foreman of Equipment	Denver, Colo.
D. E. CAMPBELL, Road Foreman of Equipment	Denver, Colo.
M. E. WOOD, Chief Dispatcher	Denver, Colo.
G. L. REES, Chief Dispatcher	Denver, Colo.
D. V. OLSEN, Chief Dispatcher	Denver, Colo.
J. C. LOVETT, Chief Dispatcher	Denver, Colo.

**TRAIN DISPATCHERS - DENVER, COLORADO**

E. A. BACA	H. O. WILLIAMS	T. E. WELLS
A. O. RUSSELL	J. V. OLSEN	M. J. HOWARD
D. W. OLSEN	J. R. LAWRENCE	K. E. HAND
J. S. REED	R. C. BERRY	W. R. DOLAND
A. R. DAUB	C. E. JORDAN	J. I. NORTHCRAFT
R. A. DELISA	F. R. MORGAN	F. R. VANSCHWARTZ
F. G. TURNER	J. M. WAGNER	K. E. HAMILTON
G. L. WATKINS	S. D. MACOSKY	A. J. WERNZ
W. W. HARRIS	H. E. ROOD	P. B. RAEL
D. LOMBARDI	K. R. POKORSKI	M. J. MILOVICH
G. A. PAULSEN	J. W. RIFE	

Speed Table. Table of train speeds (minutes and seconds per mile in terms of miles per hour).

Time Per Mile		Miles Per Hour		Time Per Mile		Miles Per Hour	
Mins.	Sec.	Mins.	Sec.	Mins.	Sec.	Mins.	Sec.
36		100.0		58		61.1	
37		97.3		59		61.0	
38		94.7		1		60.0	
39		92.3		1	02	58.0	
40		90.0		1	04	56.2	
41		87.8		1	06	54.5	
42		85.7		1	08	52.9	
43		83.7		1	10	51.4	
44		81.8		1	12	50.0	
45		80.0		1	14	48.6	
46		78.3		1	16	47.4	
47		76.6		1	18	46.1	
48		75.0		1	20	45.0	
49		73.5		1	22	43.9	
50		72.0		1	24	42.9	
51		70.6		1	26	41.9	
52		69.2		1	28	40.9	
53		67.9		1	30	40.0	
54		66.6		1	32	39.1	
55		65.5		1	34	38.3	
56		64.2		1	36	37.5	
57		63.2		1	38	36.8	

## EXPLANATION OF CHARACTERS

- A - Automatic Interlocking
- B - General Orders - Bulletins
- C - Office of Communication
- g - Gate - Normal Position  
Against Conflicting Route
- G - Gate - Normal Position  
Against this Subdivision
- g - Gate - Left in Position  
last used
- M - Manual Interlocking
- P - Telephone
- Q - Radio Communication
- R - Register Station
- S - Crossing Protected by Stop Signs
- T - Turning Facility
- X - Crossover (DT)
- Y - Yard Limits
- MT - Main Track

## EXPLANATION OF ROADWAY SIGNS

- AT&SF--**
- Temporary Restrictions - Red, Yellow and Green flags or Discs
  - Permanent Speed Signs - Square or Rectangular in shape, Yellow with numerals, or Green
  - Permanent Stop Signs - Rectangular in shape Red
  - Whistle Sign - Square in Shape, White with Letter "W"
- D&RGW--**
- Temporary Restrictions - Red, Yellow and Green Flags or Discs.
  - Permanent Speed Signs - Front-Round with Black background and White Numerals.  
Back-Green which indicates resume speed after exiting restricted area.
  - Permanent Stop Signs - Rectangular in Shape, with White background and Black Letters indicating STOP.
  - Whistle Sign - Square with White background and Black "X".

SOUTH WARD ↓		AT&SF DENVER SUBDIVISION		↑ NORTH WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
		B.N. DENVER YARD	BCQRTY		
		1.2			
4082		DENVER U. D.	MY		737.3
		0.5			
		D.&R.G.W. CROSSING B.N. CROSSING	M	CTC	736.8
		0.4			
4081		RICE YARD	Y		736.4
		1.3			
		SO. PARK JCT.	Y	2 MT	735.1
		1.7			
		D.&R.G.W. CROSSING SOUTH DENVER	MY		733.4
		(4.1)			
		↑ JOINT LINE ↓			
3974	5300	BRAGDON	M		630.3
		10.2			
3964		PUEBLO YARD	BCQRT		619.5
		0.5			
		D.&R.G.W. CROSSING	M	CTC	619.0
		(10.7)			

CTC IN EFFECT: On main track and siding between D.&R.G.W. Crossing and Bragdon.

Trains originating must get clearance before leaving Pueblo Yard.

Trains or engines between South Denver and BN Denver Yard, except movements on The Denver Union Terminal Railway Co.'s tracks, are governed by Timetable, Rules and Regulations of the BN Railroad Company, Colorado Division.

Trains or engines while on The Denver Union Terminal Railway Co.'s tracks, Denver, are governed by rules and regulations of The Denver Union Terminal Railway Co.'s General and Interlocking Rules, Speed limit 10 MPH.

