

**RULE 455, VERBAL AUTHORIZATION BY FOREMAN AND ENGINEER'S ACKNOWLEDGEMENT**

When train approaches limits specified by Track Bulletin Form B, the engineer must attempt to contact employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

The following words will be used by foreman in properly identifying himself:

"Foreman \_\_\_\_\_ (of Gang No. \_\_\_\_\_) using Track Bulletin No. \_\_\_\_\_ Line No. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ on \_\_\_\_\_ Subdivision."

In granting verbal authority for movement through limits of Track Bulletin Form B, the following alternative will be used by foreman:

- (a) **Movement Beyond Red Flag**  
To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:  
" (train) \_\_\_\_\_ may pass red flag located at MP \_\_\_\_\_ (or enter limits) without stopping."  
Train or engine may pass red flag, or enter limits, without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.
- (b) **Movement at Speed Greater Than Restricted Speed**  
To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:  
" (train) \_\_\_\_\_ may proceed through the limits at \_\_\_\_\_ MPH (or at "maximum authorized speed.")  
Train may proceed through the limits at the prescribed speed unless otherwise restricted.
- (c) **Movement at Speed Less Than Restricted Speed**  
To require train or engine to move at a speed less than restricted speed, the following will be added:  
" (train) \_\_\_\_\_ may proceed at restricted speed but not exceeding \_\_\_\_\_ MPH (adding if necessary "until reaching MP \_\_\_\_\_.")  
Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

The instructions issued by foreman under (a), (b), or (c) must be repeated by the engineer and "OK" received from foreman before they are acted upon.

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employe in charge as prescribed by example (a) above.

SPEED TABLE								
Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour			
Min. Sec.		Min. Sec.		Min. Sec.				
—	36	100	—	58	62.1	1	40	36.0
—	37	97.3	—	59	61.0	1	42	35.3
—	38	94.7	1	—	60.0	1	44	34.6
—	39	92.3	1	02	58.0	1	46	34.0
—	40	90.0	1	04	56.2	1	48	33.3
—	41	87.8	1	06	54.5	1	50	32.7
—	42	85.7	1	08	52.9	1	52	32.1
—	43	83.7	1	10	51.4	1	54	31.6
—	44	81.8	1	12	50.0	1	56	31.0
—	45	80.0	1	14	48.6	1	58	30.5
—	46	78.3	1	16	47.4	2	—	30.0
—	47	76.6	1	18	46.1	2	05	28.8
—	48	75.0	1	20	45.0	2	10	27.7
—	49	73.5	1	22	43.9	2	15	26.7
—	50	72.0	1	24	42.9	2	30	24.0
—	51	70.6	1	26	41.9	2	45	21.8
—	52	69.2	1	28	40.9	3	—	20.0
—	53	67.9	1	30	40.0	3	30	17.1
—	54	66.6	1	32	39.1	4	—	15.0
—	55	65.5	1	34	38.3	5	—	12.0
—	56	64.2	1	36	37.5	6	—	10.0
—	57	63.2	1	38	36.8	12	—	5.0

**The Atchison,  
Topeka and Santa Fe  
Railway Company**

**The Denver and  
Rio Grande Western  
Railroad Company**

**JOINT LINE  
TIMETABLE No.**

**3**

IN EFFECT

**Sunday, July 9, 1989  
At 12:01 A.M.  
Mountain Time**

- Q. W. Torpin**  
Assistant Vice President Operations—General Manager, A.T.S.F.  
Los Angeles, California
- J. D. McPHERSON**      **A. L. MARZANO**  
Regional Manager, A.T.S.F.      General Manager, D.&R.G.W.  
Topeka, Kansas      Denver, Colorado
- D. F. DUNCAN**      **L. L. PHIPPS**  
Division Manager, A.T.S.F.      Assistant General Manager, D.&R.G.W.  
Newton, Kansas      Denver, Colorado
- G. D. CASSIDY**      **W. HOLTMAN, JR.**  
Superintendent, A.T.S.F.      System Superintendent, D.&R.G.W.  
La Junta, Colorado      Denver, Colorado

## A.T.S.F.

T. L. REARDON, Asst. Superintendent ..... Denver  
 D. L. WHITE, General Supervisor Train Handling .... Pueblo

### MANAGER OPERATIONS PLANNING

S. P. MARK ..... Newton, KS.

### SUPERVISORS TRAIN OPERATIONS—NEWTON

M. C. SEELY	R. L. TREFETHEN
A. B. CAUDLE	D. D. GAFFNEY
R. C. COPPOCK	D. R. LACKEY
O. A. HARRELSON	R. L. DEPLER
J. C. MATHIES	

### TRAIN DISPATCHERS—NEWTON

W. D. PARKER	D. L. WALKER
W. G. WILLIAMS	T. L. BRADLEY
B. J. ECKERT, JR.	J. B. BOMAR
D. L. RESER	B. A. BRIDGES
W. P. VAUGHN	W. R. WELCH
J. W. OLSON	C. R. LAWRENCE
P. R. HOLIMAN	R. D. TINSLEY
D. S. OSBURN	S. R. HASTINGS
D. E. DEATON	M. D. HASTY
J. L. MITCHAM	J. L. BEWLEY
K. D. GRUBB	L. D. COLE
G. H. HARDEY	B. N. PENDLAY
M. D. HARRISON	C. L. COWEL
M. A. PORTER	L. S. PARK
L. T. JAPHET	L. W. STALLINGS
D. G. CARGILL	R. D. ROBINSON
E. S. ABBOTT	J. S. VELASQUEZ
J. E. WILLBURN	J. W. BEVINGTON
D. W. BALLEW	D. R. KENT

## D.&R.G.W.

D. E. CAMPBELL, Asst. Superintendent ..... Denver  
 S. D. SMITH, Trainmaster ..... Denver  
 D. A. HALL, Trainmaster ..... Pueblo  
 R. E. DOWLING, Terminal Trainmaster ..... Denver  
 W. A. BOGGS, Terminal Trainmaster ..... Pueblo  
 R. J. TACKWELL, Asst. Trainmaster ..... Denver  
 H. D. GIBBS, Road Foreman of Equipment ..... Pueblo  
 J. W. HARVEY, Road Foreman of Equipment ..... Pueblo  
 D. J. CAMPBELL, Road Foreman of Equipment ..... Denver  
 K. W. JENSEN, Road Foreman of Equipment ..... Denver  
 G. L. REES, Chief Dispatcher ..... Denver  
 D. V. OLSEN, Chief Dispatcher ..... Denver  
 J. C. LOVETT, Chief Dispatcher ..... Denver  
 W. R. DOLOND, Chief Dispatcher ..... Denver

### TRAIN DISPATCHERS—DENVER

E. A. BACA	G. A. PAULSEN
R. C. BERRY	C. S. PEACH
F. L. BRIDGES	P. B. RAEI
G. F. CHOLAS	J. S. REED
A. R. DAUB	J. W. RIFE
R. A. DELISA	A. C. SPEARS
M. V. DALTON	A. H. SPEARS
J. A. DICKEN	A. STEELE
K. E. HAMILTON	J. L. THIESSEN
W. W. HARRIS	F. G. TURNER
M. J. HOWARD	J. M. WAGNER
J. R. LAWRENCE	G. L. WATKINS
M. J. MILOVICH	T. E. WELLS
J. I. NORTHCRAFT	A. J. WERNZ
D. W. OLSEN	H. O. WILLIAMS

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### EXPLANATION OF CHARACTERS

A	— Automatic Interlocking
B	— General Orders—Circulars
C	— Office of Communication
g	— Gate—Normal Position Against Conflicting Route
G	— Gate—Normal Position Against this Subdivision
G	— Gate—Left in Position last used
M	— Manual Interlocking
MT	— Main Track
P	— Telephone
R	— Radio Communication
S	— Crossing Protected by Stop Signs
T	— Turning Facility
X	— Crossover (DT)
Y	— Yard Limits

### EXPLANATION OF ROADWAY SIGNS

#### A.T.S.F.—

Temporary Restrictions — Red, Yellow and Green flags or Discs  
 Permanent Speed Signs— Square or Rectangular in shape,  
 Yellow with numerals, or Green  
 Permanent Stop Signs — Rectangular in shape Red  
 Whistle Sign — Square in Shape, White with  
 Letter "W"

#### D.&R.G.W.—

Temporary Restrictions — Red, Yellow and Green Flags or Discs  
 Permanent Speed Signs— Front—Round with Black background  
 and White numerals  
 Back—Green which indicates resume  
 speed after exiting restricted area  
 Permanent Stop Signs — Rectangular in shape, with White  
 background and Black Letters  
 indicating STOP.  
 Whistle Sign — Square with White background and  
 Black "X"

SOUTH WARD ↓		A.T.S.F. DENVER SUBDIVISION		↑ NORTH WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
57900		B.N. DENVER YARD	BCQRTY		
57910		DENVER U. D.	MY		737.3
		SO. PARK JCT.	Y		735.1
		D.&R.G.W. CROSSING SOUTH DENVER	MY		733.4
(5.1)					
↑ JOINT LINE ↓					
57620	5300	BRAGDON	M	CTC	630.3
57200		PUEBLO YARD	BRT		619.5
		D.&R.G.W. CROSSING	M		619.0
(10.7)					

CTC IN EFFECT: On main track and siding between D.&R.G.W. Crossing and Bragdon.

Trains originating Pueblo must secure track warrant before departing.

Trains or engines between South Denver and B.N. Denver Yard, except movements on The Denver Union Terminal Railway Co.'s tracks and within Interlocking Limits at South Denver are governed by Timetable, Rules and Regulations of the B.N. Railroad Company, Colorado Division.

Within the limits of the Denver Union Terminal (DUT) all switches are now hand throw switches locked with B.N. switch locks. Unless switches are actually in use, route must be left lined from Track One to the B.N. Buck Main and all switches locked. DUT property will be indicated by signs at the entrance to DUT, in addition to yard limit signs at the same locations. Yard limit rule applies on all tracks within DUT limits. Maximum speed on DUT tracks is 10 MPH.

