

H. G. POWERS, Trainmaster-  
Road Foreman of Engines ..... Raton, N.M.  
D. J. McDOUGAL, Trainmaster ..... La Junta, Colo.  
E. B. JONES, Rules Examiner ..... La Junta, Colo.  
S. L. FRUIN, Road Foreman of Engines ..... La Junta, Colo.  
D. H. GILL, Trainmaster ..... Pueblo, Colo.  
R. N. MASON, Asst. Trainmaster ..... Pueblo, Colo.  
F. L. SPARKS, Road Foreman of Engines ..... Pueblo, Colo.  
R. A. WEAKLEY, Safety Supervisor ..... Pueblo, Colo.  
W. M. CALDWELL, Asst. Trainmaster-Agent ..... Denver, Colo.

**EASTERN LINES**

C. L. HOLMAN, Asst. Gen'l. Mgr-  
Engineering ..... Topeka, Ks.  
H. L. HAWKINS, Asst. Gen'l. Mgr.-  
Mechanical ..... Topeka, Ks.  
B. R. TUCKER, Supvr. Air Brakes-  
Gen. Road Foreman of Engines ..... Argentine, Ks.  
W. J. McMEANS, Trainmaster-  
Road Foreman of Engines, Amtrak ..... Argentine, Ks.

W. N. WILLIS, Chief Dispatcher ..... La Junta, Colo.  
T. E. LEWIS, Asst. Chief Dispatcher ..... La Junta, Colo.  
J. J. GARZA, Asst. Chief Dispatcher ..... La Junta, Colo.

**TRAIN DISPATCHERS — LA JUNTA, COLO.**

L. V. ANDERSON    J. O. McATEE    L. T. JAPHET  
A. W. ABEL        D. E. DEATON    R. W. YERGERT  
L. N. STEPHAN    E. D. ELYEA     S. P. TAYLOR  
P. R. HOLIMAN    M. D. HARRISON

**AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY**  
**OVERSPEED** Couplings are **DAMAGING** -

Damage to freight or car can be avoided by always keeping  
coupling speed within the safe range—**NOT OVER 4 MILES**  
**PER HOUR—A BRISK WALK.**

**HANDLE FREIGHT CAREFULLY AND KEEP OUR**  
**CUSTOMERS.**

**IT'S EVERYBODY'S JOB ON THE SANTA FE!**

**SPEED TABLE**

Table of speeds (minutes and seconds per mile, in terms of  
miles per hour).

| Time Per<br>Mile<br>Min. Sec. | Miles<br>Per<br>Hour | Time Per<br>Mile<br>Min. Sec. | Miles<br>Per<br>Hour | Time Per<br>Mile<br>Min. Sec. | Miles<br>Per<br>Hour |
|-------------------------------|----------------------|-------------------------------|----------------------|-------------------------------|----------------------|
| .. 36                         | 100                  | .. 58                         | 62.1                 | 1 40                          | 36.0                 |
| .. 37                         | 97.3                 | .. 59                         | 61.0                 | 1 42                          | 35.3                 |
| .. 38                         | 94.7                 | 1 ..                          | 60.0                 | 1 44                          | 34.6                 |
| .. 39                         | 92.3                 | 1 02                          | 58.0                 | 1 46                          | 34.0                 |
| .. 40                         | 90.0                 | 1 04                          | 56.2                 | 1 48                          | 33.3                 |
| .. 41                         | 87.8                 | 1 06                          | 54.5                 | 1 50                          | 32.7                 |
| .. 42                         | 85.7                 | 1 08                          | 52.9                 | 1 52                          | 32.1                 |
| .. 43                         | 83.7                 | 1 10                          | 51.4                 | 1 54                          | 31.6                 |
| .. 44                         | 81.8                 | 1 12                          | 50.0                 | 1 56                          | 31.0                 |
| .. 45                         | 80.0                 | 1 14                          | 48.6                 | 1 58                          | 30.5                 |
| .. 46                         | 78.3                 | 1 16                          | 47.4                 | 2 ..                          | 30.0                 |
| .. 47                         | 76.6                 | 1 18                          | 46.1                 | 2 05                          | 28.8                 |
| .. 48                         | 75.0                 | 1 20                          | 45.0                 | 2 10                          | 27.7                 |
| .. 49                         | 73.5                 | 1 22                          | 43.9                 | 2 15                          | 26.7                 |
| .. 50                         | 72.0                 | 1 24                          | 42.9                 | 2 30                          | 24.0                 |
| .. 51                         | 70.6                 | 1 26                          | 41.9                 | 2 45                          | 21.8                 |
| .. 52                         | 69.2                 | 1 28                          | 40.9                 | 3 ..                          | 20.0                 |
| .. 53                         | 67.9                 | 1 30                          | 40.0                 | 3 30                          | 17.1                 |
| .. 54                         | 66.6                 | 1 32                          | 39.1                 | 4 ..                          | 15.0                 |
| .. 55                         | 65.5                 | 1 34                          | 38.3                 | 4 30                          | 13.3                 |
| .. 56                         | 64.2                 | 1 36                          | 37.5                 | 5 ..                          | 12.0                 |
| .. 57                         | 63.2                 | 1 38                          | 36.8                 | 6 ..                          | 10.0                 |

**The Atchison, Topeka and Santa Fe  
Railway Co.**

**EASTERN LINES**

**COLORADO DIVISION**

**TIME TABLE No.**



**IN EFFECT**

**Tuesday, October 2, 1979**

**At 12:01 A. M.**

**Mountain Standard Time**

**This Time Table is for the exclusive use and guidance  
of Employees.**

**H. J. BRISCOE,**

**General Manager,  
Topeka, Kansas**

**H. L. ROGERS**

**Asst. Gen'l Mgr.,  
Topeka, Kansas**

**G. E. YOUNG,**

**Superintendent,  
La Junta, Colorado**

2 COLORADO DIVISION

FIRST DISTRICT

| WEST-WARD<br>First Class | Capacity of Sidings in Feet | Rolling Grade Ascending | TIME TABLE<br>No. 8<br>October 2, 1979 | Rolling Grade Ascending | Mile Post | Communications<br>Turn Tables and Ways | EAST-WARD<br>First Class |
|--------------------------|-----------------------------|-------------------------|--|-------------------------|-----------|--|--------------------------|
| 3                        |                             |                         |  |                         |           |  | 4                        |
| Leave Daily              |                             | Feet Per Mile           | STATIONS                               | Feet Per Mile           |           |  | Arrive Daily             |
| AM 5.38                  |                             | 20.9                    | DODGE CITY YL<br>2.2                   | 0                       | 352.5     | TYRC                                   | PM 11.05                 |
| 5.41                     |                             | 22.8                    | SEARS YL                               | 0                       | 354.7     | B                                      | 10.55                    |
| 5.47                     |                             | 28.0                    | HOWELL<br>9.7                          | 28.0                    | 361.5     | B                                      | 10.50                    |
| 5.55                     | 6250                        | 25.7                    | CIMARRON<br>6.1                        | 18.0                    | 371.2     | RC                                     | 10.43                    |
| 6.00                     |                             | 21.5                    | INGALLS<br>6.7                         | 20.0                    | 377.3     |  | 10.39                    |
| 6.05                     | 7750                        | 25.2                    | CHARLESTON<br>6.1                      | 4.3                     | 384.0     | B                                      | 10.34                    |
| 6.10                     |                             | 23.7                    | PIERCEVILLE<br>12.3                    | 19.0                    | 390.1     |  | 10.29                    |
| f 6.20                   | 12350                       | 11.4                    | GARDEN CITY YL<br>6.6                  | 0                       | 402.4     | YRC                                    | 11.20                    |
| 6.26                     |                             | 21.6                    | HOLCOMB<br>8.0                         | 5.3                     | 409.0     |  | 10.13                    |
| 6.32                     | 4050                        | 28.1                    | DEERFIELD<br>7.3                       | 23.1                    | 417.0     |  | 10.07                    |
| 6.37                     | 4350                        | 31.7                    | LAKIN<br>13.0                          | 31.7                    | 424.3     | RC                                     | 10.02                    |
| 6.46                     | 6850                        | 21.6                    | SUTTON<br>4.9                          | 22.1                    | 437.3     | B                                      | 9.53                     |
| 6.50                     |                             | 28.3                    | KENDALL<br>11.7                        | 26.4                    | 442.2     |  | 9.49                     |
| 6.58                     | 10000                       | 35.0                    | SYRACUSE<br>14.9                       | 24.8                    | 453.9     | RC                                     | 9.41                     |
| 7.09                     |                             | 21.9                    | COOLIDGE<br>6.1                        | 18.5                    | 468.8     |  | 9.31                     |
| 7.14                     | E 3700<br>W 5100            | 22.8                    | HOLLY<br>6.6                           | 0                       | 474.9     | CR                                     | 9.26                     |
| 7.19                     |                             | 29.0                    | BARTON<br>3.8                          | 0                       | 481.5     | B                                      | 9.21                     |
| 7.21                     | 4000                        | 38.8                    | GRANADA<br>17.0                        | 26.4                    | 485.3     |  | 9.18                     |
| f 7.33                   | 7500                        | 17.3                    | LAMAR YL<br>8.1                        | 7.9                     | 502.3     | YRC                                    | f 9.03                   |
| 7.41                     | 4400                        | 21.1                    | PROWERS<br>11.1                        | 0                       | 510.4     | B                                      | 8.56                     |
| 7.49                     | 4000                        | 20.1                    | CADDOA<br>12.1                         | 15.8                    | 521.5     | B                                      | 8.48                     |
|                          |                             | 16.4                    | LAS ANIMAS JCT.<br>2.4                 | 0                       | 533.6     | B                                      |                          |
| 8.00                     | 8300                        | 41.2                    | LAS ANIMAS<br>14.7                     | 28.9                    | 536.0     | YB                                     | 8.37                     |
|                          |                             | 26.4                    | CASA<br>4.2                            | 21.1                    | 550.7     |  |                          |
| s 8.20<br>AM             |                             |                         | LA JUNTA                               |                         | 554.9     | TYRC                                   | 8.20<br>PM               |
| Arrive Daily             |                             |                         | (202.4)                                |                         |           |  | Leave Daily              |
| 74.9                     |                             |                         | Average speed per hour                 |                         |           |  | 73.6                     |

