

**BE SAFE**  
**Now...**

**BURLINGTON  
NORTHERN  
INC.**

**COLORADO AND SOUTHERN  
RAILWAY COMPANY**

**DENVER DIVISION**

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**TIME TABLE  
AND  
SPECIAL  
INSTRUCTIONS  
2**

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

**Sunday, June 10, 1973**

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**President  
J. W. TERRILL**

**Supt. Transportation  
F. F. STAKE**

**Superintendent  
J. L. KINCAID**

FIRST SUBDIVISION

WESTWARD

EASTWARD

Rule 6(A) Signa	Capacity of Sidings	Station Numbers	Mile Post Location	Distance from Denver U. D.	MAIN LINE Denver Divn STATIONS	Telegraph Offices and Calls
BOFK RY		40788	FWD 452.92	348.6	Z <b>TEXLINE</b> 1.2	
Y		40790	347.14	347.4	<b>SIXELA</b> 9.6	
PO	80	40799	337.62	337.8	CY <b>CLAYTON</b> 7.7	
P	75	40807	329.93	330.1	<b>ROYCE</b> 10.1	
P		40817	319.82	320.0	<b>MT. DORA</b> 12.3	
P		40829	307.47	307.7	<b>STAURTON</b> 5.0	
P	83	40837	299.77	299.7	<b>GRANDE</b> 7.0	
OPQ	35	40844	292.45	292.7	MB <b>DES MOINES</b> 10.3	
P	62	40854	282.13	282.4	<b>FOLSOM</b> 10.6	
P	67	40865	271.60	271.0	<b>ALPS</b> 9.4	
P		40874	262.26	262.6	<b>BRANSON</b> 17.2	
P	67	40886	250.38	250.6	<b>TRINCHERE</b> 13.3	
P	63	40903	233.40	233.4	<b>BARRELA</b> 7.5	
P	62	40917	219.35	220.1	<b>BESHOAR</b> 14.5	
BOFK IQRTYZ		40924	212.41	212.6	DA <b>TRINIDAD</b> 7.1	
P	69	40939	197.90	198.1	<b>LUDLOW</b> 11.0	} Double Track ABS
P	62	40946	190.60	191.0	<b>LYNN</b> 8.2	
P	68	40957	179.72	180.0	<b>MAYNE</b> 16.7	
WJORYPX		40965	171.58	171.8	WN <b>WALSENBURG</b> 11.4	
PX	E 46 W 46	40981	155.22	155.1	<b>LASCAR</b> 19.1	
PX	E 48 W 48	40993	143.72	143.7	<b>CEDARWOOD</b> 1.0	
JPYX	78	41013	124.35	124.6	<b>SOUTHERN JCT.</b> 4.0	
ROY	66	41014	122.48	122.7	MQ <b>MINNEQUA</b>	

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

41020	118.50	118.8	R	<b>PUEBLO</b> 114.4
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TRAINS BETWEEN SOUTH DENVER AND PUEBLO ARE GOVERNED BY THE JOINT AT&SF-D&RGW TIME TABLE

MIYZ	XYJ	BCIK QRTYZ	BK YMU	Station Numbers	Mile Post Location	Distance from Denver U. D.	MAIN LINE Denver Divn STATIONS	Telegraph Offices and Calls
				41134	4.05	4.1	<b>SOUTH DENVER</b> 1.0	} D.T.
					2.19	2.2	<b>SOUTH PARK JCT.</b> 1.1	
					1.08	1.1	FX <b>RICE YARD</b> 1.1	} CTC
				41137	0.00	0.0	GN <b>DENVER U. D.</b>	