YARD LIMITS: B.N. Denver Yard to South Denver

SOUTH WARD ↓		D.&R.G.W. DENVER SUBDIVISION I		↑ NORTH WARD	
Station Numbers	Siding Feet	STATIONS		Mile Post	
1121		BRAGDON	M	CTC	108.5
		TAPP			108.8
		PUEBLO JCT.			118.2
		A.T.S.F.-B.N.-MAIN TRACK A.T.S.F. CROSSING	M		118.5
4000		PUEBLO	BY		119.4
(10.9)					

D.&R.G.W. Rules of the Operating Department govern train, yard or other locomotive movements from Bragdon to and including Pueblo.

Northward D.&R.G.W. trains originating Pueblo must secure A.T.S.F. track warrant, track bulletins and track condition message from D.&R.G.W. yard office and Form 3055 from D.&R.G.W. Dispatcher.

Northward A.T.S.F. trains originating Pueblo must secure A.T.S.F. track warrant, track bulletins and track condition message from printer located in A.T.S.F. RFO at Pueblo.

Northward trains originating Pueblo must obtain permission to depart from Pueblo Tower Yardmaster.

YARD LIMITS: Pueblo (D.&R.G.W. only)

SOUTHWARD ↓					JOINT LINE DENVER SUBDIVISION	
Station Number		Track Capacity In Feet		Mile Post	STATIONS	
DRGW	ATSF	Other Tracks	Sidings			
				* 3.6	SOUTH DENVER	
1013	57880			* 7.5	ENGLEWOOD	
1024	57860	1950	1800	* 9.9	LITTLETON P	
1029		4200		* 17.0	ACEQUIA	
	57800	6000		* 19.3	BIG LIFT BPR	
1033	57795			* 20.7	LOUVIERS	
1036	57790		4800	* 24.5	SEDALIA PX	
	57785		8200	709.5	ORSA	
	57780		5700	705.2	CASTLE ROCK	
	57775	1650		700.2	TOMAH	
	57770			694.9	LARKSPUR	
	57765	2300		691.5	GREENLAND	
	57760		2800	688.8	SPRUCE	
1061	57755			* 52.0	PALMER LAKE P	
1065	57750	1550	6900	* 57.2	MONUMENT P	
1072	57740		7200	* 65.3	ACADEMY	
1083	57700		20600	* 74.9	COLORADO SPRINGS R	
1101	57660		5400	659.9	KELKER	
	57655			654.4	CREWS	
	57650	500		650.5	FOUNTAIN PX	
	57640	463		643.7	BUTTES PX	
	57630	1200		638.4	HENKEL	
	57625			632.7	PINON	
1121	57620		5300	630.3	BRAGDON MP	
(104.1)						

\* Indicates D.&R.G.W. Mile Posts.

Southward track is under D.&R.G.W. operating jurisdiction between South Denver and Palmer Lake, and between Crews and Bragdon.

Single track (CTC) is under A.T.S.F. operating jurisdiction between Palmer Lake and Crews.

TWC IN EFFECT: Between Littleton and Palmer Lake.  
Between Crews and Bragdon.

Trains operating against the current of traffic between Crews and Bragdon must not exceed 49 MPH.

CTC IN EFFECT: Between South Denver and Littleton on southward main track.

On main track and sidings between Palmer Lake and Crews.

MULTIPLE MAIN TRACKS IN EFFECT: Between South Denver and Littleton.

Southward track—CTC in effect—traffic in either direction by signal indication

Northward track—TWC in effect—current of traffic northward only

Southward A.T.S.F. and D.&R.G.W. trains originating Denver must secure two (2) A.T.S.F. track warrant forms—one issued by the D.&R.G.W. dispatcher for authority and one issued by A.T.S.F. dispatcher listing track bulletins and track conditions messages in effect.

**JOINT LINE  
DENVER  
SUBDIVISION**

↑ NORTHWARD

STATIONS	Mile Post	Track Capacity In Feet		Station Number	
		Sidings	Other Tracks	ATSF	DRGW
SOUTH DENVER Y 4.0	733.4				
ENGLEWOOD Y 2.4	729.4	3100		57880	1013
LITTLETON PY 9.1	727.1			57860	1024
BIG LIFT BPR 5.2	718.0		6000	57800	
SEDALIA PX 8.0	712.8	4300	700	57790	1036
CASTLE ROCK 19.5	* 32.5		1900	57780	1042
PALMER LAKE P 5.2	* 52.0		1300	57755	1061
MONUMENT P 8.1	* 57.2	6900	1550	57750	1065
ACADEMY 9.6	* 65.3	7200		57740	1072
COLORADO SPRINGS R 4.2	* 74.9	20600		57700	1083
KELKER 5.4	659.9	5400		57660	1101
CREWS 3.1	654.4		2700	57655	
FOUNTAIN PX 10.2	* 87.9		4500	57650	1108
WIGWAM 10.4	* 98.1		4300	57635	1115
BRAGDON MP (104.3)	*108.5	5300		57620	1121

\* Indicates D.&R.G.W. Mile Posts.

Northward track is under A.T.S.F. operating jurisdiction between Bragdon and Crews, and between Palmer Lake and South Denver. Single track (CTC) is under A.T.S.F. operating jurisdiction between Crews and Palmer Lake.

TWC IN EFFECT: Between Bragdon and Crews.  
Between Palmer Lake and South Denver.

Trains operating against the current of traffic between Crews and Bragdon must not exceed 49 MPH.

CTC IN EFFECT: On main track and sidings between Crews and Palmer Lake.

MULTIPLE MAIN TRACKS IN EFFECT: Between Littleton and South Denver.

Northward track—TWC in effect—current of traffic northward only.

Southward track—CTC in effect—traffic in either direction by signal indication.

On Southward and Northward tracks:

Derails installed on all sidings except CTC sidings at Monument, Academy, Colorado Springs, Kelker and Bragdon.

YARD LIMITS: Northward Track—Littleton M.P. 724 to South Denver.

TRACK SIDE WARNING DETECTORS: See Special Instrn. 3.  
HIGH WATER DETECTORS: See Special Instruction 3(B).  
HOT BOX DETECTORS: See Special Instruction 3(A).  
DRAGGING EQUIPMENT DETECTORS: See Special Instrn. 3(B).

**SPECIAL INSTRUCTIONS**

General Code of Operating Rules governs train operation on Joint Line except as otherwise provided.

**1. SPEED REGULATIONS  
(A) MAXIMUM AUTHORIZED SPEED  
BETWEEN:**

	MPH
B.N. Denver Yard and South Denver	20
South Denver and Colorado Springs Crossover (D.&R.G.W. M.P. 74.3)	45
Colorado Springs Crossover (D.&R.G.W. M.P. 74.3) and Colorado Springs Crossover (D.&R.G.W. M.P. 75.5) Main track and siding	20
Colorado Springs Crossover (D.&R.G.W. M.P. 75.5) and Bragdon	55
Bragdon and Pueblo—A.T.S.F.	55
Bragdon—Tapp D.&R.G.W. Crossover	40
Tapp—Switch	40
Tapp—Pueblo (D.&R.G.W.)	50
Colorado Springs—Kelker, all yard tracks	10

**(B) SPEED RESTRICTIONS—TONNAGE  
A.T.S.F. and B.N. TRAINS:**

Maximum speed for freight trains when averaging 90 tons and over per operative brake or over 7,000 tons total is 45 MPH.

Maximum speed for loaded coal trains and trains handling loaded ore cars is 40 MPH.

On freight trains in territories shown below:

Southward Track—Palmer Lake to Colorado Springs  
Northward Track—Palmer Lake to M.P. 41

When total brake pipe reduction exceeds 18 lbs. to control speed, train must be stopped immediately and brake system fully recharged before proceeding; first setting handbrakes on 75% of cars in train consist.

In addition, if train separation has occurred, handbrakes must be applied on all cars not coupled to lead locomotive consist. Attempt must not be made to recouple train unless the head end portion of train is less than 2,000 tons and is under the locomotive consist engine rating.

**D.&R.G.W. TRAINS:**

Trains with 25 or more loads of coal or grain are bulk trains. In calculating operative dynamic brake for "Bulk" trains, include head-end power only. Other freight trains will be considered "Bulk" trains if average weight per car is more than 80 actual tons and, in addition, the actual tonnage per road locomotive unit with operative dynamic brake exceeds:

GP-30, GP-35, GP-40 ..... 2,000 tons  
SD-40, SD-45, SD-50 ..... 3,000 tons

These trains must not be operated in excess of 40 MPH.

Train and yard movements handling more than 10 covered hopper cars loaded with grain, coupled consecutively, must not exceed a speed of 12 MPH with entire train or cut of cars through sidings or on any track other than a main track and when operating on main track must not exceed a speed of 12 MPH unless a speed of 25 MPH or more can be maintained.

For uniform application and interpretation, the term "GRAIN" applies to such products as wheat, barley, oats, rye, corn, soybeans, rice, milo, sorghum, millet, spelt, rape seed, screaming grains, et cetera. It does not apply to the products of milled grain, such as corn meal, soybean meal, flour, et cetera.

If there is any doubt or uncertainty in your mind as to what constitutes grain under this rule, contact the Chief Dispatcher for determination.

On freight trains in territories shown below:

Southward Track—Palmer Lake to Colorado Springs  
Northward Track—Palmer Lake to M.P. 41

If dynamic brake is inoperative or if dynamic brake and 18 pound brake pipe reduction will not control train at the allowable speed, train must be stopped, retainers on all loads placed in operative position and sufficient hand brakes set to prevent movement. D.&R.G.W. trains must not proceed except as instructed by Chief Dispatcher or other proper authority.

