

SURGEONS AND PHYSICIANS

BERTHOUD.....**DR. W. B. HARDESTY**.....Local Surgeon
BOULDER.....**DR. J. GILLASPIE**.....Local Surgeon
CHEYENNE.....**DR. E. W. NEWMAN**.....Oculist
 DR. R. C. GRAMLICH.....Local Surgeon
 DR. L. E. McGONIGLE.....Local Surgeon
 DR. W. A. BUNTEN.....Local Surgeon
 DR. R. I. WILLIAMS.....Local Surgeon
DENVER.....**DR. F. M. ZARLENGO**.....Surgeon & Examiner
 DR. H. R. PETERSON.....Oculist
 DR. F. M. VAN BERGEN.....Oculist
 DR. JOSEPH A. McMEEL.....Surgeon & Examiner
 DR. ROBERT M. MAUL.....Surgeon & Examiner
 DR. THOMAS F. GREEN.....Division Examiner
 DR. NORMAN BRINKHAUS.....Surgeon & Examiner
 DR. GEORGE E. PHILBIN.....Local Surgeon
FT. COLLINS.....**DR. F. A. HUMPHREY**.....Local Surgeon
 DR. ROBERT HUMPHREY.....Local Surgeon
GOLDEN.....**DR. L. GOAD**.....Local Surgeon
GREELEY.....**DR. W. K. MANGUM**.....Local Surgeon
LEADVILLE.....**DR. JOHN KEHOE**.....Local Surgeon
LONGMONT.....**DR. J. S. HALEY**.....Local Surgeon
LOVELAND.....**DR. J. T. BROWN**.....Local Surgeon
WHEATLAND.....**DR. W. D. WILSON**.....Local Surgeon
WINDSOR.....**DR. C. W. SABIN**.....Local Surgeon

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

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

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

W. J. LONGEWAY, Chief Surgeon,
520 Metropolitan Bldg. 222-3783

When Dr. Longeway's office is closed,
 Telephone Secretary will answer at 222-3783.

Residence 757-2630

P. R. JOHNSON, Superintendent of Transportation, Denver, Colo.

E. C. ACKERMAN, Superintendent, Denver, Colo.

H. W. TOTTEN, Asst. Superintendent, Denver, Colo.

Chicago, Burlington & Quincy Railroad Company

The Colorado and Southern Railway Company

TIME TABLE

OF THE DENVER DIVISION

No.

1

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

SUNDAY, SEPTEMBER 15, 1963

DESTROY ALL TIME TABLES
OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employes concerned, who must carry in addition thereto the Book of Rules of the Operating Department.

Denver U. D. and South Denver Subdivision — Main Track

DENVER DIVISION

TIME TABLE No. 1

EFFECTIVE SEPTEMBER 15, 1963

NORTHWARD				Signs	Mile Post Location	STATIONS	Office Open	SOUTHWARD			
FIRST CLASS								FIRST CLASS			
28	22	21	27					Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
Daily Passenger	Daily Passenger	P.M.	A.M.	Yd. O.	4.05	SOUTH DENVER 0 16	Continuous	P.M.	P.M.		
8	2	L 6.15	L 6.50		3.90	D. & R. G. W. CROSSING (Interlocked) 1 70	No Office	A 12.55	A 8.10		
		6.18	6.53		2.17	SOUTH PARK JCT. 1 09	No Office	12.51	8.06		
		6.21	6.56	B.G.K.O.R T.W.Yd.	1.08	RICE YARD 0 58	Continuous	12.48	8.03		
					0.48	C. B. & Q. CROSSING (Grade Gate) D. & R. G. W. CROSSING (Grade Gate) 0 48	No Office				
		A 6.25 P.M.	A 7.00 A.M.	B.K.R. Yd.	0.00	DENVER U. D.	Continuous	L 12.45 P.M.	L 8.00 P.M.		
		0:10	0:10			SCHEDULE TIME		0:10	0:10		

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN M. P. 0.39 (SOUTH LIMITS DENVER U. D. INTERLOCKING) AND M. P. 1.13 (NORTH LIMITS RICE YARD INTERLOCKING)

Two main tracks between M. P. 1.13 (North limits Rice Yard Interlocking) and South Denver, Rule 91 in effect.

Movements of trains and engines against the current of traffic between M.P. 1.13 (North limits Rice Yard Interlocking) and South Denver will be made on authority of Yardmaster, Rice Yard.

Between Denver U. D. and South Denver trains will be governed by the Burlington Lines Rules of the Operating Department. Employees must have a copy of the Burlington Lines Rules of the Operating Department and the current timetable in their possession while on duty.

