

RADIO RESPONSES FOR TRACK BULLETINS

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

"Foreman _____ (name) _____ (of Gang No. _____) using 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.

2

IN EFFECT

Sunday, May 17, 1987

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

A. L. MARZANO
Chief Transportation
Officer
Denver, Colorado

B. K. PERRY
Assistant Gen'l Mgr.
Topeka, Kansas

W. HOLTMAN, JR.
Superintendent
Denver, Colorado

D. D. DIDIER
Superintendent
La Junta, Colorado

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EXPLANATION OF CHARACTERS

A	- Automatic Interlocking
B	- General Orders - Circulars
C	- Office of Communication
g	- Gate - Normal Position Against Conflicting Route
G	- Gate - Normal Position Against this Subdivision
Q	- 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".

A. T. & S. F.

S. R. GRISWOLD, Asst. 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

A. R. SOLANO	P. R. HOLIMAN	M. D. MESSICK
S. A. TREECE	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

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.
D. J. CAMPBELL, Road Foreman of Equipment	Pueblo, Colo.
K. W. JENSEN, 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	D. LOMBARDI	T. E. WELLS
A. O. RUSSELL	G. A. PAULSEN	M. J. HOWARD
D. W. OLSEN	H. O. WILLIAMS	K. E. HAND
J. S. REED	J. V. OLSEN	W. R. DOLAND
A. R. DAUB	J. R. LAWRENCE	J. I. NORTHCRAFT
R. A. DELISA	R. C. BERRY	K. E. HAMILTON
F. G. TURNER	J. M. WAGNER	A. J. WERNZ
G. L. WATKINS	K. R. POKORSKI	P. B. RAEAL
W. W. HARRIS	J. W. RIFE	M. J. MILOVICH

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	Time Per Mile	Miles Per Hour
— 36	100.0	— 58	62.1	1 40	36.0
— 37	97.3	— 59	61.0	1 42	35.3
— 38	94.7	1 —	60.0	1 44	34.6
— 39	92.3	1 02	58.0	1 46	34.0
— 40	90.0	1 04	56.2	1 48	33.3
— 41	87.8	1 06	54.5	1 50	32.7
— 42	85.7	1 08	52.9	1 52	32.1
— 43	83.7	1 10	51.4	1 54	31.6
— 44	81.8	1 12	50.0	1 56	31.0
— 45	80.0	1 14	48.6	1 58	30.5
— 46	78.3	1 16	47.4	2 —	30.0
— 47	76.6	1 18	46.1	2 05	28.8
— 48	75.0	1 20	45.0	2 10	27.7
— 49	73.5	1 22	43.9	2 15	26.7
— 50	72.0	1 24	42.9	2 30	24.0
— 51	70.6	1 26	41.9	2 45	21.8
— 52	69.2	1 28	40.9	3 —	20.0
— 53	67.9	1 30	40.0	3 30	17.1
— 54	66.6	1 32	39.1	4 —	15.0
— 55	65.5	1 34	38.3	4 30	13.3
— 56	64.2	1 36	37.5	5 —	12.0
— 57	63.2	1 38	36.8	6 —	10.0

SOUTH WARD ↓		AT&SF DENVER SUBDIVISION		↑ NORTH WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
57900		B.N. DENVER YARD	BCQRTY		
		1.2			
57910		DENVER U. D.	MY		737.3
		2.2			
		SO. PARK JCT.	Y		735.1
		1.7			
		D.&R.G.W. CROSSING SOUTH DENVER	MY		733.4
		2MT			
(5.1)					
↑ JOINT LINE ↓					
57620	5300	BRAGDON	M		630.3
		10.2			
57200		PUEBLO YARD	BQT		619.5
		0.5			
		D.&R.G.W. CROSSING	M		619.0
(10.7)					

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

Trains originating Pueblo must secure track warrant before departing.

Trains or engines between South Denver and BN Denver Yard, except movements on The Denver Union Terminal Railway Co.'s tracks and within Interlocking Limits at South Denver 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 I		↑ NORTH WARD	
Station Numbers	Siding Feet	STATIONS			Mile Post
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	B		119.4
(10.9)					

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

Northward D&RGW trains originating Pueblo must secure AT&SF track warrant, track bulletins and track condition message from D&RGW yard office.

Northward AT&SF trains originating Pueblo must secure AT&SF track warrant, track bulletins and track condition message from printer located in AT&SF RFO at Pueblo.

