SURGEONS AND PHYSICIANS

BERTHOUD	DR. W. B. HARDESTY	Local Surgeon
BOULDER	DR. J. GILLASPIE	Local Surgeon
CHEYENNE	DR. J. D. SHINGLE	Local Surgeon
CHEYENNE	DR. E. W. NEWMAN	Oculist
CHEYENNE	DR. G. W. KOFORD	Local Surgeon
CHEYENNE	DR. R. C. GRAMLICH	Local Surgeon
CHEYENNE	DR. L. E. McGONIGLE	Local Surgeon
FT. COLLINS	DR. F. A. HUMPHREY	Local Surgeon
FT. COLLINS	DR. ROBERT HUMPHREY	Local Surgeon
GREELEY	DR. E. P. MONTGOMERY	Local Surgeon
LEADVILLE	DR. JOHN KEHOE	Local Surgeon
LONGMONT	DR. J. S. HALEY	Local Surgeon
LOUISVILLE	DR. L. F. CASSIDY	Local Surgeon
LOVELAND	DR. J. T. BROWN	Local Surgeon
WHEATLAND	DR. W. H. COLLINS	Local Surgeon
WINDSOR	DR. C. W. SABIN	Local Surgeon
COLORADO SPRINGS	DR. H. C. BRYAN	Local Surgeon
PUEBLO	DR. J. G. WOLF	Local Surgeon
	DR. C. N. CALDWELL	Local Surgeon
	DR. W. T. DARDIS	Oculist
WALSENBURG	DR. J. N. LAMME SR.	Local Surgeon
	DR. J. N. LAMME JR.	Local Surgeon
	DR. W. S. CHAPMAN	Local Surgeon
TRINIDAD	DR. STANLEY BIBER	Local Surgeon
	DR. WILLIAM BROXON	Local Surgeon
	DR. GLORIA SCKUFCA	Local Surgeon
CLAYTON	DR. D. C. DANIEL	Local Surgeon
	DR. A. E. DRAPER	Local Surgeon

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 availabe 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, Denver, Colo.
520 Metropolitan Bldg.....AC 2-3783
Residence.....PE 3-0637
If no answer to above,
call RA 2-7550 (Telephone Secretary)

P. R. JOHNSON
Supt. of Transportation,
Ft. Worth, Texas

G. B. HOOVER
Superintendent,
Denver, Colo.

The Colorado and Southern Railway Company

TIME TABLE

OF THE

NORTHERN & SOUTHERN DIVISIONS

No.

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

SUNDAY, OCTOBER 26, 1958

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.

Utah Jct. and Cheyenne Subdivision

NORTHERN AND SOUTHERN DIVISIONS **TIME TABLE NO. 1** **EFFECTIVE OCTOBER 26, 1958**

NORTHWARD FIRST CLASS Daily Passenger 29	Office Open Monday Through Friday	Signs	Distance From Denver	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturdays and Sundays	SOUTHWARD FIRST CLASS Daily Passenger 30
P.M. L 9.40					**DENVER U. D.**				A.M. A 7.25
Trains between Denver and Utah Jct. are governed by time table of the Denver Terminal Division									
L 9.49	No Office	F.Yd.	3.37	3.36	**UTAH JCT.** **D. & R. G. W. Crossing (Interlocked)**			No Office	A 7.16
					2.92				
9.55	No Office	F.	6.29	6.28	**WESTMINSTER**		14	No Office	7.10
					2.73				
10.01	No Office	F.	9.02	9.01	**SEMPER**	78	36	No Office	7.03
					5.02				
f10.07	8:00 a.m. to 12:00 p.m. 1:00 p.m. to 5:00 p.m.		14.04	14.03	**BROOMFIELD**	105	47	Closed	f 6.57
					5.67				
f10.15	6:00 a.m. to 11:00 a.m. 12:00 p.m. to 3:00 p.m.		19.71	19.70	**LOUISVILLE**	23	50	Closed	f 6.48
					7.64				
10.25	No Office	F.Yd.	27.35	27.34	**ARA**	76		No Office	6.37
					0.52				
			27.87	27.86	**U. P. CROSSING (Grade-Gate)**				
					0.21				
s10.40	9:00 p.m. to 1:00 a.m. 2:00 a.m. to 6:00 a.m.	W.Yd.	28.08	31.35	**BOULDER**		Yard	9:00 p.m. to 1:00 a.m. 2:00 a.m. to 6:00 a.m.	s 6.35
					6.71				
f10.48	No Office	F.	34.79	38.06	**NIWOT**	47	29	No Office	f 6.14
					5.56				
s10.54	8:00 a.m. to 6:45 a.m.	W.Y.Yd.	40.35	43.62	**LONGMONT**	90	Yard	8:00 a.m. to 6:45 a.m. See foot note.	s 6.07
					0.29				
			40.64	43.91	**C. B. & Q. CROSSING (Grade-Gate)**				
					5.33				
11.20	No Office	F.	45.97	49.24	**HIGHLAND**	37		No Office	5.51
					5.03				
f11.28	8:00 a.m. to 12:00 p.m. 1:00 p.m. to 5:00 p.m.		51.00	54.27	**BERTHOUD**	50	60	Closed	f 5.44
					3.10				
11.32	No Office	F.	54.10	57.37	**CAMPION**		16	No Office	5.39
					3.32				
s11.50	8:00 a.m. to 4:00 p.m. 4:30 p.m. to 7:30 a.m.	B.W.Y.Yd.	57.42	60.69	**LOVELAND**	81	Yard	8:00 a.m. to 4:00 p.m. 4:30 p.m. to 7:30 a.m. See foot note.	s 5.29
					10.50				
A.M. 12.02	No Office	F.	67.92	71.19	**OMEGA**	77		No Office	5.18
					3.16				
s12.21	Continuous	B.C.K.O. W.Y.Yd.	71.08	74.35	**FT. COLLINS**	13	Yard	Continuous See foot note.	s 5.11
					0.15				
			71.23	74.50	**GREELEY BRANCH CROSSING (Grade-Gate)**				
					0.08				
			71.31	74.58	**U. P. CROSSING (Grade-Gate)**				
					1.94				
12.24	No Office	F.Yd.	73.25	76.52	**NORTH YARD**	100	Yard	No Office	4.52
					0.65				
12.25	No Office	F.Yd.	73.90	77.17	**BLACK HOLLOW JCT.**			No Office	4.51
					8.11				
f12.36	8:00 a.m. to 12:00 p.m. 1:00 p.m. to 5:00 p.m.		82.01	85.28	**WELLINGTON**	78	53	Closed	f 4.40
					6.41				
12.45	No Office	F.	88.42	91.69	**BULGER**	94	6	No Office	4.33
					7.93				
12.55	No Office	F.W	96.35	99.62	**NORFOLK**	100	4	No Office	4.25
					12.94				
1.11	No Office	F.	109.29	112.56	**SPEER**	78	6	No Office	4.10
					6.85				
A 1.20 A.M.	8:30 a.m. to 1:30 p.m. 2:30 p.m. to 5:30 p.m. 10:00 p.m. to 6:00 a.m.	B.C.K.O.R.T. W.Y.Yd.	116.14	119.40	**CHEYENNE**		Yard	8:30 a.m. to 1:30 p.m. 2:30 p.m. to 5:30 p.m. 10:00 p.m. to 6:00 a.m.	L 4.01 A.M.
					112.77				
3:31 32.2					SCHEDULE TIME AVERAGE MILES PER HOUR				3:15 34.7