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

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

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

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

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

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

Denver U. D. and Utah Jct. Subdivision — Main Track

DENVER DIVISION

TIME TABLE No. 1

EFFECTIVE SEPTEMBER 15, 1963

NORTHWARD				Signs	Mile Post Location	STATIONS	Office Open	SOUTHWARD			
FIRST CLASS								FIRST CLASS			
7	9	10	18					Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger
Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	B.K.R. Yd.	0.00	DENVER U. D. 0 52	Continuous	A.M.	A.M.	P.M.	P.M.
29	39	37	35		0.52	C. B. Q. CROSSING (Grade Gate) 0 08	No Office	A 7.35	A 8.00	A 3.20	A 7.10
					0.60	C. B. & Q. CROSSING (Grade) 0 43	No Office				
		9.44	A 6.30 P.M.	R. Yd.	1.03	PROSPECT 2 33	Continuous	7.30	L 7.54 A.M.	L 3.14 P.M.	L 7.04 P.M.
		A 9.49 P.M.		P.Yd.	3.36	UTAH JCT. D. & R. G. W. CROSSING (Interlocked)	No Office	L 7.26 A.M.			
		0:09	0:05			SCHEDULE TIME		0:09	0:06	0:06	0:06

Two main tracks between Denver U. D. Interlocking and Prospect. BETWEEN DENVER U. D. INTERLOCKING AND PROSPECT, TRAINS HAVE NO TIMETABLE SUPERIORITY, ALL TRAINS AND ENGINES MUST MOVE AT REDUCED SPEED BETWEEN THESE POINTS.

Between Prospect and Utah Jct. Rule 91 in effect.

Between Denver U. D. and Prospect trains of the D. & R. G. W. Ry. will be governed by the Burlington Lines Rules of the Operating Department. Employees of the D. & R. G. W. Ry. must have a copy of the Burlington Lines Rules of the Operating Department and the current timetable in their possession while on duty.

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

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

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

Clearance Form A not required at Utah Jct.

The small figures shown above train numbers indicate the D. & R. G. W. trains, and are for information only.

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

Utah Jct. and Cheyenne Subdivision—Main Track

DENVER DIVISION

TIME TABLE No. 1

EFFECTIVE SEPTEMBER 15, 1963

NORTHWARD		Office Open Monday Through Friday	Signs	Distance From Denver	Mile Post Location	STATIONS	Capacity of		Office Open Saturdays and Sundays (See Footnote)	SOUTHWARD		
FIRST CLASS							Siding	Other Tracks		FIRST CLASS		
Daily Passenger										Daily Passenger		
	29									30		
L	P.M. 9.49	No Office	F.Yd.	3.37	3.36	UTAH JCT.			No Office	A	A.M. 7.26	
	10.01	No Office	F.	9.02	9.01	D. R. G. W. CROSSING (Interlocked)			No Office		7.13	
	f10.07	8:00 a.m. to 12:00 p.m. 1:00 p.m. to 5:00 p.m.		14.04	14.03	5.65 SEMPER	78		No Office		c	7.07
	f10.15	No Office		19.71	19.70	5.67 BROOMFIELD	105	47	Closed		f	6.58
				27.87	27.86	8.46 LOUISVILLE	23	35	No Office			
	s10.40	9:00 p.m. to 2:00 a.m. 3:00 a.m. to 6:00 a.m.	F.Yd.	28.08	31.35	0.21 U. P. CROSSING (Grade-Gate)					s	6.46
	10.48	No Office	F.	34.79	38.06	6.71 BOULDER	76	74	9:00 p.m. to 2:00 a.m. 3:00 a.m. to 6:00 a.m.			
	s10.54	4:00 p.m. to 12 Mid. 12 Mid. to 6:45 a.m.	Y. Yd.	40.35	43.62	5.56 NIWOT	47	15	No Office			
				40.64	43.91	0.29 LONGMONT	90	Yard	4:00 p.m. to 12 Mid. 12 Mid. to 6:45 a.m.		s	6.19
	11.20	No Office	F.	45.97	49.24	5.33 C. B. & Q. CROSSING (Grade-Gate)			No Office			
	f11.28	8:00 a.m. to 12:00 p.m. 1:00 p.m. to 5:00 p.m.		51.00	54.27	5.03 HIGHLAND	37		No Office			
	s11.50	8:00 a.m. to 4:00 p.m. 4:30 p.m. to 7:30 a.m.	B.Y.Yd.	57.42	60.69	6.42 BERTHOUD	50	60	Closed		f	5.55
	A.M. 12.02	No Office	F.	67.92	71.19	10.50 LOVELAND	81	Yard	8:00 a.m. to 4:00 p.m. 4:30 p.m. to 7:30 a.m.		s	5.40
	s12.21	Continuous	B.C.K.O. Y.Yd.	71.08	74.35	3.16 OMEGA	77		No Office			
				71.23	74.50	0.15 FT. COLLINS	15	Yard	Continuous		s	5.23
				71.31	74.58	0.08 GREELEY BRANCH CROSSING (Grade-Gate)						
	12.24	No Office	F.Yd.	73.25	76.52	1.94 U. P. CROSSING (Grade-Gate)						
	12.25	No Office	F.Yd.	73.90	77.17	0.65 NORTH YARD	100	Yard	No Office			5.05
	f12.36	No Office		82.01	85.28	8.11 BLACK HOLLOW JCT.			No Office			5.04
	12.45	No Office	F.	88.42	91.69	6.41 WELLINGTON	78	30	Closed		s	4.54
	12.55	No Office	F.	96.35	99.62	7.93 BULGER	94	6	No Office			4.46
	1.11	No Office	F.	109.29	112.56	12.94 NORFOLK	100	5	No Office			4.38
	A 1.20	11:00 a.m. to 7:00 p.m. 9:00 p.m. to 12 Mid. 12 Mid. to 5:00 a.m.	B.C.K.O.R. Y.Yd.	116.14	119.40	6.85 SPEER	78	6	No Office			4.24
						CHEYENNE		Yard	11:00 a.m. to 7:00 p.m. 9:00 p.m. to 12 Mid. 12 Mid. to 5:00 a.m.		L	4.15 A.M.
	3:31 32.2					SCHEDULE TIME						3:11
						AVERAGE MILES PER HOUR						35.4

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

Rule 91 in Effect

Clearance Form A not required at Utah Jct.

