

**COMPANY MEDICAL EXAMINERS
DENVER**

- W. J. LONGEWAY**, Chief Surgeon,
520 Metropolitan Building.
227 - 16th Street.
Phone KEystone 7623.
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If no answer to above, call
RAce 7550 (Telephone Secretary)
- A. LEE ALBERS**, Local Surgeon,
520 Metropolitan Building.
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- FRANK N. ZARLENGO**, Local Surgeon,
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227 - 16th Street.
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- RICHARD ALTMIX**, Local Surgeon,
3270 South Broadway,
Phone SUNset 1-6659.
- WILLIAM KUBITSCHKEK**, Local Surgeon,
3120 West 29th Avenue.
Phone GENesee 2565.
- EDWARD P. FEE**, Local Surgeon,
5613 Wadsworth Avenue.
Phone Arvada 177.
- BENNETT MUIR**, Oculist
3705 E. Colfax
Phone FREmont 9445
Residence Phone Aurora 1190-W
- EDWARD J. SWETS**, Oculist,
500 Metropolitan Building.
227 - 16th Street.
Phone AL 9439.
Residence Phone SUNset 1-8441.
- SIDNEY F. FIEMAN**, Ear, Nose and Throat.
906 Republic Building.
Phone AComa 1255.

WATCH INSPECTORS

THE BALL RAILROAD TIME SERVICE
General Time Inspector

| | |
|--|--|
| HANSEN & HANSEN , Ass't Chief Watch Inspector 1628 - 17th Street, Denver. | RAY W. GUMM WATCH CO. Local Watch Inspector Union Depot, Denver |
|--|--|

J. D. WALKER
Assistant Vice President and General Manager

| | |
|---|---|
| P. R. JOHNSON Supt. of Transportation | C. A. MOODY Assistant General Supt. Motive Power |
| J. J. RYAN Superintendent Terminals | A. KERN Assistant Trainmaster |
| T. J. HALLINAN Trainmaster | T. M. SPINDLE Assistant Trainmaster |
| E. J. COUCH Chief Dispatcher | |
| R. E. HANSEN - System General Foreman—Road Foreman | |

**The Colorado and Southern
Railway Company**

**TIME
TABLE**

OF THE

**DENVER TERMINAL
DIVISION**

No. 82

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

SUNDAY, MAY 31, 1953

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the exclusive use and guidance of the employees concerned, who must carry in addition thereto the Book of Rules of the Operating Department.

Denver and Utah Junction Subdivision

DENVER TERMINAL DIVISION.

TIME TABLE No. 82.

EFFECTIVE MAY 31, 1953.

| NORTHWARD | | | | | | | | STATIONS | Office Open | SOUTHWARD | | | | | | | | | |
|-------------|--|--|--|-----------------|-----------------|-----------------|-----------------|----------|-------------|----------------------|---|---------------------------------|-------------|-------------|-----------------|-----------------|-----------------|-----------------|--|
| FIRST CLASS | | | | | | | | | | FIRST CLASS | | | | | | | | | |
| | | | | 19 | 7 | 17 | | | | | | | | 20 | 8 | 18 | | | |
| | | | | Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger | | Signs | Distance from Denver | | | | | Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger | |
| | | | | 29 | 39 | 37 | 33 | | | | | | | | 30 | 36 | 38 | 42 | |
| | | | | P.M. | P.M. | P.M. | A.M. | | B.K.R. Yd. | 0.0 | .. DENVER U. D... | Continuous | A.M. | A.M. | A.M. | P.M. | | | |
| | | | | L 9:20 | L 7:30 | L 5:30 | L 8:40 | | | | 0.3 | C.B. & Q. CROSSING (Grade Gate) | No Office | A 7:40 | A 7:20 | A 8:00 | A 7:00 | | |
| | | | | | | | | | | 0.5 | C.B. & Q. CROSSING (Grade) | No Office | | | | | | | |
| | | | | 9:24 | A 7:35 P.M. | A 5:35 P.M. | A 8:45 A.M. | | R. Yd. | 1.0 | ... PROSPECT ... | Continuous | 7:35 | L 7:14 A.M. | L 7:54 A.M. | L 6:52 P.M. | | | |
| | | | | | | | | | | | 2.2 | | | | | | | | |
| | | | | A 9:29 P.M. | | | | | F. Yd. | 3.2 | ... UTAH JCT. ... D. & R. G. W. Crossing (Interlocked) | No Office | L 7:30 A.M. | | | | | | |
| | | | | 0:09 | 0:08 | 0:06 | 0:05 | | | | SCHEDULE TIME | | 0:10 | 0:08 | 0:06 | 0:08 | | | |

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

Northward trains originating at Denver U. D. will obtain Clearance Form A at C. & S. telegraph office, Room 217, Denver U. D.

No train order signal at Prospect. Conductors and Enginemen of northward trains must have Clearance Form A.

Trains may leave Utah Jct. without Clearance Form A.

