

## SURGEONS AND PHYSICIANS

AURORA .....	NORMAN JOSEPH
BERTHOUD .....	DONALD ARNDT W. B. HARDESTY
BROOMFIELD .....	L. GORDON
BOULDER .....	C. H. MARTIN
CLAYTON .....	D. C. DANIEL
CHEYENNE .....	W. A. BUNTEN L. E. MCGONIGLE R. C. GRAMLICH G. JODER E. W. NEWMAN—Oculist
DENVER .....	N. E. BRINKHAUS—Internist J. A. McMEEL A. L. ALBERS D. PING THOMAS GREEN—Internist H. R. PETERSON—Oculist T. M. VAN BERGEN—Oculist J. GENTRY—Oculist—EMERGENCY ONLY Wm. COVODE—Urologist C. F. KNOBBE—Urologist
FT. COLLINS .....	F. & R. HUMPHREY H. P. THODE, Jr.
GOLDEN .....	L. GOAD
GREELEY .....	W. K. MANGUM
LAFAYETTE .....	L. GORDON
LEADVILLE .....	J. KEHOE L. SURGES
LITTLETON .....	G. STEFFEN
LONGMONT .....	J. S. HALEY
LOVELAND .....	J. T. BROWN R. B. PATTERSON—EMERGENCY ONLY
LOUISVILLE .....	L. F. CASSIDY
NORTHGLEN .....	J. FISCHER
PUEBLO .....	W. DARDIS—Oculist R. WEXLER C. N. CALDWELL
TRINIDAD .....	S. BIBER G. SKUFCA
WALSENBURG .....	J. LAMME, Sr. & Jr. W. S. CHAPMAN
WHEATLAND .....	Wm. WILSON
WINDSOR .....	C. W. SABIN

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,  
550 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

**THURSDAY, JUNE 1, 1967**  
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 Special Instructions and Book of Rules of the Operating Department.

## Denver U. D. and Texline Subdivision—Main Line

SOUTHWARD					Signs	Mile Post Location	STATIONS	Capacity of Sidings	NORTHWARD					
FIRST CLASS				Daily Passenger					Daily Passenger	FIRST CLASS				
										Daily Passenger	Daily Passenger			
		191	7						2	200				
		P.M. L 8.00	P.M. L 8.10	B.C.K. R.Y.	0.00	DENVER U. D.			A.M. A 7.00	P.M. A 4.45				
				M M	0.48	C. B. & Q. CROSSING D. & R. G. W. CROSSING								
		8.03	8.13	B.C.I.K. Q.R.T.Y.Z	1.08	RICE YARD			6.56	4.41				
		8.06	8.16	J	2.17	SOUTH PARK JCT.			6.53	4.38				
				M	3.90	D. & R. G. W. CROSSING (Interlocking)								
		A 8.10 P.M.	A 8.20 P.M.	C.I.Y.Z.	4.05	SOUTH DENVER			L 6.50 A.M.	L 4.35 P.M.				
<b>TRAINS BETWEEN SOUTH DENVER AND PUEBLO ARE GOVERNED BY THE JOINT AT&amp;SF-D&amp;RGW TIMETABLE</b>														
			P.M. L 11.20		118.50	PUEBLO			A.M. A 4.12					
<b>TRAINS BETWEEN PUEBLO AND MINNEQUA ARE GOVERNED BY RULES AND TIME TABLE OF A. T. &amp; S. F. RY.</b>														
			P.M. 11.29	R.O.Y.	122.48	MINNEQUA			A.M. 4.02					
			11.32	P.R.Y.	124.35	SOUTHERN JCT.			3.58					
			11.53	P	143.72	CEDARWOOD	N 63 S 62		3.37					
			A.M. 12.05	P	155.21	LASCAR	N 60 S 60		3.25					
			12.42	R.Y.	171.58	WALSENBURG			3.07					
				J.Y.	171.70	D. & R. G. W. JCT.								
			12.54	P	179.72	MAYNE	86		2.53					
			1.06	P	190.60	LYNN	79		2.41					
			1.12	P	197.90	LUDLOW	97		2.33					
			1.28	MP	211.34	A. T. & S. F. CROSSING (Interlocked)			2.14					
			1.42	B.C.F.K. R.T.Y.Z.	212.41	TRINIDAD			2.11					
			1.52	P	219.85	BESHOAR	79		1.52					
			2.07	P	233.40	BARELA	81		1.35					
			2.30	P	250.88	TRINCHERE	85		1.12					
			2.45	P	262.26	BRANSON	60		12.56					
			2.57	P	271.60	ALPS	85		12.43					
			3.12	P	282.13	FOLSOM	79		12.28					
			3.26	O	292.45	DES MOINES	49		12.14					
			3.34	P	299.77	GRANDE	102		A.M. 12.06					
			3.42	P	307.47	STAUNTON	97		11.58					
			3.57	O	319.82	MT. DORA	79		11.45					
			4.07	P	329.93	ROYCE	93		11.34					
			4.20	O	337.62	CLAYTON	63		11.24					
			4.32	Y	347.14	SIXELA			11.14					
			A 4.35 A.M.	BCFK RY	FWD452.92	TEXLINE			L 11.11 P.M.					

