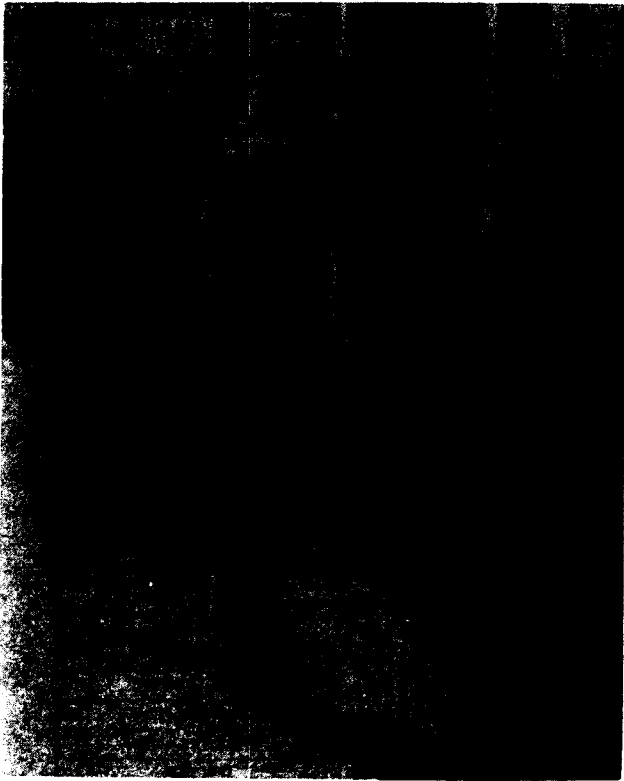


BE SAFE
Now...



WHEN GETTING OFF STANDING
EQUIPMENT—HANG ONTO
HAND HOLD UNTIL YOUR
FOOT IS FIRMLY ON THE
GROUND.

BURLINGTON
NORTHERN
INC.

COLORADO AND SOUTHERN
RAILWAY COMPANY

DENVER DIVISION

TIME TABLE
AND
SPECIAL
INSTRUCTIONS
1

IN EFFECT AT 12:01 A.M.
Mountain Standard Time

Sunday, August 1, 1971

President
J. W. TERRILL

Supt. Transportation
F. F. STAKE

Superintendent
J. L. KINCAID

FIRST SUBDIVISION

WESTWARD

EASTWARD

Rule 6(A) Signs	Capacity of Sidings	Station Numbers	Distance from Denver U. D.	MAIN LINE Denver Divn STATIONS	Telegraph Offices and Calls
BOFK RY		40788	348.6	Z TEXLINE 1.2	
Y		40790	347.4	SIXELA 9.0	
PO	80	40799	337.8	CY CLAYTON 7.7	
P	75	40807	330.1	ROYCE 10.1	
P	62	40817	320.0	MT. DORA 12.3	
P	77	40829	307.7	STAUNTON 8.0	
P	83	40837	299.7	GRANDE 7.0	
OP	35	40844	292.7	MS DES MOINES 10.3	
P	62	40854	282.4	FOLSOM 10.6	
P	67	40865	271.0	ALPS 9.4	
P		40874	262.6	BRANSON 12.0	
P	67	40886	250.6	TRINCHERE 17.2	
P	63	40903	233.4	BARELA 13.3	
P	62	40917	220.1	BESHOAR 7.5	
BOFK IRTYZ		40924	212.6	DA TRINIDAD 14.5	
P	69	40939	198.1	LUDLOW 7.1	} ABS
P	62	40946	191.0	LYNN 11.0	
P	68	40957	180.0	MAYNE 8.2	
WJORYPX		40965	171.8	WN WALSENBURG 16.7	} Double Track
PX	E 48 W 46	40981	155.1	LASCAR 11.4	
PX	E 48 W 49	40993	143.7	CEDARWOOD 19.1	
JPYX	78	41013	124.6	SOUTHERN JCT. 1.9	
ROY	66	41014	122.7	MQ MINNEQUA 4.0	

TRAINS BETWEEN PUEBLO AND MINNEQUA ARE GOVERNED BY RULES AND TIME TABLE OF A. T. & S. F. RY.

	41020		118.8	R PUEBLO 114.4
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TRAINS BETWEEN SOUTH DENVER AND PUEBLO ARE GOVERNED BY THE JOINT AT&SF-D&RGW TIME TABLE

MIYZ		41134		4.1	SOUTH DENVER 1.0	} D.T.
XYJ				2.2	SOUTH PARK JCT. 1.1	
BCIK QRTYZ				1.1	FX RICE YARD 1.1	} CTC
BCK YMU		41137		0.0	GN DENVER U. D.	

