

SPECIAL RULES AND INSTRUCTIONS

1. 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.

2. USE OF TRACK:

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

RICE YARD. – Engines must not be moved over track scales on Arrival/Departure Track No. 2.

PROSPECT. – All trains will come to a full stop to clear Junction switch 50 feet.

FOX. – Engines are prohibited on clay pit ramp at Denver Sewer Pipe & Clay.

UTAH JCT. – Signals controlled by D&RGW dispatcher. Golden switch connected with automatic signals. Phone box south of crossing for contacting dispatcher.

Home signal (red and yellow) governing northward movement and fixed distant signal (yellow), non-operative. Home signal (red and green) governing southward movement and distant signal (yellow and green) operative.

COALTON. – Engines and house cars are prohibited under Monarch Mine tipple.

LOUISVILLE. – Engines must not be moved over track scales on passing track. Engines and house cars are prohibited under Hecla Mine tipple.

ARA. – U. P. trains use C. & S. tracks Ara to Boulder.

RAILROAD CROSSINGS. – Trains 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 locked in normal position after use.

Normal position of gates is as follows:

M. P. 0.7 against C. B. & Q.

Ara against U. P.

3. Full headlight will be displayed to the front of every train by day and by night. It must be extinguished when a train turns out to meet another train and has stopped clear of main track.

4. SPRING SWITCHES are designated by a round target bearing the letter "S".

SPEED RESTRICTIONS

Passenger trains will not exceed 45 miles per hour and freight trains 35 miles per hour on main line.

All trains will not exceed 10 miles per hour through turnouts and on spurs.

Passenger trains will not exceed 20 miles per hour and freight trains 15 miles per hour at M. P. 14.0 – Street Crossing Broomfield.

All trains will not exceed 15 miles per hour at points shown below.

On sidings M. P. 24.0 to M. P. 25.5 – Valmont

Rice Yard to Prospect Jct M. P. 27.7 to M. P. 31.6 – Ara

Utah Jct Ara and Boulder Subdivision

The Colorado and Southern Railway Co.

TIME TABLE

OF THE

DENVER TERMINAL & NORTHERN DIVISIONS



No. 23



Superseding Time Table No. 22

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

SATURDAY, JUNE 7, 1958

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 Operating Rules.

The Colorado & Southern Railway Company

DENVER TERMINAL & NORTHERN DIVISIONS.

TIME TABLE NO. 23.

EFFECTIVE JUNE 7, 1958.

NORTHWARD (read down)													Signs	Telegraph Calls	STATIONS	Mile Post	Siding Capacity	SOUTHWARD (read up)												
THIRD CLASS Freight					2 nd CLASS D & I Motor		FIRST CLASS Passenger											FIRST CLASS Passenger					2 nd CLASS D & I Motor		THIRD CLASS Freight					
52	45	76	41	74	43	327	303	29	18	23	8	31						30	17	24	7	32	304	328	42	73	44	53	46	75
Daily ATSF	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily ATSF	Daily	Daily
P.M. 9.41		P.M. 1.36		A.M. 5.06					P.M. 7.28		P.M. 12.48		R. Yd. SD				P.M. 1.26		P.M. 3.26					P.M. 2.49	P.M. 11.29					
9.50 P.M.	P.M. 6.45	1.45 P.M.	A.M. 9.20	A.M. 5.15 A.M.	A.M. 1.10				7.36		12.56		B.C.K. O.R.T. W.Yd.	RY	RICE YARD	1.1	Yd.	1.18		3.18				A.M. 2.30	A.M. 6.30 A.M.	A.M. 10.05	P.M. 2.40 P.M.	P.M. 8.05 P.M.	11.20 P.M.	
						P.M. 8.25	A.M. 6.20	P.M. 9.40	A.M. 7.40 P.M.	P.M. 5.30	A.M. 1.00 P.M.	A.M. 10.30	B. K. Yd. UD		DENVER UD	0.0		A.M. 9.15	P.M. 1.15 P.M.	A.M. 3.10	P.M. 3.15 P.M.	A.M. 6.10	P.M. 8.01	A.M. 10.17						
6.49													F. R. Yd.		PROSPECT	1.0		9.11		3.06		6.03	7.57	10.13	2.25		10.00	8.00		
6.52													F.		FOX	2.1	12	9.08		3.03		6.00	7.54	10.10	2.22		9.57	7.57		
6.58													F.		UTAH JCT. D&RGW Crossing (Interlocked)	3.4		9.04		2.59		5.56	7.50	10.06	2.17		9.52	7.52		
7.07														BF	BROOMFIELD	14.0	12	8.56		\$2.51		\$5.48 23	\$7.42	\$9.58 29	2.07		9.42 41	7.42		
7.21													O. LS		COALTON	17.2														
<u>7.25</u> 46													F.		LOUISVILLE	19.7	6	8.44		\$2.39		\$5.26	\$7.30	\$9.36	1.53		9.18	7.28		
													F.		VALMONT	25.5	12	8.41		2.36		5.23	7.27	9.33	<u>1.50</u> 43		9.15	<u>7.25</u> 45		
7.28													F. R. Y.		UP CROSSING (Grade-Gate)	27.9														
7.49																														
8.01 P.M.													R. Yd. LM		ARA	28.0		8.38		2.33		5.20	7.24	9.30	1.36		9.11	7.13		
0.09	1.16	0.09	1.16	0.09	1.16	0.45	0.45	1.32	0.12	1.32	0.12	1.32	Schedule Time					1.32	0.11	1.32	0.11	1.45	0.45	0.55	1.26	0.09	1.26	0.09	1.34	0.09

ARA & BOULDER SUBDIVISION

						9.01	6.56	10.16		6.06		11.06	F. R. Y.		ARA	28.0		8.38		2.33		5.20	7.24	9.30				
						A 9.10 P.M.	A 7.05 A.M.	A 10.25 L 10.35		A 6.15 L 6.25		A 11.15 L 11.25	W. R. Yd. BO		BOULDER	29.6	8	L 8.29 A 8.19		L 2.24 A 2.14		L 5.11 A 5.01	L 7.15 A.M.	L 9.21 P.M.				

Trains Northward are Superior to trains of the same class Southward.
At meeting points between extra trains, the train in the inferior timetable direction must take siding.
All trains must keep not less than 10 Minutes apart.

Denver Union Terminal signals are permissive for yard engines.

Trains arriving or departing the north end of Rice Yard register at Prospect.

Trains arriving or departing the south end of Rice Yard register at Rice Yard.

At Fox southward freight trains must stop clear of south switch and call Rice Yard for yarding instructions.

All trains must approach Ara at restricted speed.

The train times at Ara apply at the north wye switch. Trains must enter and leave the Ara & Boulder Subdivision via north wye switch at Ara; Nos. 303 and 327 enter via south wye switch.

At Ara, trains to Boulder that will return to Ara register as Arrived; all others as Departed.

All trains must obtain Clearance Form A before leaving Boulder.