COMPANY MEDICAL EXAMINERS

DENVER

W. J. LONGEWAY, Chief Surgeon,
817 Majestic Building,
16th and Broadway.
Phone KEystone 7623.
Residence Phone PEarl 0637.

M. C. JOBE, Local Surgeon,
606 Metropolitan Building,
Office Phone MAin 4543.
Residence Phone PEarl 5350.

F. S. HALSTED, Oculist & Aurist,
736 Metropolitan Building.
Phone TAbor 2248.
Residence Phone Pearl 6788.

R. SCHACHET, Local Surgeon,
817 Majestic Building.
Phone KEystone 7623.
Residence Phone CHerry 8580.

HERMAN I. LAFF, Aurist,
620 Metropolitan Building.
Phone CHerry 1226.
Residence Phone EMerson 4343.

E. V. GRAHAM, Local Surgeon,
1205 Republic Building.
Phone TAbor 2456.
Residence Phone EAst 0414.

EDWIN FOSTER, Local Surgeon ..... Arvada, Colo.
HOWARD H. HEUSTON, Local Surgeon ..... Boulder, Colo.
JOHN ANDREW, Local Surgeon ..... Longmont, Colo.
JOHN GASSER, Local Surgeon ..... Loveland, Colo.
F. A. HUMPHREY, Local Surgeon ..... Fort Collins, Colo.
C. W. SABIN, Local Surgeon ..... Windsor, Colo.
W. E. THOMPSON, Local Surgeon ..... Greeley, Colo.
L. F. CASSIDY, Local Surgeon ..... Louisville, Colo.
J. M. BRADEN, Local Surgeon ..... Lafayette, Colo.
W. B. HARDESTY, Local Surgeon ..... Berthoud, Colo.
F. J. McDONALD, Local Surgeon ..... Leadville, Colo.
R. C. HOWLETT, Local Surgeon ..... Golden, Colo.
J. D. SHINGLE, Local Surgeon ..... Cheyenne, Wyo.
E. W. NEWMAN, Oculist ..... Cheyenne, Wyo.
GLEN H. JODER, Local Surgeon ..... Cheyenne, Wyo.
R. C. GRAMLICH, Local Surgeon ..... Cheyenne, Wyo.
RUSSELL I. WILLIAMS, Aurist ..... Cheyenne, Wyo.
F. G. HUFFMAN, Local Surgeon ..... Wheatland, Wyo.
W. H. COLLINS, Local Surgeon ..... Wheatland, Wyo.

WATCH INSPECTORS

HANSEN & HANSEN,
General Time Inspectors
1628 17th St.,
Denver, Colo.

AY W. GUMM WATCH CO.,
Denver Union Station

F. B. COMSTOCK,
Boulder, Colo.

O. B. MELIA, Loveland, Colo.

WALTER M. BLOXHAM,
Longmont, Colo.

UTTER JEWELRY CO., Greeley, Colo.

C. C. STONE & CO., Ft. Collins, Colo.

THE J. BURRI JEWELRY CO.,
Cheyenne, Wyo.

C. G. BEUCHNER, Wheatland, Wyo.

N. A. CRAWFORD, Guernsey, Wyo.

T. TIERNEY, Golden, Colo.

W. A. S. PARKER, Leadville, Colo.

J. D. WALKER
General Manager
Denver, Colo.

G. B. HOOVER
Supt. Transportation
Denver, Colo.

E. P. STINE
Superintendent,
Denver, Colo.

J. BRUNER
Trainmaster,
Denver, Colo.

The Colorado and Southern Railway Company

TIME TABLE

OF THE

NORTHERN DIVISION

No. 39

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

SUNDAY, MAY 27, 1945

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 Junction and Cheyenne Junction Subdivision