SECOND SUBDIVISION

WESTWARD

EASTWARD

Rule 6(A) Signs	Capacity of Sidings	Station Numbers	Distance from Denver U. D.	MAIN LINE Denver Divn STATIONS	Telegraph Offices and Calls
BCK MRYU		41137	0.0	GN DENVER U. D. 1.0	} D.T.
JCRYP		41138	1.0	CX PROSPECT 2.3	
IPY		41140	3.4	UTAH JCT. 5.7	
P	62	41146	9.0	SEMPER 5.0	
JROP	84	41151	14.0	OM BROOMFIELD 6.7	
P	14	41156	19.7	LOUISVILLE 6.7	
MOPY	62	41168	28.1	BR BOULDER 6.7	
P	36	41175	34.8	NIWOT 5.5	
MOTYP	72	41180	40.3	MN LONGMONT 5.6	
P	27	41186	46.0	HIGHLAND 5.0	
P	38	41191	51.0	BERTHOUD 5.4	
BOTYPR	64	41197	57.4	S LOVELAND 10.5	
P	61	41208	67.9	OMEGA 3.2	
WBKPR JMTYZO		41211	71.1	FO FT. COLLINS 2.2	
PY	80	41213	73.3	NORTH YARD 0.7	
JPY		41214	73.9	BLACK HOLLOW JCT. 8.1	
P	62	41222	82.0	WELLINGTON 6.4	
P	75	41228	88.4	BULGER 8.0	
P	81	41236	96.4	NORFOLK 12.9	
P	62	41249	109.3	SPEER 6.8	
BOK RTYZW		41256	116.1	DI CHEYENNE 4.5	
P	38	41261	120.6	SHELLBACK 7.3	
P	54	41268	127.9	SILVER CROWN 8.2	
P	83	41276	136.1	FEDERAL 4.1	
P	47	41280	140.2	ISLAY 8.9	
PY		41289	149.1	HORSE CREEK 4.6	
P	75	41294	153.7	ALTUS 13.1	
P	63	41307	166.8	LAMBERT 18.6	
OTP	78	41325	185.4	UW CHUGWATER 13.9	
P	62	41339	199.3	BORDEAUX 11.5	
OWPY	96	41351	210.8	ND WHEATLAND 10.9	
P	75	41367	227.6	DWYER 9.9	
JPRTY		32137	237.5	WENDOVER	

THIRD SUBDIVISION
WESTWARD **EASTWARD**

Rule 6(A) Signs	Capacity of Sidings	Station Numbers	Distance from Prospect	BRANCH LINE Denver Divn	
				STATIONS	
Telegraph Offices and Calls					
JCRYP			0.0	CX	PROSPECT
JP			3.8		3.8 C. & S. JCT.
		89307	6.6		2.7 ARVADA
		89311	10.0		3.4 MT. OLIVET
BK		89316	14.8		4.8 GOLDEN

FIFTH SUBDIVISION
WESTWARD **EASTWARD**

Rule 6(A) Signs	Capacity of Sidings	Station Numbers	Distance from Ft. Collins	BRANCH LINE Denver Divn	
				STATIONS	
Telegraph Offices and Calls					
JRTOB KMYZW		41211	0.0	FO	FT. COLLINS
		89604	4.0		4.0 LA PORTE
		84607	7.7		3.7 FILTER
		89608	8.3		0.6 ROBERTS
		89616	15.9		7.6 OWL CANYON
		89618	17.9		2.0 REX

FOURTH SUBDIVISION
WESTWARD **EASTWARD**

Rule 6(A) Signs	Capacity of Sidings	Station Numbers	Distance from Greeley	BRANCH LINE Denver Divn	
				STATIONS	
Telegraph Offices and Calls					
JCRYTZ		89525	0.0	HG	GREELEY
		89519	5.4		5.4 FARMERS
OYU		89512	12.3	WR	WINDSOR
		89509	15.2		3.0 KERNS
		89507	17.7		2.4 TIMNATH
TWRYMB JKZPO		41211	24.7	FO	7.1 FT. COLLINS

SIXTH SUBDIVISION
WESTWARD **EASTWARD**

Rule 6(A) Signs	Capacity of Sidings	Station Numbers	Distance from Leadville	BRANCH LINE Denver Divn	
				STATIONS	
Telegraph Offices and Calls					
JBKTY		89150	0.0		LEADVILLE
T		89164	14.1		14.1 CLIMAX

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

Freight trains	49 MPH.
The above speeds are subject to modification under speed restrictions indicated under each subdivision special instructions.	
All trains and engines through turnouts and gantlets except as specified in special instructions or where fixed signals indicate otherwise	12 MPH.
Engines running light or with caboose only 49 MPH. unless otherwise provided.	