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Rule 91 in Effect

Trains may leave Utah Jct. without Clearance Form A.

No train order signal at Ft. Collins, Conductors and Enginemen must have Clearance Form A when operator on duty.

Spring switches at end of double track, Utah Jct.; and north wye switch, Ft. Collins.

At Boulder M. P. 27.97 equals M. P. 31.26.

Ft. Collins Closed Sunday 4:00 p.m. to 12:00 Midnight.

Loveland Closed Sunday 8:00 a.m. to 4:30 p.m.

Longmont Closed Sunday 8:00 a.m. to 4:00 p.m.

(See page 12 for other tracks)

Cheyenne and Wendover Subdivision

NORTHERN AND SOUTHERN DIVISIONS — TIME TABLE NO. 1 — EFFECTIVE OCTOBER 26, 1958

NORTHWARD FIRST CLASS	Office Open Monday Through Friday	Signs	Distance from Cheyenne	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturdays and Sundays	SOUTHWARD FIRST CLASS
Daily Passenger 29									Daily Passenger 30
A.M. L 2.03	8:30 a.m. to 1:30 p.m. 2:30 p.m. to 5:30 p.m. 10:00 p.m. to 6:00 a.m.	B.C.K.O.R. T.W.Y.Yd.		119.40	**CHEYENNE**		Yard	8:30 a.m. to 1:30 p.m. 2:30 p.m. to 5:30 p.m. 10:00 p.m. to 6:00 a.m.	A.M. A 3.45
					4.50				
2.12	No Office	F.	4.50	123.90	**SHELLBACK**	50	6	No Office	3.36
					7.28				
2.21	No Office	F.	11.78	131.18	**SILVER CROWN**	72	10	No Office	3.26
					7.97				
f 2.34	No Office	F	19.75	139.15	**FEDERAL**	103	27	No Office	f 3.17
					4.34				
2.39	No Office	F.	24.09	143.49	**ISLAY**	60	6	No Office	3.07
					8.91				
30 s 2.55	8:00 a.m. to 12:00 p.m. 1:00 p.m. to 5:00 p.m.	W.Yd.	33.00	152.40	**HORSE CREEK**	78	Yard	Closed	29 s 2.55
					4.55				
3.04	No Office	F.Y.Yd.	37.55	156.95	**ALTUS**	92	Yard	No Office	2.44
					5.77				
f 3.14	No Office	F.	43.32	162.72	**FARTHING**	59	25	No Office	f 2.33
					7.33				
3.23	No Office	F.	50.65	170.05	**LAMBERT**	80		No Office	2.21
					18.61				
s 3.49	8:00 a.m. to 1:00 p.m. 2:00 p.m. to 5:00 p.m. See Foot Note	W.Y.	69.24	188.66	**CHUGWATER**	91	62	8:00 a.m. to 1:00 p.m. 2:00 p.m. to 5:00 p.m.	s 2.01
					13.92				
4.05	No Office	F.	83.16	202.58	**BORDEAUX**	78	24	No Office	1.44
					8.91				
4.17	No Office	F.	92.07	211.47	**GIBSON**			No Office	1.33
					2.48				
s 4.31	8:00 a.m. to 4:00 p.m. 11:00 p.m. to 7:00 a.m.	W.	94.55	213.97	**WHEATLAND**	79	118	8:00 a.m. to 4:00 p.m. 11:00 p.m. to 7:00 a.m.	s 1.23
					1.70				
4.33	No Office	F.Y.	96.25	215.67	**SIBYLEE**			No Office	1.21
					5.45				
4.40	No Office	F.	101.70	221.12	**UVA**	30		No Office	1.15
					9.33				
f 4.54	No Office	F.	111.03	230.45	**DWYER**	96	15	No Office	f 1.03
					10.35				
A 5.10 A. M.	8:00 p.m. to 5:00 a.m.	B.R.W.Y. Yd.	121.38	240.80	**WENDOVER**	50	Yard	8:00 p.m. to 5:00 a.m.	L12.48 A. M.
					121.38				
3:07 38.9					SCHEDULE TIME AVERAGE MILES PER HOUR				2:57 41.1

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

Rule 91 in effect

No train order signal at Wendover or Cheyenne. Conductors and Enginemen must have Clearance Form A when operator on duty.

At Wendover, time of first class trains applies at passenger station; time of other trains applies at south switch of yard M. P. 239.87.

At Cheyenne, time of northward first class trains applies at crossover between main track and track No. 4, M. P. 119.69. Trains taking siding at Cheyenne will use No. 4 track south of crossover.

Spring switches at M. P. 120.46 north end Cheyenne Yard and M.P. 239.87, Wendover Yard.

Nos. 29 and 30 will stop on flag at McDonald's Ranch M. P. 175.29 and at Slater M. P. 197.70 for mail and baggage.

Chugwater office closed Monday.