SECOND SUBDIVISION

WESTWARD

EASTWARD

Rule 6(A) Signa	Capacity of Sidings	Station Numbers	Mile Post Location	Distance from Denver U. D.	MAIN LINE Denver Divn STATIONS	Telegraph Offices and Calls
BK MRYU		41137	0.00	0.0	GN <b>DENVER U. D.</b> 1.0	} D.T.
JCRYP		41138	1.03	1.0	CX <b>PROSPECT</b> 2.3	
IPY		41140	3.36	3.4	<b>UTAH JCT.</b> 5.7	
P	62	41146	9.01	9.0	<b>SEMPER</b> 5.0	
JROP	84	41151	14.03	14.0	OM <b>BROOMFIELD</b> 5.7	
P		41156	19.07	19.7	<b>LOUISVILLE</b> 5.4	
MOPY	62	41168	31.35	28.1	BR <b>BOUNER</b> 6.7	
P	36	41175	38.06	34.8	<b>NIWOT</b> 5.5	
MOTYP	72	41180	43.62	40.3	MN <b>LONGMONT</b> 5.8	
P	27	41186	49.24	46.0	<b>HIGHLAND</b> 5.0	
P	38	41191	54.27	51.0	<b>BERTHOUD</b> 6.4	
BOTYPR	64	41197	60.69	57.4	S <b>LOVELAND</b> 10.5	
P	61	41208	71.19	67.9	<b>OMEGA</b> 3.2	
WBKPR JMTYZO		41211	74.35	71.1	FO <b>FT. COLLINS</b> 2.2	
PY	80	41213	76.52	73.3	<b>NORTH YARD</b> 0.7	
JPY		41214	77.17	73.9	<b>BLACK HOLLOW JCT.</b> 8.1	
P	62	41222	85.28	82.0	<b>WELLINGTON</b> 6.4	
P	75	41228	91.69	88.4	<b>BULGER</b> 8.0	
P	81	41236	99.62	96.4	<b>NORFOLK</b> 12.9	
P	62	41249	112.56	109.3	<b>SPEER</b> 6.8	
BKCCQ RTYZW		41256	119.40	116.1	DI <b>CHEYENNE</b> 4.5	
P	38	41261	123.90	120.6	<b>SHELLBACK</b> 7.3	
P		41268	131.18	127.9	<b>SILVER CROWN</b> 8.2	
P	83	41276	139.15	136.1	<b>FEDERAL</b> 4.1	
P		41280	143.49	140.2	<b>ISLAY</b> 8.9	
PY		41289	152.40	149.1	<b>HORSE CREEK</b> 4.6	
P	75	41294	156.95	153.7	<b>ALTUS</b> 13.1	
P	63	41307	170.05	166.8	<b>LAMBERT</b> 18.6	
OTP	78	41325	188.66	185.4	UW <b>CHUGWATER</b> 13.9	
P	62	41339	202.58	199.3	<b>BORDEAUX</b> 11.5	
OWPY	96	41351	213.97	210.8	ND <b>WHEATLAND</b> 10.6	
P	75	41367	230.45	227.6	<b>DWYER</b> 9.9	
JPRTY		32137	240.80	237.5	<b>WENDOVER</b>	

THIRD SUBDIVISION

WESTWARD

EASTWARD

FIFTH SUBDIVISION

WESTWARD

EASTWARD

Rule 6(A) Signs	Capacity of Sidings	Station Numbers	Mile Post Location	Distance from Prospect	BRANCH LINE Denver Divn	
					STATIONS	
Telegraph Offices and Calls						
JCRYP			1.03	0.0	CX	PROSPECT 3.8
JP			4.87	3.8		C. & S. JCT. 2.7
		89307	7.62	6.6		ARVADA 3.4
		89311	11.06	10.0		MT. OLIVET 4.5
BKQY		89316	15.86	14.8		GOLDEN

Rule 6(A) Signs	Capacity of Sidings	Station Numbers	Mile Post Location	Distance from Ft. Collins	BRANCH LINE Denver Divn	
					STATIONS	
Telegraph Offices and Calls						
JRTOB KMYZW		41211	74.35	0.0	FO	FT. COLLINS 4.0
		89604	78.31	4.0		LA FORTE 3.7
		84607	82.04	7.7		FILTER 0.6
		89608	82.67	8.3		ROBERTS 7.6
		89616	90.29	15.9		OWL CANYON 2.0
		89618	92.29	17.9		REX