# Denver U. D. and Wendover Subdivision—Main Line

NORTHWARD			Signs	Mile Post Location	STATIONS	Capacity of Sidings	SOUTHWARD		
FIRST CLASS							FIRST CLASS		
Daily Passenger							Daily Passenger		
		<b>29</b>					<b>30</b>		
	P.M. L 8.30		B.C.K. R.Y.	0.00	<b>DENVER U. D.</b>		A.M. A 7.35		
			M	0.58	0.58 <b>C. B. Q. CROSSING (Grade Gate)</b>				
			U	0.80	0.22 <b>C. B. &amp; Q. CROSSING (Grade)</b>				
	8.34		C.R.Y.	1.03	0.23 <b>PROSPECT</b>		7.30		
	8.39		M.P.Y.	3.36	2.33 <b>UTAH JCT.</b>		7.26		
	8.51		P.	9.01	5.65 <b>D. R. G. W. CROSSING (Interlocked)</b>		7.13		
	f 8.57		O.	14.03	5.02 <b>SEMPER</b>	78	7.07		
	f 9.05		P.	19.70	5.67 <b>BROOMFIELD</b>	105	f 6.58		
			M.	27.86	8.46 <b>LOUISVILLE</b>	23			
	s 9.14		C.Y.	31.35	0.21 <b>U. P. CROSSING (Grade-Gate)</b>		s 6.46		
	9.34		P.	38.06	6.71 <b>BOULDER</b>	76	6.26		
	s 9.39		O.T.Y.	43.02	5.56 <b>NIWOT</b>	47	s 6.19		
			M.	43.91	0.29 <b>LONGMONT</b>	90			
	10.07		P.	49.24	5.33 <b>C. B. &amp; Q. CROSSING (Grade-Gate)</b>		6.02		
	f 10.15		O.	54.27	5.03 <b>HIGHLAND</b>	37	f 5.55		
	s 10.37		B.O.T.Y.	60.69	8.42 <b>BERTHOUD</b>	50	s 5.40		
	10.49		P.	71.19	10.50 <b>LOVELAND</b>	81	5.29		
	s 11.08		B.F.K. T.Y.Z.	74.35	3.16 <b>OMEGA</b>	77	s 5.23		
			M.	74.50	0.15 <b>FT. COLLINS</b>	15			
			M.	74.58	0.08 <b>GREELEY BRANCH CROSSING (Grade-Gate)</b>				
	11.11		P.Y.	76.52	1.94 <b>U. P. CROSSING (Grade-Gate)</b>		5.05		
	11.12		P.Y.	77.17	0.65 <b>NORTH YARD</b>	100	5.04		
	f 11.23		P.	85.28	8.11 <b>BLACK HOLLOW JCT.</b>		s 4.54		
	11.32		P.	91.09	6.41 <b>WELLINGTON</b>	78	4.46		
	11.42		P.	99.62	7.03 <b>BULGER</b>	94	4.38		
	11.57		P.	112.56	12.04 <b>NORFOLK</b>	100	4.24		
	s 12.49		B.C.F.K. R.T.Y.Z.	119.40	6.85 <b>SPEER</b>	78	s 4.15		
	12.58		P.	123.90	4.50 <b>CHEYENNE</b>		3.52		
	1.06		P.	131.18	7.28 <b>SHELLBACK</b>	50	3.42		
	f 1.17		P.	139.15	7.07 <b>SILVER CROWN</b>	72	f 3.33		
	1.22		P.	143.49	4.34 <b>FEDERAL</b>	103	3.25		
	s 1.35		O.	152.40	8.91 <b>ISLAY</b>	60	s 3.13		
	1.43		P.	156.95	1.65 <b>HORSE CREEK</b>		3.03		
	1.57		P.	170.05	13.10 <b>ALTUS</b>	92	2.43		
	s 2.23		O.T.Y.	188.66	18.61 <b>LAMBERT</b>	80	s 2.23		
	2.43		P.	202.58	13.92 <b>CHUGWATER</b>	91	2.00		
	s 3.16		P.	213.97	11.39 <b>BORDEAUX</b>	78	s 1.39		
	f 3.39		P.	230.45	10.48 <b>WHEATLAND</b>	79	f 1.18		
	A 4.00		B.P.R. T.Y.	240.80	10.35 <b>DWYER</b>	96	L 1.03		
	A.M.				18.61 <b>WENDOVER</b>	50	A.M.		