SOUTH WARD ↓		D&RGW DENVER SUBDIVISION 1		↑ NORTH WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
		DENVER U.D.	MY		0.0
		0.6			
		7TH STREET YARD	Y		0.6
		1.4			
8000		BURNHAM	Y		2.0
		0.4			
		4TH AVENUE YARD	Y		2.4
		1.2			
		SOUTH DENVER	MY		3.6
		(3.6)			
		↑ JOINT LINE ↓			
1121		BRAGDON	M		108.5
		0.3			
		TAPP			108.8
		9.4			
		PUEBLO JCT.		CTC	118.2
		0.3			
		AT&SF-BN-MAIN TRACK AT&SF CROSSING	M		118.5
		0.9			
4000		PUEBLO	BK		119.4
		(10.9)			

#### D&RGW, DENVER UD—SOUTH DENVER MP 3.6

Train, yard and other locomotive movements will keep to the right on two running tracks between Denver U.D. and South Denver M.P. 3.6. Movement against current of traffic will be made only when authorized by the Yardmaster. Running track switches must be left lined for running tracks.

Beginning and end of two main tracks located at South Denver M.P. 3.6.

Trains, yard or other locomotives while on Denver Union Terminal Railway Company's tracks are governed by Rules and Regulations of the Denver Union Terminal Railway Company's General and Interlocking Rules, speed limit 10 MPH.

D&RGW Rules of the Operating Department govern train, yard or other locomotive movements between Denver Union Terminal Railway Company's tracks and South Denver.

Within Interlocking Limits at South Denver the Consolidated Code of Operating Rules, Burlington Northern, are in effect.

D&RGW Rules of the Operating Department govern train, yard or other locomotive movements from Bragdon to and including Pueblo.

Northward trains originating Pueblo must secure D&RGW Clearance and numbered AT&SF Clearance. Southward trains will leave Bragdon without Clearance.

Northward trains originating Pueblo must obtain permission to depart from Pueblo Tower Yardmaster.

#### AVOID DAMAGE—SWITCH CUSTOMER'S CARS CAREFULLY

OVERSPEED Couplings are DAMAGING

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

IT'S EVERYBODY'S JOB

**JOINT LINE  
DENVER  
SUBDIVISION**

**SOUTHWARD** ↓

Station Number		Track Capacity In Feet		Mile Post	STATIONS
DRGW	ATSF	Other Tracks	Sidings		
				* 3.6	SOUTH DENVER Y 3.9
1013	4075			* 7.5	ENGLEWOOD PY 2.8
1024	4072	1950	2600	* 10.3	LITTLETON PXY 6.7
1029		4200		* 17.0	ACEQUIA P 3.7
1033	4062	2300		* 20.7	LOUVIERS P 3.8
1036	4059		4800	* 24.5	SEDALIA PX 3.3
	4055		8200	709.5	ORSA 4.3
	4051		5700	705.2	CASTLE ROCK 5.0
	4046	2900		700.2	TOMAH 5.3
	4040			694.9	LARKSPUR 3.4
	4037	4000		691.5	GREENLAND 2.7
	4035		2800	688.8	SPRUCE 2.5
1061	4032			* 52.0	PALMER LAKE P 5.2
1065	4028	1550	6900	* 57.2	MONUMENT P 8.1
1072	4021		7200	* 65.3	ACADEMY 9.6
1083	4009		15300	* 74.9	COLORADO SPRINGS Q 4.2
1101	4005		5400	659.9	KELKER 5.4
	3999			654.4	CREWS 4.0
	3996	500		650.5	FOUNTAIN PX 6.8
	3989	463		643.7	BUTTES PX 5.3
	3984	2300		638.4	HENKEL 5.7
	3978			632.7	PINON 2.4
1121	3974		5300	630.3	BRAGDON MP
					(104.1)

\*Indicates D&RGW Mile Posts.

Southward track is under D&RGW operating jurisdiction between South Denver and Palmer Lake, and between Crews and Bragdon.

Single track (CTC) is under AT&SF operating jurisdiction between Palmer Lake and Crews.

**RULE 251 IN EFFECT:**

Between South Denver and Palmer Lake.  
Between Crews and Bragdon.

Trains operating against the current of traffic between Crews and Bragdon must not exceed 49 MPH.

**CTC IN EFFECT:**

On main track and sidings between Palmer Lake and Crews.

Southward AT&SF and D&RGW trains originating Denver must secure two numbered AT&SF clearances before leaving - one issued by D&RGW train dispatcher, and one issued by AT&SF train dispatcher.

Interlocked junction switch at M.P. 74.3 is off Colorado Springs siding.

Derrails installed on all sidings except CTC sidings at Monument, Academy, Colorado Springs, Kelker and Bragdon.

**TRACK SIDING WARNING DETECTORS:** See Special Instrn. 3.  
**HIGH WATER DETECTORS:** See Special Instruction 3(A).  
**HOT BOX DETECTORS:** See Special Instruction 3(B).  
**DRAGGING EQUIPMENT DETECTORS:** See Special Instrn. 3(C).

**JOINT LINE  
DENVER  
SUBDIVISION**

↑ **NORTHWARD**

STATIONS	Mile Post	Track Capacity In Feet		Station Number	
		Sidings	Other Tracks	ATSF	DRGW
SOUTH DENVER Y 4.0	733.4				
ENGLEWOOD Y 2.8	729.4	3100		4075	1013
LITTLETON XY 13.8	726.6			4072	1024
SEDALIA PX 8.0	712.8	4900	700	4059	1036
CASTLE ROCK 19.5	* 32.5	3700		4051	1042
PALMER LAKE P 5.2	* 52.0		1300	4032	1061
MONUMENT P 8.1	* 57.2	6900	1550	4028	1065
ACADEMY 9.6	* 65.3	7200		4021	1072
COLORADO SPRINGS Q 4.2	* 74.9	15300		4009	1083
KELKER 5.4	659.9	5400		4005	1101
CREWS 3.1	654.4		2700	3999	
FOUNTAIN PX 10.2	* 87.9		4500	3996	1108
WIGWAM 10.4	* 98.1		4300	3985	1115
BRAGDON MP	*108.5	5300		3974	1121
(104.3)					

\*Indicates D&RGW Mile Posts.