NORTHERN DIVISION. **TIME TABLE No. 39.** **EFFECTIVE MAY 27, 1945.**

NORTHWARD FIRST CLASS		Office Open Week Days	Signs	Mile Post Location	STATIONS	Capacity of Sidings	Capacity of Other Tracks	Office Open Sundays	SOUTHWARD FIRST CLASS	
Daily Passenger 29	Daily Passenger 31								Daily Passenger 30	Daily Passenger 32
P.M. L 8.00	P.M. L 8.30				DENVER U. D.			Continuous	A.M. A 7.15	P.M A 3.50
Trains between Denver and Utah Jct. are governed by time table of the Denver Terminal Division										
					UTAH JCT.					
L 8.10	L 8.38	No Office	F. Yd.	3.35	D. & S. L. Crossing (Grade-Gate)			No Office	A 7.03	A 3.39
					3.06					
8.16	f 8.43	No Office	F.	6.41	WESTMINSTER	35	13	No Office	6.58	f 3.34
					2.99					
8.22	f 8.48	No Office	F.	9.40	SEMPER	78	36	No Office	6.53	f 3.28
					4.62					
8.30	s 8.55	4:00 p.m. to 8:00 a.m.	B.F.	14.02	BROOMFIELD	78	37	4:00 p.m. to 8:00 a.m.	f 6.44	f 3.21
					2.61					
8.34	8.58	No Office	F.	16.63	COALTON		77	No Office	6.40	3.16
					3.06					
f 8.42	s 9.08	8:30 a.m. to 5:30 p.m.	F.W.Y.	19.69	LOUISVILLE	19	42	8:30 a.m. to 5:30 p.m.	f 6.33	s 3.11
					5.80					
8.54	9.19	No Office	F.	25.49	VALMONT		18	No Office		
					2.37					
				27.86	U. P. CROSSING (Grade-Gate)					
					0.11					
8.57	9.22			27.97					6.18	2.55
9.18	f 9.38	No Office	F.R.W.Y.Yd.	31.26	ARA	78	26	No Office	6.01	f 2.38
					6.80					
9.28	f 9.48	No Office	F.	38.06	NIWOT	47	46	No Office	5.50	f 2.28
					5.55					
s 9.35	s 9.54	Continuous	W.Y.Yd.	43.61	LONGMONT	55	135	Continuous	s 5.42	s 2.20
					0.30					
				43.91	C. B. & Q. CROSSING (Grade-Gate)					
					5.33					
9.51	10.06	No Office	F.	49.24	HIGHLAND	36		No Office	5.27	2.08
					5.02					
f10.00	s10.13	8:00 a.m. to 5:00 p.m.	F.	54.26	BERTHOUD	50	60	Closed	f 5.18	s 2.01
					3.08					
10.05	f10.18	No Office	F.	57.34	CAMPION		16	No Office	5.13	f 1.56
					3.34					
s10.15	s10.27	Continuous	B.W.Y.Yd.	60.68	LOVELAND	81	140	Continuous	s 5.05	s 1.47
					3.79					
10.21	10.32	No Office	F.	64.47	MARION	26	11	No Office	5.00	1.42
					6.72					
10.31	10.40	No Office	F.	71.19	OMEGA	77		No Office	4.51	1.34
					3.11					
s10.48	s10.54	Continuous	B.C.K.O.R. W.Y.Yd.	74.30	FORT COLLINS	13	280	Continuous	s 4.45	s 1.29
					0.15					
				74.45	GREELEY BRANCH CROSSING (Grade-Gate)					
					0.08					
				74.53	U. P. CROSSING (Grade-Gate)					
					1.90					
10.53	10.59	No Office	F.Yd.	76.43	NORTH YARD	100	180	No Office	4.32	1.18
					0.65					
		No Office	F.Yd.	77.17	BLACK HOLLOW JCT.			No Office		
					3.83					
11.00	11.04	No Office	F.	81.00	WHITTAKER	33	47	No Office	4.25	1.12
					4.27					
f11.08	s11.10	8:00 a.m. to 5:00 p.m.	F.Y.	85.27	WELLINGTON	78	63	Closed	f 4.18	s 1.06
					6.42					
11.21	f11.19	No Office	F.	91.69	BULGER	94	4	No Office	4.09	f12.58
					8.51					
11.35	f11.29	No Office	F.W.	100.20	NORFOLK	100	6	No Office	3.58	f12.48
					7.05					
11.46	f11.38	No Office	F.	107.25	WARRENTON	50	21	No Office	3.48	f12.39
					5.31					
11.57 A.M.	11.45	No Office	F.	112.56	SPEER	78	6	No Office	3.40	12.32
					6.74					
A12.09 A.M.	A11.56 A.M.	Continuous	B.C.K.O.R.T. W.Y.Yd.	119.30	CHEYENNE JCT.		585	Continuous	L 3.26 A.M.	L12.21 P.M.
Daily	Daily				115.95				Daily	Daily
3:59	3:18				SCHEDULE TIME				3:37	3:18
29.0	35.2				AVERAGE MILES AN HOUR				32.1	35.0

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

Trains may leave Utah Jct. without Clearance Form A.

The Industrial Spur at Coalton will be used as a siding.

No train order signal at Fort Collins, Conductors and Enginemen must have Clearance Form A.

All trains must approach Ara at restricted speed.

The time of trains at Ara applies at the siding switches, except the time of first class trains applies at the north wye switch.

Unless otherwise provided, trains meeting or passing at Ara will use the siding in accordance with the rules.

Utah Junction and Cheyenne Junction Subdivision trains between Cheyenne Junction and the freight yards will protect against Cheyenne and Wendover Subdivision first class trains, and will pull into freight yard through north leg of wye.

The Cheyenne and Wendover Subdivision Time Table governs all train movements between Cheyenne and Cheyenne Junction.

No. 29 will stop at any station to take on passengers for points north of Cheyenne and No. 30 will stop at any station to discharge passengers from points north of Cheyenne.

No. 29 will stop on flag at Broomfield to pick up baggage.

Nos. 29, 30, 31 and 32 will stop at Agricultural College for revenue passengers.

Nos. 31 and 29 will pull by north wye switch at Ara and back train Ara to Boulder.

Nos. 30 and 32 will head into Boulder and back train Boulder to Ara. Spring switches at end of double track, Utah Junction and north wye switch, Ara.