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

SOUTHWARD ↓		JOINT LINE DENVER SUBDIVISION			
Station Number	Track Capacity In Feet		Mile Post		STATIONS
	DRGW	ATSF			
			* 3.6		SOUTH DENVER
1013	57880		* 7.5		ENGLEWOOD
1024	57860	1950	2600	* 10.3	LITTLETON P
1029		4200		* 17.0	ACEQUIA
1033	57795	2300		* 20.7	LOUVIERS
1036	57790		4800	* 24.5	SEDALIA PX
	57785		8200	709.5	ORSA
	57780		5700	705.2	CASTLE ROCK
	57775	1650		700.2	TOMAH
	57770			694.9	LARKSPUR
	57765	2300		691.5	GREENLAND
	57760		2800	688.8	SPRUCE
1061	57755			* 52.0	PALMER LAKE P
1065	57750	1550	6900	* 57.2	MONUMENT P
1072	57740		7200	* 65.3	ACADEMY
1083	57700		20600	* 74.9	COLORADO SPRINGS Q
1101	57660		5400	659.9	KELKER
	57655			654.4	CREWS
	57650	500		650.5	FOUNTAIN PX
	57640	463		643.7	BUTTES PX
	57630	1200		638.4	HENKEL
	57625			632.7	PINON
1121	57620		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.

TWC IN EFFECT:

Between Littleton 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:

Between South Denver and Littleton on southward main track.
On main track and sidings between Palmer Lake and Crews.

MULTIPLE MAIN TRACKS IN EFFECT:

Between South Denver and Littleton.

Southward track—CTC in effect—traffic in either direction by signal indication

Northward track—TWC in effect—current of traffic northward only

Southward AT&SF and D&RGW trains originating Denver must secure two (2) AT&SF track warrant forms—one issued by the D&RGW dispatcher for authority and one issued by AT&SF dispatcher listing track bulletins and track conditions messages in effect.

JOINT LINE DENVER SUBDIVISION		↑ NORTHWARD			
STATIONS	Mile Post	Track Capacity In Feet		Station Number	
		Sidings	Other Tracks	ATSF	DRGW
SOUTH DENVER Y	733.4				
ENGLEWOOD Y	729.4	3100		57880	1013
LITTLETON PY	726.6			57860	1024
SEDALIA PX	712.8	4900	700	57790	1036
CASTLE ROCK	* 32.5		3700	57780	1042
PALMER LAKE P	* 52.0		1300	57755	1061
MONUMENT P	* 57.2	6900	1550	57750	1065
ACADEMY	* 65.3	7200		57740	1072
COLORADO SPRINGS Q	* 74.9	20600		57700	1083
KELKER	659.9	5400		57660	1101
CREWS	654.4		2700	57655	
FOUNTAIN PX	* 87.9		4500	57650	1108
WIGWAM	* 98.1		4300	57635	1115
BRAGDON MP	*108.5	5300		57620	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.

TWC 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.

MULTIPLE MAIN TRACKS IN EFFECT:

Between Littleton and South Denver.

Northward track—TWC in effect current of traffic northward only.

Southward track—CTC in effect traffic in either direction by signal indication.

On Southward and Northward tracks:

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

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

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
BN Denver Yard and South Denver	20
South Denver 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 Bragdon	55
Bragdon and Pueblo — AT&SF	55
Bragdon — Tapp D&RGW Crossover	40
Tapp — Switch	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.

Train and yard movements handling 5 or more covered hopper cars loaded with grain, coupled consecutively, must not exceed a speed of 12 MPH with entire train or cut of cars through sidings or on any track other than a main track and when operating on main track must not exceed a speed of 12 MPH unless a speed of 25 MPH or more can be maintained.

For uniform application and interpretation, the term "GRAIN" applies to such products as wheat, barley, oats, rye, corn, soybeans, rice, milo, sorghum, millet, spelt, rape seed, screaming grains, et cetera. It does not apply to the products of milled grain, such as corn meal, soybean meal, flour, et cetera.

If there is any doubt or uncertainty in your mind as to what constitutes grain under this rule, contact the Chief Dispatcher for determination.