No. 30 stops at Broomfield daily, except Saturdays and Sundays, for loading and unloading of express traffic.

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

Spring switches: Utah Jct., end of double track. Ft. Collins, north wye switch.

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

Boulder: Siding located M. P. 27.34 south of U. P. Crossing M. P. 27.86.

Ft. Collins, closed Sunday 4:00 p.m. to 12:00 Midnight.

Longmont, open Saturday 8:00 a.m. to 4:00 p.m.

Loveland, closed Sunday 8:00 a.m. to 4:30 p.m.

Emergency diesel water is available at: Ft. Collins—Hose at north end of station platform.

Norfolk—Hose in hose house near section house.

Cheyenne—Station platform.

Other tracks:

Westminster	M. P. 6.28	Capacity 14 cars.
*Turnpike Lumber Co.	M. P. 14.80	Capacity 7 cars.
*Valmont	M. P. 25.49	Capacity 18 cars.
*Sloss	M. P. 25.82	Capacity 24 cars.
Dominion	M. P. 41.70	Capacity 22 cars.
Morey	M. P. 47.68	Capacity 23 cars.
Small	M. P. 55.68	Capacity 5 cars.
Campion	M. P. 57.26	Capacity 17 cars.
*Marion	M. P. 64.71	Capacity 25 cars.
Drakes	M. P. 71.88	Capacity 20 cars.
Giddings	M. P. 79.62	Capacity 27 cars.
†Dixon	M. P. 87.56	Capacity 21 cars.
*Wyco	M. P. 117.29	Capacity 69 cars.

*Track connected at north end.

†Track connected at South end.

Telephones..... M. P. 4.12; Valmont; Dominion; Morey; Marion and Wyco.

Cheyenne and Wendover Subdivision—Main Track

DENVER DIVISION

TIME TABLE No. 1

EFFECTIVE SEPTEMBER 15, 1963

NORTHWARD		Office Open Monday Through Friday	Signs	Distance From Cheyenne	Mile Post Location	STATIONS	Capacity of		Office Open Saturdays and Sundays (See Footnote)	SOUTHWARD	
FIRST CLASS							Siding	Other Tracks		Daily Passenger	FIRST CLASS
	Daily Passenger										
	29								30		
	A.M. L 2.03	11:00 a.m. to 7:00 p.m. 9:00 p.m. to 12 Mid. 12 Mid. to 5:00 a.m.	B.C.K.O.R. Y.Yd.		119.40	CHEYENNE 4.50		Yard	11:00 a.m. to 7:00 p.m. 9:00 p.m. to 12 Mid. 12 Mid. to 5:00 a.m.	A 4.01	
	2.12	No Office	F.	4.50	123.90	SHELLBACK 7.28	50	6	No Office	3.52	
	2.21	No Office	F.	11.78	131.18	SILVER CROWN 7.97	72	10	No Office	3.42	
	f 2.34	No Office	F.	19.75	139.15	FEDERAL 4.34	103	27	No Office	f 3.33	
	2.39	No Office	F.	24.09	143.49	ISLAY 8.91	60		No Office	3.25	
	s 2.52	8:00 a.m. to 12:00 p.m. 1:00 p.m. to 5:00 p.m.	Yd.	33.00	152.40	HORSE CREEK 4.55		Yard	Closed	s 3.13	
	³⁰ 3.02	No Office	F.	37.55	156.95	ALTUS 5.77	92		No Office	²⁹ 3.02	
	f 3.12	No Office	F.Yd.	43.32	162.72	FARTHING 7.33		84	No Office	f 2.49	
	3.21	No Office	F.	50.65	170.05	LAMBERT 18.61	80		No Office	2.37	
	s 3.47	8:00 a.m. to 1:00 p.m. 2:00 p.m. to 5:00 p.m.	Y.	69.24	188.66	CHUGWATER 13.92	91	62	8:00 a.m. to 1:00 p.m. 2:00 p.m. to 5:00 p.m.	s 2.17	
	4.03	No Office	F.	83.16	202.58	BORDEAUX 8.91	78	24	No Office	2.00	
	4.16	No Office	F.	92.07	211.47	GIBSON 2.48			No Office	1.49	
	s 4.31	8:00 a.m. to 4:00 p.m. 11:59 p.m. to 7:59 a.m.		94.55	213.97	WHEATLAND 1.70	79	118	8:00 a.m. to 4:00 p.m. 11:59 p.m. to 7:59 a.m.	s 1.39	
	4.33	No Office	F.Y.	96.25	215.67	SIBYLEE 14.78			No Office	1.37	
	f 4.54	No Office	F.	111.03	230.45	DWYER 10.35	96	15	No Office	f 1.18	
	A 5.10 A.M.	8:00 p.m. to 5:00 a.m.	B.R.Y.Yd.	121.38	240.80	WENDOVER	50	Yard	8:00 p.m. to 5:00 a.m.	L 1.03 A.M.	
						121.38					
	3:07 38.9					SCHEDULE TIME AVERAGE MILES PER HOUR				2:58 41.1	

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

Rule 91 In Effect

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

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

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

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

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

Chugwater office closed Sunday.