Cheyenne and Wendover Subdivision

NORTHERN DIVISION. **TIME TABLE No. 39.** **EFFECTIVE MAY 27, 1945.**

NORTHWARD FIRST CLASS											SOUTHWARD FIRST CLASS		
32	30						Capacity of					31	29
Daily Passenger	Daily Passenger	Daily Passenger	Office Open Week Days	Signs	Distance from Cheyenne	Mile Post Location	STATIONS	Sidings	Other Tracks	Office Open Sundays	Daily Passenger	Daily Passenger	Daily Passenger
229	225	29									30	226	230
P.M. L12.15	A.M. L 3.20	A.M. L12.50	11:59 p.m. to 3:59 p.m.	B.K.R.Yd.	0.00	120.47	CHEYENNE			11:59 p.m. to 3:59 p.m.	A.M. A 3.00	P.M. A12.05	A.M. A12.20
							1.17						
A12.20 P.M.	A 3.25 A.M.	s 1.05	Continuous	B.C.K.O.R. T.W.Y.Yd.	1.17	119.30	CHEYENNE JCT.		585	Continuous	s 2.45	L11.57 A.M.	L12.10 A.M.
							1.41						
		f 1.09	No Office	Yd.	2.58	120.71	FORT WARREN		155	No Office	f 2.34		
							3.19						
		1.15	No Office	F.	5.77	123.90	SHELLBACK	50	4	No Office	2.29		
							7.37						
		f 1.30	No Office	F.W.	13.14	131.27	SILVER CROWN	71	10	No Office	f 2.16		
							8.07						
		f 1.47	No Office	F.	21.21	139.34	FEDERAL	58	6	No Office	f 2.02		
							4.29						
		f 1.54	No Office	F.	25.50	143.63	ISLAY	60	6	No Office	f 1.54		
							8.76						
		f 2.08	Continuous	W.Yd.	34.26	152.39	HORSE CREEK	78	25	Continuous	f 1.35		
							4.83						
		f 2.16	No Office	F.Y.	39.09	157.22	ALTUS	89	29	No Office	f 1.25		
							5.32						
		f 2.24	No Office	F.W.	44.41	162.54	FARTHING	59	27	No Office	f 1.10		
							7.51						
		2.34	No Office	F.	51.92	170.05	LAMBERT	80		No Office	12.54		
							7.75						
		f 2.44	No Office	F.W.	59.67	177.81	DIAMOND	50		No Office	f12.41		
							5.86						
		2.52	No Office	F.	65.53	183.66	BRINTON	58	6	No Office	12.31		
							4.98						
		s 3.03	Continuous	C.W.Y.Yd.	70.51	188.65	CHUGWATER	91	65	Continuous	s12.23		
							6.07						
		3.12	No Office	F.	76.58	194.71	SWAN	50		No Office	12.08 A.M.		
							2.92						
		f	No Office	F.	79.50	197.63	SLATER		25	No Office	f		
							4.75						
		f 3.24	No Office	F.	84.25	202.38	BORDEAUX	78	24	No Office	f11.56		
							9.09						
		3.40	No Office	F.	93.34	211.47	*GIBSON			No Office	11.40		
							2.47						
		s 3.58	Continuous	W.Yd.	95.81	213.94	WHEATLAND	77	118	Continuous	s11.28		
							1.73						
			No Office	F.Y.	97.54	215.67	SIBYLEE			No Office			
							0.95						
			No Office		98.49	216.62	* CURTIS		26	No Office			
							4.48						
		f 4.12	No Office	F.	102.97	221.10	UVA	30		No Office	f11.16		
							9.81						
		f 4.31	No Office	F.	112.78	230.91	DWYER	95	15	No Office	f11.00		
							10.00						
		A 4.55 A.M.	Continuous	B.R.W.Y.Yd.	122.78	240.91	WENDOVER	25	63	Continuous	L10.40 P.M.		
Daily	Daily	Daily					122.78				Daily	Daily	Daily
0:05	0:05	4:05					SCHEDULE TIME				4:20	0:08	0:10
14.0	14.0	30.0					AVERAGE MILES AN HOUR				28.3	8.8	7.0

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

No. 30 is superior to No. 225, Cheyenne Junction to Cheyenne.

No. 226 is superior to No. 229, Cheyenne Junction to Cheyenne.

No. 230 is superior to No. 29, Cheyenne Junction to Cheyenne.

The small numbers shown above the train number on the Cheyenne and Wendover Subdivision Time Table indicate the Train Number on the Utah Junction and Cheyenne Junction Subdivision.

No Train Order Signal at Cheyenne Junction. Conductors and Enginemen must have Clearance Form A, except trains moving from Cheyenne to the Cheyenne Junction-Utah Junction Subdivision through south leg of wye.

No train order signal at Wendover. Conductors and Enginemen must have Clearance Form A.

Time of all southward trains at Wendover applies at south wye switch.

At Cheyenne Junction time of northward first class trains applies at crossover between main track and track No. 4, 2000 feet north of yard office. Trains taking siding at Cheyenne Junction will use No. 4 track south of crossover.

At Cheyenne Junction the switch from the Utah Junction-Cheyenne Junction Subdivision and the north wye switch from Cheyenne-Wendover Subdivision must be left set and locked for the north leg of the wye. The other wye switch must be left set and locked for the Cheyenne-Wendover Subdivision main track.

Nos. 29 and 31, Utah Jct. and Cheyenne Jct. Subdivision will head through north leg of wye at Cheyenne Jct. and back up Cheyenne and Wendover Subdivision Main track to Passenger Station, Cheyenne.

No. 30 Cheyenne and Wendover Subdivision will turn on wye at Cheyenne Junction, and back to Passenger Station.

Utah Junction and Cheyenne Junction Subdivision trains between Cheyenne Junction and the freight yards will protect against Cheyenne and Wendover Subdivision first class trains, and will pull into freight yard through north leg of wye.

Nos. 29 and 30 will stop on flag at Underwood (M. P. 166.5); Jordan (M. P. 169.80).

***Spur connected at north end.**

Proper name of Fort Warren is Fort Francis E. Warren.

NORTHERN DIVISION. Ara and Boulder Subdivision EFFECTIVE MAY 27, 1945.