FOURTH SUBDIVISION

WESTWARD

EASTWARD

SIXTH SUBDIVISION

WESTWARD

EASTWARD

Rule 6(A) Signs	Capacity of Sidings	Station Numbers	Mile Post Location	Distance from Greeley	BRANCH LINE Denver Divn	
					STATIONS	
Telegraph Offices and Calls						
JCRYTZ		89525	98.85	0.0	HG	GREELEY 5.4
		89519	93.43	5.4		FARMERS 6.9
OYU		89512	86.57	12.3	WR	WINDSOR 3.0
		89509	83.61	15.2		KERNS 2.4
		89507	81.20	17.7		TIMNATH 7.1
TWRYMB JKZPO		41211	74.35	24.7	FO	FT. COLLINS

Rule 6(A) Signs	Capacity of Sidings	Station Numbers	Mile Post Location	Distance from Leadville	BRANCH LINE Denver Divn	
					STATIONS	
Telegraph Offices and Calls						
JBKTY		89150	151.27	0.0		LEADVILLE 14.1
TY		89164	137.17	14.1		CLIMAX

## SPECIAL INSTRUCTIONS

### ALL SUBDIVISIONS

1. **Speed Restrictions—** **Maximum Speeds Permitted**
- |                        |         |
|------------------------|---------|
| Freight trains .....   | 49 MPH. |
| Unit coal trains ..... | 45 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.

	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.

**Maximum Speed Diesel Units Dead in Tow—**

30 MPH.—1 through 4, 100. Other units 49 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 Diesel Units—**

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

When a locomotive consist of more than 3 units in service includes a diesel unit or units not equipped with alignment control couplers, only the three rear units will be allowed to work power when the train is to make a back-up movement. Other units must be isolated.

**Diesel units not equipped with alignment control coupler:**

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, FWD 605-610.

**BN Diesel units not equipped with alignment control coupler:**

All switcher units

Road and Road Switcher Diesel units

600- 995 inclusive

1556-1623 inclusive

4000-4197 inclusive

6000-6255 inclusive

9700-9800 inclusive

9804-9807 inclusive

9818-9830 inclusive

9911-9995 inclusive

**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, C&S 810-842, FWD 700-703, 850-859.

All other Diesel units are equipped with alignment control couplers.

3. At no time can more than seven high-horsepower units be coupled together as one consist (high-horsepower units include those with 3,000 horsepower or over).

On units with less than 3000 horsepower, the number of units in any one consist will not exceed eight.

In the event Diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed at least five cars, but no further than 15 cars, behind the lead units.

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)

**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 loaded trailer, or empty trailers, 80 foot or longer flat cars handling container type units either loaded or empty 80 foot or longer empty auto racks.

Restrictions are in effect as follows:

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

5. **Remote Control Unit Operation—**

When remote controlled units are used in train, they must be placed in train approximately two-thirds back from headend 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.

**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.

6. When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made, or when notified that a hot box detector is out of service, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Train crews will avail themselves of service stops to comply with the foregoing. Conductors will determine frequency of such inspection, dependent on visibility conditions, avoiding unnecessary delay to trains.

When a hot box detector is out of service, the requirements of Operating Rules, or instruction will be suspended for defective equipment indicator associated with such hot box detector.