TCS IN EFFECT: On main tracks between Las Animas Jct. and La Junta, M.P. 553.9, and on siding Las Animas.

RULE 251 IN EFFECT: Between Dodge City and Sears.

RULE 94 IN EFFECT:

At La Junta between M.P. 553.9 and signal bridge carrying Signals 5552 and 5554.

Trains must secure clearance card before leaving Dodge City and La Junta.

Time of trains at Sears applies at end of Double Track.

At Holly, time of eastward trains applies at east switch of east siding, and time of westward trains applies at west switch of west siding.

Train register at Dodge City will be taken to indicate that trains shown thereon have arrived or left Sears.

Following signals located on left side of track:

Governing eastward movements

Charleston, Signal 3822, main track.  
Casa, controlled signal, north track.  
Signal 5524 (M.P. 552.4), north track.  
La Junta, controlled signal (M.P. 553.9), north track.

Governing westward movements

Sears, west end double track, south track.  
Charleston, west end siding, siding.  
Lamar, west end siding, siding.  
Signal 5523 (M.P. 552.4), south track.  
La Junta, controlled signal (M.P. 553.9), south track.

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

| BETWEEN:                | MPH   |     |
|-------------------------|-------|-----|
|                         | Psgr. | Fr. |
| Dodge City and La Junta | 90    | 60* |

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total. 45 MPH

\*Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) . . . . . 55 MPH

\*Freight trains may observe passenger train speed but not to exceed 70 MPH, except westward between M.P. 510 and M.P. 513 and eastward between M.P. 527 and M.P. 530, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 75 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

**(B) SPEED RESTRICTIONS—CURVES**

|                               | MPH   |     |
|-------------------------------|-------|-----|
|                               | Psgr. | Fr. |
| Curve, M.P. 374.1 to 374.2    | 85    | 60  |
| Curve, M.P. 381.6 to 381.9    | 75    | 60  |
| 3 Curves, M.P. 421.3 to 422.2 | 75    | 60  |
| Curve, M.P. 430.0 to 430.7    | 80    | 60  |
| Curve, M.P. 432.6 to 433.2    | 70    | 60  |
| 2 Curves, M.P. 435.9 to 436.5 | 75    | 60  |
| 3 Curves, M.P. 479.9 to 481.9 | 70    | 60  |
| Curve, M.P. 492.4 to 492.6    | 75    | 60  |
| Curve, M.P. 512.0 to 512.5    | 80    | 60  |
| Curve, M.P. 524.8 to 525.0    | 80    | 60  |
| 2 Curves, M.P. 528.6 to 531.0 | 75    | 60  |
| Curve, M.P. 536.4 to 536.5    | 80    | 60  |
| 2 Curves, M.P. 543.1 to 543.9 | 70    | 60  |
| 2 Curves, M.P. 544.9 to 545.8 | 75    | 60  |
| Curve, M.P. 547.9 to 548.0    | 75    | 60  |
| Curve, M.P. 551.4 to 551.6    | 60    | 60  |
| Curve, M.P. 552.8 to 553.1    | 55    | 55  |
| 2 Curves, M.P. 553.6 to 554.2 | 60    | 60  |

**(C) SPEED RESTRICTIONS—SWITCHES**

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

Trains and engines using other than main track must not exceed turnout speed for that track.

| STATION  | TYPE | LOCATION   | MPH |
|----------|------|--|-----|
|          |      |  |     |
| Sears    | S    | End of Double Track Eastward and Westward M.P. 354.7 | 30  |
| Cimarron | S    | Both ends of siding                                  | 20  |

**(C) SPEED RESTRICTIONS—SWITCHES—(Cont'd)**

| STATION         | TYPE | LOCATION                     | MPH |
|-----------------|------|------------------------------|-----|
| Charleston      | S    | Both ends of siding          | 20  |
| Garden City     | S    | Both ends of siding          | 10  |
| Deerfield       | S    | Both ends of siding          | 10  |
| Lakin           | S    | Both ends of siding          | 10  |
| Sutton          | S    | Both ends of siding          | 30  |
| Syracuse        | S    | Both ends of siding          | 10  |
| Holly           | S    | Both ends of east siding     | 10  |
| Granada         | S    | Both ends of siding          | 10  |
| Lamar           | S    | Both ends of siding          | 20  |
| Prowers         | S    | Both ends of siding          | 10  |
| Caddoa          | S    | Both ends of siding          | 10  |
| Las Animas Jct. | I    | Boise City Dist. Jct. switch | 30  |
| Las Animas      | I    | Both ends of siding          | 30  |
| Casa            | I    | Turnout South Track          | 30  |

**(D) SPEED RESTRICTIONS—STREET CROSSINGS**

Restriction applies only while head end of train is passing crossings at cities and towns named below:

| STATION     | BETWEEN  | MPH |
|-------------|--|-----|
| Cimarron    | All Streets M.P. 370.7 to M.P. 371.5   | 50* |
| Garden City | Fourth, Sixth, Main, Ninth, Eleventh and Thirteenth Streets M.P. 401.7 to M.P. 403.0 | 45  |
| Garden City | Highway No. 50 Garden City Dist. M.P. 155.6  | 5   |
| Lakin       | All Streets M.P. 424.0 to M.P. 425.2   | 50* |
| Lamar       | All Streets M.P. 502.1 to M.P. 503.0   | 60  |

\*Not applicable to Trains 3 and 4.