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
PUEBLO AND BRAGDON (A.T.&S.F.)	
Curve, M.P. 618.9 to M.P. 619.2	10
3 Curves, M.P. 619.3 to 619.9	20
BRAGDON AND SOUTH DENVER	
NORTHWARD TRACK	
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
Curve, M.P. 45.4 to M.P. 45.2 D&RGW	40
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
SINGLE TRACK	
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 to M.P. 76.2 D&RGW	30
11 Curves, M.P. 76.2 D&RGW to M.P. 658.2 AT&SF	40
SOUTHWARD TRACK	
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	20
		Reverse Movements or other than normal route	10
Littleton	D	Crossover D&RGW and AT&SF ..	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	10
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
SOUTHWARD TRACK			
Military Jct.	8.2	6,330	South
Blakeland Spur	15.3	Ind.	South
Big Lift TOFC (Santa Fe)	19.3	6,000	South
Dupont Spur	20.6	Ind.	South
Palmer Lake	51.8	450	North & South
Palmer Lake (Spur)	51.8	500	South
Nixon Spur	647.6	15,100	North
SINGLE TRACK			
Wood	56.2	1,250	South
Husted	62.0	720	North
Stadium (2)	63.3	3,200	South
Russian Spur	70.7	4,000	North
Manitou Branch	75.1		North
*Drenan & Columbine			
Industrial Center	658.9	1,700	South
Fort Carson	659.9		North
NORTHWARD TRACK			
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 & AT&SF

SPECIAL INSTRUCTIONS

3. TRACKSIDE WARNING DEVICES—INSTRUCTIONS (A) HOT BOX AND DRAGGING EQUIPMENT DETECTORS Rule 109(C)—Trackside Warning Detectors:

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate trackside indicators. Dragging equipment and wide or shifted loads will also actuate trackside indicators at locations so equipped.

INSTRUCTIONS APPLICABLE TO ALL TYPES

- To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for a hotbox or hot wheel, train may be rolled by a crew member on ground. If defect(s) indicated is for other than a hotbox or hot wheel, train must stop and crew member walk to location of such equipment.
- If an overheated journal is found, the car or unit must be setout. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an overheated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.
Mechanical forces at the terminal, or relieving crew at crew change point where mechanical inspection is not made, must be informed of these conditions.
If abnormal heat is detected on same car by an intervening detector, or during a stop for inspection, the car or unit must then be setout. Exception: Train crew must request and be governed by instructions from Chief Dispatcher concerning further handling of ten-pack equipment after second detector stop.
- When making inspection for hotbox, give particular attention to heat of journals and hub of wheels; observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearings.
- When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, if the bare hand cannot be held on a roller bearing housing for a few seconds the bearing should be considered overheated. **WARNING: CAUTION AND GOOD JUDGMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY.**
Use yellow crayon marker to write the date and letter "X" above each journal indicated or found to be overheated, or the date and letter "W" above each wheel indicated, found to be defective, or overheated.

- Any detector failure or malfunction observed must be reported to train dispatcher as promptly as practicable.
Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.
When a train is stopped by detector, information required by Revised Form 1571 Standard must be transmitted verbally to train dispatcher's office.
- Trains must not exceed 30 MPH while moving over hot box detectors (scanners) when:
 - it is snowing or sleeting; or,
 - there is snow on ground which can be agitated by a moving train.

INSTRUCTIONS APPLICABLE TO RADIO (REPORTER) TYPE:

- After train passes the detector:
 - If no defects were noted, a message stating "NO DEFECTS" will be transmitted via radio and train may proceed at prescribed speed.
 - If no radio message is transmitted, or if no message or audible tone (see Item 4) is received, train may proceed at prescribed speed and must be observed closely enroute.

SPECIAL INSTRUCTIONS

3. TRACKSIDE WARNING DEVICES—INSTRUCTIONS

(A) HOT BOX AND DRAGGING EQUIPMENT DETECTORS (cont'd)

2. If rotating white light is illuminated before head-end of train reaches the detector, or a message stating "SYSTEM FAILURE" is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (see Item 4) should an alarm occur during passage of the train.
 - A. If such message or tone is not received, train may proceed at prescribed speed.
 - B. If such message or tone is received, train must be governed by Item 4.
3. If rotating white light becomes illuminated as train passes the detector but a message or audible tone is not transmitted via radio, entire train must be inspected for defects.
4. If defects are noted as train passes the detector, a rotating white light will become illuminated, and:
 - A. A message stating "YOU HAVE A DEFECT" will be transmitted via radio; or
 - B. An audible tone will be transmitted via radio. The tone will be (a) a fast beep if on a North track, (b) a slow beep if on Middle or South track or (c) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.

When these warnings are received, train must immediately reduce to 20 MPH. When rear end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from HEAD-END of train, and references to "LEFT" or "RIGHT" side are to the engineer's left or right side in the direction of travel.