Northward track is under AT&SF operating jurisdiction between Bragdon and Crews, and between Palmer Lake and South Denver.

Single track (CTC) is under AT&SF operating jurisdiction between Crews and Palmer Lake.

**RULE 251 IN EFFECT:**

Between Bragdon and Crews.  
Between Palmer Lake and South Denver.

Trains operating against the current of traffic between Crews and Bragdon must not exceed 49 MPH.

**CTC IN EFFECT:**

On main track and sidings between Crews and Palmer Lake.

Interlocked junction switch at M.P. 74.3 is off Colorado Springs siding.

Derrails installed on all sidings except CTC sidings at Monument, Academy, Colorado Springs, Kelker and Bragdon.

**TRACK SIDE WARNING DETECTORS:** See Special Instrn. 3.  
**HIGH WATER DETECTORS:** See Special Instruction 3(A).  
**HOT BOX DETECTORS:** See Special Instruction 3(B).  
**DRAGGING EQUIPMENT DETECTORS:** See Special Instrn. 3(C).

## SPECIAL INSTRUCTIONS

General Code of Operating Rules governs train operation on Joint Line except as otherwise provided.

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
South Denver and South City Limits (D&RGW M.P. 6.4) Southward Track (AT&SF M.P. 730.1) Northward Track	30
South City Limits and Colorado Springs Crossover (D&RGW M.P. 74.3)	45
Colorado Springs Crossover (D&RGW M.P. 74.3) and Colorado Springs Crossover (D&RGW M.P. 75.5)—Main track and siding	20
Colorado Springs Crossover (D&RGW M.P. 75.5) and Crews (AT&SF M.P. 654.4)	55
Fountain City Limits Southward Track (AT&SF M.P. 654.4 to M.P. 650.0)	25
Northward Track (D&RGW M.P. 88.5 to AT&SF M.P. 654.4)	35
South Fountain City Limits and Bragdon	55
Bragdon and Pueblo—AT&SF	55
Bragdon—Tapp D&RGW Crossover	40
Tapp—Pueblo (D&RGW)	50

#### (B) SPEED RESTRICTION — TONNAGE

AT&SF and BN Trains:

Maximum speed for freight trains when averaging 90 tons and over per car or over 7,000 tons total is 45 MPH.

Maximum speed for loaded coal trains and trains handling loaded ore cars is 40 MPH.

On freight trains in territories shown below:

Southward Track — Palmer Lake to Colorado Springs  
Northward Track — Palmer Lake to Mile Post 41

When total brake pipe reduction exceeds 18 lbs. to control speed, train must be stopped immediately and brake system fully recharged before proceeding; first setting handbrakes on 75% of cars in train consist.

In addition, if train separation has occurred, handbrakes must be applied on all cars not coupled to lead locomotive consist. Attempt must not be made to recouple train unless the head end portion of train is less than 2,000 tons and is under the locomotive consist engine rating.

## SPECIAL INSTRUCTIONS

### (B) SPEED RESTRICTION — TONNAGE. (Cont'd)

D&RGW TRAINS:

Trains with 25 or more loads of coal or grain are bulk trains. In calculating operative dynamic brake for "Bulk" trains, include head-end power only. Other freight trains will be considered "Bulk" trains if average weight per car is more than 80 actual tons and, in addition, the actual tonnage per road locomotive unit with operative dynamic brake exceeds:

GP-30, GP-35, GP-40	2000 tons
SD-40, SD-45	3000 tons

These trains must not be operated in excess of 40 MPH.

On freight trains in territories shown below:

Southward Track—Palmer Lake to Colorado Springs  
Northward Track—Palmer Lake to Mile Post 41

If dynamic brake is inoperative or if dynamic brake and 18 pound brake pipe reduction will not control train at the allowable speed, train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. D&RGW trains must not proceed except as instructed by Chief Dispatcher or other proper authority.

#### (C) SPEED RESTRICTIONS — VARIOUS

	MPH
<b>PUEBLO AND BRAGDON (A.T.&amp;S.F.)</b>	
Curve, M.P. 619.0 to M.P. 619.1	10
3 Curves, M.P. 619.3 to 619.9	20
<b>BRAGDON AND SOUTH DENVER</b>	
<b>NORTHWARD TRACK</b>	
Curve, M.P. 95.0 to M.P. 94.9 D&RGW	50
Curve, M.P. 88.3 to M.P. 88.1 D&RGW	35
3 Curves, M.P. 86.2 D&RGW to M.P. 653.8 AT&SF	45
5 Curves, M.P. 44.7 to M.P. 43.3 D&RGW	35
3 Curves, M.P. 32.4 to M.P. 31.8 D&RGW	40
<b>SINGLE TRACK</b>	
26 Curves, M.P. 52.0 to M.P. 60.3 D&RGW	25
17 Curves, M.P. 60.3 to M.P. 68.6 D&RGW	30
2 Curves, M.P. 75.5 D&RGW to M.P. 76.2 D&RGW	30
11 Curves, M.P. 76.2 D&RGW to M.P. 658.2 AT&SF	40
<b>SOUTHWARD TRACK</b>	
9 Curves, M.P. 21.7 to M.P. 25.0 D&RGW	40
Curve, M.P. 712.4 to M.P. 712.3 AT&SF	35
7 Curves, M.P. 712.2 to M.P. 707.3 AT&SF	40
5 Curves, M.P. 706.9 to M.P. 704.6 AT&SF	30
Curve, M.P. 704.5 to M.P. 704.4 AT&SF	40
8 Curves, M.P. 697.8 to M.P. 693.0 AT&SF	40
4 Curves, M.P. 692.1 to M.P. 688.8 AT&SF	35
9 Curves, M.P. 688.5 AT&SF to M.P. 52.0 D&RGW	25
7 Curves, M.P. 649.3 to M.P. 646.0 AT&SF	45