Other tracks:
 Slater..... M. P. 197.70 Capacity 28 cars.
 *Curtis..... M. P. 216.72 Capacity 30 cars.
 *Track connected at north end.
 Telephone..... Slater M. P. 197.70, M. P. 183.67.

Emergency diesel water available at:
 Cheyenne—Station platform.
 Farming—Hose in pump house.
 Chugwater—Hose in pit near old water crane.
 Wheatland—Hose in depot baggage room.

Spur Tracks are Within Yard Limits. Rule 908 in effect.

GREELEY SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
74.35	FT. COLLINS	Yard
	0.50	
74.62	U. P. CROSSING (Grade) Gate	
	6.57	
81.20	TIMNATH	50
	2.41	
83.61	KERNS	21
	2.96	
86.57	WINDSOR	Yard
	0.96	
87.53	G. W. CROSSING (Grade)	
	3.85	
91.38	BRACEWELL	34
	2.05	
93.43	FARMERS	43
	5.42	
98.85	GREELEY	Yard
	24.72	

MAXIMUM SPEED..... 25 M. P. H.
 M. P. 74.94—Lincoln Ave. Ft. Collins. 10 M. P. H.
 CONDUCTORS AND ENGINEMEN MUST RECEIVE CLEARANCE FORM A AT FT. COLLINS WHEN OPERATOR ON DUTY.

Normal position of stop gate to protect U. P. crossing M. P. 74.62 will be against U. P. Trains or engines must approach this crossing prepared to stop unless track is known to be clear, and gate is in the proper position, and signals indicate proceed.

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

At 8th Street Crossing trainmen must precede all movements to and from west house, also to and from house track, and act as crossing watchmen, regardless of whether engine is moving backward or forward.

All forward movements over street crossings between M. P. 97.80 and passenger station are restricted to 10 M. P. H. until engine has cleared crossing.

GOLDEN SPUR

Golden: Derail between 44th Ave. and south switch to yard.

Mile Post Location	STATIONS	Capacity of Other Tracks
1.03	PROSPECT	Yard
	3.84	
4.87	C. & S. JCT.	
	2.74	
7.62	ARVADA	27
	3.44	
11.06	MT. OLIVET	39
	4.80	
15.86	GOLDEN	Yard
	14.83	

CONDUCTORS AND ENGINEMEN MUST RECEIVE CLEARANCE FORM A AT PROSPECT.
 MAXIMUM SPEED..... 25 M. P. H.

M. P. 7.71—Wadsworth Ave. Arvada. 10 M. P. H. M. P. 9.25 to M. P. 9.50 between Kipling and Miller Streets..... 15 M. P. H. M. P. 14.37 to M. P. 14.71..... 10 M. P. H. Bridge 16.19—Brick yard spur..... 10 M. P. H. Industry tracks M. P. 6.41 and M. P. 12.70. Both tracks connect at north end.

Between Prospect and C. & S. Jct., C. & S. trains and engines operate over D. & R. G. W. tracks and are governed by rules and time table of D. & R. G. W.

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

Truss bridge over Clear Creek in lead to Adolph Coors Company will not clear man on top of car.

Conveyor and overhead structure over office track, middle track and elevator track approximately 450 feet west of the office track switch at Spot 9 of the Coors Company. This structure will not clear man on top of car. Trainmen must not ride on top of car at this location.

Other tracks—M. P. 10.48
 Corn Prod. Sales Corp..... Capacity 35 cars.

REX SPUR

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

CONDUCTORS AND ENGINEMEN MUST RECEIVE CLEARANCE FORM A AT FT. COLLINS WHEN OPERATOR ON DUTY.

MAXIMUM SPEED..... 15 M. P. H.

Derail at Woods Street M. P. 75.40.

NATWICK SPUR

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

CLEARANCE FORM A RECEIVED AT WHEATLAND CONFERS AUTHORITY ON NATWICK SPUR.

MAXIMUM SPEED..... 15 M. P. H.

BLACK HOLLOW SPUR

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

CLEARANCE FORM A RECEIVED AT FT. COLLINS WHEN OPERATOR ON DUTY CONFERS AUTHORITY ON BLACK HOLLOW SPUR.

MAXIMUM SPEED..... 15 M. P. H.

Derail at Black Hollow, M. P. 85.74.

REMACO INDUSTRIAL SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
0.00	D&RGW CONNECTION	
0.17	AT&SF & C&S CROSSINGS	
0.62	CONN. TO C&S WEST SIDE LINE	
3.17	DENNISON	
6.27	MORNINGSIDE	
6.52	(SIMS STREET)	
	6.52	

MAXIMUM SPEED..... 15 M. P. H.

Over all street crossings engine or leading car..... 6 M. P. H.

