

## COMPANY MEDICAL EXAMINERS

**A. LEE ALBERS**, Local Surgeon,  
520 Metropolitan Building,  
Office AC 2-3783  
Residence FR 7-5602.

**FRANK N. ZARLENGO**, Local Surgeon,  
1570 Humboldt St.  
Office AC 2-3733.  
Residence GE 3-4967.

**RICHARD ALTMIX**, Local Surgeon,  
3270 South Broadway,  
SU 1-6659.

**JOHN NORTON**, Local Surgon,  
230 Metropolitan Building,  
CH 4-8423

**WARD ANTHONY,**  
**NORMAN BRINKHAUS**, Local Surgeons,  
3535 W. 44th Ave.  
GL 5-3768

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 Building,  
Office AC 2-3783.  
Residence PE 3-0637.  
If no answer to above, Call  
RA 2-7550 (Telephone Secretary)

**P. R. JOHNSON**  
Supt. of Transportation

**E. J. COUCH**  
Chief Dispatcher

**J. J. RYAN**  
Superintendent

**H. A. COQUOZ**  
Assistant Trainmaster

**A. KERN**  
Trainmaster

**A. L. CARTWRIGHT**  
Assistant Trainmaster

**R. E. HANSEN** - System General Foreman—Road Foreman

# The Colorado and Southern Railway Company

## TIME TABLE OF THE DENVER TERMINAL DIVISION

No.

# 91

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

**SUNDAY, JULY 22, 1956**

**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 and Utah Jct. Subdivision

**DENVER TERMINAL DIVISION**

**TIME TABLE No. 91.**

**EFFECTIVE JULY 22, 1956.**

NORTHWARD						Stgns	Distance From Denver	STATIONS	Office Open	SOUTHWARD				
FIRST CLASS					FIRST CLASS									
Daily Passenger	19 Daily Passenger	7 Daily Passenger	9 Daily Passenger	17 Daily Passenger	20 Daily Passenger					8 Daily Passenger	10 Daily Passenger	18 Daily Passenger		
<b>29</b>	<b>41</b>	<b>39</b>	<b>37</b>	<b>35</b>										
P.M. 9.40	P.M. 8.30	P.M. 5.55	P.M. 4.30	A.M. 8.40	B.K.R. Yd.	0.0	<b>DENVER U. D.</b>	Continu- ous	A 7.15	A 7.00	A 8.00	A 1.00	A 7.00	
						0.3	<b>C. &amp; S. CROSSING (Grade Gate)</b>	No Office						
						0.5	<b>C. &amp; S. CROSSING (Grade)</b>	No Office						
9.44	A 8.35 P.M.	A 6.00 P.M.	A 4.35 P.M.	A 8.45 A.M.	R. Yd.	1.0	<b>PROSPECT</b>	Continu- ous	7.10	L 6.54 A.M.	L 7.54 A.M.	L 12.54 P.M.	L 6.52 P.M.	
A 9.49 P.M.					F.Yd.	3.36	<b>UTAH JCT. D. &amp; R. G. W. Crossing (Interlocked)</b>	No Office	L 7.06 A.M.					
0:09	0:05	0:05	0:05	0:05			<b>SCHEDULE TIME</b>		0:09	0:06	0:06	0:06	0:08	

**TRAINS HAVE NO TIME TABLE SUPERIORITY BETWEEN TOWER B, DENVER U. D. AND PROSPECT, TRAINS OR ENGINES MUST MOVE AT REDUCED SPEED EXPECTING TO FIND MAIN TRACK OCCUPIED BY OTHER TRAINS OR ENGINES WITHIN THESE LIMITS. TRAINS CARRYING PASSENGERS MUST BE PROTECTED AS PRESCRIBED BY RULE 99.**

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.

Trains may leave Utah Jct. without Clearance Form A.

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

**NORTHWARD TRACK.**—C. & S. Northward main track, Tower B, Denver U. D. to Utah Jct.

**SOUTHWARD TRACK.**—C. & S. Southward main track, Utah Jct. to Tower B, Denver U. D.

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

# Denver and South Denver Subdivision

**DENVER TERMINAL DIVISION.**

**TIME TABLE No. 91.**

**EFFECTIVE JULY 22, 1956.**

NORTHWARD					Signs	Distance from South Denver	STATIONS	Distance from Denver	Office Open	SOUTHWARD				
FIRST CLASS										FIRST CLASS				
28	190	22								21	201	27		
Daily Passenger	Daily Passenger	Daily Passenger			Daily Passenger	Daily Passenger	Daily Passenger							
<b>8</b>	<b>190</b>	<b>2</b>			<b>1</b>	<b>201</b>	<b>7</b>							
P.M. L 5:38	A.M. L 7:45	A.M. L 6:50			P.M. A 12:11	P.M. A 5:10	P.M. A 8:10							
5:41	7:49	6:53			12:07	5:06	8:06							
5:44	7:53	6:56	B.C.K.O.R. T.W.Yd.		12:04	5:03	8:03							
A 5:48 P.M.	A 8:00 A.M.	A 7:00 A.M.	B.K.R.Yd.		12:01 P.M.	5:00 P.M.	8:00 P.M.							
0:10	0:15	0:10			0:10	0:10	0:10							
					SCHEDULE TIME									