## SPECIAL INSTRUCTIONS

### (D) SPEED RESTRICTIONS — SWITCHES

Maximum speed permitted through turnout of switches, except main track and CTC siding switches listed below, 10 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"D"—Dual Control Switch		"S"—Spring Switch	
Station	Type	Location	MPH
South Denver	D	Normal Route	30
		Reverse Movements or other than normal route	10
Orsa	S	South end siding	10
Palmer Lake	D	Turnout to Northward Main Track	25
Monument	D	Both ends siding	25
Academy	D	Both ends siding	30
Colorado Springs	D	Both ends siding	30
Colorado Springs	D	Crossovers M.P. 74.3 and M.P. 75.5	20
Colorado Springs	D	Connection M.P. 74.3	15
Kelker	D	Both ends siding	30
Crews	D	Turnout to Southward Main Track	25
Bragdon	D	Crossovers AT&SF and D&RGW	40
Bragdon	D	Both ends AT&SF siding	30
A. T. & S. F.			
Pueblo	D	North end loop line	10
Pueblo	D	South end receiving yard lead	10
Pueblo	D	South end departure yard lead	10
Pueblo 29th St.	D	North end Yard: Northward	20
		Southward	10

### 2. TRACKS BETWEEN STATIONS.

Location	Mile Post	Capacity In Feet	Switch Connection
<b>SOUTHWARD TRACK</b>			
Military Jct.	8.2	6,330	South
Blakeland Spur	15.3	Ind.	South
Big Lift TOFC (Santa Fe)	19.3	6,000	South
Palmer Lake	51.8	450	North & South
Palmer Lake (Spur)	51.8	500	South
Nixon Spur	647.6	15,100	North
<b>SINGLE TRACK</b>			
Wood	56.2	1,250	South
Husted	62.0	720	North
Stadium (2)	63.3	3,200	South
Russina Spur	70.7	4,000	North
Manitou Branch	75.1		North
* Drennen Industrial Center	658.9	1,700	South
Fort Carson	659.9		North
<b>NORTHWARD TRACK</b>			
Pinon	104.7	700	North
Industrial Lead (Georgia Pacific track)	89.2	1,345	North
Greenland	46.6	200	North
Larkspur	42.9	750	North
Big Lift TOFC (Santa Fe)	718.0	6,000	North
Acequia Spur	719.9	400	North
Santa Fe Park	724.5	3,000	North & South

\* Joint D&RGW & A&TSF

## SPECIAL INSTRUCTIONS

### 3. TRACK SIDE WARNING DEVICES

#### (A) HIGH WATER DETECTORS

High water detectors located at:

<b>Northward Track:</b>	
Bridge 32.82—South end Castle Rock	*
Bridge 42.40—North end Larkspur	*
Bridge 43.43—South end Larkspur	*
Bridge 654.1—North end Crews	*
M.P. 88.53—South end Fountain	*

#### Southward Track:

Bridge 639.7—Between Buttes and Henkel

#### Single Track:

M.P. 77.94—Between Colorado Springs and Kelker \*

\* Equipped with purple flashing light (strobe type), and a cut-out switch located on signal case. Also equipped with voice alertors with D&RGW, AT&SF, and BN radio frequencies.

High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. When adjacent block signals are in stop position, trains must not cross bridges so protected until a thorough examination has been made to determine that bridge has not been weakened by high water and, in addition, must observe the requirements of Rules 312 and 313, General Code of Operating Rules. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

#### (B) HOT BOX DETECTORS.

Hot Box Detectors at:

Detector Location	Locator Location
AT&SF M.P. 635.5	Southward M.P. 633.2
AT&SF M.P. 657.7	Southward M.P. 656.1
	Northward M.P. 659.5
AT&SF M.P. 715.3	Northward M.P. 717.6
D&RGW M.P. 21.2	Southward M.P. 23.6
D&RGW M.P. 60.4	Northward M.P. 58.6
	Southward M.P. 62.4
D&RGW M.P. 100.1	Northward M.P. 98.0

At the D&RGW detectors a steady white light will be displayed at scanner location indicating that the scanner is operational. The absence of a steady white light (dark signal) at scanner location will indicate that scanner is non-operational and this fact must be promptly reported to the Train Dispatcher.

At the AT&SF detectors dragging equipment will also actuate track side indicators.

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate track-side indicators causing a rotating white light to illuminate at detector and locator locations. When actuated by a condition on a train, train must immediately reduce speed to not exceeding 20 MPH and stop with head-end at or near locator, obtain readout (counters will indicate accumulated axle count between defective axle and rear of train), and comply with instructions posted in cabinet.

Due to variance in number of axles on freight equipment, crew must actually count axles when determining location in train of indicated defective equipment. If counters at locator fail to show location, or if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, the entire train must be inspected for defects.

When making inspection, give particular attention to heat of journals and hub of wheels. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If overheated condition is not found on equipment indicated by the locator, close inspection must be made on three cars (or units) on either side of such equipment. If still nothing found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless checked by an intervening hotbox detector or is delivered to a terminal where mechanical inspection is made. If abnormal heat is detected on same car by an intervening detector, or during a stop for inspection, car must then be set out.