**Safety First**

## SPECIAL INSTRUCTIONS

### (C) SPEED RESTRICTIONS—VARIOUS MPH

<b>PUEBLO AND BRAGDON (A.T.S.F.)</b>		
Curve	M.P. 618.9 to 619.2	10
3 Curves	M.P. 619.3 to 619.9	20
<b>BRAGDON AND SOUTH DENVER</b>		
<b>NORTHWARD TRACK</b>		
Curve	M.P. 95.0 to 94.9 D.&R.G.W.	50
Curve	M.P. 88.3 to 88.1 D.&R.G.W.	35
3 Curves	M.P. 86.2 D.&R.G.W. to M.P. 653.8 A.T.S.F.	45
Curve	M.P. 45.4 to 45.2 D.&R.G.W.	40
5 Curves	M.P. 44.7 to 43.3 D.&R.G.W.	35
3 Curves	M.P. 32.4 to 31.8 D.&R.G.W.	40
<b>SINGLE TRACK</b>		
26 Curves	M.P. 52.0 to 60.3 D.&R.G.W.	25
17 Curves	M.P. 60.3 to 68.6 D.&R.G.W.	30
2 Curves	M.P. 75.5 to 76.2 D.&R.G.W.	30
11 Curves	M.P. 76.2 D.&R.G.W. to M.P. 658.2 A.T.S.F.	40
<b>SOUTHWARD TRACK</b>		
9 Curves	M.P. 21.7 to 25.0 D.&R.G.W.	35
Curve	M.P. 712.4 to 712.3 A.T.S.F.	35
7 Curves	M.P. 712.2 to 707.3 A.T.S.F.	40
5 Curves	M.P. 706.9 to 704.6 A.T.S.F.	30
Curve	M.P. 704.5 to 704.4 A.T.S.F.	40
8 Curves	M.P. 697.8 to 693.0 A.T.S.F.	40
4 Curves	M.P. 692.1 to 688.8 A.T.S.F.	35
9 Curves	M.P. 688.5 A.T.S.F. to M.P. 52.0 D.&R.G.W.	25
7 Curves	M.P. 649.3 to 646.0 A.T.S.F.	45

### (D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track and CTC siding switches listed below, 10 MPH.

Trains and engines using auxiliary tracks must not exceed maximum turnout speed for that track.

"D"—Dual Control Switch		"S"—Spring Switch	
Station	Type	Location	MPH
South Denver	D	Normal route	20
	D	Reverse Movements or other than normal route	10
Englewood	*	Turnout, A.T.S.F. trains M.P. 727.6	30
	*	Turnout, D.&R.G.W. trains M.P. 727.6	25
Littleton	D	Crossover D.&R.G.W. and A.T.S.F.	30
Orsa	*	South end siding	10
Palmer Lake	D	Turnout to Northward Main Track	25
Monument	D	Both ends siding	25
Academy	D	Both ends siding	30
Colorado Springs	D	Both ends siding	30
	D	Crossovers M.P. 74.3 and M.P. 75.5	20
	D	Connection M.P. 74.3	10
Kelker	D	Both ends siding	30
Crews	D	Turnout to Southward Main Track	35
Bragdon	D	Crossovers A.T.S.F. and D.&R.G.W.	40
	D	Both ends A.T.S.F. siding	30
<b>A.T.S.F.</b>			
Pueblo	D	North end loop line	10
	D	South end receiving yard lead	10
	D	South end departure yard lead	10
Pueblo 29th St.	D	North end Yard:	
		Northward Southward	20 10

\* Hand Throw Switch

## SPECIAL INSTRUCTIONS

### 2. TRACKS BETWEEN STATIONS

Location	M.P.	Capacity In Feet	Switch Connection
<b>SOUTHWARD TRACK</b>			
Military Jct.	8.2	6,330	South
Blakeland Spur	15.3	Ind.	South
Dupont Spur	20.6	Ind.	South
Palmer Lake	51.8	450	North & South
Palmer Lake (Spur)	51.8	500	South
Nixon Spur	647.6	15,100	North
<b>SINGLE TRACK</b>			
Wood	56.2	1,250	South
Husted	62.0	720	North
Stadium (2)	63.3	3,200	South
Russina Spur	70.7	4,000	North
Manitou Branch	75.1	10,000	North
*Drenan & Columbine			
Industrial Center	658.9	1,700	South
Fort Carson	659.9	7,000	North
<b>NORTHWARD TRACK</b>			
Pinon	104.7	700	North
Industrial Lead			
(Georgia Pacific track)	89.2	1,345	North
Greenland	46.6	200	North
Larkspur	42.9	750	North
Castle Rock Spur	32.5	350	North
Acequia Spur	719.9	400	North
Santa Fe Park	724.5	3,000	North & South

\*Joint D.&R.G.W. & A.T.S.F.

You Have The Right  
And The Obligation  
To Work Safely

## SPECIAL INSTRUCTIONS

### 3. TRACKSIDE WARNING DEVICES—INSTRUCTIONS (A) HOT BOX AND DRAGGING EQUIPMENT DETECTORS

#### Rule 109(C) Trackside Warning Detectors:

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate trackside indicators. Dragging equipment and wide or shifted loads will also actuate trackside indicators at locations so equipped.

#### INSTRUCTIONS APPLICABLE TO ALL TYPES

1. To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for a hotbox or hot wheel, train may be rolled by a crew member on ground. If defect(s) indicated is for **other than** a hotbox or hot wheel, train must stop and crew member walk to location of such equipment.
2. If an overheated journal is found, the car or unit must be setout. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an overheated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, or relieving crew at crew change point where mechanical inspection is not made, must be informed of these conditions.

If abnormal heat is detected on same car by an intervening detector, or during a stop for inspection, the car or unit must then be setout. Exception: Train crew must request and be governed by instructions from Supervisor Train Operations concerning further handling of ten-pack equipment after second detector stop.

3. When making inspection for hotbox, give particular attention to heat of journals and hub of wheels; observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearings.
4. When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, if the bare hand cannot be held on a roller bearing housing for a few seconds the bearing should be considered overheated. **WARNING: CAUTION AND GOOD JUDGMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY.**

Use yellow crayon marker to write the date and letter "X" above each journal indicated or found to be overheated, or the date and letter "W" above each wheel indicated, found to be defective, or overheated.

5. Any detector failure or malfunction observed must be reported to train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

When a train is stopped by detector, information required by Revised A.T.S.F. Form 1571 Standard must be transmitted verbally to train dispatcher's office.

6. Trains must not exceed 30 MPH while moving over hot box detectors (scanners) when:
  - (a) it is snowing or sleeting; or,
  - (b) there is snow on ground which can be agitated by a moving train.

#### INSTRUCTIONS APPLICABLE TO RADIO (REPORTER) TYPE:

1. After train passes the detector:
  - A. If no defects were noted, a message stating "NO DEFECTS" will be transmitted via radio and train may proceed at prescribed speed.
  - B. If no radio message is transmitted, or if no message or audible tone (see Item 4) is received, train may proceed at prescribed speed and must be observed closely enroute.

(Cont'd.)

## SPECIAL INSTRUCTIONS

### 3. TRACKSIDE WARNING DEVICES—INSTRUCTIONS (A) HOT BOX AND DRAGGING EQUIPMENT DETECTORS (Continued)

2. If rotating white light is illuminated before head-end of train reaches the detector, or a message stating "SYSTEM FAILURE" is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (see Item 4) should an alarm occur during passage of the train.
  - A. If such message or tone is **not** received, train may proceed at prescribed speed.
  - B. If such message or tone is received, train must be governed by Item 4.
3. If rotating white light becomes illuminated as train passes the detector but a message or audible tone is **not** transmitted via radio, entire train must be inspected for defects.
4. If defects are noted as train passes the detector, a rotating white light will become illuminated, and:
  - A. A message stating "YOU HAVE A DEFECT" will be transmitted via radio; or
  - B. An audible tone will be transmitted via radio. The tone will be (a) a fast beep if on a North track, (b) a slow beep if on Middle or South track or (c) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.

When these warnings are received, train must immediately reduce to 20 MPH. When rear end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from HEAD-END of train, and references to "LEFT" or "RIGHT" side are to the engineer's left or right side in the direction of travel.

5. If a train receives 4 defective car\* alarms, 3 or more hotbox alarms, 3 or more hot wheel alarms, 2 or more dragging equipment alarms, or one wide load alarm, remainder of train must be inspected for additional defects.

\*DEFECTIVE CAR alarm indicates more than three defects on a particular car. Inspection must be made of all journals and wheels on that car, also on 3 cars or units ahead of and behind that car.

#### INSTRUCTIONS APPLICABLE TO LOCATOR (READOUT) TYPE

1. When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceed 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with. Counters will indicate accumulated axle count between defective car and rear of train. If counters fail to show location of defective equipment, or if rear car of train is indicated as location of defective equipment and no defect(s) found on that car, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.
2. When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted, or counters have not registered, train may proceed at prescribed speed and must be observed closely enroute.

## SPECIAL INSTRUCTIONS

### D.&R.G.W.—Radio Readout M.P. 60.4

Hot box, hot wheel and dragging equipment detector alarms will be transmitted simultaneously on D.&R.G.W., B.N. and A.T.S.F. radio channels per the following:

#### A. Real time while the train is passing the Hot Box Detector site.

A short "beep tone" for warning purposes will be transmitted for each real time alarm.

#### B. Post-train talker message.

1. The talker message will be transmitted a few seconds after the last axles has passed the detector.

2. For trains with no alarms, the following message will be transmitted:

D.&R.G.W. detector mile post 60.4  
(Northbound or Southbound) no alarms.

This message will be repeated once after a two-second pause, followed by:

Message complete.

End of transmission.

(The following is a sample message only.)

3. For trains with one or more alarms, the following message will be transmitted:

D.&R.G.W. detector M.P. (60.4) (Northbound or Southbound) (Number) alarms, count from head end of train

First alarm, Hot bearing, (East or West) rail, axle, (Number)

Second alarm, Hot bearing, (East or West) rail, axle (Number)

Third alarm, hot wheel, near axle (Number)

Fourth alarm, hot wheel, near axle (Number)

Fifth alarm, dragging equipment, near axle (Number)

If over 10 alarms are detected, the following message will be transmitted:

Over ten alarms inspect the rest of the train.

This message shall be repeated once after a two-second pause, followed immediately by:

Message complete.

End of transmission.

If no radio transmission is received after rear of train exits detector location, this fact must be immediately reported to the D.&R.G.W. train dispatcher.

### HOTBOX DETECTORS AT:

Detector Location	Locator Location
A.T.S.F. M.P. 635.5	Rotating white lights & radio communication.
A.T.S.F. M.P. 657.7	Rotating white lights & radio communication.
A.T.S.F. M.P. 715.3	Northward M.P. 717.6
D.&R.G.W. M.P. 21.2	Southward M.P. 23.6
D.&R.G.W. M.P. 60.4	Hot Box "Talker" M.P. 60.4
D.&R.G.W. M.P. 100.1	Northward M.P. 98.0

At the D.&R.G.W. detectors a steady white light will be displayed at scanner location indicating that the scanner is operational. The absence of a steady white light (dark signal) at scanner location will indicate that scanner is non-operational and this fact must be promptly reported to the train dispatchers.