7. When derailment, collision, fire or unforeseen occurrence takes place, involving hazardous material, such as explosives, flammable liquids, liquid petroleum, gases, radioactive or fissionable material, poisons or chemicals the following will apply:  
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. Conductor will call Chief Dispatcher immediately and advise him of the materials and conditions and be governed by his instructions.
8. At a 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.  
At automatic interlockings, in addition to complying with Rule 613, employees must be governed by instructions posted.
9. Rules 200 and 83(B) and other rules pertaining to authority for, and signature on train orders and clearances are modified to permit them to be issued by the authority and over the signature of the Chief Dispatcher.  
**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.
10. **Mountain Grade Operation**—  
**Mountain Grade Territory** is defined as grades of one and eight tenths (1.8) percent or greater.  
**Tons Per Operative Brake** is defined as the gross tonnage of the train divided by the total number of cars having operative brakes. For example total train weight 6,000 tons, total cars 100, all brakes operating—divide 6,000 by 100 and there are 60-tons per operative brake.  
To the extent practicable empty cars must not be handled in the head 15 cars of trains descending mountain grades.  
Employees will be governed by the instructions contained in air brake rule book in mountain grade operation.
11. Burlington Northern Signal Aspects and Indications as contained in pamphlet Form 15307 dated July 1st, 1971 is in effect. Block and Interlocking Signal Aspects and Indications shown on pages 94 through 117 also on page 124 of the Consolidated Code do not apply on Colorado Southern.  
Special signal aspects as shown for Burlington Lines on pages 118, 119, 120 and 121 of the Consolidated Code of Operating Rules remain in effect.
12. If radios are provided, a voice test of the radio in the control unit and caboose must be made to determine if the radio is working properly before a train leaves its starting point.  
If the radio is working properly, it must be turned on during entire trip with volume adjusted so calls may be received. Defective radio equipment must be reported to the chief dispatcher at first point of communication. The conductor and engineer will be equally responsible to see that these instructions are complied with.
13. In CTC territory, before using any electrically locked switch, permission must be obtained from the Control operator. Rule 281 is amended accordingly.
14. Consolidated Code Rule 103(E), as contained in the 1967 edition, does not apply on Colorado Southern. The following rule applies:  
103(E) Cars must not be handled ahead of the engine between stations outside of yard limits except when necessary to take cars to or from a spur track or in work train service, or when it is necessary for a train to make a back-up movement. Such movements must be for no greater distance than necessary, and air brakes on such cars must be cut in and operative.
15. Within yard limits in non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify the requirement to move at reduced speed as required in Rule 93.
16. Burlington Northern Air Brake and Train Handling Rules Form 15338 are in effect. Employees whose duties are in any way affected by these rules must have a copy of this book available while on duty.  
Rules 226, 414A and 414B of Air Brake and Train Handling do not apply; all employees will be governed by the following Rules 226 and 414:
- RULE 226**  
Freight trains arriving at terminals where facilities are available, and at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a service brake pipe reduction of 20 pounds so that inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotive off until the 20 pounds service reduction has been made. After locomotive is detached or cut is made, **ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING.** Inspection of the brakes and needed repairs should be made as soon thereafter as practicable.
- RULE 414**  
Before motive power is detached or angle cocks are closed on cars or trains which are to be left standing, engineer must make a full service brake pipe reduction. When reduction is completed and brake valve exhaust ceases, engineer will signal with one short blast of the whistle and the angle cocks may then be closed where cut is to be made. After cut is made, **ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING.** When required, a sufficient number of hand brakes must be applied in accordance with Rule 401.

## 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 east Interlocking limits of Denver U.D. and South Denver Interlocking.....	15 MPH.
<b>South Denver Interlocking</b>	
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.
<b>Walsenburg—Over Street Crossings</b>	
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.
Over Bridge 240.68.....	20 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. C&S Clearance not required.

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 and Trinidad: Conductors and Enginemen of train must have Clearance.

At Walsenburg: Operator on Duty 7:30 a.m. to 12:01 p.m. and 1:00 p.m. to 4:30 p.m. Monday through Friday. Trains must have clearance when operator on duty.

At Texline: Office hours are 8:00 a.m. until 4:00 p.m. daily except Sunday.

4:45 p.m. until 12:45 a.m. daily except Monday and 4:45 p.m. until 7:45 p.m. Monday.

### 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 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 crossing.