**3. TRACKS BETWEEN STATIONS**

| Name                          | Location   | Car Capacity |
|-------------------------------|------------|--------------|
| Producers Packing Co. . . . . | M.P. 398.6 | 18           |
| Garden By Products . . . . .  | M.P. 398.9 | 7            |
| Amity . . . . .               | M.P. 479.2 | 43           |
| Grote . . . . .               | M.P. 491.4 | 28           |
| Hilton . . . . .              | M.P. 527.4 | 72           |

**TRACK SIDE WARNING DETECTORS**

**HOT BOX DETECTOR**

| Detector Location | Locator Location                           |
|-------------------|--|
| M.P. 406.4        | Westward M.P. 408.4<br>Eastward M.P. 404.3 |

Overheated journal will actuate rotating white lights at both locations; when observed train must be stopped and inspection made in accordance with Special Rule 14(B).

| WEST-<br>WARD<br>First<br>Class<br><b>3</b> | Capacity of<br>Sidings in Feet | Ruling Grade<br>Ascending | <b>TIME TABLE<br/>No. 8<br/>October 2, 1979</b> | Ruling Grade<br>Ascending | Mile<br>Post | Communications<br>Turn Tables and Wyes | EAST-<br>WARD<br>First<br>Class<br><b>4</b> |
|---|--------------------------------|---------------------------|---|---------------------------|--------------|--|---|
| Leave<br>Daily                              |                                | Feet<br>Per<br>Mile       | STATIONS  | Feet<br>Per<br>Mile       |              |  | Arrive<br>Daily                             |
| AM<br>8.40                                  |                                | 59.7                      | <b>LA JUNTA</b> YL<br>17.5                      | 31.8                      | 554.9        | T Y<br>R C S                           | PM<br>8.05                                  |
| 8.55  | 4650                           | 59.7                      | TIMPAS<br>10.7                                  | 0                         | 572.3        | B                                      | 7.46  |
| 9.03  | 6000                           | 59.7                      | MINDEMAN<br>8.5                                 | 0                         | 583.0        |  | 7.38  |
| 9.10  | 6250                           | 59.7                      | DELHI<br>12.8                                   | 0                         | 591.5        | B                                      | 7.31  |
| 9.22  | 6250                           | 59.1                      | SIMPSON<br>10.3                                 | 31.7                      | 604.7        |  | 7.21  |
| 9.30  | 4750                           | 59.7                      | MODEL<br>11.2                                   | 31.1                      | 615.0        | B                                      | 7.13  |
| 9.43  | 6150                           | 59.4                      | HOEHNES<br>9.5                                  | 31.7                      | 626.3        |  | 7.00  |
| 9.52  |                                | 28.1                      | C. & S. CROSSING YL<br>0.9                      | 0                         | 635.8        | B                                      | 6.53  |
| 9.57  |                                | 59.4                      | TRINIDAD<br>1.9                                 | 0                         | 636.7        | R C                                    | 6.50  |
|   |                                | 105.6                     | JANSEN<br>3.4                                   | 0                         | 638.6        | B                                      |   |
|   |                                | 105.6                     | STARKVILLE<br>5.4                               | 0                         | 642.0        |  |   |
|   |                                | 184.8                     | GALLINAS<br>0.8                                 | 0                         | 647.3        |  |   |
|   |                                | 184.8                     | MORLEY<br>3.6                                   | 0                         | 648.1        | B                                      |   |
|   |                                | 184.8                     | WOOTTON<br>1.0                                  | 175.3                     | 651.8        | B                                      |   |
|   |                                | 0                         | LYNN<br>2.4                                     | 175.3                     | 652.8        | B                                      |   |
|   | 9300                           | 0                         | KEOTA<br>4.3                                    | 174.2                     | 655.2        |  |   |
| 10.55<br>AM                                 | 4500                           |                           | <b>RATON</b>                                    |                           | 659.5        | Y<br>C<br>R                            | 5.50<br>PM                                  |
| Arrive<br>Daily                             |                                |                           | (104.2)   |                           |              |  | Leave<br>Daily                              |
| 46.4  |                                |                           | Average speed per hour                          |                           |              |  | 46.3  |

TCS IN EFFECT: On main track Raton to and including C&S Crossing, and on sidings at Keota and Raton.

RULE 94 IN EFFECT: At La Junta between M.P. 553.9 and Signal Bridge carrying signals 5552 and 5554.

Time of trains at C&S Crossing applies at end of Two Tracks.

Trains must secure clearance card before leaving La Junta and Raton.

At Trinidad, between crossover east of passenger station and University Avenue, trains and engines must proceed at restricted speed.

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

| BETWEEN:              | MPH   |      |
|-----------------------|-------|------|
|                       | Psgr. | Frt. |
| La Junta and Trinidad | 90    | 60*  |
| Trinidad and Raton    | 79    | 60*  |

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total . . . . . 45 MPH

\*Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) . . . . . 55 MPH

**(B) SPEED RESTRICTIONS—CURVES, RR CROSSINGS AND TUNNELS:**

|  | MPH   |      |
|--|-------|------|
|  | Psgr. | Frt. |
| Curve, M.P. 555.6 to 555.8                 | 30    | 30   |
| Curve, M.P. 556.2 to 556.4                 | 50    | 50   |
| Curve, M.P. 560.2 to 560.4                 | 85    | 60   |
| Curve, M.P. 575.5 to 576.0                 | 75    | 60   |
| 2 Curves, M.P. 576.2 to 577.2              | 70    | 60   |
| 3 Curves, M.P. 578.7 to 580.4              | 80    | 60   |
| Curve, M.P. 581.2 to 581.4                 | 75    | 60   |
| Curve, M.P. 582.1 to 582.3                 | 85    | 60   |
| Curve, M.P. 584.4 to 584.5                 | 80    | 60   |
| 3 Curves, M.P. 587.1 to 589.2              | 70    | 60   |
| 3 Curves, M.P. 589.5 to 590.6              | 80    | 60   |
| Curve M.P. 591.0 to 591.3                  | 70    | 60   |
| 2 Curves, M.P. 593.2 to 594.1              | 70    | 60   |
| 2 Curves, M.P. 595.1 to 596.6              | 70    | 60   |
| Curve M.P. 597.9 to 598.1                  | 85    | 60   |
| Curve M.P. 599.1 to 599.3                  | 80    | 60   |
| Curve M.P. 600.1 to 600.8                  | 85    | 60   |
| Curve M.P. 602.1 to 602.6                  | 85    | 60   |
| Curve M.P. 605.1 to 605.4                  | 70    | 60   |
| Curve M.P. 606.7 to 607.2                  | 75    | 60   |
| Curve M.P. 608.7 to 608.8                  | 80    | 60   |
| Curve M.P. 615.6 to 615.8                  | 70    | 60   |
| Curve M.P. 618.1 to 618.4                  | 70    | 60   |
| Curve M.P. 619.6 to 619.7                  | 35    | 35   |
| 4 Curves, M.P. 620.2 to 622.4              | 45    | 45   |
| 6 Curves, M.P. 622.9 to 624.7              | 35    | 35   |
| Curve M.P. 629.7 to 629.8                  | 80    | 60   |
| Curve M.P. 632.8 to 633.3                  | 80    | 60   |
| Curve M.P. 633.6 to 633.8                  | 70    | 60   |
| RR Crossing, M.P. 635.8 Interlocking (TCS) | 79    | 60   |

**(B) SPEED RESTRICTIONS—CURVES, RR CROSSINGS AND TUNNELS: (Cont'd.)**

|                                |    |    |
|--------------------------------|----|----|
| 3 Curves, M.P. 637.4 to 638.5  | 35 | 35 |
| 10 Curves, M.P. 639.0 to 643.0 | 30 | 20 |
| 39 Curves, M.P. 643.0 to 652.1 | 20 | 20 |
| Tunnel, M.P. 652.1 to 652.5    | 20 | 20 |
| 31 Curves, M.P. 652.5 to 659.0 | 20 | 20 |

**(C) SPEED RESTRICTIONS—SWITCHES**

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

Trains and engines using other than main track must not exceed turnout speed for that track.

| STATION      | TYPE | LOCATION                         | "I"—Interlocked Switch | "S"—Spring Switch |
|--------------|------|----------------------------------|------------------------|-------------------|
|              |      |                                  |                        | MPH               |
| Timpas       | S    | Both ends siding                 |                        | 30                |
| Mindeman     | S    | Both ends siding                 |                        | 30                |
| Delhi        | S    | Both ends siding                 |                        | 30                |
| Simpson      | S    | Both ends siding                 |                        | 30                |
| Model        | S    | Both ends siding                 |                        | 30                |
| Hoehnes      | S    | Both ends siding                 |                        | 30                |
| C&S Crossing | I    | End of two tracks Eastward       |                        | 30                |
|              | I    | East end No. 6 track             |                        | 15                |
| Trinidad     | I    | West end No. 6 track             |                        | 20                |
| Jansen       | I    | Both ends of two crossovers      |                        | 30                |
|              | I    | Connection, Jansen yard          |                        | 10                |
| Gallinas     | I    | Both ends of two crossovers      |                        | 30                |
| Wootton      | I    | Both ends of crossover           |                        | 30                |
|              | I    | End of two tracks Eastward       |                        | 30                |
| Keota        | I    | Both ends siding                 |                        | 20                |
| Raton        | I    | Both ends siding                 |                        | 30                |
|              | I    | East yard both ends freight lead |                        | 10                |