Equipment	Main Line	Branch Line
Ore cars	45 MPH.	20 MPH.
Scale test cars	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 MPH.
Wedge Plows and Dozers.....	35 MPH.	20 MPH.
Rotary Plows	30 MPH.	20 MPH.
Wrecking derricks	30 MPH.	15 MPH.
Locomotive cranes	30 MPH.	15 MPH.
Pile drivers	30 MPH.	15 MPH.
Clamshells and shovels	30 MPH.	15 MPH.
Jordan spreaders	30 MPH.	15 MPH.
Log trains	30 MPH.	15 MPH.

Diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on subdivisions on which they have not been previously operated, until it is positively known that such movement can be made safely.

2. Movement of Engines Dead in Trains—

Diesel engines not equipped with alignment control couplers or alignment control lock blocks when in tow in freight or mixed trains must be handled singly, not in groups and not less than 5 cars or more than 15 cars from the road engine.

Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road units. Diesel units equipped with coupler control lock blocks must have lock blocks in "Down" position when in multiple groups.

Diesel units not equipped with alignment control devices—

1 through 4, 7, 11, 77 through 88, 91 through 101, 106 through 250, 401 through 404, 408 through 410, 412, 413, 415, 417, 419, 421, 422, 424, 425, 427, 428, 429, 450 through 585, 588 through 595, 900 through 923, 934 through 940, 950, 952, 953, 986 through 995, 1625, 1629 through 1632, 4100, 4102, 4104, 4106, 4108, 4112, 4114, 4116, 4118, 4120, 4122, 4126, 4180 through 4192.

Diesel units equipped with coupler alignment lock blocks—

1556 through 1623, 1626 through 1628, 1636 through 1643, 1700 through 1760, 1840 through 1972, 4000 through 4002, 4050 through 4069, 6000 through 6059, 6100 through 6206.

All other Diesel units are equipped with alignment control couplers.

Maximum Speed Diesel Units Dead in Tow—

30 MPH.—1 through 4, 100.

50 MPH.—7, 11, 77 through 88, 91 through 99, 115 through 134, 137 through 142, 146 through 148, 160 through 161, 167 through 169, 229 through 250, 401 through 404, 408 through 410, 412, 413, 415, 417, 419, 421, 422, 424, 425, 427, 450 through 545, 586, 593 through 595, 798, 799, 900 through 923, 934 through 940, 950.

60 MPH.—107 through 114, 156 through 159, 170 through 228, 429, 588 through 592, 952, 953.

65 MPH.—101, 106, 135, 136, 143 through 145, 149 through 155, 162 through 166, 300 through 309, 428, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620 through 622, 624 through 626, 628 through 630, 632 through 634, 636 through 638, 640 through 642, 644 through 646, 648 through 650, 652 through 654, 656 through 658, 660 through 666, 668 through 678, 680, 682, 684, 686 through 694, 696, 698, 700 through 707, 709

through 725, 727, 729 through 741, 743 through 760, 762, 796, 800, 801, 803 through 810, 812 through 821, 823 through 847, 849, 851, 853, 986 through 995, 1350 through 1365, 1500 through 1643, 1700 through 1797, 1799 through 1826, 1828 through 1830, 1833 through 1974, 1979, 1980, 1990 through 1998, 2000 through 2071, 2200 through 2254, 2500 through 2545, 3000 through 3039, 4000 through 4002, 4050 through 4078, 4081, 4083 through 4086, 4100, 4102, 4104, 4106, 4108, 4112, 4114, 4116, 4118, 4120, 4122, 4126, 4180 through 4197, 4240 through 4246, 4250 through 4265, 5200 through 5208, 5424 through 5429, 5450 through 5459, 5470 through 5484, 5600 through 5641, 5650 through 5677, 6000 through 6059, 6100 through 6206, 6240 through 6255, 6400 through 6429, 6457 through 6471.

79 MPH.—1831, 1832, 1975 through 1978, 4360 through 4365, 5400 through 5423, 5460 through 5465, 5700 through 5714, 6430 through 6456, 6600 through 6613, 9700, 9701, 9703, 9705, 9707 through 9717, 9719, 9721, 9723 through 9729, 9732, 9733, 9735 through 9737, 9739 through 9745, 9747, 9749, 9750, 9752, 9754, 9756, 9758, 9760, 9762 through 9767, 9769, 9771, 9772, 9774 through 9778, 9780, 9782, 9784, 9786, 9788, 9790, 9792, 9794, 9800 through 9822, 9824, 9826, 9828, 9830, 9860 through 9863, 9900 through 9926, 9929 through 9954, 9964 through 9977, 9980 through 9995.