WILDS SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
60.69	LOVELAND	Yard
	1.66	
62.35	WALT	25
	0.92	
63.27	RIST	5
	2.50	
65.77	WILDS	28
	5.08	

CONDUCTORS AND ENGINEMEN MUST RECEIVE CLEARANCE FORM A AT LOVELAND WHEN OPERATOR ON DUTY.
 MAXIMUM SPEED..... 15 M. P. H.

SIBYLEE SPUR

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

CLEARANCE FORM A RECEIVED AT WHEATLAND CONFERS AUTHORITY ON SIBYLEE SPUR.

MAXIMUM SPEED..... 15 M. P. H.

CLIMAX SPUR

French Gulch Water Tank at M. P. 142.20

Mile Post Location	STATIONS	Capacity of Other Tracks
151.27	LEADVILLE	34
	14.10	
137.17	CLIMAX	24
	14.10	

MAXIMUM SPEED..... 15 M. P. H.

CLEARANCE FORM A NOT REQUIRED AT LEADVILLE.

Lineup for motor car operators and maintenance foremen will not be issued to cover regular service on the Climax Spur.

Local freight train on this spur will not leave Leadville before 8:00 A.M., Monday through Saturday, for Climax and return.

SHERIDAN SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
2.17	SOUTH PARK JCT.	
6.49	JCT. TERMINAL LIMIT	
7.48	SHERIDAN	
7.67	END OF TRACK	
	5.50	

MAXIMUM SPEED..... 15 M. P. H.

Over all street crossings engine or leading car..... 6 M. P. H.

CONNORS SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
4.05	SOUTH DENVER	
5.94	JOINT TERMINAL LIMIT	
8.31	CONNORS	
8.51	END OF TRACK	
	4.46	

MAXIMUM SPEED..... 15 M. P. H.

Over all street crossings engine or leading car..... 6 M. P. H.

SPEED RESTRICTIONS

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

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

Troop trains handling freight cars will be governed by speed authorized for freight trains.

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

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

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

On subdivisions where maximum speed restrictions for steam engines are not shown, movement of steam engines will be governed by train orders.

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

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

Where subdivision maximum speeds are less, they will govern.

Trains making back-up movement must not exceed 20 M. P. H. unless otherwise provided.

LOCATION	All Trains M. P. H.
MAXIMUM SPEED—ALL SUBDIVISIONS	
On Sidings	Reduced Speed
At cross-overs, turnouts, spurs and other tracks not otherwise specified	10
Trailing movements through spring switches	15
Scale test cars:	
Main Track	25
Steam Wrecking Derricks:	
Main Track	35
Clam shells, pile drivers, spreaders, and similar equipment:	
Main Track	25
Rotary snow plows:	
Main Track	25
Dead steam engines.....	20
Loaded 20 yard air dump cars, in rear of train when possible, main track.....	25
Loaded 30 yard air dumps, main track.....	35

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
DENVER U. D. AND SOUTH DENVER— SUBDIVISION		
Between the south interlocking limits of Denver U. D. and West 8th Avenue, M. P. 2.12	20	15
Between West 8th Avenue, M. P. 2.12 and South Denver Tower	30	15
South Denver Interlocking		
Normal route.....	30	30
Reverse movements or movements other than normal route.....	10	10
Between South Denver Tower and joint terminal limits, A. T. & S. F. M. P. 730.44, be governed by A. T. & S. F. - D. & R. G. W. Denver Division timetable.....		
South Broadway and Kentucky Ave., South Denver.....	6	6

LOCATION—(Continued)	Passenger Trains M. P. H.	Freight Trains M. P. H.
DENVER U. D. AND UTAH JCT.—SUBDIVISION		
Northward trains or yard engines moving northward from east end Rice Yard to 15th Street Crossing, Denver.....	10	10
Approaching and entering street crossing at 19th and Chestnut streets, Denver.....	10	10
Between Prospect and Utah Jct.....	25	YD.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
UTAH JCT. AND CHEYENNE SUBDIVISION		
Maximum Speed.....	59	45
Utah Jct. over spring switch and D. & R. G. W. crossing. M. P. 6.0 to M. P. 7.49	15	15
M. P. 14.0—Street Crossing Broomfield.....	10	10
M. P. 15.0 to M. P. 15.5.....	20	20
M. P. 16.6 to M. P. 17.0.....	50	45
M. P. 17.4 to M. P. 17.6.....	40	35
M. P. 21.6 to M. P. 22.1.....	30	20
M. P. 21.6 to M. P. 22.1.....	35	30
M. P. 23.7 to M. P. 24.5.....	40	35
M. P. 26.74 to M. P. 31.78.....	59	YD.
M. P. 27.74 to M. P. 27.97.....	15	15
Between M. P. 27.74 and M. P. 27.97.....	15	15
M. P. 32.8 to M. P. 32.9.....	50	45
M. P. 42.23 to M. P. 44.87.....	40	YD.
Lead car or Engine, M. P. 43.57—Main Street crossing Longmont between M. P. 43.75 and M. P. 44.5.....	10	10
M. P. 44.5 to M. P. 45.0.....	40	35
M. P. 48.8 to M. P. 49.7.....	40	35
M. P. 51.4 to M. P. 53.9.....	50	45
M. P. 54.19—Main street crossing Borthoud.....	25	20
M. P. 68.4 to M. P. 69.67.....	40	35
M. P. 69.67 to M. P. 62.65.....	40	YD.
Between Second St. and Tenth streets, between M. P. 60.50 and M. P. 61.4, Loveland.....	15	15
M. P. 60.50 to M. P. 61.11—2nd to 10th streets Loveland.....	15	15
M. P. 68.8 to M. P. 69.0.....	50	45
M. P. 72.83 to M. P. 77.46.....	15	YD.
Between M. P. 72.83 and M. P. 74.62.....	15	15
Lead car or Engine—Laurel Ave., M. P. 73.54, and Mountain Ave., M. P. 74.16, Ft. Collins.....	10	10
M. P. 77.3 to M. P. 78.4.....	40	35
M. P. 110.1 to M. P. 110.7.....	40	35
M. P. 117.97 to M. P. 119.0.....	59	YD.
M. P. 119.0 to M. P. 120.0.....	Reduced	Speed