At the A.T.S.F. detectors dragging equipment will also actuate track side indicators.

## SPECIAL INSTRUCTIONS

### (B) DRAGGING EQUIPMENT DETECTORS

Dragging equipment detectors (a detector designated by the letter "D" displaying a purple indication when the device is actuated), with automatic reset feature, are in service on the joint line between South Denver and Bragdon.

Employees must familiarize themselves with locations of dragging equipment detectors.

D.&R.G.W. dragging equipment detectors are equipped with voice alertors and D.&R.G.W., A.T.S.F., and B.N. radio frequencies.

These detectors apply to trains in "both directions" and the normal indication of the dragging equipment detector is dark. When purple indication is activated by a train, the train must be stopped immediately and inspection made. It must be known that the equipment and track are in safe condition before proceeding.

If a detector is illuminated in advance of a train, unless otherwise instructed by the train dispatcher, train must be stopped and movement beyond the detector signal must be made at restricted speed for one-half mile, watching carefully for evidence of track damage from dragging or derailed equipment.

Report must be made to the train dispatcher by the first available means of communication when purple indication is displayed by the dragging equipment detector.

### (C) HIGH WATER DETECTORS

High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent block signals in stop position, except as indicated below. When adjacent block signals are red, trains must not proceed until thorough examination has been made to determine that bridge or track has not been weakened by high water. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

#### HIGH WATER DETECTORS LOCATED AT:

##### Northward Track:

Bridge 32.82 — South End Castle Rock\*.

Bridge 42.40 — North End Larkspur\*.

Bridge 43.43 — South End Larkspur\*.

Bridge 654.1 — North End Crews.

M.P. 88.53 — South End Fountain\*.

##### Southward Track:

Bridge 639.7 — Between Buttes and Henkle.

##### Single Track:

M.P. 77.94 — Between Colorado Springs and Kelker\*.

\*Equipped with purple flashing light (Strobe Type), and a cut-out switch located on signal case. Also equipped with voice alertors with D.&R.G.W., A.T.S.F., and B.N. radio frequencies. If crew is not notified by actuation of purple flashing light, or voice alertor, examination of bridge is not required.

# Safety Is Everyone's Responsibility

## SPECIAL INSTRUCTIONS

4. The General Code of Operating Rules, effective October 28, 1985, is supplemented, modified or amended as follows:

**Rule 1 supplemented by adding:** When electric standard clocks are incorrect, they must be set to correct time. Any variation from correct time, up to nine seconds fast or slow, will be indicated by placard on mercury pendulum standard clocks.

**Rule 2 supplemented by adding:** While on duty, employes governed by the General Code of Operating Rules, except those employed in an office where a standard clock is located, must have and use a reliable watch capable of indicating time in hours, minutes and seconds.

**Rule 3 supplemented by adding:** Time may be compared by dialing extension 600, Topeka.

**Rule 10 sixth paragraph amended to read:** On tracks where there is a current of traffic, when yellow flag is to be placed in advance of a temporary speed restriction or track condition, yellow flags and green flags will be placed only for trains moving with the current of traffic.

**Rule 19 sixth paragraph, page 29, amended to read:** The marker must be inspected at the initial terminal and each crew change point to see that it is properly displayed and functioning. Inspection will be made at crew change point, either by observation of marker at rear of train or readout information displayed in the cab of controlling locomotive indicating that marker light is functioning if rear car is equipped with an operative end of train device. If observed from rear of train, condition of marker must be communicated to outbound locomotive engineer.

**Rule 26 last paragraph, page 30, amended to read:** Testing does not include visual observations made by an employe positioned inside or alongside a caboose, engine or passenger car; or inspection task to ascertain that a rear end marker is in proper operating condition on a train standing on a main track.

**Rule 26 last paragraph, page 32, amended to read:** ON A MAIN TRACK—A blue signal must be displayed at each end of the rolling stock except such is not required for marker inspection task involving repositioning the activation switch or covering the photo electric cell. In lieu of blue signals, the employe performing the marker inspection task may afford protection by personally contacting the employe at the controls of the engine and being advised by that person that the train is and will remain secure against movement until the inspection is completed.

**Rule 81(B) New Rule, added reading: Reverse Movements:** All reverse movements by a train must be made at restricted speed, prepared to stop short of men or equipment. Such movements must be authorized by the control operator or train dispatcher unless:

- (a) Rule 93 or Rule 94 is in effect; or
- (2) Reverse movement within block system limits is made within the same block.

Outside CTC or DTC limits, a train having passed beyond the limits of a block must not back into that block without flag protection.

**Rule 97(4) amended to read:** Verbal authority from the train dispatcher within APB limits; or to run with the current of traffic within TWC limits or where Rule 251 is in effect.

**Rule 99 supplemented by adding:** When necessary to provide protection against following trains, a crew member must go back at least the distance prescribed below:

Where Maximum Authorized Timetable Speed is	Distance
35 MPH or less	1 Mile
36 MPH to 49 MPH	1½ Miles
50 MPH or over	2 Miles

## SPECIAL INSTRUCTIONS

General Code of Operating Rules (Continued)

**Rule 102(2) amended to read:** Trains not exceeding 5,000 tons must not proceed until it has been determined that it is safe to do so either by visual inspection of train or knowledge that the brake pipe pressure has been restored by observing caboose gauge, observing end-of-train device (ETD), or ascertaining that air pressure is present in the brake pipe by the following procedure:

- (A) After air brakes have had sufficient time to release following an emergency application, make a 20 PSI service application; and,
- (B) After brake pipe exhaust ceases, place automatic brake valve cutout valve to out position. If brake pipe pressure rapidly reduces to zero, entire train must be inspected. If air pressure is present in brake pipe, train may proceed.

If train exceeds 5,000 tons, visual inspection must be made on each side of all cars and units, and it must be known that equipment and track are in safe condition and all wheels are properly positioned on the rail before proceeding.

Train must not proceed, nor flagman be recalled, until engineer knows that visual inspection is completed where required or brake pipe pressure has been restored when applicable.

**Rule 103(A) supplemented by adding:** When movement is made on an auxiliary track included in the circuit of crossing warning devices, the circuit should be fouled and movement delayed, or stopped if "STOP" sign is displayed for train, until warning devices known to have been operating for 20 seconds.

**Rule 104(M) first paragraph amended to read:** Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in normal position, or has been lined for the movement.

**Rules 230 through 242 modified as shown on pages 16 and 17.**

**Rule 316 is deleted in its entirety.**

**Rule 317 Entering Main Track at Hand Operated or Spring Switch:** Within CTC territory, manual interlocking limits or territory where Rule S-250 or Rule 252 is authorized, train may enter the main track at hand operated or spring switch where there is no governing signal only on authority of control operator. Control operator must ascertain that there are no conflicting movements before granting such authority.

In other territory within block system limits, crew member or switch tender must open switch and wait 5 minutes at the switch to establish block signal protection. After expiration of 5 minutes and if no movement is seen or heard approaching, train may enter main track. The 5-minute wait is not required:

- (1) Where switch is equipped with an electric lock;
- (2) This item does not apply;
- (3) When block signal governing movement to main track displays a proceed indication;
- (4) When signals governing movements on main track indicate no train is approaching from either direction;
- (5) Where block to be entered is occupied by a train, engine or car, either standing or moving away from the switch to be used;
- (6) Outside yard limits when entering a main track for movement against the current of traffic; or,
- (7) Where Rule 94 is in effect, provided movement is not made beyond Rule 94 limits for 5 minutes after main track circuit is fouled unless authorized by a proceed indication of a controlled signal.

**Rule 400 amended to read:** Authority: Where designated by timetable, use of the main track will be authorized by issuance of a track warrant, under the direction and over the signature of the train dispatcher. The main track may be used as prescribed by Rule 93 or Rule 94.

**Rule 404 first paragraph amended to read:** In track warrants and track bulletins, regular trains will be designated by number, as No. 10 adding engine number when necessary; extras by engine number and direction.

(Cont'd.)



## SPECIAL INSTRUCTIONS

### General Code of Operating Rules (Continued)

**Rule 405 supplemented by adding:** Track warrants and track bulletins may be transmitted mechanically to any location. Prescribed form for track warrant is shown on Page 168 and preprinted pads of this form will be in the format shown. The form for mechanical transmission is changed, with Items (5) and (14) omitted, (16) revised, (18) and (19) added.

Mechanically transmitted track warrants must indicate total number of track bulletins (Item 16), track condition messages (Item 18), and items checked (Item 19). In Items (16) and (18), if none show "NO". Employees receiving copies must assure that the correct number of track bulletins and track condition messages are received, and that "ITEMS MARKED" correspond with those indicated in Item 19.

**Rule 408(1) amended to read:** When authorized to proceed from one point to another, movement is authorized in the direction specified. When a crew member reports to the train dispatcher that train has passed a specific point within the authorized limits, track warrant authority is to be considered void up to that point; or . . .

**Rule 408(2) amended to read:** When authorized to WORK BETWEEN two specific points, movement may be made in either direction between those points without flag protection.

**Rule 450 supplemented by adding:** Forms for track bulletins Forms A and B have been revised. Form C will be used for mechanical transmission only, to permit issuance of additional "OTHER CONDITIONS" when space in Line 11 of Form A is insufficient.

Mechanically transmitted track bulletins must indicate in space provided, the total number of lines used. Employees receiving copies must assure that the lines used correspond with the number indicated.

**Rule 607 supplemented by adding:** Any act of hostility, misconduct or willful disregard or negligence affecting the interests of the Company is sufficient cause for dismissal and must be reported.

Indifference to duty, or to the performance of duty, will not be condoned.

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

Boisterous, profane or vulgar language is forbidden.

**Rule 623 amended to read:** Employees whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 thru 928. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 2501 Standard.