3. When road passenger diesel units 9762 through 9830 are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

4. Following equipment loaded or empty must be handled on rear of trains, unless otherwise provided;

Outfit cars

Tie flats (GN X4800 to X4975, X4410)

Scale test cars (next ahead of caboose)

Wrecking derricks

Pile drivers

Loco cranes

Rotary Snow Plows, dozers, wedge plows

Jordan spreaders

Air dump cars loaded or empty

Log flats—NP 117002 to 117892 (BN631661-631680)

5. Handling 80 Foot or Longer Cars—

Trailing tonnage may cause lateral forces on 80 foot or longer cars that could result in derailling such cars where the combination of grade and curvature exceed certain limits. Equipment listed below must be handled in the rear 30 cars and as near the caboose as practicable where such limits exist, except that where helper is used on rear of the train a buffer of 10 or more cars of less than 80 foot ahead of the caboose must be maintained.

When remotely controlled units are in operation, such cars must be placed behind remotely controlled units and as near the caboose as practicable.

80 foot or longer flat cars empty or handling either a single or two loaded trailers, or empty trailers, 80 foot or longer flat cars handling container type units either loaded or empty 80 foot or longer empty or loaded auto racks.

Restrictions are in effect as follows:

First Subdivision—Pueblo-Minnequa—Mile Post 122 through Mile Post 123 Eastward.

6. 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.

7. Regarding "Alertors" or other types of safety control devices on engines, Operating Rule 707 provides:

"Employees are prohibited from altering, nullifying, changing design of, or in any manner restricting or interfering with the normal intended function of any device or equip-

ment on engines, cars or other railroad property without proper authority except in case of emergency, in which case wire report must be made to proper officer."

Under this rule the use of additional seat cushions on the engineer's seat of any engine equipped with an "Alertor" or the use of any other device or means to nullify, restrict or interfere with the intended function of this "Alertor" or other safety control device is prohibited.

If due to a malfunction of an "Alertor" or other safety control device it is necessary to take the device out of service a wire report must be made to the division superintendent from the first available point of communication.

8. **Rule 223**—Unless otherwise provided light will not be displayed on train order signals on branch line subdivisions. Trains will be governed by the day indication of these train order signals.
9. **Rules 200 and 83(B)** and other rules pertaining to authority for and signature on train orders and clearances are modified to permit train orders and clearances to be issued by the authority and over the signature of the Chief Dispatcher.
10. When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made, or when notified that a hotbox detector is out of service, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Conductors will determine frequency of such inspection, dependent upon visibility conditions, avoiding unnecessary delay to trains.
11. At railroad crossing at grade protected by signals, trains, engines or cars must not be left standing between opposing absolute signals unless coupled to other equipment that extends beyond one of the absolute signals.
12. When derailment, collision, fire or unforeseen occurrence takes place involving hazardous materials, such as explosives, flammable liquids, liquid petroleum, gases, radioactive or fissionable material, poisons or chemicals, conductor or other member of crew must check consist and/or waybills to determine if any such material is involved. If such material is involved, crew members must stay out of the danger area and guard against people entering the area, call Chief Dispatcher immediately and advise him of the materials and conditions and be governed by his instructions.
13. (a) **Remote Unit Operation**—
When remote controlled units are used in train, they must be placed in train approximately two-thirds back from head-end of train. Train tonnage will be limited by number of cars which may be handled over the various districts and tonnage ratings of the locomotive units used.
- (b) **Repeater Relay Air Car Operation**—
When repeater relay air car is to be operated in train, it must be placed approximately in the middle of the train.
14. On subdivisions where maximum speed is 40 MPH. or more, an octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.

**DENVER DIVISION
FIRST SUBDIVISION**

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Texline and Denver	49 MPH.
The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.	
Location	Freight Trains
Between the south Interlocking limits of Denver U. D. and South Denver Interlocking.....	15 MPH.
South Denver Interlocking	
Normal route	30 MPH.
Reverse movements or movements other than normal route	10 MPH.
South Broadway and Kentucky Ave., South Denver....	6 MPH.
Between MP 124.4 and 169.7—Eastward track.....	40 MPH.

Walsenburg—Over Street Crossings	20 MPH.
Between MP 172.3 and MP 173.3.....	25 MPH.
Between MP 174.0 and MP 176.6.....	40 MPH.
Between MP 181.7 and MP 186.6.....	40 MPH.
Between MP 197.5 and MP 214.3.....	40 MPH.
Entire Train over street crossings between MP 211.8 and MP 212.5	10 MPH.
Between MP 213.0 and MP 273.9.....	40 MPH.
Between MP 273.8 and MP 274.4.....	25 MPH.
Between MP 274.4 and MP 281.2.....	40 MPH.
Between MP 281.2 and MP 281.9.....	25 MPH.
Between MP 281.9 and MP 296.8.....	40 MPH.
Engine or leading car over Main Street Crossing, Clayton, MP 337.6	15 MPH.