**(D) SPEED RESTRICTIONS—STREET CROSSINGS**

Restriction applies only while head end of train is passing crossings at cities and towns named below:

| STATION  | BETWEEN   | MPH |
|----------|---|-----|
| Trinidad | Commercial Street, Linden, Nevada and University Avenues<br>M.P. 636.0 to 637.7 | 20  |

**RULES GOVERNING TRAIN OPERATION ON HEAVY DESCENDING GRADES APPLY ON SECOND DISTRICT. SEE TIME TABLE SPECIAL RULES 6 AND 7.**

| WEST-<br>WARD   | Capacity of<br>Sidings in Feet | Ruling Grade<br>Ascending | TIME TABLE<br>No. 8<br>October 2, 1979 | Ruling Grade<br>Ascending | Mile<br>Post | Communications<br>Turn Tables and Wyes | EAST-<br>WARD   |
|-----------------|--------------------------------|---------------------------|--|---------------------------|--------------|--|-----------------|
|                 |                                |                           |  |                           |              |  |                 |
| 3               |                                |                           |  |                           |              |  | 4               |
| Leave<br>Daily  |                                | Feet<br>Per<br>Mile       | STATIONS                               | Feet<br>Per<br>Mile       |              |  | Arrive<br>Daily |
| AM<br>11.01     | 4500                           | 0                         | <b>RATON</b><br>11.5                   | 70.7                      | 659.5        | Y<br>R C                               | PM<br>5.47      |
|                 | 5650                           | 0                         | <b>HEBRON</b><br>7.4                   | 70.2                      | 671.3        |  |                 |
|                 | 5900                           | 66.5                      | <b>SCHOMBERG</b><br>12.3               | 68.4                      | 678.8        |  |                 |
|                 | 6050                           | 69.7                      | <b>FRENCH</b><br>8.4                   | 72.8                      | 691.0        | Y<br>B                                 |                 |
| 11.35           | 6300                           | 72.2                      | <b>SPRINGER</b><br>10.8                | 70.2                      | 699.4        | B                                      | 5.03            |
| 11.45           | 6250                           | 71.2                      | <b>COLMOR</b><br>9.6                   | 69.7                      | 710.0        |  | 4.55            |
| 11.54           | 6100                           | 70.9                      | <b>LEVY</b><br>5.7                     | 67.9                      | 719.7        | B                                      | 4.47            |
| 11.59           | 3800                           | 70.2                      | <b>WAGON MOUND</b><br>17.0             | 70.2                      | 725.3        | B                                      | 4.43            |
| PM<br>12.20     | 4650                           | 52.8                      | <b>SHOEMAKER</b><br>7.2                | 52.8                      | 742.3        | B                                      | 4.25            |
| 12.32           | 6250                           | 70.0                      | <b>WATROUS</b><br>9.3                  | 70.0                      | 750.2        | B                                      | 4.14            |
| 12.42           | 5800                           | 69.7                      | <b>ONAVA</b><br>10.5                   | 69.7                      | 759.5        |  | 4.06            |
| 12.55<br>PM     | 5700                           |                           | <b>LAS VEGAS</b> YL                    |                           | 770.1        | Y<br>C<br>R                            | 3.55<br>PM      |
| Arrive<br>Daily |                                |                           | (109.7)                                |                           |              |  | Leave<br>Daily  |
| 57.2            |                                |                           | Average speed per hour                 |                           |              |  | 58.8            |

TCS IN EFFECT: On main track Raton to and including switch west end siding Springer, and on sidings Raton, Hebron and Springer.

Trains must secure clearance card before leaving Raton and Las Vegas.

Following signal located on left side of track:

Las Vegas, Signal 7692, on main track east end of yard.

At Springer, maximum authorized speed 20 MPH while head end of train passing over two hand throw switches leading from siding to industrial spur tracks.

#### TRACK SIDE WARNING DETECTORS HOT BOX DETECTOR

| Detector<br>Location | Locator<br>Location                      |
|----------------------|--|
| M.P. 702.1           | Westward M.P. 704<br>Eastward M.P. 700.3 |

Overheated journal will actuate rotating white lights at both locations; when observed train must be stopped and inspection made in accordance with Special Rule 14(B).

### YORK CANYON DISTRICT

| WEST-<br>WARD | Ruling Grade<br>Ascending | TIME TABLE<br>No. 8<br>October 2, 1979 | Ruling Grade<br>Ascending | Mile<br>Post | Communications<br>Turn Table and Wyes | EAST-<br>WARD |
|---------------|---------------------------|--|---------------------------|--------------|---------------------------------------|---------------|
| ↓             |                           |  |                           |              |                                       | ↑             |
|               | Feet<br>Per<br>Mile       | STATIONS                               | Feet<br>Per<br>Mile       |              |                                       |               |
|               | 61.1                      | <b>FRENCH</b><br>13.3                  | 0                         | 0.0          | Y B                                   |               |
|               | 105.6                     | <b>COLFAK</b><br>22.8                  | 0                         | 13.3         |                                       |               |
|               |                           | <b>YORK CANYON</b> YL                  |                           | 36.1         |                                       |               |
|               |                           | (36.1)                                 |                           |              |                                       |               |

|                                    |    |
|------------------------------------|----|
| M.P. 1.93 and M.P. 17<br>Ascending | 40 |
| Descending                         | 35 |
| M.P. 17 and M.P. 35.2<br>Ascending | 25 |
| Descending                         | 20 |

Speed limit on loop track York Canyon 5 MPH until train on straight track, then 15 MPH.

#### (C) SPEED RESTRICTIONS—SWITCHES

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

Trains and engines using other than main track must not exceed turnout speed for that track.

| STATION     | TYPE | LOCATION          | MPH |
|-------------|------|-------------------|-----|
| French      | I    | Third Dist. Jct.  | 40  |
| York Canyon | S    | Loop Track Switch | 15  |

No switch lights on York Canyon District.

#### SPECIAL RULES

##### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

| BETWEEN                              | MPH |
|--------------------------------------|-----|
| M.P. 0 and M.P. 1.76<br>Ascending    | 40  |
| Descending                           | 35  |
| M.P. 1.76 and M.P. 1.93<br>Ascending | 4   |
| Descending                           | 4   |

# THIRD DISTRICT

## SPECIAL RULES

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

| BETWEEN:            | MPH   |       |
|---------------------|-------|-------|
|                     | Psgr. | Frnt. |
| Raton and Las Vegas | 79    | 60*   |

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total. . . . . 45 MPH

\*Maximum authorized speed for trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) . . . . . 55 MPH

#### (B) SPEED RESTRICTIONS—CURVES

|                               | MPH   |       |
|-------------------------------|-------|-------|
|                               | Psgr. | Frnt. |
| 2 Curves, M.P. 660.0 to 660.4 | 40    | 40    |
| 2 Curves, M.P. 660.8 to 661.7 | 60    | 60    |
| 6 Curves, M.P. 663.1 to 666.3 | 65    | 60    |
| 5 Curves, M.P. 667.1 to 670.7 | 70    | 60    |
| 4 Curves, M.P. 676.7 to 679.8 | 70    | 60    |
| Curve, M.P. 682.4 to 682.8    | 70    | 60    |
| Curve, M.P. 683.9 to 684.1    | 70    | 60    |
| 4 Curves, M.P. 686.4 to 688.1 | 70    | 60    |
| Curve, M.P. 689.1 to 689.4    | 70    | 60    |
| Curve, M.P. 690.3 to 690.4    | 45    | 45    |
| Curve, M.P. 690.9 to 691.1    | 50    | 50    |
| Curve, M.P. 691.6 to 692.0    | 55    | 50    |
| Curve, M.P. 692.2 to 692.4    | 65    | 60    |
| Curve, M.P. 693.3 to 693.9    | 70    | 60    |
| Curve, M.P. 695.0 to 695.2    | 70    | 60    |
| Curve, M.P. 696.0 to 696.2    | 55    | 55    |
| 2 Curves, M.P. 698.3 to 700.3 | 55    | 55    |
| Curve, M.P. 700.6 to 700.9    | 70    | 60    |
| Curve, M.P. 703.6 to 703.8    | 75    | 60    |
| 3 Curves, M.P. 706.5 to 709.0 | 70    | 60    |
| Curve, M.P. 710.7 to 711.0    | 70    | 60    |
| 4 Curves, M.P. 715.2 to 718.4 | 70    | 60    |
| Curve, M.P. 719.1 to 719.3    | 65    | 60    |
| Curve, M.P. 723.9 to 724.3    | 70    | 60    |
| Curve, M.P. 725.9 to 726.0    | 70    | 60    |
| Curve, M.P. 730.8 to 731.6    | 65    | 60    |
| 3 Curves, M.P. 732.0 to 734.2 | 70    | 55    |