# Spur Tracks are Within Yard Limits.

## GREELEY SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
74.35	<b>FT. COLLINS</b>	Yard
74.62	0.50 <b>U. P. CROSSING (Grade Gate)</b>	
81.20	8.57 <b>TIMNATH</b>	50
83.61	2.41 <b>KERNS</b>	21
86.57	2.96 <b>WINDSOR</b>	Yard
87.53	0.98 <b>G. W. CROSSING (Grade)</b>	
91.38	3.85 <b>BRACEWELL</b>	34
98.43	2.05 <b>FARMERS</b>	43
98.85	5.42 <b>GREELEY</b>	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, trains, engines or cars moving over any street or avenue must not exceed a speed of 10 M. P. H. when engine in forward motion and no cars being shoved ahead of engine, and a speed of 5 M. P. H. when in backward motion or when cars are shoved ahead of engine. When engine in backward motion or when cars are shoved ahead of engine, trainman must precede movement and act as crossing watchman except when such crossings are protected by crossing watchman on duty.

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

At 13th Street crossing, trainman must precede all movements to and from Sixth Avenue, also to and from Roger's Spur, and act as crossing watchman, regardless of whether engine is moving forward or backward.

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

## AYERS SPUR

211.47	<b>GIBSON</b>	
215.23	3.76 <b>AYERS</b>	27
	3.76	

Loading ramp north end of Ayers Siding will not clear man on side of cars.

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

## CONNORS SPUR

4.05	<b>SOUTH DENVER</b>	
5.94	<b>JOINT TERMINAL LIMIT</b>	
8.31	<b>CONNORS</b>	
8.51	<b>END OF TRACK</b>	
	4.46	

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

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

## GOLDEN SPUR

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

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

Look out for gates, side platforms and doors into buildings at Jelfco and Boise Cascade which will not clear man on top and side of car.

## REX SPUR

74.35	<b>FT. COLLINS</b>	Yard
78.31	3.96 <b>LA PORTE</b>	12
82.04	3.73 <b>FILTER</b>	6
82.67	0.63 <b>ROBERTS</b>	6
90.29	7.62 <b>OWL CANYON</b>	31
92.29	2.00 <b>REX</b>	60
	17.94	

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

**MAXIMUM SPEED**.....15 M. P. H.  
Deraill at Woods Street M. P. 75.40.

## BLACK HOLLOW SPUR

77.17	<b>BLACK HOLLOW JCT.</b>	
78.73	1.56 <b>SINNARD</b>	20
80.73	2.00 <b>WOODS</b>	20
82.89	2.16 <b>KLUVER</b>	28
86.04	3.15 <b>BLACK HOLLOW</b>	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.  
Deraill at Black Hollow, M. P. 85.74.

## SIBYLEE SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
215.67	<b>SIBYLEE</b>	
220.08	4.39 <b>WILSON</b>	16
222.23	2.17 <b>HIGHTOWER</b>	18
	6.56	

**CLEARANCE FORM A RECEIVED AT CHEYENNE, WHEATLAND OR GUERNEY CONFERS AUTHORITY ON SIBYLEE SPUR.**  
**MAXIMUM SPEED**.....15 M. P. H.

## CLIMAX SPUR

French Gulch Water Tank at M. P. 142.20.

151.27	<b>LEADVILLE</b>	34
137.17	14.10 <b>CLIMAX</b>	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

2.17	<b>SOUTH PARK JCT.</b>	
6.49	<b>JCT. TERMINAL LIMIT</b>	
7.48	<b>SHERIDAN</b>	
7.67	<b>END OF TRACK</b>	
	5.50	

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

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

## REMACO INDUSTRIAL SPUR

0.00	<b>D&amp;RGW CONNECTION</b>	
0.17	<b>AT&amp;SF &amp; C&amp;S CROSSINGS</b>	
0.62	<b>CONN. TO C&amp;S WEST SIDE LINE</b>	
3.17	<b>DENNISON</b>	
6.27	<b>MORNINGSIDE</b>	
6.52	<b>(SIMS STREET)</b>	
	6.52	

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

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