5. If a train received 4 defective car* alarms, 3 or more hotbox alarms, 2 or more dragging equipment alarms, or one wide load alarm, remainder of train must be inspected for additional defects.

*DEFECTIVE CAR alarm indicates more than three defects on a particular car. Inspection must be made of all journals and wheels on that car, also on 3 cars or units ahead of and behind that car.

INSTRUCTIONS APPLICABLE TO LOCATOR (READOUT) TYPE

1. When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Trains must immediately reduce speed to not exceed 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with. Counters will indicate accumulated axle count between defective car and rear of train. If counters fail to show location of defective equipment, 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 thoroughly inspected for hot journals, wheels, bearings or dragging equipment.
2. 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 any lamps in locator cabinet are lighted, or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted, or counters have not registered, train may proceed at prescribed speed and must be observed closely enroute.

SPECIAL INSTRUCTIONS

D&RGW—Radio Readout M.P. 60.4

Hot box, hot wheel and dragging equipment detector alarms will be transmitted simultaneously on DRGW, BN and AT&SF radio channels per the following:

- A. Real time while the train is passing the HDD site.

A short "beep tone" for warning purposes will be transmitted for each real time alarm.
- B. Post-train talker message.
 1. The talker message will be transmitted a few seconds after the last axles has passed the detector.
 2. For trains with no alarms, the following message will be transmitted:

D&RGW detector mile post 60.4
(Northbound or Southbound) no alarms.

This message will be repeated once after a two-second pause, followed by:

Message complete.

End of transmission.

(The following is a sample message only.)

3. For trains with one or more alarms, the following message will be transmitted:

D&RGW detector mile post (60.4) (Northbound or Southbound) (Number) alarms, count from head end of train

First alarm, not bearing. (East or West) rail, axle, (Number)

Second alarm, not bearing, (East or West) rail, axle (Number)

Third alarm, hot wheel, near axle (Number)

Fourth alarm, hot wheel, near axle (Number)

Fifth alarm, dragging equipment, near axle (Number)

If over 10 alarms are detected, the following message will be transmitted:

Over ten alarms inspect the rest of the train.

This message shall be repeated once after a two-second pause, followed immediately by:

Message complete.

End of transmission.

If no radio transmission is received after rear of exits detector location, this fact must be immediately reported to the D&RGW train dispatcher.

HOTBOX DETECTORS AT:

Detector Location	Locator Location
AT&SF Mile Post 635.5	Southward Mile Post 633.2
AT&SF Mile Post 657.7	Southward Mile Post 656.1
	Northward Mile Post 659.5
AT&SF Mile Post 715.3	Northward Mile Post 717.6
D&RGW Mile Post 21.2	Southward Mile Post 23.6
D&RGW Mile Post 60.4	Hot Box "Talker" Mile Post 60.4
D&RGW Mile Post 100.1	Northward Mile Post 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 dispatchers.

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

SPECIAL INSTRUCTIONS

(B) 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 alertors 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.

(C) HIGH WATER DETECTORS

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 red trains must not proceed until thorough examination has been made to determine that bridge or track has not been weakened by high water. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

High Water Detectors located at:

Northward Track:

- 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.
- Mile Post 98.53 — South End Fountain*.

Southward Track:

- Bridge 639.7 — Between Buttes and Henkle.

Single Track:

- Mile Post 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. If crew is not notified by actuation of purple flashing light, or voice alertor, examination of bridge is not required.

SPECIAL INSTRUCTIONS

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, employees 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 10 sixth paragraph amended to read: On tracks where there is a current of traffic, when yellow flag is to be placed in advance of a temporary speed restriction or track condition, yellow flags and green flags will be placed only for trains moving with the current of traffic.

Rule 19 Markers: sixth paragraph (bottom of page 29) is amended to read: The marker must be inspected at the initial terminal and each crew change point to see that it is properly displayed and functioning. Inspection will be made at crew change point, either by observation of marker at rear of train or readout information displayed in the cab of controlling locomotive indicating that marker light is functioning if rear car is equipped with an operative end of train device. If observed from rear of train, condition of marker must be communicated to outbound locomotive engineer.

Rule 26 last paragraph page 30 amended to read: Testing does not include visual observations made by an employee positioned inside or alongside a caboose, engine or passenger car; or inspection task to ascertain that a rear end marker is in proper operating condition on a train standing on a main track.