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
CHEYENNE AND WENDOVER SUBDIVISION		
Maximum Speed.....	59	45
M. P. 120.0 to M. P. 122.08.....	20	YD.
Through turnouts in main track north end and middle Cheyenne yard.....	20	20
M. P. 130.4 to M. P. 131.1.....	50	45
M. P. 144.8 to M. P. 145.0.....	50	45
M. P. 146.9 to M. P. 157.0.....	40	35
M. P. 146.9 to M. P. 151.75.....	40	35
M. P. 151.75 to M. P. 153.44.....	40	YD.
M. P. 153.44 to M. P. 157.00.....	40	35
M. P. 159.6 to M. P. 160.2.....	40	35
M. P. 160.6 to M. P. 161.92.....	50	45
M. P. 161.92 to M. P. 163.44.....	50	YD.
M. P. 160.6 to M. P. 165.2.....	50	45
M. P. 174.6 to M. P. 174.8.....	50	45
M. P. 196.4 to M. P. 196.7.....	50	45
M. P. 206.9 to M. P. 211.3.....	40	36
M. P. 213.80—Street crossing Wheatland.....	20	20
M. P. 213.93—Street crossing Wheatland.....	20	20
M. P. 219.1 to M. P. 220.5.....	40	35
M. P. 227.7 to M. P. 228.7.....	40	35
M. P. 231.8 to M. P. 238.6.....	40	35
Northward approach signal Wendover.....		30
M. P. 239.64.....	20	YD.

SPECIAL INSTRUCTIONS

Assistant Chief Mechanical Officer J. D. Schroeder, Denver
 Trainmaster W. R. Essex, Denver
 Terminal Trainmaster A. Kern, Denver
 Assistant Terminal Trainmaster A. L. Cartwright, Denver
 Assistant Terminal Trainmaster H. A. Coquoz, Denver
 System General Foreman—Road Foreman R. E. Hansen, Denver
 Chief Dispatcher M. Miller, McCook
 Night Chief Dispatcher J. G. Davis, McCook

TRAIN DISPATCHERS:

C. M. Miller	W. F. Thomsen	L. E. Bath
D. G. Kennedy	V. G. Nylander	F. E. Putnam
E. C. Bush	A. R. Thomas	W. C. Bush
J. R. Reichstein		D. J. Eves

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

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

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

2. USE OF TRACK:

BETWEEN DENVER U. D. AND SOUTH DENVER

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

Interlocking, South Denver, governs movements over D. & R. G. W. crossing and connection joint C. & S. - A. T. & S. F. southward main track with D. & R. G. W. southward main track, and joint A. T. & S. F. - C. & S. northward main track with D. & R. G. W. northward main track. The following whistle signals will be used:

NORTHWARD

To Denver: one long.

SOUTHWARD

To Southward Main Track: one long.
 To Northward Main Track: one long, one short.
 To South Denver Yard: one long, one short, one long.
 To Connors Spur: one long, one short, one long.

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

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

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

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

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

Northward D. & R. G. W. trains will use Northward track, Denver U. D. to cross-over located between 35th and 36th Avenues, Prospect (normal position of cross-over switches for C. & S. main tracks), thence through cross-over to C. & S. Southward main track, thence to C. & S. - D. & R. G. W. connecting switch Prospect (normal position for C. & S. Southward main track).

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

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

Automatic highway flashing light traffic signal installed in the yard tracks at 19th Street Yard at 19th and Chestnut Street Crossing, Denver. Rule 103 is in effect.

DENVER U. D. YARD—Trains, engines and switch movements, within Denver U. D. interlocking limits will be governed by rules and speed restrictions of the Denver Union Terminal Railway Company.

BETWEEN DENVER AND PROSPECT

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

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

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

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

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

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

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

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

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

BETWEEN PROSPECT AND UTAH JCT.

Interlocking D. & R. G. W. crossing, Utah Jct. remotely controlled by D. & R. G. W. Train Dispatcher.

Normal position of Gates protecting railroad crossings at following locations: M. P. O. 3, 23rd Street Coach Yard against C. B. & Q.

M. P. O. 5, 11th Street against D. R. G. & W. and C. B. & Q.

C. & S. Jersey Cut-off, Denver Union Stockyard against Pepper Pkg. Co. track.

SPECIAL INSTRUCTIONS—Continued

BETWEEN UTAH JCT. AND CHEYENNE

C. B. & Q. trains use C. & S. track between Prospect M. P. 1.03 and south siding switch, Broomfield, and C. & S. siding, Broomfield, to C. B. & Q. connection at M. P. 14.71.