When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If axle count is indicated at the locator, be governed by instructions. If no lamps are lighted, or counters have not registered, train may proceed at prescribed speed but must be observed closely enroute.

(Continued on next page)

# SPECIAL INSTRUCTIONS

## (B) HOTBOX DETECTORS (Cont'd)

Any detector failure or malfunction must be reported to the train dispatcher promptly. Train dispatchers must not instruct trains to disregard detector indications, or proceed without stopping, unless signalman has advised that detector is actually inoperative.

When a train is stopped by detector, make verbal report to train dispatcher stating information required by revised AT&SF Form 1571 then file same at terminal station.

Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:

- (a) it is snowing or sleeting; or,
- (b) there is snow on ground which can be agitated by a moving train.

## (C) DRAGGING EQUIPMENT DETECTORS

Dragging equipment detectors (a detector designated by the letter "D", displaying a purple indication when the device is actuated), with automatic reset feature, are in service on the Joint Line between South Denver and Bragdon.

Employees must familiarize themselves with locations of dragging equipment detectors.

D&RGW dragging equipment detectors are equipped with voice alerts and D&RGW, AT&SF and BN radio frequencies.

These detectors apply to trains in BOTH DIRECTIONS and the normal indication of the dragging equipment detector is dark. When purple indication is activated by a train, the train must be stopped immediately and inspection made. It must be known that the equipment and track are in safe condition before proceeding.

If a detector is illuminated in advance of a train, unless otherwise instructed by the train dispatcher, train must be stopped and movement beyond the detector signal must be made at restricted speed for one half mile, watching carefully for evidence of track damage from dragging or derailed equipment.

Report must be made to the train dispatcher by the first available means of communication when purple indication is displayed by the dragging equipment detector.

4. The General Code of Operating Rules, effective October 27, 1985, is supplemented, modified or amended as follows:

**Rule 1 supplemented by adding:** When electric standard clocks are incorrect, they must be set to correct time. Any variation from correct time, up to nine seconds fast or slow, will be indicated by placard on mercury pendulum standard clocks.

**Rule 2 supplemented by adding:** While on duty, employes governed by the General Code of Operating Rules, except those employed in an office where a standard clock is located, must have and use a reliable watch capable of indicating time in hours, minutes and seconds.

**Rule 3 supplemented by adding:** Time may be compared by dialing extension 600, Topeka.

**Rule 15 supplemented by adding:** Radio may be used in lieu of whistle signals to convey information, EXCEPT when using signals 15(a), 15(l) and 15(n).

**Rule 24 amended to read:** "Trains will be identified as follows:

1. Regular trains-by schedule number and engine number;
2. Extras-by engine number and direction; and,
3. Work extras-by engine number

The engine number must be illuminated on engines equipped with number lights. When an engine consists of more than one unit, or when two or more engines are coupled, the number of one unit only will be illuminated and will be the identifying number. When practicable, the number of the leading unit must be used."

**Rule 97(4) amended to read:** Verbal authority from the train dispatcher within APB limits; or to run with the current of traffic within TWC limits or where Rule 251 is in effect.

**Rule 99 supplemented by adding:** When necessary to provide protection against following trains, a crew member must go back at least the distance prescribed below:

Where Maximum Authorized Timetable Speed is	Distance
35 MPH or less	1 mile
36 MPH to 49 MPH	1 1/2 miles
50 MPH or over	2 miles

(Continued on next page)

# SPECIAL INSTRUCTIONS

## General Code of Operating Rules (Cont'd)

**Rule 102(2) amended to read:** The train involved must not proceed until it has been determined that it is safe to do so either by visual inspection of train or knowledge that the train brake pipe pressure has been restored by observing caboose gauge, end of train device (ETD) or by making a brake pipe leakage test. Train must not proceed, nor flagman be recalled, until engineer knows that visual inspection is completed or brake pipe pressure has been restored.

**Rule 103(A) supplemented by adding:** When movement is made on an auxiliary track included in the circuit of crossing warning devices, the circuit should be fouled and movement delayed, or stopped if "STOP" sign is displayed for train, until warning devices known to have been operating for 20 seconds.

**Rule 104(M) first paragraph amended to read:** Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in normal position, or has been lined for the movement.

**Rule 104(Q) new rule added to read:** VARIABLE SWITCHES: Trailing movement may be made over switch from either track regardless of position of switch points.

When making a trailing movement and switch points are not lined for such movement, all wheels of a car or unit must clear switch points before reverse movement is commenced.

During snow storms, ice storms or other conditions that may prevent a variable switch from functioning properly, a trailing movement must not be made through variable switch until it has been lined by hand for the movement.

**Rule 104(R) new rule added to read:** SWITCH POINT INDICATOR:

Aspect	Indication
Green	Switch points fit properly for normal movement.
Yellow	Switch points fit properly for reverse movement.
Red or Dark	Stop and inspect switch.

**Rule 153 supplemented by adding:** Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a Westward or Southward train is the North track, and the track to the left is the South track.
2. If three tracks, the farthest track to the right as viewed from a Westward or Southward train is the North track, the farthest track to the left is the South track and the track between the North and South tracks is the Middle track.
3. If four or more tracks, the farthest track to the left as viewed from a Westward or Southward train is No. 1 track and the tracks to the right thereof are No. 2, No. 3, No. 4, etc., respectively.

**Rules 230 through 242 modified as shown on pages 14 and 15.**

**Rule 317(2) does not apply.**

**Rule 404 first paragraph amended to read:** In track warrants and track bulletins, regular trains will be designated by number, as No. 10 adding engine number when necessary; extras by engine number and direction.