2. **Bridge, Engine and Heavy Car Restrictions**—
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length.....220,000 lbs.
Over 40 ft. long
- 263,000 lbs.
Cars having a gross weight in excess of 210,000 pounds must not be handled on the Remaco Spur.
3. **Train Register Exceptions**—
Minnequa: All trains register by ticket, when operator on duty.
Walsenburg: Trains will register when instructed by dispatcher.
4. **Clearance Provisions and Exceptions Rule 83(B)**—
C&S-AT&SF Eastward trains originating at Rice Yard must receive numbered ATSF Clearance Card Form 902 in addition to C&S clearance prior to departing.
At Minnequa, when train order signal indicates Stop, two C.&S. Clearances will be required, one over signature of D.&R.G.W. and one over signature of C.&S. Chief Dispatcher.
At Pueblo, Trinidad and Texline: Conductors and Enginemen of train must have Clearance.
At Walsenburg: Operator on duty 7:30 a.m. to 11:30 a.m. and 12:30 p.m. to 4:30 p.m. daily except Monday. Trains must have clearance when operator on duty.
5. **Spring Switches**—
With Facing Point Lock
Walsenburg—End of Double Track
Without Facing Point Lock
Walsenburg—D&RGW Jct.
Southern Jct.—End Double Track Crossover
At Walsenburg—Spring switches are protected by signals. When the governing signal is red stop must be made. If route is not occupied by another movement, operate the switch key time release, located on instrument cases 203 feet east of spring switch for westward movement and 328 feet west of spring switch for eastward movement. If after waiting 90 seconds the governing signal does not clear comply with Rule 104 (H).
6. **South Denver Interlocking**—
D&RGW Train Dispatcher, Denver, will control interlocking signals and dual controlled switches within the interlocking limits.
C&S-ATSF Westward Joint Line Trains:
When westward signal indicates proceed and route is lined, or when verbally authorized by D&RGW Train Dispatcher, such trains may proceed through South Denver Interlocking. Prior to clearing signals or verbally authorizing such movements, D&RGW Train Dispatcher must advise C&S Yardmaster, Rice Yard, of such movement and be governed by his instructions. This also confers authority for movement against the current of traffic from South Denver to Rice Yard.
C&S-ATSF Switch Movements:
Switching movements may enter and pass through the Interlocking limits on signal indication or as verbally authorized by D&RGW Train Dispatcher. These movements may be made

without Clearance Card, being governed by instructions from D&RGW Train Dispatcher relative to clearing trains. Before D&RGW Train Dispatcher clears signals or verbally authorizes switch movements to C&S-ATSF Rice Yard, he must contact C&S Yardmaster, Rice Yard, and be governed by his instructions.

At Trinidad, interlocking at A.T.&S.F. crossing is remotely controlled by A.T.&S.F. train dispatcher at La Junta, Colorado. Interlocking Rules are in effect.

- 7. At Denver—Trains or engines using Denver Union Terminal Railway Company's tracks must provide themselves with copy of and be governed by General and interlocking rules of that Company.

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.

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

- 8. At Rice Yard and South Denver—Movements of train and engines with or against the current of traffic between West limits Rice Yard Interlocking and South Denver will be made on authority of Yardmaster, Rice Yard.

- 9. Double track between Southern Jct. and D.&R.G.W. Jct. Walsenburg used jointly by D.&R.G.W. and C.&S. Westward track is under C.&S. operating jurisdiction. Eastward track is under D.&R.G.W. operating jurisdiction. C.&S. timetable and rules of the Operating Department govern train operation on both tracks. C.&S. form of train orders and clearance will be used and issued over signature of D.&R.G.W. Chief Dispatcher on eastward track.

- 10. D.&R.G.W. trains and engines while on C.&S. trackage will be governed by C.&S. rules, timetable and Special Instructions.

- 11. At Minnequa—No. 4 track extending from office of communication Minnequa to crossover east end of Minnequa yard, is known as "Minnequa siding".

- 12. At Southern Jct.—Track just south of main track extending from MP 124.26 to crossover east end Minnequa yard, is Southern Jct. siding.

Eastward trains will not use Southern Jct. siding without special instructions.

Unless otherwise instructed, Westward C.&S. trains take siding at Southern Jct.

- 13. D.&R.G.W. markers may display yellow instead of green discs, and such yellow discs will be considered the same indication as green.

- 14. Clamshell Spur has an overhead clearance of 16 feet 6 inches from top of rail when the conveyor belt is not loading ballast.

- 15. Twin Mountain Industry Track has an overhead clearance of 16 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 18 feet from top of rail. The Load Tracks have an overhead clearance of 15 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 12 feet 6 inches from top of rail.