OTHER TRACKS

Slater.....M. P. 197.70.....Capacity 28 cars.
***Curtis.....M. P. 216.72.....Capacity 26 cars.**

***Track connected at North end.**

Telephone (F)—Slater. M.P. 197.70

Telephone (F)—..... M.P. 183.67

Minnequa and Trinidad Subdivision

NORTHERN AND SOUTHERN DIVISIONS — TIME TABLE NO. 1 — EFFECTIVE OCTOBER 26, 1958

SOUTHWARD FIRST CLASS Daily Passenger 7	SOUTHWARD FIRST CLASS Daily Passenger 1	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open (See Footnote)	NORTHWARD FIRST CLASS Daily Passenger 2	NORTHWARD FIRST CLASS Daily Passenger 8
P.M. 11.14	P.M. 3.24	B.C.K.O.R. T.W.Y.Yd.	118.50	**PUEBLO**			Continuous	A.M. 3.56	P.M. 2.45
Trains between Pueblo and Minnequa are governed by rules and time table of A. T. & S. F. Ry.									
L P.M. 11.23	L P.M. 3.33	R.Yd.	122.48	**MINNEQUA**			Continuous	A A.M. 3.47	A P.M. 2.36
				1.87					
11.27	3.37	R.Yd.	124.35	**SOUTHERN JCT.**			No Office	3.43	2.32
				10.53					
11.38	3.48	F.	134.88	**MARNEL**	S 60		No Office	3.32	2.20
				8.84					
f 11.47	3.57	F.	143.72	**CEDARWOOD**	N 63 S 62	6	No Office	3.23	f 2.11
				6.65					
11.54	4.04	F.	150.37	**MUSTANG**	S 60		No Office	3.16	2.04
				4.84					
11.59	4.09	F.	155.21	**LASCAR**	N 60 S 60		No Office	3.11	1.59
				10.52					
A.M. 12.10	4.20	F.	165.73	**SANDY**	S 62		No Office	3.00	1.48
				5.85					
s 12.35	s 4.28	R.Y.Yd.	171.58	**WALSENBURG**		Yard	Continuous	s 2.54	s 1.41
				0.12					
		Yd.	171.70	**D. & R. G. W. JUNCTION**					
				8.01					
12.46	4.39	F.	179.72	**MAYNE**	86		No Office	2.40	1.25
				10.88					
12.57	4.50	F.	190.60	**LYNN**	79	34	No Office	2.29	1.13
				7.30					
1.04	4.58	F.	197.90	**LUDLOW**	87	15	No Office	2.22	1.06
				8.61					
1.14	5.09	F.	206.51	**BOWEN**	53		No Office	2.12	12.56
				4.83					
		F.	211.34	**A. T. & S. F. CROSSING** (Interlocked)					
				0.44					
1.22	5.16	B.C.K.O.R. W.Y.Yd.	211.78	**TRINIDAD YARD**	57	Yard	Continuous	2.05	12.49
				0.39					
		Yd.	212.17	**D. & R. G. W. CROSSING** (Grade-Gate)					
				0.24					
A 1.24 A.M.	A 5.18 P.M.	B.K.R.Yd. W.	212.41	**TRINIDAD**	18		5:00 p.m. to 9:00 p.m. 10:00 p.m. to 2:00 a.m.	L 2.02 A.M.	L 12.46 P.M.
				89.92					
2:01 44.9	1:45 51.8			**SCHEDULE TIME AVERAGE M. P. H.**				1:45 51.4	1:50 49.0

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

RULE 91 in effect except between D. & R. G. W. Junction and A. T. & S F. crossing.

Extra trains and yard engines must clear the time of No. 1 and No. 2 not less than 10 minutes.

Two main tracks between Southern Jct. and D. & R. G. W. Junction, used jointly by D. & R. G. W. and C. & S. Northward track is under C. & S. operating jurisdiction. Southward track is under D. & R. G. W. operating jurisdiction. C. & S. timetable and rules of the Operating Department govern train operation on both tracks. C. & S. form of train orders and clearance will be used and issued over signature of D. & R. G. W. Superintendent on southward track.

Automatic Block System in effect between D. & R. G. W. Junction and A. T. & S. F. Crossing.

LOCATION OF SPURS (Rule 908 in effect)	Miles
Lime Jct. (Connected at north end.).....M. P. 127.98.....	1.24
Rugby (Rapson) (Connected at north end.).....M. P. 187.34.....	1.9

PUEBLO:

SB office, Union Depot, southward C. & S. first class trains must have two C. & S. Clearance Forms A, one over signature of D. & R. G. W. Superintendent and one over signature of C. & S. Superintendent, in addition to A. T. & S. F. clearance.

MINNEQUA:

All C. & S. southward trains will be governed by train order signal. When train order signal indicates Stop, two C. & S. Clearance Forms A will be required, one over signature of D. & R. G. W. Superintendent and one over signature of C. & S. Superintendent.
All trains may register at Minnequa by ticket.

SOUTHERN JCT.

Schedule time and train orders apply at crossover switch. Northward trains must stop to clear crossover 200 feet.
Southward first-class trains will register unless instructed otherwise by train order.
Spring switches on crossover between northward and southward main tracks.

WALSENBURG:

Spring switches at D. & R. G. W. Junction.
First class and extra trains will register at Walsenburg by ticket.
Time of southward trains applies at D. & R. G. W. Junction.
No train order signal. Conductors and Enginemen must have Clearance Form A.

TRINIDAD YARD—No train order signal.

Conductors and Enginemen of trains originating at Trinidad Yard must have Clearance Form A.

TRINIDAD—No train order signal.

Conductors and Enginemen of trains originating at Trinidad must have Clearance Form A when operator on duty.
Northward trains originating at Trinidad when no operator on duty must have Clearance Form A at Trinidad Yard.

WALSENBURG:

Office closed 8:00 A.M. to 10:00 A.M., Saturday and Sunday.

TRINIDAD YARD OFFICE:

Closed 9:00 P.M. to 5:00 A.M. Saturday and Sunday.
Telephone (F)—M.P. 127.98, M.P. 171.91, M.P. 172.50, M.P. 173.26, M.P. 182.46, M.P. 187.34, M.P. 209.80.