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 13 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.
Between Prospect MP 1.03 and Utah Junction MP 3.36	35 MPH.
Within Interlocking Limits Utah Junction.....	20 MPH.
Utah Junction MP 3.36 to MP 6.....	40 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.
Do not exceed 30 Miles Per Hour within the corporate limits of the Town of Louisville, MP 19.41 to MP 20.42.	
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.
MP 31.2 to MP 31.8 .....	35 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 74.74.....	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.
<b>Cheyenne</b>	
Westward Trains, or Engines from MP 119.04 until lead unit has passed over 24th street MP 119.16.....	10 MPH.
Eastward Trains, or Engines from MP 119.28 until lead unit has passed over 24th street MP 119.16 .....	10 MPH.

MP 120.5 to MP 120.9.....	25 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 Fort Collins: Office hours are continuous except as follows: 11:30 p.m. Friday to 7:30 a.m. Saturday; 3:30 p.m. Saturday to 7:30 a.m. Sunday; 3:30 p.m. to 11:30 p.m. Sunday.  
Trains must receive clearance from operator on duty.  
At Cheyenne:  
Trains must receive Clearance.  
At Wendover:  
Clearance received at Guernsey on the Eighteenth Subdivision of the Alliance Division over the signature of the chief dispatcher at McCook also clears the train at Wendover on the Second Subdivision.  
Clearance received at Cheyenne over the signature of the chief dispatcher at McCook also clears the train at Wendover on the Eighteenth Subdivision of the Alliance Division for movement to Guernsey.
- 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.  
Sloss .....

.....	against C.&S.
Boulder .....	against U.P.
Longmont .....	against BN.
Ft. Collins .....	against Fourth Subdivision.
Ft. Collins .....	against 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 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.

11. **At Boulder**—

Siding located MP 27.3 east of U.P. Crossing MP 27.9.

U.P. trains use C.&S. yard tracks.

IBM Industrial Spur, 4.6 miles West of Boulder, Colorado of the Denver Division, Traffic Signals in service on Highway 119 crossing of track entering IBM Plant.

Normally, traffic signals will display a red aspect for rail movements, which will require movement to stop short of Highway 119. Upon approach of train or engine movement, traffic signals should display green aspect on traffic signals paralleling track for movement over Highway 119.

Absence of light in all traffic signals, and when unable to obtain green aspect for movement over Highway 119, will require movement to be protected by a member of crew and occurrence should be reported to the Superintendent.

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. **Telephones**—MP 4; Valmont; Dominion; Morey; Marion; Wyco; and MP 183.7.

## DENVER DIVISION

### THIRD, FOURTH, FIFTH and SIXTH SUBDIVISIONS

- | 1. Speed Restrictions—                              | Maximum Speeds Permitted |
|---|--------------------------|
| Zone—Between  | 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, U33C, SD24, SD40, SD45,  
GP40 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.
- Clearance not required at Leadville or Climax.
- Third, Fourth, Fifth and Sixth Subdivisions are continuous 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
<b>First Subdivision</b>				<b>Third Subdivision</b>			
40846 Carbon	2.3 miles west of Des Moines	1	West	41257 Warren Missile Base	2.3 miles west of Cheyenne	170	East
40850 Twin Mountain	5.5 miles west of Des Moines	160	Both	89753 Murke Spur	0.5 miles west of Horse Creek	128	East
<b>Second Subdivision</b>				41299 Farthing	5.1 miles west of Altus	65	Both
41142 Gold Bond	1.9 miles west of Utah Jct.	8	East	41334 Slater	9.0 miles west of Chugwater	21	Both
41143 Westminster	2.8 miles west of Utah Jct.	12	Both	41348 Gibson (Ayers Branch)	2.7 miles east of Wheatland	396	West
41161 Valmont	5.8 miles west of Louisville	52	West	89804 Ayers	3.7 miles west of Ayers Branch Jct.	20	Both
41162 Sloss Jct.	6.1 miles west of Louisville	101	West	41352 Sibylee	1.5 miles west of Wheatland	618	Both
41163 Atwell	6.9 miles west of Louisville	15	West	89904 Wilson	4.3 miles west of Sibylee Jct.	11	Both
41172 IBM	4.6 miles west of Boulder	85	East	89907 Hightower	6.3 miles west of Sibylee Jct.	5	East
41178 Dominion	3.6 miles west of Niwot	34	Both	41353 Curtis	2.4 miles west of Wheatland	24	West
41192 Small	1.5 miles west of Berthoud	13	East	<b>Fourth Subdivision</b>			
41194 Campion	3.0 miles west of Berthoud	10	East	89306 Blu River Contractors	1.5 miles west of C & S Jct.	15	West
41201 Marion	4.0 miles west of Loveland	21	West	89309 Horton	1.9 miles west of Arvada	37	East
41207 McClellands	9.2 miles west of Loveland	6	West	89310 Jolly Rancher	2.9 miles west of Arvada	28	East
41209 Drakes	0.9 miles west of Omega	10	Both	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	<b>Fourth Subdivision</b>			
41224 Dixon	2.2 miles west of Wellington	56	East	Kodak	2.5 miles east of Windsor	31	East
41254 Wyco	4.7 miles west of Speer	56	West	89503 Schumacher	3.9 miles west of Timnath	6	West