DENVER DIVISION SECOND SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Denver and Wendover.....	49 MPH.
Westward trains or yard engines moving westward from east end Rice Yard to 15th Street Crossing, Denver	10 MPH.
Approaching and entering street crossing at 19th and Chestnut Streets, Denver	10 MPH.
MP 6.0 to MP 7.5.....	10 MPH.
MP 14.0—Street Crossing Broomfield.....	20 MPH.
MP 16.6 to MP 17.4.....	35 MPH.
MP 17.4 to MP 17.6.....	20 MPH.
MP 21.6 to MP 22.1.....	30 MPH.
MP 23.7 to MP 24.5.....	35 MPH.
Between MP 27.7 and MP 28.0.....	15 MPH.
Over Bridge 42.9	25 MPH.
Between MP 43.2 and MP 44.5.....	10 MPH.
MP 44.5 to MP 45.0.....	35 MPH.
MP 48.8 to MP 49.7.....	35 MPH.
MP 54.2—Main street crossing Berthoud	20 MPH.
MP 58.4 to MP 59.7.....	35 MPH.
Between Second St. and Tenth Streets, between MP 60.5 and MP 61.4, Loveland.....	15 MPH.
Between MP 71.6 and MP 72.9.....	30 MPH.
Westward trains from Prospect St. MP 72.78 until lead unit has passed North College Ave. MP 74.62.....	15 MPH.
Eastward trains from MP 74.77 until lead unit has passed Prospect Street MP 72.78.....	15 MPH.
MP 77.5 to MP 78.4.....	35 MPH.
MP 110.1 to MP 110.7.....	35 MPH.
MP 146.9 to MP 157.0.....	35 MPH.
MP 159.6 to MP 160.2.....	35 MPH.
MP 206.9 to MP 211.3.....	35 MPH.
Street crossing Wheatland.....	20 MPH.
MP 219.1 to MP 220.5.....	35 MPH.
MP 227.7 to MP 228.7.....	35 MPH.
MP 231.8 to MP 238.6.....	35 MPH.
2. Bridge, Engine and Heavy Car Restrictions—	
Cars heavier than the following not permitted without authority of Superintendent:	
40 ft. or less in length.....	220,000 lbs.
Over 40 ft. long.....	263,000 lbs.
EXCEPT on Business Tracks—Sinnard, Ayers and Sibylee	177,000 lbs.
3. Train Register Exceptions—	
At Prospect: All trains will leave register ticket to be registered by operator.	
At Broomfield, Loveland, Ft. Collins, Wendover: Trains will register when instructed to do so by train dispatcher.	
4. Clearance Provisions and Exceptions Rule 83(B)—	
At Prospect:	
Conductors and engineers of westward trains must receive Clearance.	
C.&S. engines, except Denver yard engines, moving from Prospect to C.&S. Jct. via the D.&R.G.W. and who will occupy the Third Subdivision track beyond C.&S. Jct. must receive C.&S. Clearance at Prospect.	

At Ft. Collins:
Operator on duty 7:30 a.m. to 11:30 p.m. Monday through Saturday. Trains must receive clearance when operator on duty.
At Cheyenne:
Trains must receive Clearance.

5. **Spring Switches**—
Without Facing Point Lock—Utah Jct., end of double track.
With Facing Point Lock—MP 120.5, west end Cheyenne Yard.
6. **Manual Interlockings**—
D.&R.G.W. crossing, Utah Jct. remotely controlled by D.&R.G.W. Train Dispatcher at Denver.
7. **Railroad Crossings Protected by Gates Not Indicated at Station**—
Normal position of Gates protecting railroad crossings at following locations:
MP 0.5, 11th Street.....against D.&R.G.W. and BN.
C.&S. Jersey Cut-off, Denver Union Stockyard.....against Pepper Pkg. Co. track.
Slossagainst C.&S.
Boulderagainst U.P.
Longmontagainst BN.
Ft. Collinsagainst Fourth Subdivision.
Ft. Collinsagainst U.P.
8. **At Denver**—Trains or engines using Denver Union Terminal Railway Company's tracks must provide themselves with copy of and be governed by General and Interlocking rules of that Company.
9. **At Prospect**—
All trains or engines must stop to clear junction switch or cross-overs 200 feet, except trains or engines may, when given a proceed signal by operator with a yellow flag by day or yellow light by night, proceed at reduced speed without stopping.
C.&S. yard crews will not handle switches except when given permission by operator.
Train or engine movements against current of traffic between Prospect and Utah Jct. 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.
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.
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.
BN trains use C.&S. track between Prospect MP 1.0 and east siding switch, Broomfield and C.&S. siding, Broomfield, to BN connection at MP 14.7.
10. **At Boulder**—
Siding located MP 27.3 east of U.P. Crossing MP 27.9.
U.P. trains use C.&S. yard tracks.
11. **At Sloss**—
Near end of industry track, 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.
12. **At Loveland**—
Auto dock on north side of G.W. Ry. No. 1 interchange track will not clear man on side of car.
13. **At Cheyenne**—
Yard and light engine movements over Capitol, Carey and Pioneer Avenues will be preceded by flagman.