#### (B) SPEED RESTRICTIONS—CURVES (Cont'd.)

|                                |    |    |
|--------------------------------|----|----|
| 26 Curves, M.P. 736.1 to 747.2 | 40 | 40 |
| Curve, M.P. 747.6 to 748.1     | 35 | 35 |
| 4 Curves, M.P. 748.2 to 749.1  | 40 | 40 |
| Curve, M.P. 749.2 to 749.4     | 35 | 35 |
| Curve, M.P. 754.0 to 754.1     | 75 | 60 |
| Curve, M.P. 754.7 to 754.9     | 65 | 60 |
| 2 Curves, M.P. 757.9 to 759.1  | 70 | 60 |
| 6 Curves, M.P. 763.7 to 768.6  | 70 | 60 |

#### (C) SPEED RESTRICTIONS—SWITCHES

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

Trains and engines using other than main track must not exceed turnout speed for that track.

| STATION     | TYPE | LOCATION                         | "I"—Interlocked Switch | "S"—Spring Switch |
|-------------|------|----------------------------------|------------------------|-------------------|
|             |      |                                  |                        | MPH               |
| Raton       | I    | Both ends siding                 |                        | 30                |
|             | I    | East yard both ends freight lead |                        | 10                |
| Hebron      | I    | Both ends siding                 |                        | 30                |
| Schomberg   | S    | Both ends siding                 |                        | 30                |
| French      | S    | East end siding                  |                        | 30                |
|             | I    | West end siding                  |                        | 30                |
|             | I    | York Canyon Jct.                 |                        | 40                |
| Springer    | I    | Both ends siding                 |                        | 30                |
| Colmor      | S    | Both ends siding                 |                        | 30                |
| Levy        | S    | Both ends siding                 |                        | 30                |
| Wagon Mound | S    | Both ends siding                 |                        | 10                |
| Shoemaker   | S    | Both ends siding                 |                        | 10                |
| Watrous     | S    | Both ends siding                 |                        | 10                |
| Onava       | S    | Both ends siding                 |                        | 10                |
| Las Vegas   | S    | East end siding                  |                        | 30                |
|             | S    | West end siding                  |                        | 10                |

#### (D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

| STATION   | BETWEEN  | MPH |
|-----------|--|-----|
| Las Vegas | Jackson and University Streets<br>M.P. 769.2 to M.P. 771.6 | 15  |

#### 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

| M.P.  | NAME          |
|-------|---------------|
| 689.6 | Vermejo River |
| 748.4 | Mora River    |

# 8 COLORADO DIVISION

# FOURTH DISTRICT

| WEST-WARD<br>First Class | Capacity of Sidings in Feet | Ruling Grade Ascending | TIME TABLE<br>No. 8<br>October 2, 1979 | Ruling Grade Ascending | Mile Post | Communications<br>Turn Tables and Wyes | EAST-WARD<br>First Class |
|--------------------------|-----------------------------|------------------------|--|------------------------|-----------|--|--------------------------|
| 3                        |                             |                        |  |                        |           |  | 4                        |
| Leave Daily              |                             | Feet Per Mile          | STATIONS                               | Feet Per Mile          |           |  | Arrive Daily             |
| PM 1.01                  | 5700                        | 87.1                   | <b>LAS VEGAS</b> YL<br>8.4             | 75.0                   | 770.1     | Y R C                                  | PM 3.52                  |
| 1.11                     | 4850                        | 89.8                   | <b>OJITA</b><br>10.1                   | 75.0                   | 778.5     |  | 3.39                     |
| 1.23                     | 5400                        | 89.8                   | <b>CHAPELLE</b><br>4.8                 | 0                      | 788.8     | B                                      | 3.25                     |
| 1.31                     | 4500                        | 89.8                   | <b>BLANCHARD</b><br>9.8                | 75.0                   | 793.6     | B                                      | 3.17                     |
| 1.52                     | 6385                        | 89.8                   | <b>SANDS</b><br>7.4                    | 0                      | 803.3     |  | 2.52                     |
| 2.01                     | 6632                        | 89.8                   | <b>GISE</b><br>4.8                     | 61.2                   | 811.0     |  | 2.47                     |
| 2.07                     | 4050                        | 89.8                   | <b>ROWE</b><br>4.4                     | 0                      | 816.0     | B                                      | 2.41                     |
|                          | 8500                        | 89.8                   | <b>FOX</b><br>4.8                      | 0                      | 820.4     |  |                          |
|                          | 6800                        | 0                      | <b>GLORIETA</b><br>4.6                 | 158.4                  | 825.2     | B                                      |                          |
|                          | 4850                        | 0                      | <b>CANYONCITO</b><br>5.1               | 158.4                  | 830.0     |  |                          |
| s 2.48                   | 6300                        | 0                      | <b>LAMY</b><br>8.5                     | 75.0                   | 835.2     | Y R C                                  | 2.02                     |
| 2.56                     | 5250                        | 0                      | <b>KENNEDY</b><br>10.6                 | 75.0                   | 843.8     | B                                      | 1.47                     |
| 3.09                     | 4750                        | 39.6                   | <b>WALDO</b><br>10.6                   | 76.7                   | 854.6     | B                                      | 1.35                     |
| 3.20                     | 4400                        | 21.1                   | <b>DOMINGO</b><br>11.1                 | 26.4                   | 865.3     |  | 1.26                     |
| 3.30                     | 6750                        | 26.4                   | <b>NUEVE</b><br>9.4                    | 52.8                   | 876.6     | B                                      | 1.18                     |
| 3.39                     | 6250                        | 0                      | <b>BERNALILLO</b><br>8.6               | 26.4                   | 886.0     | C                                      | 1.11                     |
| 3.47                     | 2600                        | 21.1                   | <b>ALAMEDA</b> YL<br>4.1               | 26.4                   | 894.7     | B                                      | 1.04                     |
| 3.51                     |                             | 18.5                   | <b>HAHN</b> YL<br>3.6                  | 26.4                   | 898.8     | B                                      | 1.00                     |
| s 4.05<br>PM             |                             |                        | <b>Albuquerque</b> YL                  |                        | 902.4     | T R C                                  | 12.55<br>PM              |
| Arrive Daily             |                             |                        | (130.7)                                |                        |           |  | Leave Daily              |
| 42.6                     |                             |                        | Average speed per hour                 |                        |           |  | 44.3                     |

**TCS IN EFFECT:** On main track between switch at west end Lamy siding and switch at east end Rowe siding and on sidings Canyoncito and Glorieta.

**RULE 251 IN EFFECT:** Between Hahn and Albuquerque.

**RULE 94 IN EFFECT:**  
At Albuquerque between M.P. 902 and end of Double Track M.P. 903.9.

Trains must secure clearance card before leaving Las Vegas and Albuquerque.

At Lamy, Santa Fe District junction switch normally lined for Fourth District.

Time of trains at Hahn applies at the end of Double Track and time of westward trains at Lamy applies at switch west end siding.

Train register at Albuquerque will be taken to indicate that trains shown thereon have arrived or left Hahn.

Following signals located on left side of track:

Governing eastward movements  
Hahn, M.P. 898.8, north track.  
Governing westward movements  
Las Vegas, west end siding, siding.

At Glorieta and Canyoncito, maximum authorized speed 20 MPH while head end of train passing over hand throw switches leading from sidings to setout spur tracks.

### SPECIAL RULES

- SPEED REGULATIONS  
(A) MAXIMUM AUTHORIZED SPEED

|                              | MPH  |     |
|------------------------------|------|-----|
|                              | Psg. | Fr. |
| Between Las Vegas and Lamy   | 79   | 60* |
| Between Lamy and Albuquerque | 90   | 60* |
| Rosario Industrial Spur      | 15   | 15  |

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total ..... 45 MPH

\*Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) ..... 55 MPH

(Continued on page 9)

## SANTA FE DISTRICT

| WEST-WARD | Ruling Grade Ascending | TIME TABLE<br>No. 8<br>October 2, 1979 | Ruling Grade Ascending | Mile Post | Communications<br>Turn Tables and Wyes | EAST-WARD |
|-----------|------------------------|--|------------------------|-----------|--|-----------|
|           |                        |  |                        |           |  |           |
|           | Feet Per Mile          | STATIONS                               | Feet Per Mile          |           |  |           |
|           | 105.6                  | <b>LAMY</b> YL<br>18.1                 | 105.6                  | 0.0       | Y R C                                  |           |
|           |                        | <b>SANTA FE</b> YL                     |                        | 18.1      | C                                      |           |
|           |                        | (18.1)                                 |                        |           |  |           |

Between Lamy and Santa Fe movements will be made in accordance with Rule 93.