Trinidad and Sixela Subdivision

NORTHERN AND SOUTHERN DIVISIONS TIME TABLE NO. 1 EFFECTIVE OCTOBER 26, 1958

SOUTHWARD FIRST CLASS		Signs	Mile Post Location	STATIONS	Capacity of		Office Open	NORTHWARD FIRST CLASS	
Daily Passenger	Daily Passenger				Sidings	Other Tracks	(See Footnote)	Daily Passenger	Daily Passenger
7	1							2	8
A.M. L 1.35	P.M. L 5.26	W. B.K.R.Yd.	212.41	**TRINIDAD** 0.23	18		5:00 p.m. to 9:00 p.m. 10:00 p.m. to 2:00 a.m.	A.M. A 1.54	P.M. A 12.35
		Yd.	212.64	**RIO GRANDE JUNCTION** 7.21					
2 1.44	5.34	F.	219.85	**BESHOAR** 13.55	79	20	No Office	7 1.44	12.26
2.03	5.51	F.	233.40	**BARELA** 11.92	81	15	No Office	1.22	12.09 P.M.
2.19	6.07	F.	245.32	**NOLA** 5.06	79	9	No Office	1.06	11.53
s 2.27	6.13		250.38	**TRINCHERE** 7.22	85	24	9:00 a.m. to 2:00 p.m. 3:00 p.m. to 6:00 p.m.	12.59	s 11.46
2.36	6.22	F.	257.60	**WATERVALE** 4.66	77	3	No Office	12.49	11.36
s 2.45	6.29	F.	262.26	**BRANSON** 9.34	60	18	See Note:	12.41	s 11.29
2.57	6.41	F.	271.60	**ALPS** 10.53	85	8	No Office	12.27	11.15
s 3.14	6.56		282.13	**FOLSOM** 10.32	82	50	7:00 a.m. to 12:00 noon 1:00 p.m. to 4:00 p.m.	12.10 A.M.	s 10.59
s 3.29	7.09		292.45	**DES MOINES** 7.32	49	50	8:20 a.m. to 1:15 p.m. 2:15 p.m. to 5:20 p.m.	11.55	s 10.43
3.38	7.17	F.	299.77	**GRANDE** 7.64	102	7	No Office	11.47	10.33
3.46	7.25	F.	307.47	**STAUNTON** 3.79	97	2	No Office	11.39	10.25
s 3.51		F.	311.26	**GRENVILLE** 8.54		32	No Office		s 10.20
s 4.02	7.38		319.82	**MT. DORA** 10.11	79	31	7:45 a.m. to 12:45 p.m. 1:45 p.m. to 4:45 p.m.	11.27	s 10.11
4.12	7.48	F.	329.93	**ROYCE** 7.69	93	6	No Office	11.17	9.59
s 4.26	s 7.58		337.62	**CLAYTON** 9.52	63	61	8:00 a.m. to 8:50 p.m. 10:00 p.m. to 6:00 a.m.	s 11.06	s 9.45
A 4.36 A.M.	A 8.08 P.M.	Yd.	347.14	**SIXELA** 1.27			No Office	L 10.56 P.M.	L 9.35 A.M.
Trains between Sixela and Texline are governed by rules and time table of F. W. & D. Ry.									
4.38 A.M.	8.10 P.M.	B.C.K.R. W.Yd.	FWD 452.92	**TEXLINE**		Yard	Continuous	10.54 P.M.	9.33 A.M.
				134.65					
3:01 44.5	2:42 49.4			**SCHEDULE TIME AVERAGE M. P. H.**				2:58 44.2	3:00 44.4

TRAINS NORTHWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS SOUTHWARD.

RULE 91 IN EFFECT

Extra trains and yard engines must clear the time of No. 1 and No. 2 not less than 10 minutes.

Train Dispatcher at Denver will have charge of dispatching trains between Sixela and Texline.

TRINIDAD—No train order signal.
Conductors and Enginemen of trains originating at Trinidad must have Clearance Form A when operator on duty.
Northward trains originating at Trinidad when no operator on duty must have Clearance Form A at Trinidad Yard.

Other Tracks:

***Carbon..... M. P. 290.50**

***Twin Mountain ballast pit..... M. P. 286.93**

†Wall..... M. P. 336.85

***Connected at north end.**
†Connected at south end.

Trinchere.....Office Closed Saturday and Sunday.

Folsom.....Office closed Saturday and Sunday.

Des Moines.....Office closed Saturday and Sunday.

Mt. Dora.....Office closed Saturday and Sunday.

Clayton.....Office closed Sunday from 8:00 a.m. to 12:50 p.m.

Telephones (F)—M. P. 224.45, 228.24, 240.22, 267, 273.96, 286.93.

New Mexico-Texas State Line-C&S M.P. 347.20
equals FW&D M.P. 454.13

Note:—Branson open September, October and November:
11:00 AM to 4:01 PM
5:01 PM to 8:00 PM
Closed Saturday and Sunday.

Ft. Collins and Greeley Subdivision

NORTHERN AND SOUTHERN DIVISIONS — TIME TABLE NO. 1 — EFFECTIVE OCTOBER 26, 1958

EASTWARD	Office Open Monday through Friday	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Saturdays and Sundays	WESTWARD
	Continuous	B.C.K.O. W.Y.Yd.	74.35	**FT. COLLINS**		Yard	Continuous See Foot Note	
				0.50				
			74.62	**U. P. CROSSING (Grade)**				
				4.15				
	No Office		78.78	**CUTHBERTSON**		15	No Office	
				2.42				
	No Office	F.	81.20	**TIMNATH**	37	13	No Office	
				2.41				
	No Office		83.61	**KERNS**		21	No Office	
				2.96				
	8:00 a.m. to 12:00 p.m. 1:00 p.m. to 5:00 p.m.	W.Yd.	86.57	**WINDSOR**	31	Yard	Closed	
				0.96				
			87.53	**G. W. CROSSING (Grade)**				
				3.85				
	No Office	F.	91.38	**BRACEWELL**	29	34	No Office	
				2.05				
	No Office	F.	93.43	**FARMERS**	17	43	No Office	
				5.42				
	Continuous	O.R.W.Y.Yd.	98.85	**GREELEY**		Yard	Continuous	
				24.72				

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

RULES 907 AND 91 IN EFFECT

No train order signal at Ft. Collins and Greeley. Conductors and Enginemen must have Clearance Form A when operator on duty.

Ft. Collins—Closed Sunday 4.00 P.M. to 12 midnight.

GOLDEN SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
1.03	**PROSPECT**	Yard
	3.84	
4.87	**C. & S. JCT.**	
	2.74	
7.62	**ARVADA**	27
	3.44	
11.06	**MT. OLIVET**	39
	4.80	
15.86	**GOLDEN**	Yard
	14.83	

Between Prospect and C. & S. Jct., C. & S. engines operate over D. & R. G. W. tracks and are governed by rules and time table of D. & R. G. W. R. R.

Derail located between West 44th Ave. and south switch to yard, Golden.

Industry track M. P. 6.41 Capacity 17 cars, track connected at north end.

CLIMAX SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
151.27	**LEADVILLE**	34
	14.10	
137.17	**CLIMAX**	24
	14.10	

French Gulch Tank at M.P. 142.20

INGLESIDE SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
74.35	**FT. COLLINS**	Yard
	3.96	
78.31	**LA PORTE**	12
	3.73	
82.04	**FILTER**	6
	0.63	
82.67	**ROBERTS**	6
	7.62	
90.29	**OWL CANYON**	31
	2.00	
92.29	**REX**	60
	17.94	

Derail at Woods street M. P. 75.40.