NORTHWARD												SOUTHWARD				
SECOND CLASS	FIRST CLASS								Capacity of			FIRST CLASS				SECOND CLASS
U. P.	29	32	31	30	Office Open Week Days	Signs	Mile Post Location	TIME TABLE No. 39. STATIONS	Sidings	Other Tracks	Office Open Sundays	30	31	32	29	U. P.
Mixed Daily Ex. Sunday	Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger								Daily Passenger	Daily Passenger	Daily Passenger	Daily Passenger	Mixed Daily Ex. Sunday
376	141	137	133	131								130	132	136	140	375
A.M. L11.15	P.M. L 9.12	P.M. L 2.49	A.M. L 9.32	A.M. L 6.10	5:40 a.m. to 9:40 p.m.	B.R.Yd.	29.61	BOULDER	21	168	5:40 a.m. to 9:40 p.m.	A.M. A 6.07	A.M. A 9.28	P.M. A 2.44	P.M. A 9.03	A.M. A10.15
								1.65								
A11.25 A.M.	A 9.17 P.M.	A 2.54 P.M.	A 9.37 A.M.	A 6.17 A.M.	No Office	F.R.W. Y.Yd.	31.26	ARA	78	26	No Office	L 6.02 A.M.	L 9.23 A.M.	L 2.39 P.M.	L 8.58 P.M.	L10.00 A.M.
Daily Ex. Sunday	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily Ex. Sunday

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

The small numbers shown above the train numbers on the Ara-Boulder Subdivision indicate the train number on the Utah Jct.-Cheyenne Jct. Subdivision.

Trains may leave Ara without Clearance Form A.

No train order signal at Boulder. Conductors and Enginemen must have Clearance Form A.

All trains must approach Ara at restricted speed.

NORTHERN DIVISION. Clear Creek Jct. and Golden Subdiv'n EFFECTIVE MAY 27, 1945.

NORTHWARD			Office Open Week Days	Signs	Mile Post Location	TIME TABLE No. 39. STATIONS	Capacity of		Office Open Sundays	SOUTHWARD		
							Sidings	Other Tracks				
			No Office	F.	2.60	CLEAR CREEK JCT.			No Office			
						0.17						
					2.77	D. & S. L. CROSSING (Grade-Gate)						
						4.85						
			8:30 a.m. to 5:30 p.m.		7.62	ARVADA		48	Closed			
						1.78						
			No Office		9.40	* RIDGE		27	No Office			
						1.79						
			No Office		11.19	MT. OLIVET		44	No Office			
						4.68						
			9:00 a.m. to 6:00 p.m.	W.	15.87	GOLDEN		86	Closed			

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

No train order signal at Golden. Conductors and Enginemen must have Clearance Form A.

Trains may leave Clear Creek Jct. without Clearance Form A.

Rule 907 in effect.

*Spur connected at north end.

NORTHERN DIVISION. Fort Collins and Greeley Subdiv'n EFFECTIVE MAY 27, 1945.

NORTHWARD			Office Open Week Days	Signs	Mile Post Location	TIME TABLE No. 39. STATIONS	Capacity of		Office Open Sundays	SOUTHWARD		
							Sidings	Other Tracks				
			Continuous	B.C.K.O.R. W.Y.Yd.	74.30	FORT COLLINS	13	280	Continuous			
						0.23						
					74.53	U. P. CROSSING (Grade)						
						4.25						
			No Office	F	78.78	CUTHBERTSON	11		No Office			
						2.43						
			No Office	F.	81.21	TIMNATH	37	14	No Office			
						2.38						
			No Office		83.59	KERNS	9		No Office			
						1.58						
			No Office		85.17	AVERY	9		No Office			
						1.40						
			8:00 a.m. to 5:00 p.m.	W.Y.Yd.	86.57	WINDSOR	31	86	Closed			
						0.96						
					87.53	G. W. CROSSING (Grade)						
						1.78						
			No Office		89.31	COMER	10		No Office			
						2.07						
			No Office	F.	91.38	BRACEWELL	24	29	No Office			
						2.01						
			No Office	F.	93.39	FARMERS	17	45	No Office			
						2.36						
			No Office		95.75	†BOYDS		3	No Office			
						3.12						
			Continuous	O.R.W.Y.Yd.	98.87	GREELEY		65	Continuous			
						(24.6)						

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

No train order signal at Greeley. Conductors and Enginemen must have Clearance Form A.

†Spur connected at south end.

CLIMAX SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
151.27	LEADVILLE	28
	14.06	
137.21	CLIMAX	20

French Gulch Tank at M. P. 142.2.
Three-mile Tank at M. P. 147.6.
Gate across main track at north end Climax Molybdenum Company, Climax. A stop sign located 50 feet north of gate on right hand side of track. Gate equipped with switch lock.

AYERS SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
211.47	GIBSON	
	0.60	
212.07	WHITING	11
	3.16	
215.23	AYERS	25
	3.21	
218.44	NATWICK	14
	(6.97)	

SIBYLEE SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
215.67	SIBYLEE	
	5.29	
220.96	WILSON	15
	1.27	
222.23	HIGHTOWER	13
	(6.56)	

INDUSTRIAL SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
16.63	COALTON	77
	3.33	
19.96	SUPERIOR	125

LAFAYETTE SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
19.10	LOUISVILLE	42
	1.74	
20.84	PUBLIC SERVICE CO.	10
	1.72	
22.56	LAFAYETTE	16
	(3.46)	

ARKINS SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
60.68	LOVELAND	140
	2.65	
63.33	RIST	8
	1.85	
65.18	† WILDES	21
	(4.50)	

CHATFIELD SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
7.61	SHERIDAN	20
	0.59	
8.20	D. & R. G. W. CROSSING (Grade-Gate)	
	5.98	
14.18	CHATFIELD	18
	(6.57)	