At Lamy, Fourth District Junction switch normally lined for Fourth District.

No switch lights on Santa Fe District.

- ### SPECIAL RULES
- SPEED REGULATIONS  
(A) MAXIMUM AUTHORIZED SPEED

| BETWEEN  | MPH |
|--|-----|
| Lamy and M.P. 2                                  | 10  |
| M.P. 2 and M.P. 15                               | 20  |
| M.P. 15 and M.P. 18.1<br>Including Santa Fe Yard | 10  |

- (C) SPEED RESTRICTIONS—SWITCHES  
Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.



**(B) SPEED RESTRICTIONS—CURVES**

|                                     | MPH    |       |
|-------------------------------------|--------|-------|
|                                     | Psggr. | Frnt. |
| 3 Curves, M.P. 770.7 to 772.0       | 60     | 60    |
| Curve, M.P. 772.6 to 772.8          | 35     | 35    |
| 16 Curves, M.P. 772.9 to 779.4      | 45     | 45    |
| 4 Curves, M.P. 779.6 to 781.9       | 50     | 50    |
| 4 Curves, M.P. 782.3 to 784.1       | 45     | 45    |
| Curve, M.P. 784.7 to 784.9          | 40     | 40    |
| Curve, M.P. 786.1 to 786.3          | 50     | 50    |
| 2 Curves, M.P. 786.5 to 787.0       | 45     | 45    |
| 7 Curves, M.P. 788.4 to 790.5       | 45     | 45    |
| 2 Curves, M.P. 790.8 to 791.3       | 40     | 40    |
| 2 Curves, M.P. 791.4 to 791.7       | 45     | 45    |
| 2 Curves, M.P. 792.1 to 792.7       | 50     | 50    |
| 2 Curves, M.P. 792.9 to 793.3       | 45     | 45    |
| Curve, M.P. 793.8 to 793.9          | 40     | 30    |
| Curve, M.P. 794.3 to 794.5          | 30     | 20    |
| 13 Curves, M.P. 794.8 to 799.9      | 20     | 20    |
| Curve, M.P. 800.4 to 800.7          | 40     | 30    |
| 3 Curves, M.P. 801.5 to 802.8       | 45     | 45    |
| 2 Curves, M.P. 804.0 to 805.1       | 50     | 50    |
| 9 Curves, M.P. 805.2 to 808.8       | 45     | 45    |
| Curve, M.P. 809.4 to 809.7          | 60     | 55    |
| Curve, M.P. 811.1 to 811.5          | 60     | 55    |
| 2 Curves, M.P. 812.3 to 812.9       | 50     | 40    |
| 3 Curves, M.P. 813.0 to 813.7       | 45     | 45    |
| 2 Curves, M.P. 813.8 to 814.1       | 40     | 35    |
| Curve, M.P. 814.3 to 814.4          | 55     | 50    |
| Curve, M.P. 815.0 to 815.6          | 60     | 55    |
| Curve, M.P. 816.9 to 817.1          | 60     | 55    |
| 2 Curves, M.P. 818.6 to 818.9       | 50     | 50    |
| 2 Curves, M.P. 819.2 to 819.5       | 40     | 40    |
| Curve, M.P. 819.6 to 819.7          | 35     | 35    |
| 8 Curves, M.P. 819.8 to 822.6       | 40     | 40    |
| 3 Curves, M.P. 822.7 to 824.6       | 45     | 45    |
| Curve, M.P. 824.7 to 824.8          | 30     | 30    |
| Curve, M.P. 825.0 to 825.5 Eastward | 25     | 25    |
| Curve, M.P. 825.0 to 825.5 Westward | 25     | 20    |
| 31 Curves, M.P. 825.5 to 829.5      | 20     | 20    |
| 4 Curves, M.P. 830.3 to 831.8       | 30     | 30    |
| 6 Curves, M.P. 832.1 to 832.9       | 20     | 20    |
| 2 Curves, M.P. 833.1 to 835.0       | 50     | 50    |
| Curve, M.P. 836.0 to 836.2          | 70     | 60    |
| 4 Curves, M.P. 838.2 to 842.2       | 70     | 60    |
| 2 Curves, M.P. 842.7 to 844.2       | 80     | 60    |
| 3 Curves, M.P. 845.4 to 847.3       | 70     | 60    |
| 2 Curves, M.P. 849.8 to 850.4       | 70     | 60    |
| 2 Curves, M.P. 850.7 to 851.5       | 55     | 55    |
| Curve, M.P. 852.5 to 852.7          | 45     | 45    |
| 2 Curves, M.P. 852.9 to 853.2       | 50     | 45    |
| 2 Curves, M.P. 853.3 to 853.7       | 30     | 30    |
| 2 Curves, M.P. 854.2 to 856.2       | 75     | 60    |
| 2 Curves, M.P. 860.1 to 860.9       | 75     | 60    |
| Curve, M.P. 861.3 to 862.2          | 60     | 60    |
| Curve, M.P. 863.6 to 863.7          | 75     | 60    |
| Curve, M.P. 865.9 to 866.0          | 75     | 60    |
| 7 Curves, M.P. 866.8 to 871.1       | 70     | 60    |
| Curve, M.P. 871.9 to 872.1          | 80     | 60    |
| 3 Curves, M.P. 873.9 to 875.6       | 70     | 60    |
| Curve, M.P. 877.5 to 877.7          | 75     | 60    |
| 3 Curves, M.P. 878.2 to 879.6       | 70     | 60    |
| Curve, M.P. 880.8 to 881.0          | 80     | 60    |
| 3 Curves, M.P. 883.5 to 885.0       | 80     | 60    |

|                            | MPH    |       |
|----------------------------|--------|-------|
|                            | Psggr. | Frnt. |
| Curve, M.P. 888.8 to 889.2 | 80     | 60    |
| Curve, M.P. 890.9 to 891.1 | 80     | 60    |
| Curve, M.P. 895.7 to 896.1 | 80     | 60    |

**(C) SPEED RESTRICTIONS—SWITCHES**

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.  
Trains and engines using other than main track must not exceed turnout speed for that track.

| STATION    | TYPE | LOCATION                     | MPH |
|------------|------|------------------------------|-----|
|            |      |                              |     |
| Las Vegas  | S    | East end siding              | 30  |
|            | S    | West end siding              | 10  |
| Ojita      | S    | Both ends siding             | 30  |
| Chapelle   | S    | Both ends siding             | 30  |
| Blanchard  | S    | Both ends siding             | 15  |
| Sands      | S    | Both ends siding             | 30  |
| Gise       | S    | Both ends siding             | 30  |
| Rowe       | S    | Both ends siding             | 30  |
| Fox        | I    | East end siding              | 30  |
|            | S    | West end siding              | 30  |
| Glorieta   | I    | Both ends siding             | 30  |
| Canyoncito | I    | Both ends siding             | 30  |
| Lamy       | S    | Both ends siding             | 30  |
| Kennedy    | S    | Both ends siding             | 10  |
| Waldo      | S    | Both ends siding             | 15  |
| Domingo    | S    | Both ends siding             | 30  |
| Nueve      | S    | Both ends siding             | 30  |
| Bernalillo | S    | Both ends siding             | 30  |
| Alameda    | S    | West end siding              | 30  |
| Hahn       | S    | End of double track Eastward | 30  |

**(D) SPEED RESTRICTIONS—STREET CROSSINGS**

Restriction applies only while head end of train is passing crossings at cities and towns named below:

| STATION     | BETWEEN   | MPH |
|-------------|---|-----|
| Las Vegas   | Jackson and University Streets<br>M.P. 769.2 to M.P. 771.6                          | 15  |
| Albuquerque | All crossings between Trumbull Avenue and Mountain Road<br>M.P. 901.5 to M.P. 903.4 | 30  |
|             | Between Mountain Road and Hahn<br>M.P. 898.8 to M.P. 901.5                          | 60  |

**RULES GOVERNING TRAIN OPERATION ON HEAVY DESCENDING GRADES APPLY ON FOURTH DISTRICT. SEE TIME TABLE SPECIAL RULES 6 AND 7.**