**Rule 928 of the Air Brake Supplement to the General Code of Operating Rules as revised January 1, 1988, is amended by adding a new last paragraph reading:** When necessary to cut out the dynamic brake on locomotive(s) within a consist to avoid exceeding the 24-axle limitations, start with the second locomotive and continue consecutively toward the rear of the locomotive consist until the proper number of locomotives have been cut out. The lead locomotive should not be cut out in order to provide load meter readings.

### 5. CITY SPEED RESTRICTIONS

While head end of train is passing the street crossing of cities and towns named below, indicated speed must not be exceeded.

City	Streets	Mile Post Location	MPH
Sheridan	All Streets	D.&R.G.W. M.P. 7.7-8.5	40
	All Streets	A.T.S.F. M.P. 728.4-729.5	
Castle Rock	All Streets	Northward Track D.&R.G.W. M.P. 32.4-32.6	40
Colorado Springs	All Streets	D.&R.G.W. M.P. 74.9-76.6	30
***Pountain		A.T.S.F. M.P. 654.4-650.0	35
		D.&R.G.W. M.P. 89.6-	35
		A.T.S.F. M.P. 654.4	

\*\*\*Indicates restriction applies until rear of train has cleared limits of restrictions.

## SPECIAL INSTRUCTIONS

### 6. MAXIMUM SPEED OF ENGINES

A.T.S.F.  Engines	Forward or dead in Train (MPH)	Backing or when not controlled from leading Unit (MPH)
1215-1245*, 1453*, 1460* Slug Units 120-121	45	45
All Other Classes	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed is 45 MPH.

\*When used as controlling unit, maximum authorized speed is 20 MPH.

B.N.  Diesels	Forward or dead in Train (MPH)	Backing or when not controlled from leading Unit (MPH)
All Classes	65	45

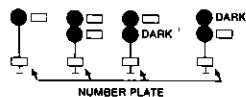
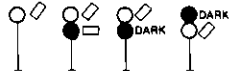
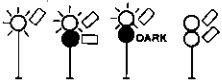
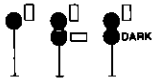
### 7. MAXIMUM DEPTH OF WATER AND MAXIMUM SPEED THROUGH WHICH ENGINES MAY BE OPERATED.

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Diesel Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow or Under Own Power (MPH)
A.T.S.F.	3	5
B.N.	3	3
D.&R.G.W.	3	3

**Safety Starts With You**  
**Say "YES" To A**  
**Drug-Free Workplace**

**ASPECTS OF  
COLOR LIGHT  
AND SEMAPHORE SIGNALS**



RULE	NAME	INDICATION
230	CLEAR	Proceed.
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.
233		
234	APPROACH MEDIUM	Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
235	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.
237	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238	DIVERGING APPROACH	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
239		
240	RESTRICTING	Proceed at restricted speed.
241	STOP AND PROCEED	Stop, then proceed at restricted speed.
242	STOP	Stop.

## SPECIAL INSTRUCTIONS

### 8. DERRICKS, PILE DRIVERS, CRANES, SCALE TEST CARS, AND OTHER EQUIPMENT.

#### A.T.S.F.:

Derricks, cranes, pile drivers, spreaders, and similar machinery moving on their own running gear, and scale test cars, must not be moved in trains except with proper authority, and trains or engines handling such equipment must not exceed speed indicated below:

Pile Drivers AT 199454 through AT 199467 and Jordan Spreaders	Locomotive Crane AT 199720 Other Machines	Wrecking Derricks
45 MPH	30 MPH	40 MPH

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Locomotive Crane AT 199720, and pile drivers must be handled in trains next to engine.

Plasser Undercutters AT 199295 and 199296 must be moved rear end only not exceeding 50 MPH.

All foreign line scale test cars, except D.&R.G.W., must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

#### D.&R.G.W.:

Welded rail train, empty ..... 40 MPH  
 Derricks with boom trailing, Spreaders, Plows,  
 Flangers, Scale Test Car X-450, and  
 unoccupied outfit cars ..... 35 MPH  
 RGAX 3900 and 3923 air-dump cars, loaded or empty .. 35 MPH  
 Foreign and WWIB Scale Test Cars ..... 30 MPH

Derricks with boom leading, Pile Drivers, Flat Cars  
 loaded with rip-rap, X-Flat cars in rip-rap service  
 (loaded or empty), Welded Rail Trains under load,  
 and U.P. 26000-27000 series cars, and occupied  
 outfit cars ..... 25 MPH

D.&R.G.W. 25000-25046 series cars and D.&R.G.W.  
 25100 series cars (when used in slag service) ..... 40 MPH  
 S.P. 50006-50793 series, empty; and S.P.  
 345000-345699 series, loaded or empty ..... 40 MPH

Riding, getting on or off scale test car while same is in motion, is prohibited.

Scale test cars must be handled on the rear of trains and must not be shoved on with helpers.

D.&R.G.W. X cars, except those stenciled with an "AX" prefix, are rear enders and must not be handled more than 20 cars ahead of rear end of train. If helper locomotive is used, cars must be trained behind helper.

## SPECIAL INSTRUCTIONS

### 9. D.&R.G.W. ADJUSTED TONNAGE RATINGS

FROM	TO	GP-30	GP-40	SD-45	SD-40	Adjustment Factor
		3001-3028 GP-35 3029-3050			5341-5413 SD-50 5501-5517	
Burnham	Louviers	2300	2500	3460	4400	3
Louviers	Palmer Lake	1760	1930	2650	3350	3
Pueblo	Colorado Springs	2300	2500	3460	4600	3
Colorado Springs	Palmer Lake	1430	1540	2150	2900	3

#### D.&R.G.W. HELPER LOCOMOTIVES

Unless otherwise provided, adjusted tonnage handled by units on head end of train must not exceed:

Territory	CAR COUPLER TYPE	
	Standard	High Strength
Louviers to Palmer Lake	7000	11000
Colorado Springs to Palmer Lake	7000	11000

If train consists of more than this tonnage, helper will be placed on rear or cut into train.

Unless otherwise instructed, placement of helper locomotives will be governed by the number of axles in the helper locomotive consist as shown below:

Location in Train	Maximum Number of Helper Units
Behind Caboose	Not to exceed 8 axles
Ahead of Caboose	Not to exceed 18 axles
Ahead of one-half the tonnage rating for helper locomotive consist	Over 18 axles

Helper locomotive exceeding the number of axles specified may be used on rear of train provided excess units are isolated.

### 10. RAILROAD CROSSINGS AND JUNCTIONS

Name	Type	MPH
Pueblo Jct. All switches D.&R.G.W. M.P. 118.2 to A.T.S.F. M.P. 617.4	Interlocking	15
D.&R.G.W. Crossing, M.P. 619.0	Interlocking	10
South Denver	Interlocking	See Spl. Instr. 1(D)

11. Rule 82(A) Clearances not required on Denver Subdivision.

12. Rule 450 Track bulletins are authorized on Denver Subdivision.

13. Rule 403: Incorrect information following the word "TO:" on the address line of track warrant must be reported to the train dispatcher. If verbally authorized by the train dispatcher, the information may be corrected by a crew member.

14. Track Warrants with only boxes 13, 14 or 17 marked requiring speed or other restriction must be retained and complied with during the tour of duty on which they were received.

15. In the application of Rule 104(B)(5), trains operating without a caboose must not leave siding switch used to enter siding lined and locked for the siding unless authorized by the train dispatcher.

16. In the application of Rule 26, the appropriate measures that must be taken to protect an employe performing emergency work under the provisions of item (4) are:

- (1) Engineer, or employe at the control of the engine, must make a 20 PSI service air brake application; and,
- (2) Reverser lever must be removed and placed in charge of employe performing such work.

## SPECIAL INSTRUCTIONS

### 17. GENERAL INSTRUCTIONS

(A) In complying with Yard Limit Rule 93, trains or engines must not move against the current of traffic between South Denver and Littleton on northward track without first securing authority from the train dispatcher.

(B) On D.&R.G.W. trackage resume speed signs are not used. The speed sign governing the SAME restricted territory from the opposite direction indicates a point 2,500 feet beyond the restricted territory and serves as a guide to enginemen in resuming normal speed.

(C) To provide derail protection for the east yard at Colorado Springs, the north switch of the crossover from the east yard lead to the siding at M.P. 75.5 must be lined and locked for the storage tracks when not in use. For identification this switch stand is painted white.

(D) Littleton—northward ABS signal 7251 on northward main track at A.T.S.F. M.P. 725.1 is equipped to display the following signals:

- Rule 230: Clear
- Rule 235: Approach Restricting
- Rule 236: Approach
- Rule 241: Stop and Proceed

Northward absolute signal on northward main track at Littleton crossover is equipped to display the following signals:

- Rule 230: Clear
- Rule 236: Approach
- Rule 240: Restricting (lined through crossover)
- Rule 242: Stop

Southward absolute signal on southward main track at Littleton crossover is equipped to display the following signals:

- Rule 230: Clear
- Rule 236: Approach
- Rule 240: Restricting (lined through crossover)
- Rule 242: Stop

Southward absolute signal on northward main track at Littleton crossover is equipped to display the following signals:

- Rule 240: Restricting
- Rule 242: Stop

When southward movement from southward main track to northward main track is required, authority must be obtained from D.&R.G.W. dispatcher for movement through the crossover. TWC authority must be obtained from A.T.S.F. dispatcher before fouling northward main track. D.&R.G.W. dispatcher must line movement through crossover; and before a signal other than Stop can be obtained, a crew member must operate key release located at absolute signal, with A.T.S.F. switch key.

When operating southward on the northward main track from South Denver to Littleton crossover and to continue southward on northward main track south of Littleton crossover, authority must be obtained from both A.T.S.F. and D.&R.G.W. dispatchers. D.&R.G.W. dispatcher must line movement; and before a signal other than Stop can be obtained, a crew member must operate key release, located at absolute signal, with A.T.S.F. switch key. TWC authority must be obtained from A.T.S.F. dispatcher.

When making northward or southward movements on northbound main track at Littleton crossover, permission must be obtained from train dispatcher before complying with Rule 312(4) when absolute signals governing movement in either direction on northbound main track display Stop indication.

Dispatcher phone is located at Littleton crossover for contacting D.&R.G.W. or A.T.S.F. dispatchers. Phone box locked with D.&R.G.W. switch lock.