BLACK HOLLOW SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
77.17	BLACK HOLLOW JCT.	
	1.60	
78.77	SINNARD	19
	1.20	
79.97	ALFALFA	13
	0.79	
80.76	WOODS	19
	2.07	
82.83	KLUVERS	25
	0.89	
83.72	GLICK	14
	2.08	
85.80	BLACK HOLLOW	27
	(8.63)	

WAVERLY SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
85.27	WELLINGTON	63
	4.74	
90.01	WAVERLY	22
	(4.74)	

INGLESIDE SPUR

Mile Post Location	STATIONS	Capacity of Other Tracks
74.30	FORT COLLINS	280
	2.22	
76.52	* GLOVERS	1
	1.79	
78.31	LA PORTE	13
	3.73	
82.04	† FILTER	6
	0.63	
82.67	† ROBERTS	6
	7.37	
90.04	OWL CANYON	31
	1.63	
91.67	REX	59
	(17.37)	

Yard limits and Rule 908 in effect on all Spurs.
*Spur connected at north end.
†Spur connected at south end.

ADDITIONAL SPURS AND OTHER TRACKS

*Monarch No. 2 (M.P. 17.28) Capacity 31 cars.
*Goodview (M.P. 24.19) Capacity 9 cars.
*Valmont (M.P. 25.49) Capacity 18 cars.
*Sloss (M.P. 25.82) Length 5,255 ft. Capacity 21 cars.
Dominion (M.P. 41.69) Capacity 31 cars.
Grenfell (M.P. 45.92) Capacity 11 cars.
Morey (M.P. 47.70) Capacity 15 cars.
†Fife (M.P. 52.17) Capacity 19 cars.
†Finley (M.P. 65.80) Capacity 2 cars.
McClellands (M.P. 69.85) Capacity 12 cars.
Drakes (M.P. 71.88) Capacity 20 cars.
Giddings (M.P. 79.64) Capacity 41 cars.
†Dixon (M.P. 87.67) Capacity 18 cars.
†Murke (M.P. 153.48) (Horsecreek) Capacity 76 cars.
*Underwood (M.P. 166.5) Capacity 1 car.

SPECIAL INSTRUCTIONS

Master Mechanic.....W. F. Kascal, Denver.
Road Foreman.....R. E. Hansen, Denver.
Road Foreman.....Rex Crews, Cheyenne.
Chief Dispatcher.....E. J. Couch, Denver.
Night Chief Dispatcher.....D. J. Eves, Denver.

TRAIN DISPATCHERS

C. E. Conroy C. H. Tober G. S. Guyer

1. Conductors must report from first available point of communication, storms or conditions that may make track unsafe, and will tie up their trains when in their judgment it is unsafe to proceed.

2. When a train is to be advanced as prescribed by Rule 925, the engineman will, in acknowledgment of the signal, sound two long blasts of the whistle as provided in Rule (14-B).

3. When under Rule 951, operators are instructed to handle switches for a train they must be available immediately to do so. They will maintain a position where they may be seen by the conductor and will advise him of their intention to handle switches for his train. After so advising the conductor, the operator will be responsible for the return of switches to normal position after train has passed.

4. Under Rule 103, when cars are pushed by an engine over public crossing at grade, not protected by a watchman or gates, a member of the crew must protect the crossing, unless the lead car is equipped with extension hose with air signal whistle in charge of a member of the crew to control the backward movement and sound crossing warning signal (14-L).

Should train or enginemen observe that highway crossing signals or gates are not operating properly, the fact should be reported promptly by wire to the Superintendent and Chief Dispatcher.

5. Under Rule 93, trains handling occupied company service cars or carrying caretakers must be protected as prescribed by Rule 99.

6. Rule 91 is modified to read:

Unless some form of block signals is used, trains in the same direction must keep at least 10 minutes apart, except in closing up at stations.

7. When occupied Company Service Cars are set out at a station, or on a track between stations, or when moved from one track to another at a station, the conductor must notify the Chief Dispatcher from the first available point of communication, giving information as to the track on which the occupied Company Service Cars were left.

Under Rule 908, trains will be notified of occupied Company Service Cars when such cars occupy sidings or station tracks used as sidings.

8. When blue flag is used on passenger train, it will be placed on the engineer's side of train in the marker bracket on the head end of the head car.

9. Modifying the first paragraph of Rule 959, the standard flagging equipment for an engine or motor will be one red flag, one white lantern, one red lantern, four fusees, six torpedoes. The lanterns to be lighted and ready for immediate use after dark. The fusees and torpedoes to be carried in a rack in cab of steam engines and in a container in cab of Diesel-electric motors.

On Gas-Electric motor operated trains, flagging equipment will be carried in the baggage compartment instead of in the motor room.

This modifies the second paragraph of Rule 919 so far as it applies to flagging equipment on engines or motors, and that part of the tenth paragraph of Rule 920 reading "Normal supply for engines, 3 fusees and 6 torpedoes."

In freight and mixed train service the front brakeman is responsible with the engineer for knowing that in the cab of engine or motor, there is the prescribed flagging equipment.

10. Rule 1078 is modified as follows:

Be thoroughly familiar with all signal rules, the arrangement of tracks where switching is required, and the movements and the rights of trains using them. Be constantly on the watch for approaching trains, and be sure that the proper signal is shown to each, switch tenders using yellow flag by day and yellow light by night.

11. Rule 914 is modified to read as follows:

A yellow signal on the right of the track indicates that the track one mile distant is safe for speed of but 10 miles an hour, unless otherwise directed by train order.