Near end of industry track at Sloss, ore loading dock has been constructed and is served by a depressed track measuring 402 feet from clearance point to end of track. Dock apron, when in loading position, will not clear man on top of car. Care must be used in switching at this location.

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

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

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

AT FT. COLLINS:

Engines must not be moved over track scales.

AT CHEYENNE:

Between M. P. 119.00 and M. P. 120.00 trains have no timetable superiority and must run at reduced speed, expecting to find main track occupied by other trains or engines within these limits.

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

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

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

Normal position of Gates protecting railroad crossings at following locations:

Sloss	against U. P.
Boulder	against U. P.
Longmont	against C. B. & Q.
Ft. Collins	against Ft. Collins and Greeley Spur.
Ft. Collins	against U. P.

Cars having a gross weight in excess of 177,000 pounds must not be handled on the following spurs:

- Rex Spur
- Black Hollow Spur
- Natwick Spur
- Sibylee Spur

Maximum gross weights for cars handled on other Spurs and on Sub Divisions of The Denver Division 263,000 pounds.

SPECIAL INSTRUCTIONS—Continued

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

RULE H.

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

RULE N. (First paragraph).

Reading of newspapers, books or periodicals, use of radios other than those provided by the railroad, or playing of games by conductors, trainmen, engine-men, firemen, yardmen, train dispatchers and operators while on duty is prohibited.

RULE Q.

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

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

RULE 3. (Third paragraph).

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

RULE 7 (a). (Third paragraph).

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

RULE 15. (First paragraph).

The explosion of two torpedoes is a signal to IMMEDIATELY reduce speed and proceed at REDUCED SPEED for one and-quarter miles from where the torpedoes were exploded. The explosion of one torpedo will indicate the same as two, but the use of two is required.

RULE 16 (a).

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

RULE 16 (k).

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

RULE 17.

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

It must be dimmed while standing in yards where yard engines are employed. When an engine is running backward a white light must be displayed by night on the leading end.

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

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

RULE 19(e).

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

RULE 20.

All sections except the last will display two green lights by day and by night in places provided for that purpose on the front of the engine.

RULE 21.

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

RULE 30.

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

RULE 35.

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

RULE 99 (b). (Second paragraph).

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

RULE 99 (c).

On a passenger train a flagman with flagman's equipment, must immediately appear on the ground whenever train stops, protecting as required by Rule 99, except as hereinafter provided:

In Manual Block Territory, or where Rule 91 is in effect, at station stop flagman will stand 20 feet behind his train. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must protect as required by Rule 99.

In Centralized Traffic Control or Automatic Block Signal Territory at station stop flagman may stand at opening to car ready to board train without being recalled when conductor gives proceed signal. When standing time extends beyond that required for the ordinary handling of passengers and other work, or if conditions require, flagman must comply with Rule 99 except that flagman need not go back farther than the first signal to the rear which requires a following train to stop.

When a train with one trainman is delayed at a station stop beyond time required for the ordinary handling of passengers and other work, or if conditions require, trainman must then protect rear of train as outlined in preceding paragraphs.

Except when operating under procedure outlined in first sentence of third paragraph, conductor will signal engine-man to recall flagman and will not give signal to proceed until flagman has returned. Engine-man will not acknowledge proceed signal with engine whistle.

Regardless of weather, flagman must be clothed so as to properly perform his duty in protecting his train as required by Rule 99, without having to return to his train for any purpose until recalled. By day the red flag must be unfurled.

RULE 102 (a). (Second sentence, first paragraph).

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

RULE 109. (First paragraph).

Bulletins will be issued by authority and over the signature of the Superintendent. They will be numbered consecutively beginning with No. 1 January 1 and July 1 each year, continuing in effect to and including June 30 and December 31 respectively, unless cancelled.

RULE 208. (Second paragraph).

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

RULE 209. (Second and third paragraphs).

Should it be necessary to relay a train order by any means of communication beyond the first station to which transmitted by train dispatcher, the operator at the office addressed must repeat the order to the relaying operator who must underscore on his copy each word and figure as repeated by the office addressed.

The relaying operator must then repeat the order to the train dispatcher who will give the response 'Complete', and the time, with the initials of the Superintendent, to the relaying operator to be transmitted to the office addressed.

RULE 220. (Third paragraph).

When a conductor or engine-man, or both, is relieved before the movement of the train authorized by Clearance Form A is completed, or at stations specified in the timetable, or by bulletin, all clearance forms, train orders and messages held must be delivered to relieving conductor or engine-man. Such clearance forms, train orders and messages must be compared by the relieving conductor and engine-man before proceeding. This may be done by radio if practicable.

RULE 221 (a). (First paragraph).

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

SPECIAL INSTRUCTIONS—Continued

CLEARANCE FORM F.

Proceed per Rule 509 A on track.

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

RULE 223 (a). (New paragraph).

Z—Radio Station.

RULE 318 (B). (Third paragraph).

A train may be permitted to follow a train other than a passenger train into a block under Permissive indication, or with permissive Form C, on authority of train dispatcher, provided ten minutes have elapsed since the passage of the last preceding train.