(E) Palmer Lake—northward absolute signal at Palmer Lake is equipped to display the following signals:

- Rule 237: Diverging Clear
- Rule 238: Diverging Approach
- Rule 240: Restricting
- Rule 242: Stop

(Cont'd.)

## SPECIAL INSTRUCTIONS

### 17. GENERAL INSTRUCTIONS (Continued)

When northward movement to the southward main track is required, after obtaining proper authority from the D.&R.G.W. and A.T.S.F. dispatchers, A.T.S.F. dispatcher must line the movement; and before a signal other than Stop can be obtained, a crew member must operate the Key Switch mounted on the Palmer Lake bungalow with a D.&R.G.W. old style switch key.

(F) Crews—signal has been provided to move against current of traffic on northbound track. Clearing of signal requires operation of key controller mounted on side of signal house, after dispatcher has positioned signal. Aspect will be Rule 240 restricting.

(G) Train, yard, and other locomotive movements to or from east end Pueblo Union Depot and to or from "C" Street Industrial Area, M.P. 118.9, must obtain permission from A.T.S.F. train dispatcher prior to lining switch or fouling A.T.S.F. main track between east end Pueblo Union Depot and railroad crossing at grade M.P. 118.9. When movement is completed and in clear of A.T.S.F. main track, employes must report in clear to A.T.S.F. train dispatcher.

Telephones are located north side A.T.S.F. main track railroad crossing at grade M.P. 118.9 and at "C" Street crossover entering Pueblo Union Depot.

(H) Colorado Springs A.T.S.F. Connection Track—Normal position of switch at D.&R.G.W.-A.T.S.F. connection off siding at M.P. 76.3 is for the siding.

(I) South Denver—absolute signals, controlled by D.&R.G.W. train dispatcher at Denver. If absolute signals display other than proceed indication, crew member must contact D.&R.G.W. train dispatcher, Denver and be governed by his instructions. Phone is near each absolute signal.

General Code of Operating Rules, B.N., are in effect. Absolute signal indications govern as follows:

**Northward—Northward main track:**

Top light—Movements to D.&R.G.W.

Middle light—Movement to B.N.—A.T.S.F. northward main track.

Bottom light—Movement to B.N.—A.T.S.F. southward main track.

**Southward—B.N.—A.T.S.F. Southward main track:**

Top light—Movement to southward main track.

Bottom light—All other movements.

### 18. GENERAL ORDER, CIRCULAR, BULLETIN, AND SUPERINTENDENT'S NOTICE BOOKS

A.T.S.F.

Pueblo

Big Lift

B.N. Denver Yard

D.&R.G.W.

Colorado Springs

North Yard, Pueblo

### 19. STANDARD CLOCKS

A.T.S.F.

Pueblo

Big Lift

B.N. Denver Yard

D.&R.G.W.

Colorado Springs

North Yard, Pueblo

### 20. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS

STATION	M.P.	POINTS	DESCRIPTION	TURN-OUT SPEED
Bragdon	108.7	Facing	Dual-Controlled	40
Bragdon	107.7	Trailing	Dual-Controlled	40
Buttes	95.2	Trailing	Hand Throw	15
Buttes	95.1	Facing	Hand Throw	15
Fountain	86.9	Trailing	Hand Throw	15
Sedalia	25.1	Trailing	Hand Throw	15
Big Lift	19.2	Trailing	Hand Throw	15
Littleton	9.9	Facing	Dual-Controlled	30

## SPECIAL INSTRUCTIONS

### 21. D.&R.G.W. STATION NUMBERS BETWEEN SOUTH DENVER AND PUEBLO Not shown on pages 3 and 4.

1014 Military Jct.	1082 Roswell
1022 Leyner	1092 Colo. City
1027 Martin Spur	1101 Kelker
1028 Blakeland	(Drennen Spur)
1031 Moly Spur	(Georgia Pacific)
1052 Larkspur	1110 Nixon
1056 Greenland	1112 Buttes
1064 Wood Spur	1118 Pinon
1070 Husted	1121 Bragdon
1071 Stadium	1125 Fuego

### 22. MAXIMUM AUTHORIZED SPEEDS—VARIOUS CARS

	MPH
(A) Trains handling continuous welded or jointed rail, except 25 MPH on all curves of 6° or more. Locations of such curves to be furnished by train dispatcher (refer to Operating Circular)	40
(B) Trains handling ACFX tank cars 17451 thru 17495 Trains handling NATX tank cars 10841 thru 10865	45
(C) Trains handling gondolas: PC 598500 thru 598599, CR 598500 thru 598999 or SP 345000 thru 345699	45
(D) Trains handling empty bulkhead wallboard flatcars: BN 616475 thru 616674 and CS 616375 thru 616474	45
(E) Trains handling following tank cars: DVLX 4001 thru 4190 and the following UTLX cars: 76517            76742 thru 76745    78287 thru 78293 76539            76747                    78326 76556            76748                    78328 thru 78333 76558            76750                    78336 thru 78340 76568            76751                    78343 76595            78256 thru 78269    78344 76649            78272                    78347 76656            78274                    78348 76696            78278                    78350 76733            78281                    78353 76736 thru 76738    78285	40
(F) Trains handling EMPTY "Schnabel" type cars: APWX 1004            GEX 40010, 80002, 80003 BBCX 1000            GPIX 100 CAPX 1001            HEPX 200 CEBX 100, 101        KWUX 10 CPOX 820            WECX 101, 102, 200-203, 301 CWEX 1016	40
All cars listed in (F) must be handled on or near the rear end of trains not exceeding 100 cars in length, must not be handled in trains requiring pusher service and must not be humped or switched with motive power detached.	
(G) Trains handling LOADED "Schnabel" type cars listed in (F), also CEBX 800 LOADED & EMPTY, must be governed by instructions issued for each individual movement.	
(H) Trains handling solid consists of military equipment	55
(I) Trains handling empty gondola cars KCS 801011 thru 802930	45
(J) Trains handling hopper cars WFAX 84654 thru 84700	45

## SPECIAL INSTRUCTIONS

23. When helper engine is placed behind a caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort, or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort or a combination of one six-axle and one four-axle unit totaling not more than 157,600 pounds tractive effort will be used. Below is a list showing the weight, tractive effort and horsepower rating of units by class:

A.T.S.F. CLASS	MAKE	TYPE	WEIGHT	TRACTION EFFORT	HORSE-POWER	DYNAMIC BRAKE**
1310	EMD	GP7	249,000	41,300	1500	No
1460	EMD	SWBLW	262,500	41,300	1500	No
1556	EMD	SD39	389,000	82,284	2500	6EF
2000	EMD	GP7	249,000	41,300	1500	No
2244	EMD	GP9	249,000	45,200	1750	No
2300	EMD	GP38	262,500	55,460	2000	4ET
2370	EMD	GP38-2	260,800	55,400	2000	No
2700	EMD	GP30	262,900	51,400	2500	4BT
2800	EMD	GP35	266,000	51,400	2500	4BT
3000	EMD	GP20	265,000	44,800	2000	4BT
3400	EMD	GP39-2	270,000	55,400	2300	4EF
3600	EMD	GP39-2	264,400	55,400	2300	4EF
3800	EMD	GP40X	264,400	62,685	3500	4EF
3810	EMD	GP50	271,663	64,200	3500	4EF
3840	EMD	GP50	273,120	64,200	3500	4EF
*4000	EMD	GP60	274,500	57,500	3800	4EF
5000	EMD	SD40	391,500	82,100	3000	6ET
5020	EMD	SD40-2	391,500	83,160	3000	6EF
5200	EMD	SD40-2	391,500	90,475	3000	6EF
5250	EMD	SDF40-2	388,000	83,100	3000	6EF
5300	EMD	SD45	391,500	72,286	3600	6ET
5381	EMD	SD45	391,500	72,286	3600	6EF
5426	EMD	SD45	389,500	72,286	3500	6ET
5501	EMD	SD45B	393,920	72,286	3600	6ET
5502	EMD	SD45B	392,860	82,100	3600	6EF
5510	EMD	SD45-2B	395,500	83,100	3600	6EF
5705	EMD	SD45-2	391,500	73,650	3600	6EF
5800	EMD	SD45-2	395,500	83,100	3600	6EF
5950	EMD	SDF45	395,000	71,290	3600	6ET
5990	EMD	SDFP45	399,000	68,006	3600	6ET
6300	GE	U23B	262,500	60,400	2250	4EF
6350	GE	B23-7	268,000	60,400	2250	4EF
6364	GE	B23-7	265,000	60,400	2250	4EF
6390	GE	B23-7	264,000	61,000	2250	4EF
6405	GE	B23-7	266,000	61,000	2250	4EF
7200	GE	SF30-B	285,150	71,200	3000	4EF
*7400	GE	B39-8	285,940	68,100	3900	4EF
*7410	GE	B40-8	283,000	69,200	4000	4EF
7484	GE	B36-7	274,500	64,600	3600	4EF
8010	GE	C30-7	398,800	90,600	3000	6EF
8020	GE	C30-7	392,500	90,600	3000	6EF
8099	GE	C30-7	395,000	91,500	3000	6EF
8153	GE	C30-7	392,500	91,500	3000	6EF
8736	GE	U36C	391,500	90,600	3600	6EF
9500	GE	SF30C	391,500	91,500	3000	6EF

\* For the purpose of calculating dynamic braking effort, Units 4000-4039 and 7400-7449 must be considered as having six axles.

\*\* Information relating to dynamic brake is designated as follows:  
Number indicates number of axles.  
Type is indicated by B—Basic, E—Extended Range.  
System is indicated by F—Flat, T—Taper.

## SPECIAL INSTRUCTIONS

### SPECIAL CAR HANDLING INSTRUCTIONS

24. One or any combination of two of the following codes may be shown in the SCHI (Special Car Handling Instructions) field of wheel reports to designate special car handling requirements. These same codes may also appear in the Special Instruction Column of switch lists and yard inventories.