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

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

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

Northward D. & R. G. W. trains will use Northward track, Tower B, Denver U. D. to cross-over located between 35th and 36th Avenues, Prospect (normal position of cross-over switches for C. & S. main tracks), thence through cross-over to C. & S. Southward main track, thence to C. & S.-D. & R. G. W. connecting switch Prospect (normal position for C. & S. Southward main track).

D. & R. G. W. Extra Trains, operating with current of traffic between Tower B, Denver U. D. and Prospect, will not be required to have running orders.

C. & S. freight trains and yard engines will use C. & S. freight lead between Rice Yard and Prospect. Normal position of switches is for freight lead.

C. B. & Q. freight trains and yard engines may use the double track between Tower B, Denver U. D. and Utah Jct. in accordance with the Special Rules and Instructions.

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

Denver and South Denver Subdivision

DENVER TERMINAL DIVISION.

TIME TABLE No. 82.

EFFECTIVE MAY 31, 1953.

| NORTHWARD | | | | Signs | Distance from South Denver | STATIONS | Distance from Denver | Office Open | SOUTHWARD | | | |
|-----------------|-----------------|-----------------|-----------------|-----------------------|----------------------------|---|----------------------|-------------|-----------------|----------------|----------------|-----------------|
| FIRST CLASS | | | | | | | | | FIRST CLASS | | | |
| 130 | 28 | 102 | 22 | | | | | | 21 | 101 | 27 | 141 |
| Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger | Daily Passenger | | | | | |
| 130 | 8 | 102 | 2 | | | | | 1 | 101 | 7 | 141 | |
| P.M. L 10:30 | P.M. L 7:55 | P.M. L 12:50 | A.M. L 6:50 | Yd. O.W. | 0.0 | SOUTH DENVER..... | 4.1 | Continuous | P.M. A 12:11 | P.M. A 2:20 | P.M. A 7:20 | P.M. A 11:50 |
| | | | | | 0.2 | .. D. & R. G. W. CROSSING (Interlocked) .. | 3.9 | No Office | | | | |
| 10:33 | 7:58 | 12:53 | 6:53 | | 1.9 | SOUTH PARK JCT. | 2.2 | No Office | 12:07 | 2:16 | 7:16 | 11:46 |
| | | | | | 2.6 | REMACO SPUR CROSSING (Grade) | 1.5 | No Office | | | | |
| 10:36 | 8:01 | 12:56 | 6:56 | B.C.K.O.R. T.W.Yd. | 3.0 | RICE YARD..... | 1.1 | Continuous | 12:04 | 2:13 | 7:13 | 11:43 |
| | | | | | 3.6 | C. E. & Q. CROSSING (Grade Gate) D. & R. G. W. CROSSING (Grade Gate) | 0.5 | No Office | | | | |
| A 10:40 P.M. | A 8:05 P.M. | A 1:00 P.M. | A 7:00 A.M. | B.K.R.Yd. | 4.1 | DENVER U. D. | 0.0 | Continuous | L 12:01 P.M. | L 2:10 P.M. | L 7:10 P.M. | L 11:40 P.M. |
| 0:10 | 0:10 | 0:10 | 0:10 | | | SCHEDULE TIME | | | 0:10 | 0:10 | 0:10 | 0:10 |

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

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

The small figures shown above the train number indicate the train number on the joint A. T. & S. F. - D. & R. G. W. Time Table and are for information only.

Passenger trains will register at Denver U. D. Freight trains will register at Rice Yard Office.

Passenger trains will not be required to register at Rice Yard Office.

Southward extra trains, operating with current of traffic between Denver U. D. and South Denver, will not be required to have running orders.

Southward trains originating at Denver U. D. will obtain Clearance Form A at C. & S. Telegraph Office, Room 217 Denver U. D.

Southward trains originating at Rice Yard will obtain Clearance Form A at Rice Yard Office.

SPECIAL INSTRUCTIONS

1. Under no circumstances should the speed of troop trains exceed:

- (a) The maximum allowable speed shown in the time table for steam passenger trains of conventional equipment when troop trains consists of ALL PASSENGER CARS (including cabooses) handled by passenger engines, and
- (b) The allowable maximum speed shown in the time table for steam freight trains when troop trains have freight cars mingled with the passenger equipment.

In handling troop trains, meeting points with all opposing trains must be established by a positive meet train order.

A positive block will be maintained behind troop trains, except that when a train is passed by a troop train at a non-communicating station (except in automatic block signal territory) the train passed must wait 10 minutes and then proceed at reduced speed to next open office.

2. USE OF TRACK:

SOUTH DENVER.—Interlocking, South Denver, governs movements over D. & R. G. W. crossing and connection joint C. & S.-A. T. & S. F. southward main track with D. & R. G. W. southward main track, and joint A. T. & S. F.-C. & S. northward main track with D. & R. G. W. northward main track. The following whistle signals will be used:

NORTHWARD

To Denver: One long.

SOUTHWARD

To Southward Main Track: One long.

To Northward Main Track: One long, one short.

To South Denver Yard: One long, one short, one long.