**Rule 450 second paragraph amended to read:** Where track bulletins are authorized, trains must receive a track warrant or clearance at their initial station unless otherwise instructed by the train dispatcher. All track bulletins which affect their movement must be listed on the track warrant or clearance. The conductor and engineer must have copies of all track bulletins listed.

**Rule 607 Supplemented by adding:** Any act of hostility, misconduct or willful disregard or negligence affecting the interests of the Company is sufficient cause for dismissal and must be reported.

Indifference to duty, or to the performance of duty, will not be condoned.

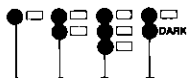
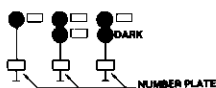
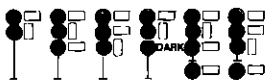
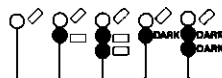
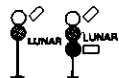
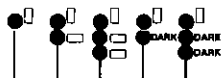
Courteous deportment is required of all employes in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

**Rule 623 amended to read:** Employes whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 925. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

(Continued on page 16)

**ASPECTS OF  
COLOR LIGHT  
AND SEMAPHORE SIGNALS**



RULE	NAME	INDICATION
230	CLEAR	Proceed
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
233		
234	APPROACH MEDIUM	Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
235	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
237	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238	DIVERGING APPROACH	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
239		
240	RESTRICTING	Proceed at restricted speed.
241	STOP AND PROCEED	Stop, then proceed at restricted speed.
242	STOP	Stop



# SPECIAL INSTRUCTIONS

## General Code of Operating Rules (Cont'd)

Rule 450 is also supplemented by adding: Prescribed form for track bulletins, Forms A and B, are shown on pages 174 and 175. Pre-printed pads of these forms will be, and the forms for mechanical transmission are, revised as depicted below.

Mechanically transmitted track bulletins must indicate, in space provided, the total number of lines used. Employees receiving copies must assure that the lines used corresponds with the number indicated.

### TRACK BULLETIN FORM A

NO. \_\_\_\_\_ ON \_\_\_\_\_ SUBDIV. \_\_\_\_\_ 19  
 TO \_\_\_\_\_ AT \_\_\_\_\_

BETWEEN POINTS SHOWN IN LINES 1 THROUGH 10 BELOW DO NOT EXCEED SPEED GIVEN! USE LAST COLUMN WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE NO.	LINE NO.	LIMITS MP TO MP	SPEED MPH	TRACK(S)	FOREMAN AND GANG NO.	STOP
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						

11 OTHER CONDITIONS:

TOTAL LINES USED \_\_\_\_\_

OK \_\_\_\_\_ M COPIED BY \_\_\_\_\_ DISPATCHER  
 RELAYED TO \_\_\_\_\_

### TRACK BULLETIN FORM B

NO. \_\_\_\_\_ ON \_\_\_\_\_ SUBDIV. \_\_\_\_\_ 19  
 TO \_\_\_\_\_ AT \_\_\_\_\_  
 ON \_\_\_\_\_ (DATE) \_\_\_\_\_ BE GOVERNED BY RULE 455 WITHIN

FOLLOWING LIMITS:

USE COLUMN WITH ASTERISK (\*) WHEN FLAGS DISPLAYED LESS THAN DISTANCE PRESCRIBED BY RULE 10.

LINE NO.	LINE NO.	LIMITS MP TO MP	SPEED MPH	TRACK(S)	FOREMAN AND GANG NO.	STOP
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						

TOTAL LINES USED \_\_\_\_\_

OK \_\_\_\_\_ M COPIED BY \_\_\_\_\_ DISPATCHER  
 RELAYED TO \_\_\_\_\_

# SPECIAL INSTRUCTIONS

## General Code of Operating Rules (Cont'd)

Train Order Form Y: Prescribed form for Train Order Form Y, example (1), is shown on page 118. Pre-printed pads of this form will be, and the form for mechanical transmission is, revised as depicted below:

LINE NO.	LIMITS MP TO MP	FROM	UNTIL	TRACK(S)	FOREMAN AND GANG NO.	STOP
1		M	M			
2		M	M			
3		M	M			
4		M	M			
5		M	M			

WHEN YELLOW FLAGS ARE NOT DISPLAYED AS PRESCRIBED BY RULE 10, SHOW LOCATION OF FLAGS BELOW:

LINE NO.	FLAGS AT MP	DIRECTION	FOREMAN AND GANG NO.

## 5. CITY SPEED RESTRICTIONS

While head end of train is passing the street crossing of cities and towns named below, indicated speed must not be exceeded.

City	Streets	MPH
Sheridan	All Streets—D&RGW M.P. 7.7-8.5 AT&SF M.P. 728.4-729.5	40
Littleton	All Streets—D&RGW M.P. 10.3-11.1 AT&SF M.P. 725.9-727.8	25
Castle Rock	All Streets—Northward Track D&RGW M.P. 32.4-32.6	40
Colorado Springs	All Streets—D&RGW M.P. 67.8-76.6	30

## 6. MAXIMUM SPEED OF ENGINES

A.T.&S.F. Engines	Forward or dead in Train (MPH)	Backing or when not controlled from leading Unit (MPH)
1215-1245*, 1453*, 1460*		
Slug Units 120-121	45	45
All Other Classes	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed is 45 MPH.

\*When used as controlling unit, maximum authorized speed is 20 MPH.

BN Diesels	Forward or dead in Train (MPH)	Backing or when not controlled from leading Unit (MPH)
All Classes	65	45
D.&R.G.W.		
*130-149	70	45

\*When 130-149 class engines are used as controlling unit, speed is restricted to a maximum of 20 MPH.