CODE	DESCRIPTION
AI	Agricultural Industries
BA	Blasting Agents (Hazardous)
B1	Bad Order
BT	Bare Table (No Vans/Containers).
CB	Combustible (Hazardous)
CD	Condemned (See NOTE 1)
CG	Shipment to Cargill Elevator, Houston
CL	Chlorine (Hazardous)
CM	Corrosive (Hazardous)
DG	Dangerous (Hazardous)
DH	Do Not Hump
DU	Do Not Uncouple
EC	Empty Container (speed restricted to 55 MPH)
EQ	Union Equity Elevator or Equity Export, Houston
FG	Flammable Gas (Hazardous)
FL	Flammable (Hazardous)
FS	Flammable Solid (Hazardous)
FW	Flammable Solid 'W' (Dangerous When Wet) (Hazardous)
HE	Head End Only
HL	High Wide Load
HV	High Value
IP	Interchange Prohibited (See NOTE 1)
IPSW	Intracant Switch (Respot Car)
LS	Handle in local service only
MR	Mechanical Refrigeration Maintain ___ Degrees
MCNR	Mechanical Car or Trailer-No Refrigeration Required
ND	Do Not Divert
NG	Nonflammable Gas (Hazardous)
NIT	Car Not in Train or Not on Track
NP	No Placards
OM	Oxidizer (Hazardous)
OP	Organic Peroxide (Hazardous)
OR	Other Regulated Material (Hazardous)
OTCC	Car on Track Carriers Convenience
OTNP	Car on Track Not Placed
OX	Oxygen (Hazardous)
PA	Poison Gas (Hazardous)
PB	Poison (Hazardous)
PE	Houston Public Elevator
PULL	Car Pulled, Time and Date
RE	Rear End Only
REJT	Car Rejected by Shipper
RM	Radioactive Material (Hazardous)
RSPT	Respot Due to Railroad Error
SO	Car/van billed shipper's order
SPOT	Car Spotted, Time and Date
TURN	Turn car and Respot
WH	Weigh Heavy
WI	Waive Inspection - Set Direct
WL	Weigh Light
XA	Explosive 'A' (Hazardous)
XB	Explosive 'B' (Hazardous)
XX	Do Not Move This Car
ZZ	Do Not Hump or Cut Off While in Motion
25	25 MPH Speed Restriction (See Note 2)

**NOTE 1.** The 'CD' Condemned and 'IP' Interchange Prohibited codes will be inserted by the computer when the car is so registered in UMLER (Universal Machine Language Register). *This does not relieve employes of the responsibility of reporting these codes when appropriate.*

**NOTE 2.** Report numeric MPH speed restriction only, e.g., 25 for a car restricted to 25 MPH. Certain series of cars which have a permanent speed restriction will have the speed restriction code inserted by the computer. When such speed or speeds are shown, train must not exceed the lowest speed so indicated. *This does not relieve employes of the responsibility of reporting the proper code on wheel reports on all cars which for any reason have restricted speeds.*

When cars are subject to two special handling instructions, both codes should be reported. If subject to move with more than two, report the two most restrictive and protect other special handling requirements by an administrative message to those offices and/or individuals to whom the wheel report is addressed.

## SPECIAL INSTRUCTIONS

### 25. HAZARDOUS MATERIAL

IN CASE OF ACCIDENT, your safety is the first consideration. If you suspect hazardous material may be involved in a derailment, do the following IF IT IS SAFE TO DO SO:

- A. DETERMINE STATUS OF ALL CREW MEMBERS.
- B. RESCUE INJURED, remove them to a safe area, and call for assistance.
- C. IF FIRE OR VAPOR CLOUDS are visible, evacuate to 1/2 mile upwind of vapor cloud or fire. Before evacuating take all paperwork such as waybills, consist and emergency response information with you.
- D. NOTIFY the D.&R.G.W. Train Dispatcher and/or Supervisor Train Operations of A.T.S.F. by the quickest means possible. If Railroad communication fails or is not available, call long distance collect. At Newton, 316/283-7510; and at Denver, 303/595-2129 D.&R.G.W. Dispatcher. Advise him:
  - (1) Your name and title.
  - (2) Train identification symbol.
  - (3) Specific location of the incident (station, milepost location, nearest street or highway crossing).
  - (4) If you need fire or medical response.
- E. IF NO FIRE OR VAPOR CLOUDS are apparent.
  - (1) EXTINGUISH smoking materials and caboose stove. Do not smoke in the vicinity of a hazardous material incident. Do not ignite fuse(s).
  - (2) CHECK the train consist and shipping papers to determine what cars and commodities may be involved and where they are located in the train.
  - (3) INSPECT the train to determine the condition of cars involved. Use a buddy system if possible. Tell crew members what products may be involved and what risk they may pose. Approach from upwind (wind at your back) or uphill side. Go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any fire, vapor or gas clouds, smoke, leak or unusual smells or noises. If you detect these conditions DO NOT GO NEAR THE CARS, evacuate all crew members to a safe distance.
- F. PROVIDE the Train Dispatcher and/or Supervisor Train Operations with as much of the following information as possible after you have inspected the train.
  - (1) Initial and number of cars involved.
  - (2) Location of hazardous material in derailment.
  - (3) Description of hazardous materials from shipping papers.
  - (4) Condition of each car. Upright or turned over, intact; punctured or leaking; on fire or near fire; producing a vapor or gas cloud; unusual odor or unusual noise.
  - (5) Location of people, property, or public systems (roads, power lines, hospitals, etc.) which could be subject to damage.
  - (6) Location of nearby stream, river, pond, lake or other body of water.
  - (7) Location of access roads.
  - (8) Any other information that will help the dispatcher understand the situation.
- G. WARN people to stay away from the emergency area.
- H. IDENTIFY yourselves to responding police or fire personnel. GIVE them your train consist and hazardous materials emergency response printout. HELP them determine which cars and products are derailed or damaged. The conductor may provide waybill data, but should retain the waybills for delivery to a responding operating officer.
- I. REMAIN at the scene at a safe distance until relieved by a railroad Operating Officer.

## SPECIAL INSTRUCTIONS

### 26. HAZARDOUS MATERIAL INSTRUCTIONS

1. When initial movement of a loaded placarded rail car is a pull from an industry, the crew must have in its possession a shipping paper that shows:

1. The shipping name.
2. The hazard class.
3. The identification number (UN/NA).
4. The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description.
5. The placard notation.
6. If the car is a placarded empty tank car, the words "residue last contained" must precede shipping name.

2. When picking up loaded placarded cars containing hazardous materials at plants, interchange points or other locations, unless otherwise provided, trainmen will make inspection to determine cars have no obvious leaks, that hand brakes, air brakes and trucks are in safe condition for movement, and that the identification number shown on the car or placard is the same as that shown on the shipping paper. Cars not in safe condition for movement, incompletely or inaccurately placarded, or having missing or inaccurate identification numbers must not be handled. Immediate report must be made to either the train dispatcher, yardmaster or supervisor as appropriate, by first available means of communication when such cars are not picked up. Report must include car number, location, and reason car cannot be moved.

3. Before coupling to any tank car on a track where tank cars are loaded or unloaded:

- (a) Any sign reading "STOP-TANK CAR CONNECTED" must first be removed by other than trainman or engineman.
- (b) Trainman must make an inspection to determine all connections have been removed and that cars to be moved are not coupled to other tank cars connected to loading or unloading fittings.

4. The following switching restrictions apply to loaded placarded cars containing hazardous materials:

- (a) A car placarded EXPLOSIVES A or POISON GAS, a DOT class 113 tank car containing FLAMMABLE GAS, or a flat car carrying a trailer or container displaying any hazardous material placard must not be cut off in motion nor be coupled into by any car moving under its own momentum.
- (b) When handling a car placarded EXPLOSIVES A it must be separated from the engine by at least one nonplacarded car.
- (c) Cars placarded EXPLOSIVES A while in a yard or siding must be located so that they will be safe from all probable danger of fire. They must not be placed under a bridge or overhead highway crossing nor in or alongside a passenger station.

5. Placarded cars must be properly positioned in a train as outlined in the timetable chart entitled "Position in Train of Placarded Cars Containing Hazardous Materials".

6. The crew of a train handling loaded placarded cars or "residue last contained" tank cars, must have in its possession:

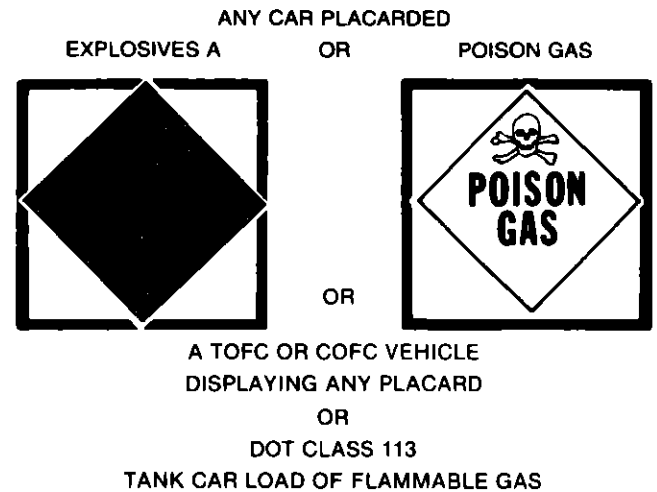
1. For each shipment of hazardous material a copy of the shipping papers showing shipping name, hazard class, identification number (UN/NA), quantity, and placard notation.
2. A document indicating the position in the train of each placarded car except when the position is changed by the crew or when is picked up enroute.

7. Upon discovery of an unintentional release of material from a rail car transporting hazardous material, notify the train dispatcher or supervisor by first available means of communication, providing:

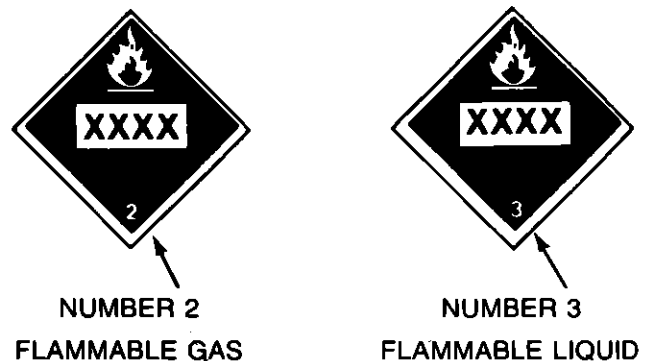
1. Your name and title.
2. Location of the leaking car.
3. Car initial and number.
4. Contents of the car.
5. Location of leak from the car.
6. Rate of leak.