**COLORADO AND SOUTHERN AUTHORIZED DOCTORS**

W. J. Longeway, M.D., CHIEF SURGEON, Denver, Colorado

Denver, Colo.	Dr. J. E. Eagleton	Surgeon & Examiner	Ft. Collins, Colo.	Dr. A. Alexander	Dentist
Denver, Colo.	Dr. J. F. Prinzing	Surgeon & Examiner	Ft. Collins, Colo.	Dr. W. Bennett	Dentist
Denver, Colo.	Dr. L. Retallack	Surgeon & Examiner	Golden, Colo.	Dr. L. Goad	Surgeon & Examiner
Denver, Colo.	Dr. S. Zalman	Surgeon & Examiner	Golden, Colo.	Dr. D. Roberts	Surgeon & Examiner
Denver, Colo.	Dr. F. Hewlette	Examiner Only	Golden, Colo.	Dr. W. Peters	Dentist
Denver, Colo.	Dr. Mohler	Examiner Only	Greely, Colo.	Dr. W. Mangum	Surgeon & Examiner
Denver, Colo.	Dr. Paunovich	Examiner Only	Greely, Colo.	Dr. W. Ruthledge	Dentist
Denver, Colo.	Dr. H. Friedman	Internist	Leadville, Colo.	Dr. J. Kehoe	Surgeon & Examiner
Denver, Colo.	Dr. E. Zarlengo	Surgical Consultant	Leadville, Colo.	Dr. G. McAnelly	Surgeon & Examiner
Denver, Colo.	Dr. M. Peck	Surgical Consultant	Leadville, Colo.	Dr. W. Rose	Dentist
Denver, Colo.	Dr. Covode	Urologist	Leadville, Colo.	Dr. Philbin	Surgeon & Examiner
Denver, Colo.	Dr. Knobbe	Urologist	Leadville, Colo.	Dr. Taylor	Surgeon & Examiner
Denver, Colo.	Dr. Nelson	Dermatologist	Longmont, Colo.	Dr. J. Haley	Surgeon & Examiner
Denver, Colo.	Dr. Rennert	Dermatologist	Louisville, Colo.	Dr. L. Cassidy	Surgeon & Examiner
Denver, Colo.	Dr. H. Peterson	Oculist	Loveland, Colo.	Dr. J. Brown	Surgeon & Examiner
Denver, Colo.	Dr. T. VanBergen	Oculist	Loveland, Colo.	Dr. R. Patterson	Surgeon & Examiner
Denver, Colo.	Dr. M. Berrill	Dentist	Loveland, Colo.	Dr. L. Anderson	Dentist
Denver, Colo.	Dr. A. Dumke	Dentist	Northglen, Colo.	Dr. J. Fischer	Surgeon & Examiner
Denver, Colo.	Dr. M. Sperling	Dentist	Northglen, Colo.	Dr. J. Gregory	Surgeon & Examiner
Aurora, Colo.	Dr. N. Joseph	Surgeon & Examiner	Pueblo, Colo.	Dr. R. Wexler	Surgeon & Examiner
Berthoud, Colo.	Dr. D. Arndt	Surgeon & Examiner	Pueblo, Colo.	Dr. W. Dardis	Oculist
Berthoud, Colo.	Dr. W. Hardesty	Surgeon & Examiner	Pueblo, Colo.	Dr. J. Moore	Dentist
Boulder, Colo.	Dr. C. Martin	Surgeon & Examiner	Pueblo, Colo.	Dr. J. Jones	ENT