A green signal on the right of the track signifies that the slow track has been passed and the usual speed may be resumed. Enginemen must maintain slow speed until proceed signal is received from rear end.

On trains equipped with communicating signal system, the proceed signal will be given by one short sound of the communicating signal.

12. Derricks, steam shovels, ditchers, draglines, rail loaders, and other similar equipment loaded on flat or other open-top cars with booms connected and handled in freight or mixed trains must have booms trailing and securely fastened. Cars loaded with such equipment, when picked up at intermediate stations or junctions and not properly turned, must be turned at first point where facilities are available to effect trailing position of booms.

When this equipment is moving in freight or mixed trains upon its own wheels, the boom must be disconnected and loaded so as to be entirely free of swinging features. Steam derricks, having specially designed idler cars are excepted from requirements of this rule.

13. 2-8-2 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.

14. Conductors in all classes of service will, when practicable, personally contact and compare time with their engineers before trains are cleared from initial station on the sub-division.

15. Rule 919 is modified to permit the use of a white electric lantern. The red lantern must be oil burning.

16. Trains must be identified at meeting or waiting points.

17. SPRING SWITCHES.—Spring switches are designated by a round target bearing the letter S. Facing point movements over spring switches are protected by automatic home signal. When signal indicates Stop trains may proceed on hand signal after switch has been examined and points found to fit properly. Trains trailing through switch may do so without opening or closing it. When sand or snow is blowing, the switch points must be cleared before trailing move is made through switch. When trailing through switch and train is stopped before movement is complete, backward movement must not be made until switch is set and secured in proper position. When switch is opened by hand, it must be closed by hand. Sand must not be used over spring switches. Drop switch will not be made over spring switches unless specifically authorized.

18. Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication, except at points designated by the Superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

19. The night signals to be used under Rule 906 are modified as follows:

Hot Journals—stop signal followed by lamp swung in small vertical circle.

Brakes sticking—stop signal followed by lamp in sliding movement out from body.

20. High or wide loads which are moving in train with restrictions on account of limited overhead or side clearance must be handled next to engine when practicable.

21. RAILROAD CROSSINGS.—Trains or engines must stop not less than 200 feet nor more than 800 feet from grade railway crossings, except when an interlocking system or gates are in use, and not proceed until track is known to be clear and whistle signal 14-b is sounded.

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:

Utah Junction.....against D. & S. L.
Ara.....against U. P.
Longmont.....against C. B. & Q.
Ft. Collins.....against Greeley Branch.
" against U. P.
Clear Creek Junction.....against C. & S.
Chatfield Spur.....against C. & S.

22. When it is necessary for track cars to be operated during night hours, the track car operator must, when practicable, obtain an accurate line-up; and where it can be done, all trains and engines entering the territory in which the cars are being operated will be notified of such track cars. When so notified, enginemen will keep a sharp lookout for track cars and use the whistle freely.

23. Rule 1314 is modified as follows:

On passenger trains, at points where only the engine or train crew is changed, but no angle cock turned, the incoming engineman must apply the train brakes with a fifteen pound brake pipe reduction immediately after stopping and without waiting for a signal; the outgoing engineman will release the brakes upon receiving the proper release signal. Trainman must see that the brakes are applied on the rear car, then signal the engineman to release with the communicating signal from the rear car; after the brakes on the rear car are seen to be released, he will signal the engineman with one blast of the communicating signal.

24. The application of the second paragraph of Rule 211 to the middle order at a meeting or waiting point as prescribed by Rule S-208 will be as follows:

Under the second paragraph of Rule S-208, "If practicable" means if the office is open.

If the train to receive the middle order is on the main track it will be stopped before delivery of the middle order, if partially or wholly on the siding, the train will not be stopped before delivery of the middle order.

Where the middle order is placed at a waiting point the train will be stopped if the time restriction is still in effect; if the time is later than the time named in the wait at that station and the order has not yet been annulled by dispatcher, it may be delivered without stopping the train.

25. Rule 1047 is modified as follows:

Assist passengers, especially women, children and infirm persons, in entering and leaving cars, or in passing from one car to another, giving special attention to their safety. Direct them on which side to leave the train, and see that platform gates and vestibule doors are opened and closed, as convenience and safety require. Do not leave the gates or car platforms until train has cleared the station platform. While the train is waiting at a station, remain at the car steps unless relieved by the conductor or train porter or when required to assume flagging duties. Use step boxes where necessary.

26. In non-automatic block signal territory, a train passed by a troop train at a closed or no office station, must wait ten minutes and then proceed at restricted speed to the next open station.

27. The headlight of diesel and gas-electric engines must be burned dim during daylight hours when in road service.

28. Red fusees will be used only in complying with the requirements of Rule 99 or for emergency stop signals.

Yellow fusees will be used in giving signals as prescribed by Rules 12a to 12g, inclusive, when weather conditions, or length of train, make it impracticable to pass hand or lantern signals.

SPECIAL INSTRUCTIONS—Continued

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

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

C. 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.

D. Yard and light engine movements over Capitol, Carey and Pioneer street intersections, being first three streets north of passenger depot, at Cheyenne, must be preceded by flagman.

Passenger trains will move at restricted speed over Carey and Pioneer street crossings and will be preceded by flagman over Capitol Avenue.

All trains and engines run at restricted speed between 17th and 23rd streets, Cheyenne.

E. 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.

F. The street car trolley wire at Mountain Ave., Ft. Collins, will not clear a man on top of high cars.

G. Before going on the Union Pacific main track at Greeley trains and light engines must secure a check of overdue trains from the Union Pacific train dispatcher.