## SWITCHING RESTRICTIONS

THE FOLLOWING CARS MUST NOT BE:  
CUT OFF IN MOTION, NOR BE  
IMPACTED BY CARS ROLLING UNDER  
THEIR OWN MOMENTUM



USE THE NUMBERED  
PLACARDS TO DISTINGUISH TANK  
CARS PLACARDED FLAMMABLE GAS  
FROM FLAMMABLE OR COMBUSTIBLE



USE BOTTOM WHITE TRIANGLE  
TO IDENTIFY COMBUSTIBLE PLACARDS  
NO SWITCHING RESTRICTIONS APPLY



Examples of Residue Placards

# Position in train of placarded cars containing hazardous materials

NOTE: Cars with same placards may be placed next to each other.

Shippers may use either words or numbers on placards. Numbers shown are samples. Other numbers may appear on placards.

## HOW TO USE THIS CHART:

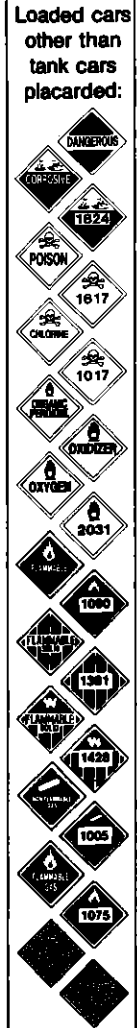
To determine where a placarded car can be placed in a train follow these steps:

- Determine the type of placard applied to the car.
- Determine the type of car.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates the wording at the side that applies.

See footnotes for explanation.



Empty tank cars placarded:  
RESIDUE\*:  
Corrosive  
Poison  
Chlorine  
Organic Peroxide  
Oxidizer  
Oxygen  
Flammable  
Flammable Solid  
Flammable Solid W  
Non Flammable Gas  
Flammable Gas  
Poison Gas



## RESTRICTIONS

Must not be nearer than the sixth car from the engine, occupied caboose or passenger car. If total number of cars in train does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.

MUST NOT BE NEXT TO:

Engine, occupied caboose or passenger car	X	X	X	X	X
Car occupied by guard or escort	X (1)	X (1)		X (1)	
Loaded plain flat car	X	X		X	
Loaded bulkhead flat car	X (2)	X (2)		X (2)	
Loaded TOFC/COFC flat car	X	X (3)		X (4)	
Flat Car loaded with vehicles	X	X		X (5)	
Open top car with shiftable load	X (2)	X (2)		X (2)	
Car with internal combustion engine in operation. Car with heating apparatus or any lighted stove, heater or lantern	X	X		X	
Car placarded EXPLOSIVES A	X		X	X	X
Car placarded POISON GAS		X	X	X	X
Car placarded RADIOACTIVE	X	X		X	X
Any loaded placarded car (other than COMBUSTIBLE or same placard)	X	X	X		

NO RESTRICTIONS

(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

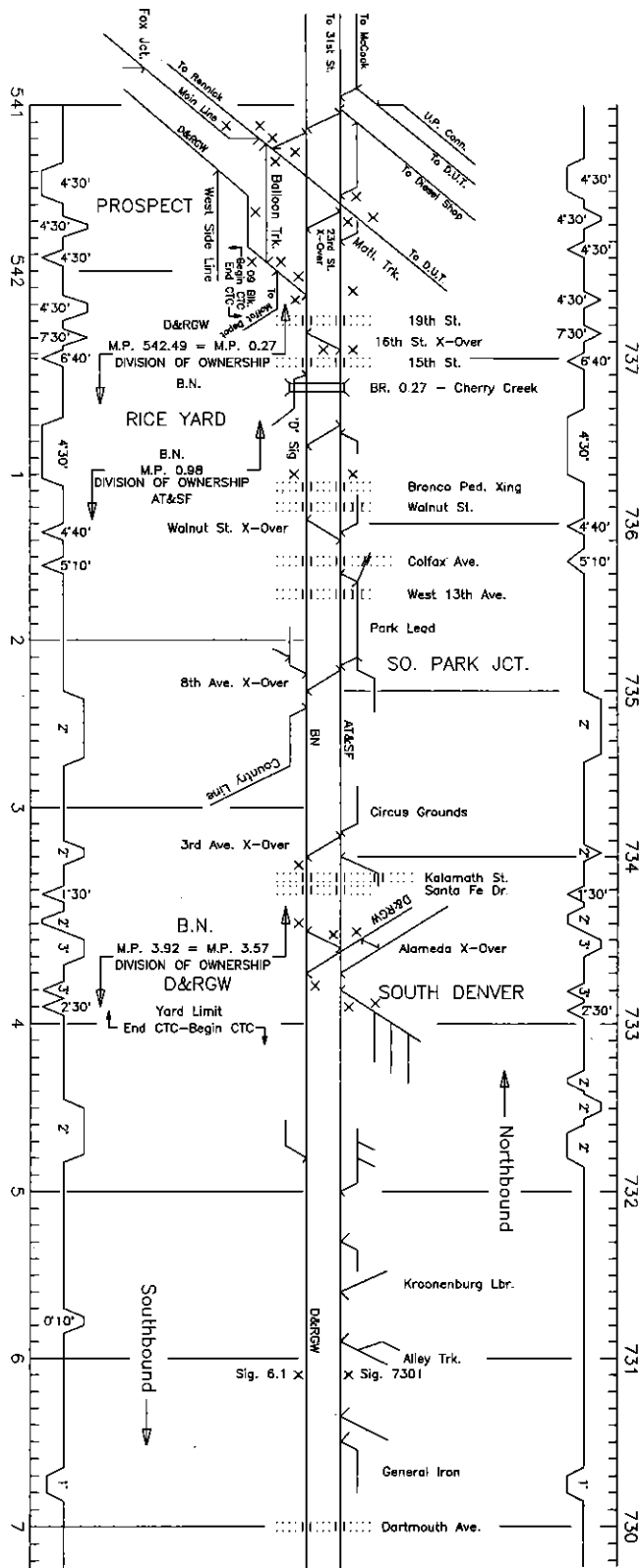
(4) Restriction applies only to loaded flatbed or open-top trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

\* Examples of Residue Placards are shown on following page.



# BN 2nd Subdivision



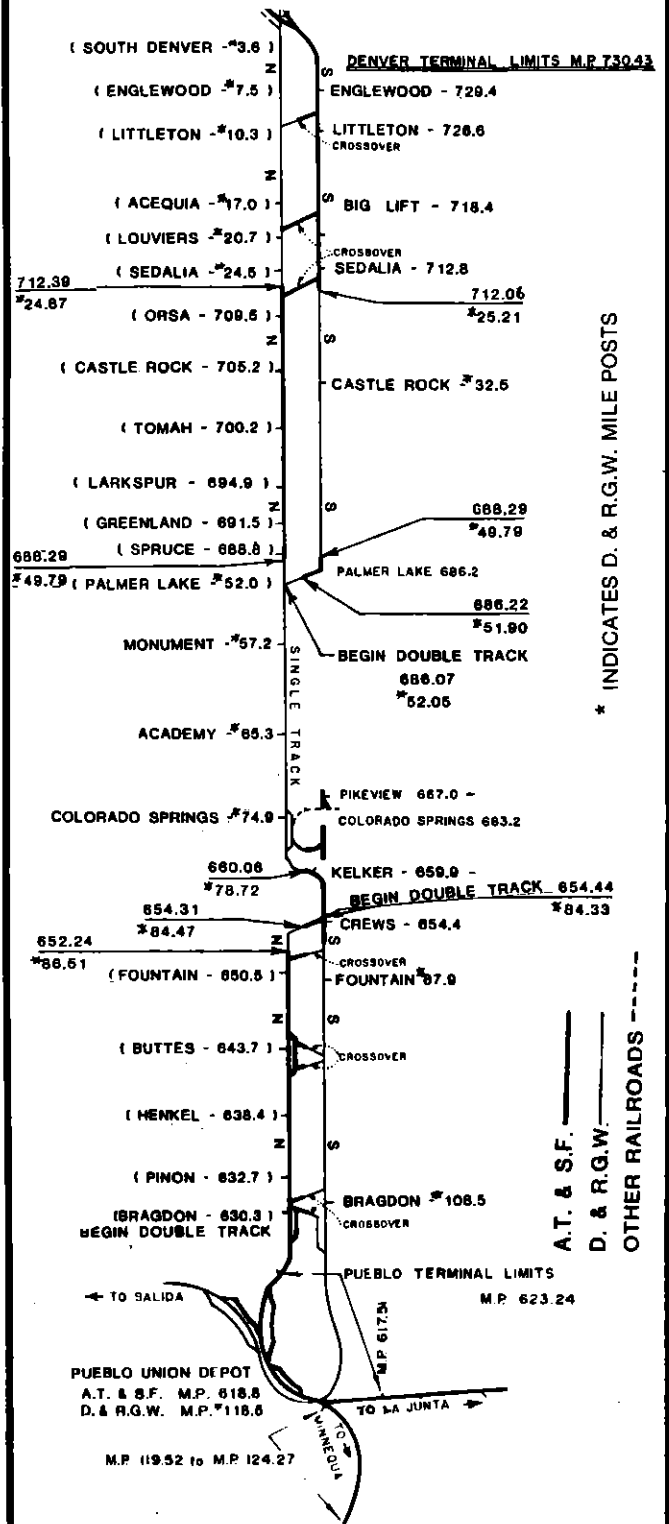
All trackage from South Denver to D.U.T. Terminal under authority of 38th Street B.N. yardmaster.

Trackage from C & S Crossing to South Denver under authority of 38th Street yardmaster.

Wye bridge to Prospect and Utah Jct. under authority of 31st Street yardmaster.

Rennick Yard and T of C Yard under authority of Hub Center yardmaster.

# JOINT LINE DENVER SUBDIVISION



\* INDICATES D. & R.G.W. MILE POSTS

A.T. & S.F. ———  
D. & R.G.W. ———  
OTHER RAILROADS - - - - -

PUEBLO UNION DEPOT  
A.T. & S.F. M.P. 618.6  
D. & R.G.W. M.P. 118.6

M.P. 119.52 to M.P. 124.27