RULE 374.

When a train is passed by another train at a non-communicating station, the train passed must wait ten minutes and then proceed at Reduced Speed to the next open block station.

RULE 402.

FAILED EQUIPMENT SIGNAL—A wayside signal aspect, consisting of a single lunar light with a letter E. It may be placed below other signal aspects but does not supersede other signal indications or rules pertaining to movement or inspection of train.

INDICATIONS: When flashing, no failed equipment has been detected. When illuminated continuously, train must be stopped and inspected for failed equipment. A member of train or engine crew must report to dispatcher by first available means of communication, advising reason for delay.

RULE 501-501-E.

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

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

RULE 509. (First paragraph).

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

RULE 509 C.

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

RULE 512. (Second paragraph).

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

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

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

RULE 514.

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

RULE 515.

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

RULE 516.

Engine or engine with cars, stopped by a Stop Indication of an Automatic Block Signal, may proceed at Restricted Speed to couple to train or cars standing on main track within 300 feet of signal.

RULE 530.

Controlled sidings are not protected by signals between Clearance points. Trains must move at Reduced Speed not exceeding speed authorized by timetable through turnouts and on sidings.

RULE 533.

Permission must be secured from train dispatcher before using hand operated main track switches.

Unless otherwise provided, train or engines must not clear the main track at a hand operated switch not equipped with an electric or mechanical time switch lock except in territory where maximum train speed is 20 M. P. H., or at specified locations.

When the main track has been cleared at specified locations, before authorizing a train or engine to re-enter the main track through a hand operated switch not equipped with an electric or mechanical time switch lock, the train dispatcher must know positively that there are no trains or engines within the block, after which permission will be granted to open the switch. Train dispatcher must be advised when movement to main track has been completed and switch has been restored to normal position and locked before permitting any following train or engine movements.

A train or engine entering a block between signals on authority of train dispatcher must be protected as required by the rules and must proceed at Restricted Speed to the next governing signal.

RULE 576.

Cab Signal indications do not supersede fixed signal indications except when Cab Signal changes to a more restrictive or a more favorable indication at a point other than a fixed signal location.

When Cab Signal changes from a restrictive indication to a more favorable indication, at a point other than a fixed signal location, speed must not be increased until train has run its length.

When the Cab Signal changes to a more restrictive indication, at a point other than a fixed signal location, enginemen must immediately comply with indication displayed, in accordance with Rule 577.

RULE 578. (First paragraph).

Should cab signal and fixed signal indications conflict, the more restrictive indication will govern. Such occurrence must be reported to Superintendent.

RULE 672. (Third paragraph).

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

RULE 674.

Train stopped or delayed after having passed a signal displaying a clear indication must approach the next signal at Restricted Speed until indication can be determined.

RULE 711. (New paragraph).

(m) Comparison of time required under Rule 3.

RULE 712.

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

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

RULE 713.

When a train is stopped by a stop indication and normal means of communication have failed, Form F may be transmitted by Radio.

RULE 901. (First paragraph).

Roadway signs indicate maximum speeds for passenger trains.

RULE 906 (b). (Second paragraph).

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

RULE 908. (Second paragraph).

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

(Fourth paragraph).

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

RULE 913. (First paragraph).

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

SPECIAL INSTRUCTIONS—Concluded

RULE 914.

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

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

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

RULE 916.

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

RULE 918.

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

RULE 970. (Second paragraph).

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

RULE 974.

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

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

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

RULE 1068.

The proper position for rear passenger trainmen or flagman while train is in motion, is in car as near to rear of train as is practicable and consist will permit and will detrain from opening of such car.

RULE 1077.

The proper position for forward trainmen is on head end of train in cab from which engine is being controlled, leaving only when necessary to protect the train as required by the rules without waiting for signals or instructions to do so, or to perform duties specifically provided by the rules.

RULE 1304. (First sentence).

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

RULE 1304 (a).

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

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

RULE 1306 (a).

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

RULE 1311. (First paragraph).

At a point other than initial terminal where locomotive or caboose is changed on a freight train or where one or more consecutive cars are cut off from rear or head end of train with consist otherwise remaining intact or where engine or train crew is changed but engine is not detached, test of the train brake system will be made as follows:

RULE 1316 (e).

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

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

(2) When running and the brakes fail to release, the train will be stopped with service application.

After train has stopped, or when any change in the electro-pneumatic brake system occurs after leaving the initial terminal of the train, a standing test of the automatic air brakes must be made as prescribed by Rule 1314, following which the train may proceed, making a running test and operate not exceeding maximum speed of 79 M. P. H. When this change is made conductor and engineman will reverse their Air Brake Clearance Form K and show on form where change was made and time of change with their signature. This will supersede instructions on the original Clearance Form K.

RULE 1345.

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

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

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

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

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

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

FREIGHT TRAINS (Information only)

NORTHWARD (Read Down)	STATIONS	SOUTHWARD (Read Up)
77		78
Lv 5:00 AM	Denver	Ar 8:00 PM
Ar 10:30 AM Lv 12:30 PM	Cheyenne Cheyenne	Lv 3:30 PM Ar 1:40 PM
Ar 6:30 PM	Wendover	Lv 8:40 AM

SPEED OF TRAINS

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