**EXTRA TRAINS AND YARD ENGINES MUST CLEAR THE TIME OF NOS. 1 AND 2 NOT LESS THAN TEN MINUTES.**

**TRAINS HAVE NO TIMETABLE SUPERIORITY, ON SOUTHWARD MAIN TRACK, BETWEEN THE SOUTH INTERLOCKING LIMITS OF TOWER A, DENVER U. D. AND SWITCH TO GAS ONE TRACK, RICE YARD. TRAINS OR ENGINES MUST MOVE AT REDUCED SPEED WITHIN THESE LIMITS.**

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 Denver U. D. 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

## SPECIAL INSTRUCTIONS

1. Troop trains will be handled the same as passenger trains except that meeting points with all opposing trains must be established by a positive meet train order.

When setting out cars on a track where there is a bridge, do not leave cars on the bridge, and space them at least 40 feet either end of bridge.

To assure against fire damage do not permit gas, gas-electric motor cars or diesel electric power units to stand over hot cylinders, open flame on track, cinder pits or switch heater flames.

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.

2-10-2 or heavier class engines must not be used as helpers behind cabooses. Such engines must be used on head end or coupled in ahead of cabooses. When 600 or lighter class engines are used to double-head they must be coupled ahead of 2-8-2 or heavier class engines.

## 2. USE OF TRACK:

**SOUTH DENVER.**—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.

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.

At Rice Yard, the normal position of both switches leading off of Track 21 into the Roundhouse is lined for Track 21.

All employees 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, Tower B, 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).

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 B, 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 Zuni in accordance with D. & R. G. W. R. R. rules.

**DENVER U. D. YARD.**—Trains, engines and switch movements, while on the Union Depot tracks and between the south interlocking limits of Tower A and north interlocking limits of Tower B will be governed by rules and speed restrictions of the Denver Union Terminal Railway Company.

**PROSPECT.**—All trains or engines will come to a full stop to clear junction switch or cross-overs 200 feet, except trains or engines may pass through junction switch or cross-over, if properly lined, at reduced speed, without stopping provided the operator gives approaching train or engine a proceed signal with yellow flag by day or yellow light by night except all C. & S. yard cuts and all C. & S. light engines handled by yard crews must secure verbal permission from operator on duty before handling any switches.

The movement of all D. & R. G. W. trains or engines and C. & S. trains or engines between Prospect and Tower B Denver U. D. must be made with the current of traffic, except in an emergency, if necessary to move D. & R. G. W. trains or engines or C. & S. trains or engines against current of traffic between Prospect and Tower B Denver U. D., such reverse movements can only be made by a positive block maintained between operator at Prospect and towerman at Tower B Denver U. D.

Switch movements or light engines from D. & R. G. W. North Yard, or from C. & S. main tracks destined C. B. & Q. 38th Street Yard may move on northward main track from Prospect to wye switch at Bridge 0.86 as provided by first paragraph of Rule D-93.

## RAILROAD CROSSINGS:

**UTAH JCT.**—Interlocking, governs movement over D. & R. G. W. Crossing, remotely controlled by D. & R. G. W. Train Dispatcher at Denver.

Spring switch at end of double track, C. B. & Q. Jct. switch and D. & R. G. W. Jct. switch are protected by automatic signals.

Northward home signal, located 300 feet south of D. & R. G. W. crossing, with distant signal 3500 feet south of home signal. Southward home signal, located 300 feet north and 3500 feet north of D. & R. G. W. crossing, with distant signal 9800 feet north of D. & R. G. W. crossing.

Automatic interlocked railway crossing gate at crossing with Remaco Industrial Spur track M.P. 1.53.

Northward and southward signals located approximately 100 feet from crossing, governing movements with current of traffic, will normally display a proceed aspect.

Northward and southward dwarf signals located approximately 100 feet from crossing, governing movements against current of traffic, will display a stop aspect only.

Electrically locked gate will be normally set against movement on Remaco Industrial Spur. If train or engine movements on C. & S. encounter a stop signal, a member of crew must immediately proceed to the crossing and be guided by instructions posted within the housing adjacent to electrically locked gate.