14. **Murke Quarry Tracks**—
Loading dock on west track at rock quarry will not clear engine or box car.
15. At railroad crossing MP 0.48 where BN and D&RGW tracks cross C&S main track, trains, engines or cars must not be left standing on C&S main track at railroad crossing unless length of consist extends 200 feet beyond the crossing.
16. **Telephones**—MP 4; Valmont; Dominion; Morey; Marion; Wyco; and MP 183.7.

DENVER DIVISION

THIRD, FOURTH, FIFTH and SIXTH SUBDIVISIONS

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
	Freight
Prospect and C.&S. Jct.	25 MPH.
C.&S. Jct. and Golden	15 MPH.
MP 7.7—Wadsworth Ave. Arvada.....	10 MPH.
MP 14.2 to MP 15.0.....	10 MPH.
Ft. Collins and Greeley	15 MPH.
MP 74.9—Lincoln Ave. Ft. Collins and College Ave...	15 MPH.
Ft. Collins and Rex.....	15 MPH.
Leadville and Climax.....	15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions**—

Wrecking cranes 250-ton.....	Not Permitted
U25C, U28C, U83C, and SD45 engines.....	Not Permitted

Cars heavier than the following not permitted without authority of Superintendent:
 Over 40 ft. long.....263,000 lbs.
 EXCEPT on Fifth Subdivision.....177,000 lbs.
3. **Clearance Provisions and Exceptions Rule 83(B)**—
 Conductors and Enginemen must receive Clearance at Prospect.
 Conductors and Enginemen must receive Clearance at Ft. Collins when operator on duty.
 Clearance not required at Leadville.
 Third, Fourth, Fifth and Sixth Subdivisions are within yard limits. Rule 93 applies.
4. **Third Subdivision**—
 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 Jeffco and Boise Cascade which will not clear man on top and side of car.
5. **Fourth Subdivision**—
 Normal position of stop gate to protect U.P. crossing MP 74.6 will be against U.P. Trains.
 At Greeley, trains, engines or cars moving over any street or avenue must not exceed a speed of 10 MPH. when engine in forward motion and no cars being shoved ahead of engine, and a speed of 5 MPH. 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 back up movements over 14th, 11th, and 9th Ave. and 13th and 8th St. crossings will be preceded by a member of train crew, who will protect crossing.

**BUSINESS TRACKS NOT SHOWN AS STATIONS IN TIME TABLE
DENVER DIVISION**

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
First Subdivision				Third Subdivision			
40846 Carbon	2.3 miles west of Des Moines	1	West	41254 Wayco	4.7 miles west of Speer	56	West
40850 Twin Mountain	5.5 miles west of Des Moines	160	Both	41257 Warren Missile Base	2.3 miles west of Cheyenne	170	East
Second Subdivision				89753 Murke Spur	0.5 miles west of Horse Creek	128	East
41142 Gold Bond	1.9 miles west of Utah Jct.	8	East	41299 Farthing	5.1 miles west of Altus	65	Both
41143 Westminster	2.8 miles west of Utah Jct.	12	Both	41334 Slater	9.0 miles west of Chugwater	21	Both
41161 Valmont	5.8 miles west of Louisville	52	West	41348 Gibson (Ayers Branch)	2.7 miles east of Wheatland	396	West
41162 Sloss Jct.	6.1 miles west of Louisville	101	West	89804 Ayers	3.7 miles west of Ayers Branch Jct.	20	Both
41163 Atwell	6.9 miles west of Louisville	15	West	41352 Sibylee	1.5 miles west of Wheatland	618	Both
41172 IBM	4.6 miles west of Boulder	85	East	89904 Wilson	4.3 miles west of Sibylee Jct.	11	Both
41178 Dominion	3.6 miles west of Niwot	34	Both	89907 Hightower	6.3 miles west of Sibylee Jct.	5	East
41192 Small	1.5 miles west of Berthoud	13	East	41353 Curtis	2.4 miles west of Wheatland	24	West
41194 Campion	3.0 miles west of Berthoud	10	East	Fourth Subdivision			
41201 Marion	4.0 miles west of Loveland	21	West	89306 Blue River Contractors	1.5 miles west of C & S Jct.	15	West
41207 McClellands	9.2 miles west of Loveland	6	West	89309 Horton	1.9 miles west of Arvada	37	East
41209 Drakes	0.9 miles west of Omega	10	Both	89310 Jolly Rancher	2.9 miles west of Arvada	28	East
41210 Ag. College	2.0 miles west of Omega	6	West	89313 Boise	5.0 miles west of Arvada	20	West
41211 Union Mfg. Co.	1.3 miles west of Fort Collins	24	West	89326 Coors Brewery Jct.	0.7 miles west of Golden		East
41216 Giddings	1.2 miles west of Black Hollow Jct.	42	Both	Fourth Subdivision			
89702 Sinnard	1.4 miles west of Black Hollow Jct.	17	Both	Kodak	2.5 miles east of Windsor	31	East
41224 Dixon	2.2 miles west of Wellington	56	East	89503 Schumacher	3.9 miles west of Timnath	6	West