Rule 26 last paragraph page 32 amended to read: ON A MAIN TRACK—A blue signal must be displayed at each end of the rolling stock except such is not required for marker inspection task involving repositioning the activation switch or covering the photo electric cell. In lieu of blue signals, the employee performing the marker inspection task may afford protection by personally contacting the employee at the controls of the engine and being advised by that person that the train is and will remain secure against movement until the inspection is completed.

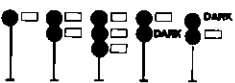
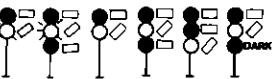
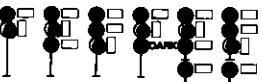
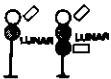
Rule 97(4) amended to read: Verbal authority from the train dispatcher within APB limits; or to run with the current of traffic within TWC limits or where Rule 251 is in effect.

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 page 18)

**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 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.

Supplement to Rule 405: Track warrants and track bulletins may be transmitted mechanically to any location. Prescribed form for track warrant is shown on Page 168 and preprinted pads of this form will be in the format shown. The form for mechanical transmission is changed, with Items (5) and (14) omitted, (16) revised, (18) and (19) added.

Mechanically transmitted track warrants must indicate total number of track bulletins (Item 16), track condition messages (Item 18), and items checked (Item 19). In Items (16) and (18), if none show "NO". Employees receiving copies must assure that the correct number of track bulletins and track condition messages are received, and that "ITEMS MARKED" correspond with those indicated in Item 19.

Supplement to Rule 450: Forms for track bulletins Form A and Form B have been revised. Form C will be used for mechanical transmission only, to permit issuance of additional "OTHER CONDITIONS" when space in Line 11 of Form A is insufficient.

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

Rules 230 through 242 modified as shown on pages 16 and 17.

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 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 employees in their dealings with the public, their subordinates and each other.

Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employees whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 thru 926. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

SPECIAL INSTRUCTIONS

Rule 907 first paragraph amended to read: Prior to performing an air brake test the rear of the train must be charged to within 15 psi of the feed or regulating valve setting, except when the setting on the engine is at 70 psi the pressure at the rear of the train must not be less than 60 psi. With an operative End-Of-Train device, except when performing initial terminal air brake inspection and test, brake pipe pressure displayed on control head console of the engine may be used to determine brake pipe pressure at the rear of train.

Rule 912 second paragraph item (2) amended to read: (2) Determine that brakes on rear car of train apply and release. As indicated by an operative End-Of-Train device, at least a 5 psi reduction in brake pipe pressure when brakes are applied and at least a 5 psi increase in brake pipe pressure when brakes are released may be used in lieu of observing that brakes on rear car of train apply and release.

Rule 914 first paragraph item 2 amended to read: (2) It must be determined the brakes on each of the cars added, and on rear car of train, apply and release. An operative End-of-Train device may be used as prescribed by Rule 912 to determine that brakes on rear car of train apply and release.

Rule 923 third paragraph amended to read: When a remote consist is moved in a train, and its use as a remote consist is not required because of train tonnage or length, it should be placed immediately behind the lead consist. RCE may be energized and operating, with feed valve cut out.

Rule 926 new rule added to read: At points where End-of-Train device is installed, it must be tested as follows:

- (1) Upon installation of End-of-Train device, the permanent unique identification code of the End-of-Train device must be entered into the control head console of the engine.
- (2) After air brake system has been charged as prescribed by Rule 907, a person at rear of train must ascertain the brake pipe pressure displayed on the control head console of the engine and compare with the pressure displayed on End-of-Train device. The End-of-Train device must not be used if the difference between the two pressure readings exceed 3 psi.

SPECIAL INSTRUCTIONS

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. 9.2-11.5 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
***Fountain	ATSF M.P. 654.4-650.0 D&RGW M.P. 89.6- AT&SF M.P. 654.4	25 35

***Indicates restriction applies until rear of train has cleared limits of restrictions.

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

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 AT 199466 and Jordan Spreaders	Locomotive Cranes AT 199600 AT 199720	Wrecking Derricks
45 MPH	30 MPH	40 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.

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	GP-40	SD-40	SD-50	Adjustment Factor
		3001-3028 GP-35 3029-3050		5341-5413 SD-45 5315-5340		
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	Interlocking	15
M.P. 118.2 to AT&SF M.P. 617.4		
D. & R. G. W. Crossing, M.P. 619.0		
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 northward 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 derail 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.

SPECIAL INSTRUCTIONS

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.