Trains or engines must approach grade railway crossings protected by gates prepared to stop, unless track is known to be clear, gate is in proper position and signals indicate proceed. Crossing gates must be left locked in normal position after being used.

Normal position of gates is as follows:

M. P. 0.3 23rd Street Coach Yard against C. B. & Q.

M. P. 0.5 11th Street.....against D. & R. G. W. and C. B. & Q.

C. & S. Jersey Cut-off and the

Pepper Packing Co. track,

Denver Union Stockyards.....against Pepper Pkg. Co. 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.

All Yard Enginemen and Yard Foremen must be thoroughly conversant with physical characteristics of all tracks in the territory in which their assignment performs service.

If there is any question of an Engineman or yard foreman not having worked in the territory recently and not being fully acquainted with the physical characteristics of switches, signals, and tracks, they will, before departing from the terminal, confer with other crew-members and assurance must be had that the employees on both the head end and the rear end of the train or transfer are fully conversant with all physical characteristics of the territory in which they are going to perform their service.

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

Guy wire over track serving Burton Dixie on Belt Line will not clear man on top of car.

Trolley wires over our tracks at South Broadway and Kentucky Ave. and at South Pearl Street, Conners Line, Denver, 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.

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

## RULE H.

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

## RULE G.

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

Employees 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 16 (k).

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

## 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.

## SPECIAL INSTRUCTIONS—Concluded

**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 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 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.

**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 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 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 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 stop 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 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 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 must be displayed on the right side of the track at the beginning of the slow track.

**RULE 916.**

Diesel engines may be deadheaded directly behind road diesel engines.

**RULE 918.**

C. B. & Q. bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

**RULE 1304.**

Before starting brake test on a freight train, the brake system must be charged to not less than 10 lbs. below the standard pressure for that train, instead of 5 lbs.

**RULE 1315(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. 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.

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

**INTERLOCKED SWITCHES AND SIGNALS REMOTELY CONTROLLED RICE YARD.**

Interlocked switches and signals between M. P. 1.12 and M. P. 1.27 and Dwarf Signals off old and new leads remotely controlled from Rice Yard Office and Interlocking Rules are in effect.

When a Dual-control switch is being operated by hand or dual-selector lever is on position marked "Hand," signal indications governing movements over such switch are suspended.

The permission granted by the Operator to operate a dual-control switch by hand does not authorize any part of the train or engine to move beyond the designated working limits, nor does it authorize movement over such switch except on hand signal from trainman or engineman stationed at the switch.

When interlocking signals operated by remote control are in stop position, trainmen or enginemen will promptly communicate with Operator and when so instructed may proceed by stop signal, examining switches and derails in route designated, assuring themselves they are in proper position.

Further instructions relative to the hand operation of Dual-Control switches and Controlled Electric Locks are posted in telephone booths located near Signals 8RA and 14LA.

## SPEED RESTRICTIONS

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 steam trains handling standard cars, except must not exceed 60 MPH.

Troop trains handling freight cars will be governed by speed authorized for freight trains, except must not exceed 50 MPH.

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

Steam switch engines not equipped with engine truck moving outside of switching limits must run forward when practicable and must not exceed 20 MPH.

Steam or Diesel engines running light, and engines with caboose only, must not exceed speed authorized for freight trains, except must not exceed 35 MPH, unless otherwise provided.

Speed of steam engines when running backward, either light or handling trains, must not exceed 20 MPH on Main Track, or 10 MPH on Spurs, without instructions from proper authority.

Passenger trains handled by single engine truck freight engines must not exceed maximum speed authorized for freight trains unless otherwise provided in subdivision speed restrictions or by train order.

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

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
<b>ALL SUBDIVISIONS</b>		
On Sidings.....	Reduced Speed	Reduced Speed
Through cross-overs and other turn outs, unless otherwise specified.....	10	10
Trailing movements through spring switches.....	15	15
Engines under steam disconnected on one side with main rod down.....	25	Yd.
<b>DENVER AND SOUTH DENVER SUBDIVISION</b>		
Between the south interlocking limits of Tower A, Denver U. D. and West 8th Avenue, MP 2.12.....	20	15
Between West 8th Avenue, MP 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 the south City Limits be governed by A. T. & S. F.-D. & R. G. W. Denver Division Timetable.....		
South Broadway and Kentucky Ave., South Denver.....	6	6
<b>DENVER AND UTAH JCT. SUBDIVISION</b>		
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.
<b>SHERIDAN SPUR</b>		
West Alameda Avenue, MP 3.35 (engine or leading car) ..	1	1
<b>REMACO SPUR</b>		
Approaching and entering all street crossings except Kipling Street.....	Reduced Speed 1	Reduced Speed 1
Approaching and passing over Kipling Street, MP 5.51....		