Boulder, Colo.	Dr. R. Willard	Surgeon & Examiner	Trinidad, Colo.	Dr. S. Biber	Surgeon & Examiner
Cheyenne, Wyo.	Dr. G. Joder	Surgeon & Examiner	Trinidad, Colo.	Dr. G. Jimenez	Surgeon & Examiner
Cheyenne, Wyo.	Dr. L. McGonigle	Surgeon & Examiner	Trinidad, Colo.	Dr. G. Skufca	Surgeon & Examiner
Cheyenne, Wyo.	Dr. J. Boyd	Surgeon & Examiner	Trinidad, Colo.	Dr. F. Visconte	Surgeon & Examiner
Cheyenne, Wyo.	Dr. R. Williams	ENT	Trinidad, Colo.	Dr. J. Cuaz	Dentist
Cheyenne, Wyo.	Dr. L. Stadnik	Oculist	Trinidad, Colo.	Dr. W. Landen	Dentist
Cheyenne, Wyo.	Dr. W. Hickman	Dentist	Trinidad, Colo.	Dr. R. Sanders	Dentist
Cheyenne, Wyo.	Dr. R. Rogers	Dentist	Trinidad, Colo.	Dr. M. Sierks	Optometrist
Clayton, N. M.	Dr. A. Draper	Surgeon & Examiner	Walsenburg, Colo.	Dr. J. Lamme	Surgeon & Examiner
Clayton, N. M.	Dr. M. Donaldson	Surgeon & Examiner	Walsenburg, Colo.	Dr. C. Brunelli	Dentist
Clayton, N. M.	Dr. A. Garza	Surgeon & Examiner	Walsenburg, Colo.	Dr. R. Ferrandelli	Dentist
Clayton, N. M.	Dr. R. Gordon	Surgeon & Examiner	Wheatland, Wyo.	Dr. W. Wilson	Surgeon & Examiner
Clayton, N. M.	Dr. R. Glasgow	Dentist	Wheatland, Wyo.	Dr. J. Corman	Dentist
Colorado Springs, Colo.	Dr. J. Kennedy	Surgeon & Examiner	Wheatland, Wyo.	Dr. R. Gossen	Dentist
Colorado Springs, Colo.	Dr. I. Schwab	Surgeon & Examiner	Wheatland, Wyo.	Dr. E. Howshar	Surgeon & Examiner
Colorado Springs, Colo.	Dr. O. Shaw	Dentist	Windsor, Colo.	Dr. G. Sabin	Surgeon & Examiner
Ft. Collins, Colo.	Dr. Humphrey	Surgeon & Examiner			
Ft. Collins, Colo.	Dr. Pike	Surgeon & Examiner			
Ft. Collins, Colo.	Dr. H. Thode	Surgeon & Examiner			





**PERFORM SWITCHING IN A MANNER WHICH WILL AVOID DAMAGE TO CONTENTS OF CARS AND EQUIPMENT**

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

**SPEED TABLE**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Second		Minutes	Second	
1	12	50	2	40	22.5
1	15	48	2	45	21.8
1	20	45	2	50	21.2
1	25	42.3	3	....	20
1	30	40	3	9	19
1	40	36	3	20	18
1	45	34.3	3	31	17
1	50	32.7	3	45	16
2	....	30	4	....	15
2	10	27.6	5	....	12
2	15	26.6	6	....	10
2	20	25.7	7	30	8
2	30	24	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.