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

Northward—Northward main track:

Top light—Movements to D&RGW.

Middle light—Movement 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

Northward track—Littleton M.P. 726 to South Denver.

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	Facing	Dual-Controlled	10

16. D&RGW STATION NUMBERS BETWEEN

SOUTH DENVER 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	

SPECIAL INSTRUCTIONS

NOTES

17. MAXIMUM AUTHORIZED SPEED—VARIOUS CARS.

- (a) Trains handling continuous welded or jointed rail except twin loads of 78-foot rail 40 MPH*
*except 25 MPH on all curves of 6 degrees or more.
- (b) Trains handling UTLX tank cars numbered:
UTLX 76517
UTLX 76539
UTLX 76556, 76558
UTLX 76568
UTLX 76595
UTLX 76649
UTLX 76656
UTLX 76696
UTLX 76733
UTLX 76736 thru 76738
UTLX 76742 thru 76751 (Except 76746 and 76749)
UTLX 78256 thru 78269
UTLX 78272
UTLX 78274
UTLX 78278
UTLX 78281
UTLX 78285 thru 78293 (Except 78286)
UTLX 78326 thru 78333 (Except 78327)
UTLX 78336 thru 78344 (Except 78341 and 78342)
UTLX 78347 thru 78350 (Except 78349)
UTLX 78353 40 MPH
- (c) Trains handling DVLX tank cars numbered:
DVLX 4001 - 4190 40 MPH
- (d) Trains handling ATSF tank and work equipment cars numbered:
ATSF 100301 through 101099
ATSF 189000 through 189999
ATSF 192770 through 192875
ATSF 199880 through 199899
ATSF 202750 through 202999
ATSF 209000 through 209999 45 MPH
- (e) Trains handling ACFX tank cars numbered:
ACFX 17451 through 17495 45 MPH
- (f) Trains handling NATX tank cars numbered:
NATX 10841 through 10865 45 MPH
- (g) Trains handling PC or CR gondola cars numbered:
PC 598500 through 598999
CR 598500 through 598999 45 MPH
- (h) Trains handling SP gondola (ore) cars numbered:
SP 345000 through 345699 45 MPH
- (i) Trains handling EMPTY "Schnabel" type cars numbered:
APWX 1004
BBCX 1000
CAPX 1001
CEBX 100, 101
CPOX 820
CWEX 1016
GEX 40010, 80002, 80003
GPUX 100
HEPX 200
KWUX 10
WECX 101, 102, 200-203, 301 40 MPH
All cars listed in (i) must be handled on or near rear end of trains not exceeding 100 cars in length, must not be handled in trains requiring pusher service and must not be humped or switched with motive power detached.
- (j) Trains handling LOADED "Schnabel" type cars listed in (i), also CBEX 800 LOADED & EMPTY, must be governed by instructions issued for each individual movement.
- (k) Trains handling KCS gondolas in series
801011 through 802930
(when cars are moving empty) 45 MPH

ALL SUBDIVISIONS

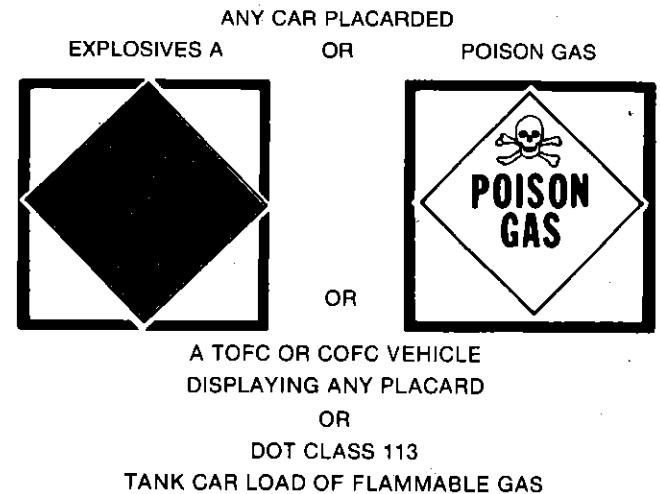
HAZARDOUS MATERIAL

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:

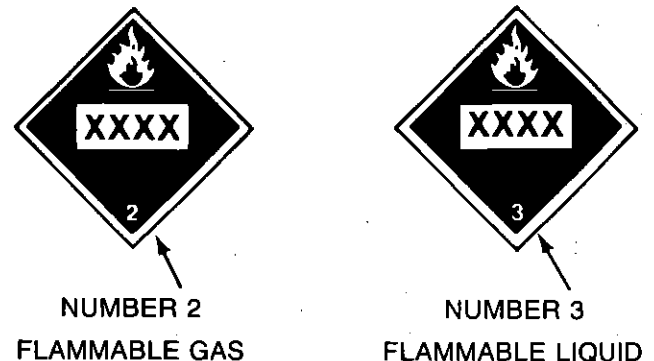
- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information 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.