When using cross-over at South Park Jct., between southward and northward main track, or cross-over from northward main track to South Park Yard, located near Remaco Spur crossing, protect as prescribed by Rule 99.

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

All employes using these switches must know that the switches are restored to normal position for Track 21 after using.

SPECIAL INSTRUCTIONS INTERLOCKED SWITCHES AND SIGNALS REMOTELY CONTROLLED—RICE YARD.

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

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

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

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

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

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

PROSPECT.—All trains or engines will come to a full stop to clear junction switch or cross-overs 200 feet, except trains or engines may pass through junction switch or cross-over, if properly lined, at reduced speed, without stopping, provided the operator gives approaching train or engine a proceed signal with yellow flag by day or yellow light by night.

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

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

Northward home signal, located 300 feet south of D. & R. G. W. crossing, with distant signal 3500 feet south of home signal. Southward home signal, located 300 feet north and 3500 feet north of D. & R. G. W. crossing, with distant signal 6000 feet north of home signal.

All C. & S. trains operating between Denver and Golden will operate over D. & R. G. W. R. R. tracks between Prospect and Zuni in accordance with D. & R. G. W. R. R. Rules.

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

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

Trolley wires over our tracks at South Broadway and Kentucky Ave. and at South Pearl Street, Conners Line, Denver, will not clear man on top of car.

4. Automatic highway flashing light traffic signal installed in the yard tracks at 19th Street Yard and Chestnut Street Crossing, Denver.

Maximum speed approaching and entering this street crossing at 19th and Chestnut Street is 10 M. P. H.

Rule 103 is in effect.

5. RAILROAD CROSSINGS.—

Trains or engines will approach Remaco Spur grade crossing on Denver and South Denver Subdivision prepared to stop expecting to find Remaco Spur trains occupying crossing but need not stop if crossing is clear.

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

Normal position of gates is as follows:

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

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

C. & S. Jersey Cut-off and the

Pepper Packing Co. track,

Denver Union Stockyards against Pepper Pkg. Co. track.

6. 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.

7. Before becoming a party to a violation of the hours of service law, it is the employee's duty to notify the officer of the impending violation.

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

9. All engines in freight service will operate with brake pipe pressure of 90 pounds.

10. All trains and engines at highways or street intersections with railroad tracks where official traffic control devices are installed must start movement into street intersection or highway only on clear (green light) traffic signal. When the train or engine has entered the crossing or intersection on proper traffic signal indication it may then proceed without regard to other indications which the traffic signal may subsequently display.

11. 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.

SPECIAL INSTRUCTIONS—Concluded

12. Rule 1345 is modified as follows:

The emergency air brake valve located in all passenger, baggage and express cars and in cabooses of freight trains must not be used unless absolutely necessary. If an emergency arises where the train must be stopped as quickly as possible to avoid danger to life or property, open the emergency air brake valve wide and leave it open until the train stops.

If it is necessary to stop a train due to inability to transmit signal to the engineman, open the valve carefully and after the brakes begin to apply, gradually increase the exhaust until it is sufficient to keep brakes applied to the stop.

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

13. On Subdivision where extra trains display classification signals the

display of white flags as prescribed by Rule 21 will be discontinued and white lights will be used as classification signals for both day and night operation.

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

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

SPEED RESTRICTIONS

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

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

| LOCATION | Passenger Trains | Freight Trains |
|---|---------------------|-------------------|
| | M. P. H. | M. P. H. |
| ALL SUBDIVISIONS | | |
| On Sidings | Reduced Speed | Reduced Speed |
| Through cross-overs and other turn outs, unless otherwise specified | 10 | 10 |
| Trailing movements through spring switches | 15 | 15 |
| Engines under steam disconnected on one side with main rod down | 25 | Yd. |
| DENVER AND SOUTH DENVER—MAIN TRACK | | |
| Between the south interlocking limits of Tower A, Denver U. D. and West 8th Avenue | 20 | 15 |
| Except over West 13th Avenue | 10 | 10 |
| Between West 8th Avenue and South Denver Tower (West Virginia Avenue) | 30 | 15 |
| South Denver Interlocking | | |
| Normal routes | 30 | 30 |
| Reverse movements or movements other than normal route | 10 | 10 |
| Between South Denver Tower and the south City Limits be governed by A. T. & S. F.-D. & R. G. W. Denver Division Timetable | | |
| South Broadway and Kentucky Ave., South Denver | 6 | 6 |
| DENVER AND UTAH JCT. | | |
| Northward trains and yard engines moving northward from east end Rice Yard to 15th Street Crossing, Denver | 10 | 10 |
| Between Prospect and Utah Jct. | 25 | Yd. |
| SHERIDAN SPUR | | |
| West Alameda Avenue (engine or leading car) | 1 | 1 |

THE STATE OF TEXAS, COUNTY OF [illegible], do hereby certify that [illegible] is the true and correct copy of the [illegible] as the same appears from the records of the [illegible] office.

WITNESSED my hand and the seal of the State of Texas at the City of Austin, this [illegible] day of [illegible] 19[illegible].

Attorney General

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

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