AUTHORIZED SURGEONS

Dr. W. J. Longeway, Chief Surgeon	Denver
*Dr. J. E. Eagleton	Denver
*Dr. T. Green	Denver
*Dr. D. Ping	Denver
*Dr. T. J. Kail	Denver
*Dr. J. F. Prinzing	Denver
*Dr. L. Retallack	Denver
*Dr. S. Zalman	Denver
*Dr. H. Friedman	Denver
Dr. E. Zarlongo	Denver
Dr. Mordant Peck	Denver
Drs. Covode and Knobbe	Denver
Drs. Nelson and Rennert	Denver
Dr. H. Peterson (Oculist)	Denver
Dr. T. Van Bergen (Oculist)	Denver

LOCAL SURGEONS

*Dr. N. Joseph	Aurora	*Dr. D. Roberts	Golden
*Dr. D. Arndt	Berthoud	*Dr. W. Mangum	Greeley
*Dr. W. Hardesty	Berthoud	*Dr. J. Kehoe	Leadville
*Dr. C. Martin	Boulder	*Dr. L. Surges	Leadville
*Dr. R. Willard	Boulder	*Dr. J. Haley	Longmont
*Dr. R. Gramlich	Cheyenne	*Dr. L. Cassidy	Louisville
*Dr. G. Joder	Cheyenne	*Dr. J. Brown	Loveland
*Dr. L. McGonigle	Cheyenne	*Dr. R. Patterson	Loveland
*Dr. J. Boyd	Cheyenne	*Dr. J. Fischer	Northglenn
Dr. R. Williams	Cheyenne	*Dr. R. Athley	Northglenn
(Ear, Nose & Throat)	Cheyenne	*Dr. C. Caldwell	Pueblo
Dr. L. Stadnik (Oculist)	Cheyenne	*Dr. R. Wexler	Pueblo
*Dr. A. Draper	Clayton	*Dr. W. Dardis	Pueblo
*Dr. M. Donaldson	Clayton	*Dr. S. Biber	Trinidad
*Dr. J. Kennedy	Colorado Springs	*Dr. G. Jimines	Trinidad
*Dr. I. Schwab	Colorado Springs	*Dr. G. Skufca	Trinidad
*Dr. F. A. Humphrey	Fort Collins	*Dr. F. Visconti	Trinidad
*Dr. R. N. Humphrey	Fort Collins	*Dr. W. Merritt	Walsenburg
*Dr. H. Thode	Fort Collins	*Dr. J. Lomme	Walsenburg
*Dr. R. Pike	Fort Collins	*Dr. W. Wilson	Wheatland
*Dr. L. Goad	Golden	*Dr. C. Sabin	Windsor

*Designates also Examining Surgeon

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Second		Minutes	Second	
0	45	80	1	12	50
0	46	78.3	1	15	48
0	47	76.6	1	20	45
0	48	75	1	25	42.3
0	49	73.5	1	30	40
0	50	72	1	40	36
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	....	30
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	....	60	2	50	21.2
1	1	59	3	....	20
1	2	58	3	9	19
1	3	57.1	3	20	18
1	4	56.2	3	31	17
1	5	55.3	3	45	16
1	6	54.5	4	....	15
1	7	53.7	5	....	12
1	8	52.9	6	....	10
1	9	52.1	7	30	8
1	10	51.4	10	....	6

**MAINTENANCE OF WAY
CONDITIONAL STOP
(Form Y Train Order)**

The following forms of oral authorization by the Foreman and acknowledgment of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "C&S Railway Foreman calling Extra 232 East about Order No. (Form Y Train Order No.)"

Engineer must respond, identifying his train as: "This is C&S engineer, Extra 232 East."

When engineer has answered as above, the foreman will state: "Extra 232 East may pass red signal at (Location) without stopping."

The foreman may also authorize a different speed from that shown in the Form Y train order by adding to his instructions: "Proceed at _____ MPH," or "Proceed at normal speed."

The engineer must repeat back to the foreman the instructions that are given him.