SWITCHING RESTRICTIONS

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



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



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



Examples of Residue Placards

Position in train of placarded cars containing hazardous materials

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

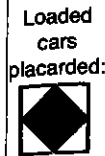
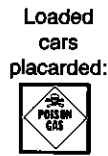
Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

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.



Empty tank cars placarded:
RESIDUE*:
Corrosive
Poison
Chlorine
Organic Peroxide
Oxidizer
Oxygen
Flammable
Flammable Solid
Flammable Solid W
Non Flammable Gas
Flammable Gas
Poison Gas



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 (1)	X (1)		X (1)		
Loaded plain flat car	X	X		X		
Loaded bulkhead flat car	X (2)	X (2)		X (2)		
Loaded TOFC/COFC flat car	X	X (3)		X (4)		
Flat Car loaded with vehicles	X	X		X (5)		
Open top car with shiftable load	X (2)	X (2)		X (2)		
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.

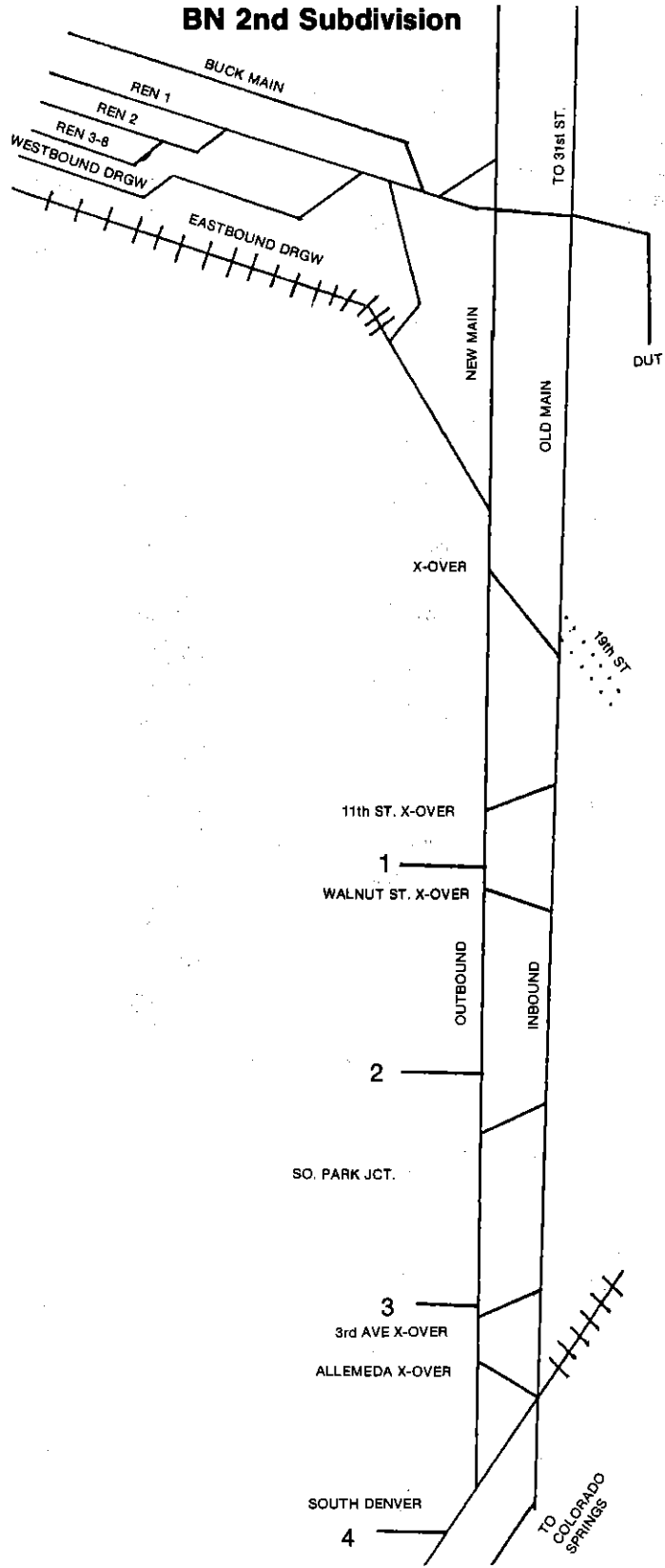
(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or open top 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.