BLACK HOLLOW SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
77.17	**BLACK HOLLOW JCT.**	
	1.56	
78.73	**SINNARD**	20
	2.00	
80.73	**WOODS**	20
	2.16	
82.89	**KLUVER**	28
	3.15	
86.04	**BLACK HOLLOW**	42
	8.87	

ARKINS SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
60.69	**LOVELAND**	Yard
	1.66	
62.35	**WALT**	25
	0.92	
63.27	**RIST**	5
	2.50	
65.77	**WILDS**	25
	5.08	

AYERS SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
211.47	**GIBSON**	
	0.60	
212.07	**WHITING**	12
	3.16	
215.23	**AYERS**	27
	3.21	
218.44	**NATWICK**	15
	6.97	

SIBYLEE SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
215.67	**SIBYLEE**	
	4.39	
220.06	**WILSON**	16
	2.17	
222.23	**HIGHTOWER**	13
	6.56	

SPUR TRACKS ARE WITHIN YARD LIMITS. RULE 908 IN EFFECT

SPECIAL INSTRUCTIONS

Trainmaster.....J. Bruner, Denver.
Trainmaster-Road Foreman.....N. S. Bishop, Trinidad
Assistant Trainmaster.....H. J. Schiff, Sr., Trinidad
System General Foreman—Road Foreman..R. E. Hansen, Denver.
Mechanical Foreman.....F. M. Nichols, Cheyenne.
Mechanical Foreman.....F. P. Weidenfeld, Trinidad.
Chief Dispatcher.....E. J. Couch, Denver.
Night Chief Dispatcher.....W. E. Oliver, Denver.

TRAIN DISPATCHER:

C. H. Tober	R. M. Slane	H. J. Schiff, Jr.
D. J. Eves	R. J. Stoner	D. G. Stice
J. Ferri	L. S. Horst	R. H. Rope
		J. C. Girard

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 insure against fire damage, do not permit engines to stand over or near any open flame.

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.

The use of retainers on trains descending grades will be left to the judgment of conductor and engineman.

2-10-2 or heavier class engines must not be used as helpers behind caboose. Such engines must be used on head end or coupled in ahead of caboose. 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: (NORTHERN DIVISION)

C. B. & Q. trains use C. & S. tracks between Prospect and Broomfield.

U. P. trains use yard tracks, Boulder, west of C. & S. main track.

Trains meeting or passing at Longmont will use siding south of station and time will apply at switches of this siding.

Auto dock on north side of G. W. Ry. No. 1 interchange track Loveland will not clear man on side of car.

900 class engines may operate on spurs, sidings, yard and station tracks except as noted below.

Steam engines heavier than 800 class must not use Ft. Collins and Greeley subdivision, Golden spur, Arkins spur or Town spur (U. P. trackage), Boulder.

Following tracks and spurs OK for SD-9 class engines but not OK for other engines heavier than 600 class.

Track No. 32 to brewery, Golden.

Track above clay pit switch on brick yard, Golden.

Track into building, Valmont.

Ingleside Spur.

Black Hollow spur, except OK for 800 class steam engines Black Hollow Jct. to Sinnard.

Engines must not use crossover from runaround track to coal pit track south of coal pit in Great Western Sugar Co. yard Ft. Collins.

AT BOULDER:

South switch and turnout leading off old north leg of wye, serving team track, cannot be used by 900 Class steam engines due to sharp curvature.

AT GREELEY:

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

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

All forward movements over street crossings between M. P. 97.80 and passenger station are restricted to 10 M.P.H. until engine has cleared crossing.

AT CHEYENNE:

Between M.P. 119.00 and M.P. 119.82 trains have no timetable superiority and must run at reduced speed, expecting to find main track occupied by other trains or engines within these limits.

Between yard limit board on Sterling Division, M.P. 334.24 and Cheyenne, trains have no timetable superiority.

Yard and light engine movements over Capitol, Carey and Pioneer avenues will be preceded by flagman.

Trains will move at reduced speed over Carey and Pioneer avenues and will be preceded by flagman over Capitol avenue.

Loading dock on west track at rock quarry Horse Creek will not clear engine or box car.

GOLDEN SPUR:

Ramp on business track Mt. Olivet will not clear man on side or top of car. Apron on this ramp will not clear engine.

Overhead bridge between malt house and grain elevator at Coors brewery Golden, will not clear man on top of car.

Engines must not move over track scale located in Coors elevator track, Golden.

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 3800 feet north of D. & R. G. W. crossing, with distant signal 9800 feet north of D. & R. G. W. crossing.

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:

Sloss.....against C. & S.
Boulder.....against U. P.
Longmont.....against C. B. & Q.
Ft. Collins.....against Ft. Collins and Greeley Subdivision.
Ft. Collins.....against U. P.

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3. USE OF TRACK: (SOUTHERN DIVISION)

No. 4 track extending from office of communication Minnequa to crossover south end of Minnequa yard, is known as "Minnequa siding".

Track just west of main track extending from M. P. 124.26 to crossover south end Minnequa yard, is known as "Southern Jct. siding".

Trains not authorized by timetable must move as provided in Rule 93 between Southern Jct. and Minnequa.

Southward train will not use Southern Jct. siding without special instructions.

Unless otherwise instructed, Northward C. & S. trains except first class trains take siding at Southern Jct.

Trains have no timetable superiority between Southern Jct. and south switch Southern Jct. siding M. P. 124.26 and must run at reduced speed, expecting to find main track occupied by other trains or engines within these limits.

Crossovers between Southern Jct. and Walsenburg located as follows:

Facing point: Marnel, Cedarwood, Mustang, Lascar, Sandy, Walsenburg.

Trailing point: Walsenburg

Engines heavier than SD-9 type diesel engines must not use Rugby Spur, freight house and industry tracks in Trinidad Yard.

Engines must not use empty track in ballast pit, M. P. 286.93, from a point 100 feet south of load track switch to end of track. An engine limit sign marks this location.

Trains have no timetable superiority between crossover just north of Russel Street, Walsenburg, M. P. 171.49, and D. & R. G. W. Junction, M. P. 171.70, and must run at reduced speed expecting to find other trains or engines within these limits.

D. & R. G. W. will use C. & S. tracks between D. & R. G. W. Junction, M. P. 171.70 Minnequa and Trinidad Subdivision, and Rio Grande Junction M. P. 212.64 Trinidad and Sixela Subdivision.

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

Track No. 10, Trinidad Yard, including southern portion known as No. 10 pocket, is a designated siding. Switches leading from this track will show a clear indication when lined for No. 10 track.