**2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)**

| M.P.  | NAME            | M.P.  | NAME          |
|-------|-----------------|-------|---------------|
| 785.1 | Tecolote River. | 831.8 | Apache Creek. |

**3. TRACKS BETWEEN STATIONS**

| Name                                | Location   | Car Capacity |
|-------------------------------------|------------|--------------|
| Rosario Industrial Spur (2.4 miles) | M.P. 860.7 | 290          |
| Plains Electric                     | M.P. 878.4 | 40           |
| Public Service                      | M.P. 895.7 | 257          |
| Tewa Moulding Corp.                 | M.P. 896.3 | 14           |
| Rio Grande Steel                    | M.P. 896.8 | 35           |
| Associated Grocers                  | M.P. 898.5 | 24           |

**TRACK SIDE WARNING DETECTORS—SPECIAL RULE 14 (C)**

| Detector Location   | Type        | Signals Affected   |
|---------------------|-------------|--|
| M.P. 826.7 to 826.9 | Slide Fence | Signal 8272 and controlled signals governing westward movements at west switch of Glorieta siding. |

10 COLORADO DIVISION

PUEBLO DISTRICT

| WEST-<br>WARD<br>↓ | Capacity of<br>Sidings in Feet | Ruling Grade<br>Ascending | TIME TABLE               |                                      | Ruling Grade<br>Ascending | Mile<br>Post | Communications<br>Turn Tables and Wyes | EAST-<br>WARD<br>↑ |
|--------------------|--------------------------------|---------------------------|--------------------------|--------------------------------------|---------------------------|--------------|--|--------------------|
|                    |                                |                           | No. 8<br>October 2, 1979 |                                      |                           |              |  |                    |
|                    |                                | Feet<br>Per<br>Mile       | STATIONS                 |                                      | Feet<br>Per<br>Mile       |              |  |                    |
|                    | Yard                           | 28.0                      | ABS                      | <b>LA JUNTA</b> YI<br>4.9            | 0                         | 554.9        | T<br>C<br>R                            |                    |
|                    | 3100                           | 20.0                      |                          | <b>SWINK</b> YI<br>2.8               | 0                         | 559.8        | Y<br>B                                 |                    |
|                    | 4100                           | 19.5                      |                          | <b>NEWDALE</b><br>3.0                | 0                         | 562.6        |  |                    |
|                    | 5000                           | 31.7                      |                          | <b>ROCKY FORD</b> YI<br>5.4          | 0                         | 565.6        | B                                      |                    |
|                    | 4100                           | 31.7                      |                          | <b>VROMAN</b><br>3.5                 | 0                         | 571.0        |  |                    |
|                    | 5400                           | 33.3                      |                          | <b>MANZANOLA</b><br>8.6              | 0                         | 574.5        |  |                    |
|                    | 3350                           | 33.0                      |                          | <b>FOWLER</b><br>8.5                 | 14.0                      | 583.1        |  |                    |
|                    |                                | 33.0                      |                          | <b>NA JCT</b><br>7.0                 | 0                         | 591.6        |  |                    |
|                    |                                | 31.2                      |                          | <b>BOONE</b><br>5.0                  | 0                         | 598.6        |  |                    |
|                    | 7500                           | 34.4                      |                          | <b>AVONDALE</b><br>8.2               | 0                         | 603.6        | Y                                      |                    |
|                    | 7500                           | 31.7                      |                          | <b>BAXTER</b><br>6.0                 | 0                         | 610.9        |  |                    |
|                    |                                | 31.7                      |                          | <b>PUEBLO JCT.</b><br>1.0            | 31.7                      | 617.8        |  |                    |
|                    | 0                              |                           |                          | <b>PUEBLO U.D.</b><br>0.2            | 22.0                      | 618.8        |  |                    |
|                    | 52.8                           |                           |                          | <b>D.&amp;R.G.W. Crossing</b><br>0.5 | 0                         | 619.0        |  |                    |
|                    | Yard                           |                           | <b>PUEBLO YARD</b>       |                                      | 619.5                     | Y<br>R<br>C  |  |                    |
|                    |                                |                           | (64.6)                   |                                      |                           |              |  |                    |

TCS IN EFFECT: On main track between NA JCT and Pueblo Yard, and on sidings Avondale and Baxter.

RULE 94 IN EFFECT: At La Junta between M.P. 553.9 and Signal Bridge carrying signals 5552 and 5554.

Trains must secure clearance card before leaving La Junta and Pueblo Yard.

At Swink, the signal governing movements from A.V. District to Pueblo District is a controlled signal. Telephone to Control Station, La Junta, is located near A.V. District switch. Before any movement is made from A.V. District to Pueblo District, member of crew will secure authority from Control Station before lining switch or fouling Pueblo District main track.

Train order signal Missouri Pacific station, Avondale, will govern Missouri Pacific trains only.

HAND THROW SWITCHES IN TCS LIMITS:

Within TCS limits where maximum speed exceeds 20 MPH, a train or engine must not clear the main track where TCS is in effect through a hand throw switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine. Tracks where such switches are located are as follows:

- Boone, both ends MoPac House track.
- Dinsmore Spur, M.P. 606.6 and Gas Spur, M.P. 608.9, between Avondale and Baxter.
- Avondale, both ends MoPac House track.
- Economy Builders Spur, M.P. 615.1, between Baxter and Pueblo Jct.

MINNEQUA DISTRICT

| WEST-<br>WARD<br>↓ | Capacity of<br>Sidings in Feet | Ruling Grade<br>Ascending | TIME TABLE               |                                 | Ruling Grade<br>Ascending | Mile<br>Post | Communications<br>Turn Tables and Wyes | EAST-<br>WARD<br>↑ |
|--------------------|--------------------------------|---------------------------|--------------------------|---------------------------------|---------------------------|--------------|--|--------------------|
|                    |                                |                           | No. 8<br>October 2, 1979 |                                 |                           |              |  |                    |
|                    |                                | Feet<br>Per<br>Mile       | STATIONS                 |                                 | Feet<br>Per<br>Mile       |              |  |                    |
|                    | 4500                           | 0                         | TCS                      | <b>SOUTHERN JCT.</b> YL<br>1.7  | 31.0                      | 124.3        |  |                    |
|                    | 1750                           | 0                         |                          | <b>MINNEQUA</b> YL<br>2.5       | 97.2                      | 122.6        | C                                      |                    |
|                    |                                | 31.7                      |                          | <b>Mo. Pac. Crossing</b><br>0.3 | 31.7                      | 120.1        |  |                    |
|                    |                                |                           |                          | <b>PUEBLO JCT.</b>              |                           | 119.8        |  |                    |
|                    |                                |                           | (4.5)                    |                                 |                           |              |  |                    |

TCS IN EFFECT: On main track between Minnequa and Pueblo Jct.

Between Minnequa and Southern Jct, trains and engines will be governed by the Time Table, Rules and Regulations of the Colorado & Southern Railway Co.

At Minnequa, Track No. 4, extending between station sign and crossover south end of yard, is Minnequa siding.

Southern Junction siding extends from crossover to south end.

# PUEBLO DISTRICT

## SPECIAL RULES

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

| BETWEEN:                    | MPH |
|-----------------------------|-----|
| La Junta and Pueblo Jct.    | 60* |
| Pueblo Jct. and Pueblo Yard | 20  |

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total . . . . . 45 MPH

\*Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) . . . . . 55 MPH

#### (B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS:

|   | MPH |
|---|-----|
| Curve, M.P. 555.7 to 556.1 Westward                   | 50  |
| Curve, M.P. 555.7 to 556.1 Eastward                   | 45  |
| 4 Curves, M.P. 586.3 to 587.8                         | 50  |
| Curve, M.P. 591.0 to 591.1                            | 50  |
| Curve, M.P. 615.9 to 616.0                            | 50  |
| 2 Curves, M.P. 617.2 to 617.6                         | 25  |
| Curve, M.P. 617.6 to 617.8 (Pueblo Jct. Interlocking) | 15  |
| RR Crossing M.P. 619.0 Interlocking                   | 10  |
| Curve, M.P. 619.0 to 619.1                            | 10  |

#### (C) SPEED RESTRICTIONS—SWITCHES

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

Trains and engines using other than main track must not exceed turnout speed for that track.