## SPECIAL INSTRUCTIONS

### 7. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED.

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Diesel Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
AT&SF	3	5	5
BN	3	3	3
D&RGW	3	3	3

### 8. DERRICKS, PILE DRIVERS, CRANES, SCALE TEST CARS, AND OTHER EQUIPMENT.

AT&SF:

Derricks, cranes, pile drivers, spreaders, and similar machinery moving on their own running gear, and scale test cars, must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speed indicated below:

Pile Drivers AT 199454 AT 199455 AT 199457 AT 199458 AT 199459 AT 199460 AT 199461 AT 199462 AT 199463 AT 199464 AT 199465 and Jordan Spreaders	Locomotive Cranes AT 199600 AT 199720 and Other Machines Including Pile Driver AT 199453	Wrecking Derricks 40 MPH
45 MPH	30 MPH	

Locomotive Cranes AT 199600 & 199720 and pile drivers must be handled in trains next to engine with boom or leads trailing.

All foreign line scale test cars, except D&RGW, must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

Maximum authorized speed for trains handling continuous welded or jointed rail 40 MPH.

D&RGW:

Welded rail train, empty	40 MPH
Derricks with boom trailing, Spreaders, Plows, Flangers, Scale Test Car X-450, and unoccupied outfit cars	35 MPH
RGAX 3900 and 3901 air-dump cars, loaded or empty	35 MPH
Foreign and WWIB Scale Test Cars	30 MPH
Derricks with boom leading, Pile Drivers, Flat Cars loaded with rip-rap, X-Flat cars in rip-rap service (loaded or empty), Welded Rail Trains under load, D&RGW 24800-25049 and UP 26000-27000 series cars, D&RGW 25100 series cars (when used in slag service), and occupied outfit cars	25 MPH

Riding, getting on or off scale test car while same is in motion, is prohibited.

Scale test cars must be handled on the rear of trains and must not be shoved on with helpers.

D&RGW X cars, except those stenciled with an "AX" prefix, are rear enders and must not be handled more than 20 cars ahead of rear end of train. If helper locomotive is used, cars must be trained behind helper.

## SPECIAL INSTRUCTIONS

### 9. D&RGW ADJUSTED TONNAGE RATINGS

FROM	TO	GP-30 3001-3028 GP-35 3029-3050	GP-40 3051-3153	SD-40 5341-5413 SD-45 5315-5340	SD-50 6501-6517	Adjust- ment Factor
Burnham	Louviers	2300	2500	3460	4400	3
Louviers	Palmer Lake	1760	1930	2650	3350	3
Pueblo	Colorado Springs	2300	2500	3460	4600	3
Colorado Springs	Palmer Lake	1430	1540	2150	2900	3

### D&RGW HELPER LOCOMOTIVES

Unless otherwise provided, adjusted tonnage handled by units on head end of train must not exceed:

Territory	CAR COUPLER TYPE	
	Standard	High Strength
Louviers to Palmer Lake	7000	11000
Colorado Springs to Palmer Lake	7000	11000

If train consists of more than this tonnage, helper will be placed on rear or cut into train.

Unless otherwise instructed, placement of helper locomotives will be governed by the number of axles in the helper locomotive consist as shown below:

Location in Train	Maximum Number of Helper Units
Behind Caboose	Not to exceed 8 axles
Ahead of Caboose	Not to exceed 18 axles
Ahead of one-half the tonnage rating for helper locomotive consist	Over 18 axles

Helper locomotive exceeding the number of axles specified may be used on rear of train provided excess units are isolated.

### 10. RAILROAD CROSSINGS AND JUNCTIONS

Name	Type	MPH
Pueblo Jct. All switches D&RGW		
M.P. 118.2 to AT&SF M.P. 617.4	Interlocking	15
D. & R. G. W. Crossing, M.P. 619.0	Interlocking	10
South Denver	Interlocking	See Spl. Instr. 1(D)

### 11. GENERAL INSTRUCTIONS

(A) In complying with Yard Limit rule 93, trains or engines must not move against the current of traffic between South Denver and Littleton on either track without first securing authority from the train dispatcher.

(B) On D&RGW trackage resume speed signs are not used. The speed sign governing the SAME restricted territory from the opposite direction indicates a point 2,500 feet beyond the restricted territory and serves as a guide to enginemen in resuming normal speed.

(C) LITTLETON—Within City Limits, while making either through movements, or switching, if proper headlight not burning on front of engine, or cars, from 30 minutes after sunset to 30 minutes before sunrise, movement across each crossing must be made after coming to stop and flagging each crossing.

(D) To provide derailed protection for the east yard at Colorado Springs, the north switch of the crossover from the east yard lead to the siding at M.P. 75.5 must be lined and locked for the storage tracks when not in use. For identification this switch stand is painted white.

**11. GENERAL INSTRUCTIONS (Cont'd)**

Train, yard, and other locomotive movements to or from east end Pueblo Union Depot and to or from "C" Street Industrial Area, M.P. 118.9, must obtain permission from AT&SF train dispatcher prior to lining switch or fouling AT&SF main track between east end Pueblo Union Depot and railroad crossing at grade M.P. 118.9. When movement is completed and in clear of AT&SF main track, employes must report in clear to AT&SF train dispatcher.

Telephones are located north side AT&SF main track railroad crossing at grade M.P. 118.9 and at "C" Street crossover entering Pueblo Union Depot.