Engines must not be moved over dead rail Trinidad track scales.

Trains have no timetable superiority between A. T. & S. F. Crossing, M. P. 211.34, and Rio Grande Junction, M. P. 212.64, Trinidad Yard, and must run at reduced speed, expecting to find main track occupied by other trains or engines within these limits.

SPECIAL INSTRUCTIONS—Continued

RAILROAD CROSSINGS.

Interlocking at A. T. & S. F. crossing, Trinidad, is remotely controlled by A. T. & S. F. train dispatcher at Las Vegas, New Mexico.

Southward approach signal is located 4,600 feet north of interlocking home signal.

Northward approach signal is located 3,200 feet south of interlocking home signal.

When interlocking signals are in stop position, a member of the train or engine crew should operate push button located at signal which will indicate to the A. T. & S. F. train dispatcher that movement is desired through the interlocking.

If the signal does not clear, a member of the train or engine crew will promptly communicate with A. T. & S. F. train dispatcher by telephone located near the interlocking signal in accordance with Rule 663.

In case of failure of communication with A. T. & S. F. train dispatcher, movements through interlocking will be made in compliance with Rule 672.

Interlocked crossover south of A. T. & S. F. crossing is equipped with dual control switches.

When necessary to operate dual control switch by hand, such operation will be made in accordance with Rule 538, securing permission from A. T. & S. F. train dispatcher.

In case of failure of communication with A. T. & S. F. train dispatcher, dual control switch must not be operated by hand unless necessary to properly line the switch for operation under Rule 672.

Normal position of gates D. & R. G. W. crossings Trinidad will be against D. & R. G. W. All trains approach these crossings prepared to stop unless gates are in normal position.

AT SOUTHERN JUNCTION:

Spring switches in the crossover between the Northward and Southward main tracks at Southern Junction (Minnequa and Trinidad Subdivision), M. P. 124.35, with mechanical facing point locks, and protected by automatic dwarf home signals located six (6) feet in front of each spring switch.

Normal position of switches are as follows: For Southward Movements: Crossover switches are lined for C. & S. southward trains, with a trailing movement through the spring switch in the southward track. The route is lined for southward D. & R. G. W. trains. Northward Movements: Trailing movements will be made by both C. & S. and D. & R. G. W. northward trains through spring switch in Northward track.

AT WALSENBURG:

Spring switches at D. & R. G. W. Junction are protected by automatic signals.

When a train is stopped by the governing signal showing red indication and it can be clearly seen that the route is not occupied, signal may be cleared by pushing permissive clearing button governing the signal involved. A period of approximately one minute and thirty seconds will elapse from the time the button is pushed until it can be expected that the signal will clear.

If, after operating the permissive clearing button, signal does not clear, spring switch points must be carefully examined and if found to be in proper position and the way is clear, train may proceed on hand signals, protecting in accordance with Rule 99.

Permissive clearing buttons for northward signals (Signal No. 1 for D. & R. G. W. track and Signal No. 2 for C. & S. track), located 203 feet south of the spring switches, will be found in boxes on track side of instrument case just north of Signal No. 2.

Permissive clearing button for southward signals (Signal No. 5 for southward track and Signal No. 6 for northward track), located 328 feet north of the spring switches, will be found in box on instrument case east of the northward track, opposite these signals.

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4. The Clamshell Spur at Twin Mountain Ballast Pit, M. P. 286.93, Trinidad and Sixela Subdivision, has an overhead clearance of 16 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 13 feet from top of rail. This track has room for 4 cars above conveyor belt and one car below conveyor belt.

The Load Tracks in the Ballast Pit have an overhead clearance of 15 feet 6 inches from top of rail when the conveyor belt is not loading ballast. When conveyor belt is in loading position, it has a clearance of 12 feet 6 inches from top of rail.

5. RULES OF THE OPERATING DEPARTMENT ARE MODIFIED AS FOLLOWS:

RULE H.

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

RULE Q.

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

Employes 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 7 (a) (Third paragraph)

When backing or pushing a train or cars or switching cars, the disappearance from view of trainman, yardman, light by which signals are given or failure to hear his voice frequently on radio, must be construed as a stop signal, unless movement is being made as prescribed by Rule 1346.

RULE 15 (First paragraph)

The explosion of two torpedoes is a signal to proceed at Reduced Speed for one and one-quarter miles. The explosion of one torpedo will indicate the same as two, but the use of two is required.

RULE 16 (k).

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

RULE 17.

Full headlight will be displayed to the front of every train by day and by night. It must be concealed or extinguished when a train turns out to meet another train and has stopped clear of main track, is standing to meet a train at end of two or more tracks, or a junction, or when oscillating emergency red headlight is displayed and train has stopped.

It must be dimmed while standing in yards where yard engines are employed.

When an engine is running backward a white light must be displayed by night on the leading end.

A night, when standing or moving about yards, road engines without cars must display a light on the rear.

Unless otherwise provided, white oscillating light must be displayed approaching highway crossings at night and during day when weather conditions impair visibility. It must be extinguished when headlight is dimmed or extinguished.

RULE 19 (e).

A train not equipped to display the prescribed markers will display a red flag by day and a white light by night to indicate the rear of the train.

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.

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 35.

The following signals will be used by flagmen:

Day Signals—A red flag,
torpedoes and
red fusees

Night Signals—Torpedoes and
red fusees

RULE 99 (b). (Second paragraph).

The required flagging equipment for an engine is one red flag, six torpedoes and four red fusees.

RULE 102 (a) (Second sentence of first paragraph)

The red headlight is displayed automatically by an emergency application of the air brakes.

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.

SPECIAL INSTRUCTIONS—Continued

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 501-501-E.

A single arm semaphore signal having a yellow blade in a vertical position in the upper quadrant with a green light will indicate proceed in accordance with Rule 501.

A single arm semaphore signal having a yellow blade in the upper quadrant at an angle of 45 degrees to the vertical with a yellow light will indicate approach in accordance with Rule 501-E.

RULE 509 (First paragraph)

When a train is stopped by a Stop indication it must stay until authorized to proceed, and will then proceed at Restricted Speed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying other than a Stop indication.

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 514

When stopping at a signal, no part of train or engine should pass the signal.

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 fusees 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 712.

Train orders must not be transmitted by radio between head and rear end of a train.

Information concerning the position of switches or aspect of governing signals must not be requested nor accepted by train or engine crews from persons other than members of their own crew.

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 913 (First paragraph).