* Examples of Residue Placards are shown on following page.

BN 2nd Subdivision



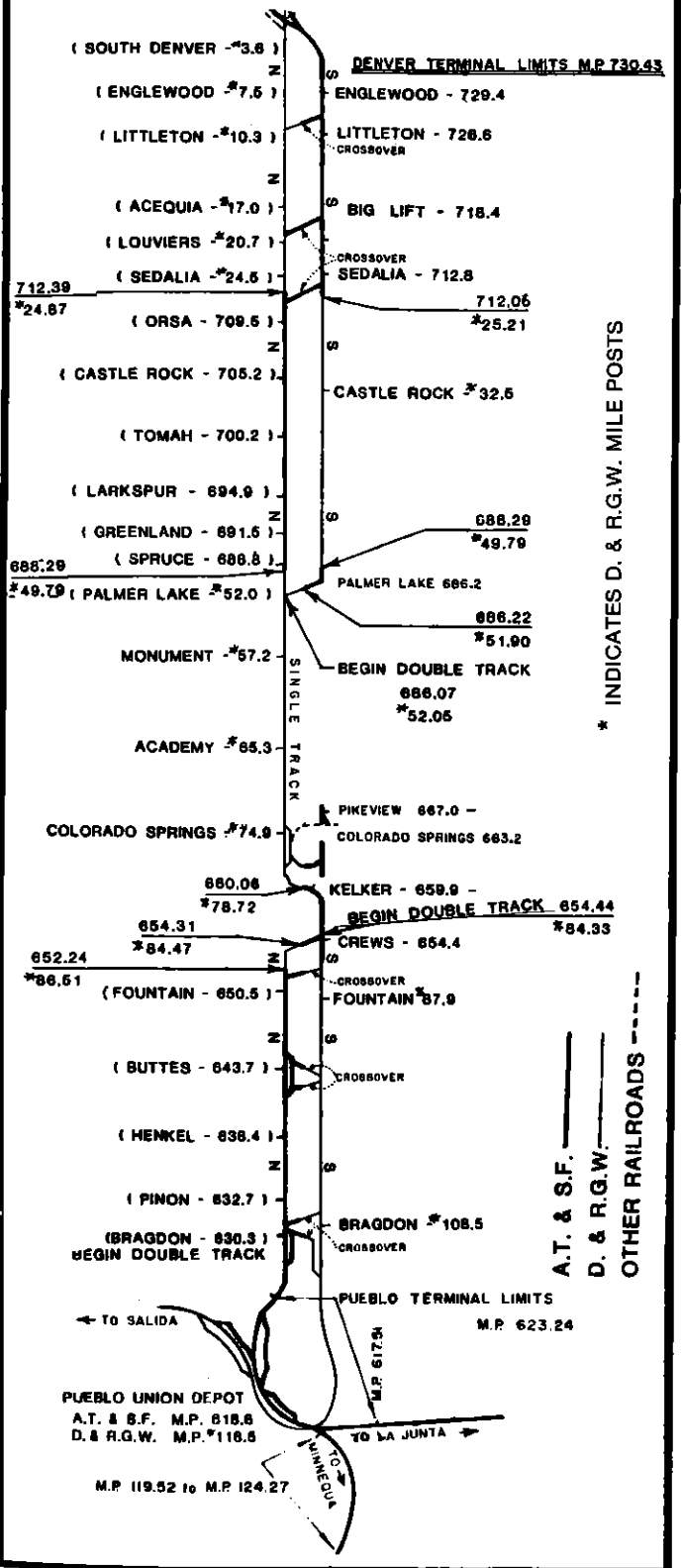
NOTE: All trackage from South Denver to D.U.T. Terminal under authority of 38th Street B.N. yardmaster.

Trackage from C & S Crossing to South Denver under authority of 38th St. yardmaster.

Wye bridge to Prospect and Utah Jct. under authority of 31st Street yardmaster.

Rennick Yard and T of C Yard under authority of Hub Center yardmaster.

JOINT LINE DENVER SUBDIVISION



* INDICATES D. & R.G.W. MILE POSTS

A.T. & S.F.
D. & R.G.W.
OTHER RAILROADS