**COLORADO SPRINGS AT&SF CONNECTION TRACK**—Normal position of switch at D&RGW—AT&SF connection off siding at M.P. 76.3 is for the siding.

**SOUTH DENVER**—Interlocking, controlled by D&RGW train dispatcher at Denver. If interlocking signals display other than proceed indication, crew member must contact D&RGW train dispatcher, Denver and be governed by his instructions. Phone is near each interlocking signal and city telephone located in South Denver yard office. D&RGW dispatcher's city telephone number is 595-2193.

Within interlocking limits the Consolidated Code of Operating Rules, Burlington Northern, are in effect. Interlocking signal indications govern as follows:

**Northward—Northward main track:**

Top light—Movement to D&RGW.

Middle light—Movements to BN—AT&SF northward main track.

Bottom light—Movement to BN—AT&SF southward main track.

**Southward—BN—AT&SF Southward main track:**

Top light—Movement to southward main track.

Bottom light—All other movements.

**12. YARD LIMITS.**

Denver-South Denver

South Denver-Littleton (Southward M.P. 10.9 and Northward M.P. 726)

Pueblo (D&RGW only).

**13. BULLETIN BOOKS**

A. T. & S. F.

Pueblo

Big Lift

BN Denver Yard

D. & R. G. W.

Colorado Springs

North Yard, 4th Ave.

Pueblo

**14. STANDARD CLOCKS**

A. T. & S. F.

Pueblo

Big Lift

BN Denver Yard

D. & R. G. W.

Colorado Springs

North Yard, 4th Ave.

Pueblo

**15. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS**

STATION	M.P.	POINTS	DESCRIPTION	TURN-OUT SPEED
Bragdon	108.7	Facing	Dual-Controlled	40
Bragdon	107.7	Trailing	Dual-Controlled	40
Buttes	95.2	Trailing	Hand Throw	15
Buttes	95.1	Facing	Hand Throw	15
Fountain	86.9	Trailing	Hand Throw	15
Sedalia	25.1	Trailing	Hand Throw	15
Big Lift	19.2	Trailing	Hand Throw	15
Littleton	10.2	Trailing	Hand Throw	15

**16. D&RGW STATION NUMBERS BETWEEN BURNHAM AND PUEBLO** Not shown on Pages 6 and 7.

1014 Military Jct.	1082 Roswell
1022 Leyner	1092 Colo. City
1027 Martin Spur	1101 Kelker (Drennen Spur)
1028 Blakeland	(Georgia Pacific)
1031 Moly Spur	1110 Nixon
1052 Larkspur	1112 Buttes
1056 Greenland	1118 Pinon
1064 Wood Spur	1121 Bragdon
1070 Husted	1125 Fuego
1071 Stadium	

## ALL SUBDIVISIONS

## HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to ½ mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the Chief Dispatcher by the quickest means possible. If Railroad communications fail or is not available, call long distance collect — (303) 384-3720 or (303) 595-2129. Tell him:
  - (1) Your name and title.
  - (2) Train identification symbol.
  - (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
  - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent,
  - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuses.
  - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located on the train.
  - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions, DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- F. PROVIDE the Chief Dispatcher with as much of the following information as possible after you have inspected the train.
  - (1) Initial and number of cars involved.
  - (2) Location of hazardous material in derailment.
  - (3) Description of hazardous materials from shipping papers.
  - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
  - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
  - (6) Location of nearby stream, river, pond, lake or other body of water.
  - (7) Location of access roads.
  - (8) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

# Position in train of placarded cars containing hazardous materials

**NOTE:** Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

## HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:

- Determine the type of placard applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.



## RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.

**MUST NOT BE NEXT TO:**

**NO RESTRICTIONS**

Engine, occupied caboose or passenger car	X	X	X	X	X	
Car occupied by guard or escort	X	X		X		
Loaded plain flat car	X	X		X		
Loaded bulkhead flat car	X	X		X		
Loaded TOFC/COFC flat car	X	X		X		
Flat Car loaded with vehicles	X	X		X		
Open top car with shiftable load	X	X		X		
Car with internal combustion engine in operation. Car with any heating apparatus or any lighted stove, heater or lantern	X	X		X		
Car placarded EXPLOSIVES A		X	X	X		X
Car placarded POISON GAS	X		X	X		X
Car placarded RADIOACTIVE	X	X		X		X
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X			

(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or opentop trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

## SWITCHING RESTRICTIONS

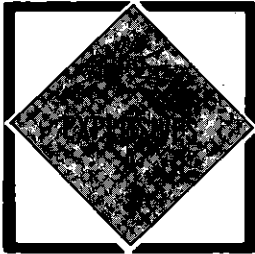
THE FOLLOWING CARS MUST NOT BE:  
CUT OFF IN MOTION, NOR BE  
IMPACTED BY CARS ROLLING UNDER  
THEIR OWN MOMENTUM

ANY CAR PLACARDED

EXPLOSIVES A

OR

POISON GAS



OR

A TOFC OR COFC VEHICLE  
DISPLAYING ANY PLACARD

OR

DOT CLASS 113  
TANK CAR LOAD OF FLAMMABLE GAS

USE THE NUMBERED  
PLACARDS TO DISTINGUISH TANK  
CARS PLACARDED FLAMMABLE GAS  
FROM FLAMMABLE FROM COMBUSTIBLE



NUMBER 2  
FLAMMABLE GAS



NUMBER 3  
FLAMMABLE LIQUID

USE BOTTOM WHITE TRIANGLE  
TO IDENTIFY COMBUSTIBLE PLACARDS  
NO SWITCHING RESTRICTIONS APPLY



## MAP - DENVER SUBDIVISION