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

I. UTAH JUNCTION.—D. & S. L. crossing gate; spring switch at end of double track; C. B. & Q. junction switch and D. & S. L. junction switch are protected by automatic signals.

Northward home signal, located 300 feet south of D. & S. L. crossing, with distant signal 3500 feet south of home signal. Southward home signal, located 300 feet north of D. & S. L. crossing, with distant signal 3500 feet north of home signal.

Home signals are normally at Stop and will change to Proceed when trains approach distant signal if switches are properly lined for main track and there are no conflicting movements.

When train is stopped by home signal, it may proceed on hand signal if crossing is clear and after junction switches and spring switch have been examined and points are found to fit properly and switches are in normal position.

A push button is located at home signal north of D. & S. L. crossing to clear signal to permit southward or back up movement.

J. Freight trains will not carry revenue passengers.

K. When a train is taking siding, the employe who is to close the switch must, if practicable, get off on the opposite side from switch stand.

L. Capacity of sidings and other tracks based on length of cars 46 feet over couplers. Capacity of sidings includes clearance for engine and caboose.

M. C. B. & Q. trains use C. & S. tracks between Utah Junction and Broomfield. U. P. trains use C. & S. tracks between Ara and Boulder.

TONNAGE RATING, SHOWING ENGINE CLASSIFICATION AND NUMBERS

UTAH JUNCTION AND CHEYENNE JUNCTION SUBDIVISION	E-5-B 905-909 6300-6309 / E-5-C 900-904 910-914 6100	E-4-A 800-804	B-4-S 520-531	F-3-C 373-375 / F-3-B 370-372 / B-4-R 600-643 / B-4-R 1 644-649	F-3-A 350-354			
NORTHWARD	Tons	Tons	Tons	Tons	Tons			
Denver to Golden				1090	850			
Denver to Coalton	2250	1300	1200	1100	870			
Coalton to Ara	3100	1800	1375	1250	1050			
Ara to Longmont	Down Grade	Down Grade	Down Grade	Down Grade	Down Grade			
Longmont to Loveland	2400	1300	1125	1100	850			
Loveland to Fort Collins	2775	1750	1595	1400	1200			
Fort Collins to Greeley		Down Grade	Down Grade	Down Grade	Down Grade			
Fort Collins to Speer	2350	1550	1485	1300	1030			
Speer to Cheyenne Junction	Down Grade	Down Grade	Down Grade	Down Grade	Down Grade			
SOUTHWARD								
Cheyenne Junction to Speer	2650	1670	1595	1375	1200			
Speer to Fort Collins	Down Grade	Down Grade	Down Grade	Down Grade	Down Grade			
Greeley to Fort Collins		2300	1980	1850	1500			
Fort Collins to Loveland	3500	1900	1760	1550	1300			
Loveland to Berthoud	1850	1200	1020	1000	800			
Berthoud to Longmont	2100	1250	1080	1050	820			
Longmont to Ara	2200	1300	1125	1120	850			
Ara to Coalton	1850	1200	1020	1000	800			
Coalton to Semper	3500	2050	1760	1650	1400			
Semper to Denver	Down Grade	Down Grade	Down Grade	Down Grade	Down Grade			
Golden to Denver				Down Grade	Down Grade			
CHEYENNE AND WENDOVER SUBDIVISION								
NORTHWARD								
Cheyenne Junction to Altus	2450	1550	1400	1350	1100			
Altus to Bordeaux	Down Grade	Down Grade	Down Grade	Down Grade	Down Grade			
Bordeaux to Wheatland	2450	1550	1400	1350	1100			
Wheatland to Uva	Down Grade	Down Grade	Down Grade	Down Grade	Down Grade			
Uva to Dwyer	2775	1550	1400	1350	1100			
Dwyer to Wendover	Down Grade	Down Grade	Down Grade	Down Grade	Down Grade			
Wendover to Guernsey	3500	2060	1870	1750	1500			
SOUTHWARD								
Guernsey to Wendover	3500	2060	1870	1750	1500			
Wendover to Farthing	2550	1550	1400	1350	1100			
Farthing to Altus	1750	1120	1000	920	820			
Altus to Horse Creek	Down Grade	Down Grade	Down Grade	Down Grade	Down Grade			
Horse Creek to Federal	2650	1620	1500	1400	1150			
Federal to Cheyenne Junction	Down Grade	Down Grade	Down Grade	Down Grade	Down Grade			

E-5-B class engines rated 100 tons less than shown above.

SPEED RESTRICTIONS

1. When a distant signal is displaying a restricting indication, trains must reduce speed at once and move at restricted speed until the indication of the next governing signal can be determined.

Clear indication of block signals does not modify the requirements of Rule 93.

A train, authorized by train order to move against the current of traffic, must approach all interlocking at restricted speed.

When running against the current of traffic, all trains and engines must move within yard limits at restricted speed.

2. Enginemen handling light engines must approach all hazardous road crossings where view is obscured prepared to stop, and when advised by train dispatcher that maintenance men have no advice of the movement, also when making movement against the current of traffic, must run at restricted speed on curves and where view is obscured and use extreme care to avoid striking motor cars.

3. Light engines may operate at maximum speed authorized for freight trains except must not exceed 35 miles an hour.

4. 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.

5. Diesel and Gas-electric motor trains and engines must not pass through water if the water is more than three inches above top of rail and when passing through water speed must not exceed 3 miles an hour to prevent damage to traction motors.