When for any reason an engine leaves its train or part of its train on main track at night or where view is obscured, torpedoes must be placed a safe distance in advance of rear portion of train to warn engineman returning, and at night a light must be placed on front end of rear portion of train.

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 displayed on the right of the track will indicate the beginning of slow track.

RULE 916.

Diesel engines may be deadheaded directly behind road diesel engines between Denver and Wendover and between Minnequa and Texline.

RULE 918.

Bridge derricks 205204, 205252 and 204620 must be handled in trains with boom connected and trailing.

RULE 970 (Second paragraph)

Instruct the fireman in his duties, including the economical use of fuel and supplies. Engineman will not permit fireman to operate the engine, except in emergency, or when in his judgment the fireman has had sufficient experience to operate engine for the purpose of qualifying himself. This practice must be confined to freight and yard service unless otherwise authorized by Road Foreman of Engines. Engineman is responsible while the engine is being operated by the fireman.

RULE 1304.

Before starting brake test on a freight train, the brake system must be charged to not less than 15 lbs. below the standard pressure of that train but not less than 60 lbs.

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 the brakes applied to the stop.

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6. Conductors and trainmen must familiarize themselves with the location of emergency air brake valves in their train.

7. 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.

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

9. Freight and passenger diesel engines may operate on any siding, yard or station track where 800 class steam engines are allowed to operate.

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 passenger trains handling standard cars, except must not exceed 60 M. P. H.

Troop trains handling freight cars will be governed by speed authorized for freight trains, except must not exceed 49 M. P. H.

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

Engines running light, and engines with caboose only, must not exceed speed authorized for freight trains, except must not exceed 35 M. P. H., unless otherwise provided.

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

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

To prevent damage to traction motors, when handling electrically operated power units dead in train, the maximum speed must not exceed:

Gas or diesel-electric engines.....60 M. P. H.
Diesel-electric passenger engines.....75 M. P. H.
Diesel-electric freight engines.....60 M. P. H.
Diesel-electric switch engines.....40 M. P. H.

Where subdivision maximum speeds are less, they will govern.

Maximum speed for C. & S. diesel engines in 800 series, F. W. & D. diesel engines in 800 series and C. B. & Q. diesel engines in 200, 300 and 400 series is 65 M. P. H. when handling passenger trains and 49 M. P. H. when handling freight trains. Where subdivision maximum speeds are less, they will govern.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On Sidings	Reduced Speed	Reduced Speed
All cross-overs, turnouts, spurs and other tracks not otherwise specified	10	10
Trailing movements through spring switches	15	15
Scale test cars:		
Main Track	.....	25
Steam Wrecking Derrick:		
Main Track	.....	35
Clam shells, pile drivers, spreaders, and similar equipment:		
Main Track	.....	25
Rotary snow plows:		
Main Track	.....	25
Engines under steam disconnected on one side with main rod down:		
Main Track	25	25
Wholly disconnected or dead steam engines	.....	20
Loaded 20 yard air dump cars, in rear of train when possible main track	.....	25
Loaded 30 yard air dumps, main track	.....	35
800 and 900 class steam engines with drivers blocked up	30	30
600 class engines	40	40
D. & R. G. W. steam derricks 0-24 and 0-27:		
Main Track	.....	35

SPEED RESTRICTIONS—Continued

NORTHERN DIVISION

Speed restrictions for certain curves are indicated by yellow board, with numerals in black, indicating the permissible speed for passenger and freight trains, and are located 1500 feet in advance of such curves. These boards designate a curve, or group of curves, where speed is permanently restricted as indicated. Enginemen must restrict the speed of train until the entire train has passed the restricted territory, when normal speed may be resumed. The reverse side of slow board governing trains in opposite direction over same restricted territory is painted green, and will serve as a guide to train and enginemen in resuming normal speed.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
UTAH JCT. AND CHEYENNE SUBDIVISION		
Maximum Speed	59	45
Utah Jct. over spring switch and D.&R.G.W. crossing	15	15
M. P. 6.0 to M. P. 7.49	10	10
M. P. 14.0—Street Crossing Broomfield	20	20
M. P. 15.0 to M. P. 15.5	50	45
M. P. 16.6 to M. P. 17.0	40	35
M. P. 17.4 to M. P. 17.6	30	20
M. P. 21.6 to M. P. 22.1	35	30
M. P. 23.7 to M. P. 24.5	40	35
M. P. 27.74 to M. P. 27.97	15	15
M. P. 32.8 to M. P. 32.9	50	45
M. P. 43.57—Main street crossing Longmont	10	10
M. P. 43.75 to M. P. 44.0	25	25
M. P. 44.5 to M. P. 45.0	40	35
M. P. 48.8 to M. P. 49.7	40	35
M. P. 51.4 to M. P. 53.9	50	45
M. P. 54.19—Main street crossing Berthoud	25	20
M. P. 58.4 to M. P. 59.9	40	35
M. P. 60.50 to M. P. 61.11—2nd to 10th streets Loveland	15	15
M. P. 68.8 to M. P. 69.0	50	45
M. P. 72.91 to M. P. 74.62	15	15
EXCEPTIONS:		
M. P. 73.54—Laurel Avenue Ft. Collins	10	10
M. P. 74.16—Mountain Avenue Ft. Collins	10	10
M. P. 77.3 to M. P. 78.4	40	35
M. P. 110.1 to M. P. 110.7	40	35
M. P. 119.0 to M. P. 119.5	20	20

CHEYENNE AND WENDOVER SUBDIVISION		
Maximum Speed	59	45
M. P. 119.63 to M. P. 122.49	20	15
Through turnouts in main track north end and middle Cheyenne yard	20	20
M. P. 130.4 to M. P. 131.1	50	45
M. P. 144.8 to M. P. 145.0	50	45
M. P. 146.9 to M. P. 157.0	40	35
M. P. 159.6 to M. P. 160.2	40	35
M. P. 160.6 to M. P. 165.2	50	45
M. P. 174.5 to M. P. 174.8	50	45
M. P. 196.4 to M. P. 196.7	50	45
M. P. 206.9 to M. P. 211.3	40	35
M. P. 213.80—Street crossing Wheatland	20	20
M. P. 213.93—Street crossing Wheatland	20	20
M. P. 219.1 to M. P. 220.5	40	35
M. P. 227.7 to M. P. 228.7	40	35
M. P. 231.8 to M. P. 238.6	40	35
Northward approach signal Wendover		30
M. P. 240.5	20	20

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
FT. COLLINS AND GREELEY SUBDIVISION		
Maximum Speed	30	25
M. P. 74.94—Lincoln Avenue Ft. Collins	10	10
SPURS		
Arkins Spur		15
Ingleside Spur		15
Black Hollow Spur		15
Climax Spur		15
Sibylee Spur		15
Except 900 class steam engines over all bridges		12
Ayers Spur		15
Except 900 class steam engines over all bridges		12
Golden Spur	30	25
M. P. 7.71—Wadsworth Avenue Arvada	10	10
M. P. 14.37 to M. P. 14.71	10	10
Bridge 16.19—Brick yard spur		10

SOUTHERN DIVISION:

REDUCE SPEED SIGNS: Slow signs are erected at points designated between Walsenburg and M. P. 296.82.