Cars with axle generators should not be run through water that is higher than nine inches over the rails. In cases where cars have been operated through water five inches or more over the rails, all axle generators should be examined and blown out with air at the first terminal where compressed air is available.

6. To prevent damage to traction motors, when handling Diesel-electric switch engines dead in train, the maximum speed must not exceed 40 miles an hour.

Diesel-electric engines running light may operate at maximum speed authorized for freight trains except must not exceed 40 miles an hour.

7. Speed restrictions for certain curves are indicated by yellow board, with the required numerals in black, indicating the permissible speed for passenger and freight trains, and are located approximately 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 enginemen in resuming normal speed.

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
ALL SUBDIVISIONS		
On Sidings, unless otherwise specified	15	15
Through cross-overs and other turn outs, unless otherwise specified	10	10
Trailing movements through spring switches	15	15
Short scale test cars must be handled just ahead of way car with air hose coupled.		
Main Line	.....	25
Branch Line	.....	20
Clam shells, boom must be taken down and disconnected and boom trailing.		
Main Line	.....	25
Branch Line	.....	20
Pile drivers, steam derricks and similar equipment.		
Main Line	.....	25
Branch Line	.....	20
Engines under steam disconnected on one side with main rod down.		
Main Line	25	25
Branch Line	20	20
Air dump cars and loaded coke racks	.....	25
900, 6100, 6300 class engines with drivers blocked up	30	30
500 and 600 class engines	40	40
UTAH JUNCTION-CHEYENNE JUNCTION SUBDIVISION		
Maximum speed	60	45
Utah Junction, northward over spring switch and D. & S. L. crossing	15	15
" " southward over spring switch and D. & S. L. Crossing	20	20
Curve at M. P. 3.5	20	20
Curves between M. P. 15.0 and M. P. 15.5	50	45
Curves between M. P. 16.6 and M. P. 17.0	40	35
Curves between M. P. 17.4 and M. P. 17.6	30	20
Curves between M. P. 21.6 and M. P. 22.1	35	30
Curves between M. P. 23.7 and M. P. 24.5	40	35
Ara, facing point movements over spring switch	15	15
Curves between M. P. 32.8 and M. P. 32.9	50	45
Main street crossing south of Longmont station	10	10
First curve north of Longmont station	25	25
Curves between M. P. 44.5 and M. P. 45.0	40	35
Curves between M. P. 48.8 and M. P. 49.7	40	35
Curves between M. P. 51.4 and M. P. 53.9	50	45
Main street crossing Berthoud	25	20
Curves between M. P. 58.4 and M. P. 59.9	40	35
Between 2nd and 10th streets Loveland	15	15
Curves between M. P. 68.8 and M. P. 69.0	50	45
Laurel Ave. Ft. Collins	6	6
Mountain Ave. Ft. Collins	6	6
Agricultural College to North College Ave., Ft. Collins	15	15
Curves between M. P. 77.3 and M. P. 78.4	40	35
Curves between M. P. 110.1 and M. P. 110.7	40	35
Curves between M. P. 119 and M. P. 119.5	20	20
BRANCHES		
Ara-Boulder Maximum speed	20	15
Ft. Collins-Greeley Maximum speed	30	25
Lincoln Ave., Ft. Collins	6	6
Clear Creek Jct.-Golden Maximum speed	30	25
Engines over bridge 16.19 Brick Yard Spur, Golden	.....	8

LOCATION	Passenger Trains M. P. H.	Freight Trains M. P. H.
CHEYENNE-WENDOVER SUBDIVISION		
Maximum speed	60	45
Through Ft. Warren	20	15
Through turnouts in main track north end and middle Cheyenne Jct. yard	20	20
Curves between M. P. 130.4 and M. P. 131.1	50	45
Curves between M. P. 144.8 and M. P. 145.0	50	45
Curves between M. P. 146.9 and M. P. 157.0	40	35
Curves between M. P. 159.6 and M. P. 160.2	40	35
Curves between M. P. 160.6 and M. P. 165.2	50	45
Curves between M. P. 174.5 and M. P. 174.8	50	45
Curves between M. P. 196.4 and M. P. 196.7	50	45
Curves between M. P. 206.9 and M. P. 211.3	40	35
Curves between M. P. 219.1 and M. P. 220.5	40	35
Curves between M. P. 227.7 and M. P. 228.7	40	35
Curves between M. P. 231.8 and M. P. 238.6	40	35
Curve at M. P. 240.5	20	20
SPURS		
Industrial Spur	.....	20
Lafayette Spur	.....	20
Arkins Spur	.....	20
Ingleside Spur	.....	20
Black Hollow Spur	.....	20
500 class engines over bridges 79.74, 84.47, 85.30	.....	8
Waverly Spur	.....	20
Climax Spur	.....	15
Chatfield Spur	.....	20
Sibylee Spur	.....	20
900, 6100, 6300 class engines over all bridges	.....	12
Ayers Spur	.....	20
900, 6100, 6300 class engines over all bridges	.....	12

SPEED OF TRAINS

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

OPERATING LIMITS OF ENGINES

	A	B
Denver and Cheyenne	914	914–914
Cheyenne and Wendover	914	914–914
Golden Branch	600	600–600
Industrial Spur	914	914–914
Lafayette Spur	914	914–914
Arkins Spur	500	500–500
Greeley Branch	800	800–800
Ingleside Spur	500	500–500
Black Hollow Spur	500	500–500
Waverly Spur	500	500–500
Ayers Spur	914	914–914
Sibylee Spur	914	914–914

NOTE—Column A shows largest single engine permissible. Column B shows largest engine permissible coupled.