Signs between Walsenburg and Des Moines are 500 feet in advance of slow track, except at M. P. 173.95 southward sign is 1200 feet from slow track, at M. P. 197.56 southward sign is 3070 feet north of slow track, and south of Des Moines signs are placed 2000 feet in advance of slow track. These signs designate curves or groups of curves, and short tangents where speed is permanently reduced. Enginemen must reduce speed of train until entire train has passed slow track.

The reverse side of slow board governing trains in opposite direction over same restricted territory is painted green, and will serve as a guide to train and enginemen in resuming normal speed.

Prescribed speed and location of permanent slow signs are as follows:

MINNEQUA AND TRINIDAD SUBDIVISION:	Passenger Trains M. P. H.	Freight Trains M. P. H.
Maximum speed:		
Between Southern Jct. and Walsenburg:		
Southward track	58	45
Northward track	59	49
Between M. P. 211.78 and M. P. 212.64	20	Reduced Speed
Between Walsenburg and Trinidad	59	45
Except between M. P. 187.50 and M. P. 197.56	75	49
Around curves between Minnequa Yard Office and Southern Jct. Sound whistle freely	30	Reduced Speed
Through spring switches, Southern Jct.	15	15
Walsenburg, over street crossings	20	20
Walsenburg, over spring switches	15	15
Through turnout in main track, 75 feet south of A. T. & S. F. Crossing	15	15
M. P. 172.01 to M. P. 173.35	30	25
M. P. 173.95 to M. P. 176.62	45	40
M. P. 181.74 to M. P. 186.61	45	40
M. P. 197.56 to M. P. 200.28	45	40
M. P. 201.87 to M. P. 203.36	45	40
M. P. 205.52 to M. P. 207.50	45	40
M. P. 208.54 to M. P. 210.21	45	40

SOUTHERN DIVISION:

SPEED RESTRICTIONS—Concluded

TRINIDAD AND SIXELA SUBDIVISION:	Passenger Trains M. P. H.	Freight Trains M. P. H.
Maximum speed:		
Between Trinidad and Des Moines	59	45
Between Des Moines and Sixela	59	49
Engine or leading car over Main Street Crossing, Clayton, M. P. 337.64	15	15
M. P. 213.02 to M. P. 214.73	45	40
M. P. 218.04 to M. P. 219.20	45	40
M. P. 220.34 to M. P. 220.70	45	40
M. P. 222.37 to M. P. 228.04	45	40
M. P. 230.18 to M. P. 231.40	45	40
M. P. 232.60 to M. P. 234.30	45	40
M. P. 235.52 to M. P. 243.70	45	40
M. P. 245.75 to M. P. 246.82	45	40
M. P. 248.00 to M. P. 248.60	45	40
M. P. 249.47 to M. P. 250.09	45	40
M. P. 250.70 to M. P. 252.16	45	40
M. P. 252.90 to M. P. 257.24	45	40
M. P. 259.40 to M. P. 273.86	45	40
M. P. 273.86 to M. P. 274.44	30	25
M. P. 274.44 to M. P. 276.59	45	40
M. P. 277.86 to M. P. 281.21	45	40
M. P. 281.21 to M. P. 281.93	30	25
M. P. 281.93 to M. P 283 24	45	40
M P. 285.16 to M. P. 290.76	45	40
M. P. 291.48 to M. P. 293.71	45	40
M. P. 295.70 to M. P. 296.82	45	40

FREIGHT TRAINS (Information Only)

NORTHWARD (Read Down)		Stations	SOUTHWARD (Read Up)	
76-77	72		73	78-75
Lv 4:30 AM (76)	11:30 AM	Texline	Ar 10:30 AM	Ar 8:00 PM
Ar 9:15 AM	7:15 PM	Trinidad	Lv 5:30 AM	Lv 4:00 PM
Lv 9:55 AM	8:15 PM	Trinidad	Ar 5:00 AM	Ar 3:30 PM
Ar 1:45 PM	2:20 AM	Pueblo	Lv 1:00 AM	Lv 11:45 AM
Lv 3:25 PM	4:30 AM	Pueblo	Ar 11:59 PM	Ar 8:45 AM
Ar 8:25 PM	9:00 AM	Denver	Lv 8:15 PM	Lv 4:30 AM (75)
Lv 5:00 AM (77)		Denver		Ar 6:00 PM
Ar 10:30 AM		Cheyenne		Lv 1:00 PM
Lv 12:30 PM		Cheyenne		Ar 11:30 AM
Ar 6:30 PM		Wendover		Lv 6:40 AM (78)

SPEED OF TRAINS

Miles per Hour	Time per Mile	
	Minutes	Seconds
5	12	0
10	6	0
15	4	0
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0
65	0	55
70	0	51
75	0	48
80	0	45

UTAH JCT. AND CHEYENNE SUBDIVISION

OTHER TRACKS

*Turnpike Lumber Co.	M. P. 14.80	Capacity 7 cars.	*Marion	M. P. 64.71	Capacity 25 cars.
*Valmont	M. P. 25.49	Capacity 18 cars.	*McClellands	M. P. 69.96	Capacity 12 cars.
*Sloss	M. P. 25.82	Capacity 21 cars.	Drakes	M. P. 71.88	Capacity 20 cars.
Dominion	M. P. 41.70	Capacity 32 cars.	Giddings	M. P. 79.62	Capacity 48 cars.
Morey	M. P. 47.68	Capacity 23 cars.	†Dixon	M. P. 87.56	Capacity 21 cars.
†Fife	M. P. 52.17	Capacity 19 cars.	†Warrenton	M. P. 107.42	Capacity 21 cars.
†Small	M. P. 55.68	Capacity 5 cars.	*Wyco	M. P. 117.29	Capacity 69 cars.

*Track connected at North end. †Track connected at South end.

Telephones (F)—M. P. 4.12; Valmont; Dominion; Morey; Marion; Wyco.