| "I"—Interlocked Switch |      | "S"—Spring Switch                    |     |
|------------------------|------|--------------------------------------|-----|
| STATION                | TYPE | LOCATION                             | MPH |
| La Junta               | S    | West end of Freight Lead (Long Tail) | 15  |
| Swink                  | S    | Both ends of siding                  | 10  |
| Rocky Ford             | S    | Both ends of siding                  | 10  |
| Manzanola              | S    | Both ends of siding                  | 10  |
| Fowler                 | S    | Both ends of siding                  | 10  |

#### (C) SPEED RESTRICTIONS—SWITCHES—(Cont'd)

| NA JCT      | I | Turnout                                     | 50 |
|-------------|---|---|----|
| Avondale    | I | Both ends of siding                         | 30 |
| Baxter      | I | Both ends of siding                         | 30 |
| Pueblo Jct. | I | All Interlocked Switches                    | 15 |
| Pueblo      | I | North end Pueblo Union Depot passenger lead | 10 |
|             | I | North end Loop Line                         | 10 |
|             | I | South end receiving yard lead               | 10 |
|             | I | South end departure yard lead               | 10 |
|             | I | North end yard—29th Street                  | 30 |

#### (D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

| STATION    | BETWEEN                              | MPH |
|------------|--------------------------------------|-----|
| Rocky Ford | All Streets M.P. 565.0 to M.P. 566.1 | 30  |
| Manzanola  | All Streets M.P. 574.2 to M.P. 574.9 | 50  |
| Fowler     | All Streets M.P. 583.0 to M.P. 583.4 | 50  |
| Boone      | All Streets M.P. 598.3 to 599.1      | 40  |

#### 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

| M.P.  | NAME                         |
|-------|------------------------------|
| 618.6 | Main Street Viaduct, Pueblo. |

#### 3. TRACKS BETWEEN STATIONS

| Name                  | Location   | Car Capacity |
|-----------------------|------------|--------------|
| Newdale Spur          | M.P. 562.6 | 66           |
| Walgro                | M.P. 569.6 | 16           |
| Dinsmore              | M.P. 606.6 | 10           |
| Gas Spur              | M.P. 608.9 | 13           |
| Pueblo Air Base       | M.P. 610.7 | Yard         |
| Baxter Beet Track     | M.P. 612.6 | 17           |
| Economy Building Spur | M.P. 615.1 | 8            |

# MINNEQUA DISTRICT

## SPECIAL RULES

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

| BETWEEN:                      | MPH |
|-------------------------------|-----|
| Pueblo Jct. and Southern Jct. | 20  |

#### (B) SPEED RESTRICTIONS—CURVES & RR CROSSINGS

|   | MPH |
|---|-----|
| RR Crossing M.P. 120.1 (Auto. Interlocking) | 20  |
| 4 Curves, M.P. 121.9 to 122.6               | 10  |

#### (C) SPEED RESTRICTIONS—SWITCHES

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

Trains and engines using other than main track must not exceed turnout speed for that track.

| "I"—Interlocked Switch |      | "S"—Spring Switch |     |
|------------------------|------|-------------------|-----|
| STATION                | TYPE | LOCATION          | MPH |
| Pueblo Jct.            | I    | Junction Switch   | 15  |
| Minnequa               | I    | Turnout           | 10  |

#### 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

| M.P.  | NAME                  |
|-------|-----------------------|
| 120.4 | Arkansas River Bridge |

| WEST-<br>WARD<br>↓ | Capacity of<br>Sidings in Feet | Ruling Grade<br>Ascending | TIME TABLE               |                     | Ruling Grade<br>Ascending | Mile<br>Post | Communications<br>Turn Tables and Wires | EAST-<br>WARD<br>↑ |
|--------------------|--------------------------------|---------------------------|--------------------------|---------------------|---------------------------|--------------|---|--------------------|
|                    |                                |                           | No. 8<br>October 2, 1979 |                     |                           |              |   |                    |
|                    | Feet<br>Per<br>Mile            | STATIONS                  |                          | Feet<br>Per<br>Mile |                           |              |   |                    |
|                    | 52.8                           | HARTMAN                   | YL                       | 52.8                | 7.8                       |              |   |                    |
|                    |                                | 5.3                       |                          |                     |                           |              |   |                    |
|                    | 52.8                           | BRISTOL                   | YL                       | 52.8                | 13.1                      |              |   |                    |
|                    |                                | 13.7                      |                          |                     |                           |              |   |                    |
|                    | 79.2                           | CHANNING                  | YL                       | 52.8                | 26.8                      |              |   |                    |
|                    |                                | 3.6                       |                          |                     |                           |              |   |                    |
|                    |                                | WILSON JCT.               |                          |                     |                           |              |   |                    |
|                    | 51.2                           | 5.9                       |                          | 44.9                | 30.4                      |              |   |                    |
|                    |                                | WILEY                     | YL                       |                     | 36.3                      |              |   |                    |
|                    | 41.2                           | 3.4                       |                          | 0                   | 39.7                      |              |   |                    |
|                    |                                | KEESE                     | YL                       |                     | 39.7                      |              |   |                    |
|                    | 79.2                           | 3.9                       |                          | 79.2                | 43.6                      |              |   |                    |
|                    |                                | McCLAVE                   | YL                       |                     | 43.6                      |              |   |                    |
|                    | 2550                           | CHERAW                    | YL                       |                     | 82.2                      |              |   |                    |
|                    |                                | 11.3                      |                          | 59.4                |                           |              |   |                    |
|                    | 38.6                           | SWINK                     | YL                       |                     | 93.5                      |              | Y<br>B                                  |                    |
|                    |                                | (47.1)                    |                          |                     |                           |              |   |                    |

Between Swink and Cheraw and between Hartman and McClave movements will be made in accordance with Rule 93.

At Wilson Jct., junction switches normally lined for A. V. District.

No switch lights on A. V. District.

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

|                             | MPH |
|-----------------------------|-----|
| Between Swink and Cheraw    | 20  |
| Big Bend Industrial Spur    | 10  |
| Between Hartman and McClave | 10  |

**(B) SPEED RESTRICTIONS—CURVES**

|                             | MPH |
|-----------------------------|-----|
| 2 Curves, M.P. 84.4 to 84.7 | 15  |
| Curve, M.P. 88.5 to 88.8    | 15  |

**(C) SPEED RESTRICTIONS—SWITCHES**

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

**3. TRACKS BETWEEN STATIONS**

| Name                                 | Location  | Capacity |
|--------------------------------------|-----------|----------|
| La Junta Air Base                    | M.P. 91.4 | Yard     |
| Big Bend Industrial Spur (4.2 miles) | M.P. 36.3 | 17       |

# BOISE CITY DISTRICT

| WEST-WARD<br>↓ | Capacity of Sidings in Feet | Ruling Grade Ascending | TIME TABLE<br>No. 8       |               | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-WARD<br>↑ |
|----------------|-----------------------------|------------------------|---------------------------|---------------|------------------------|-----------|-------------------------------------|----------------|
|                |                             |                        | October 2, 1979           |               |                        |           |                                     |                |
|                | Feet Per Mile               |                        | STATIONS                  | Feet Per Mile |                        |           |                                     |                |
|                |                             |                        | <b>BOISE CITY</b> YL      |               |                        | 122.6     | Y C                                 |                |
|                | 3750                        | 52.8                   | 12.7<br>CASTANEDA         | 52.8          |                        | 135.3     | B                                   |                |
|                | 4800                        | 52.8                   | 16.3<br>CAMPO             | 52.8          |                        | 151.6     | B                                   |                |
|                | 2200                        | 24.8                   | 10.9<br>BISONTE           | 24.8          |                        | 162.6     | B                                   |                |
|                |                             | 52.8                   | 10.1<br>SOUTH JCT. YL     | 52.8          |                        | 172.6     | Y                                   |                |
|                | 2200                        | 39.6                   | 0.5<br>SPRINGFIELD YL     | 0             |                        | 173.1     | C                                   |                |
|                |                             | 42.2                   | 1.3<br>NORTH JCT. YL      | 0             |                        | 174.4     |                                     |                |
|                | 2200                        | 52.8                   | 11.6<br>HARBORD           | 52.8          |                        | 186.0     | B                                   |                |
|                | 2100                        | 52.8                   | 10.6<br>FRICK             | 52.8          |                        | 196.6     | B                                   |                |
|                | 2100                        | 50.1                   | 16.3<br>RUXTON            | 52.8          |                        | 212.9     | B                                   |                |
|                |                             | 52.8                   | 13.7<br>GILPIN            | 50.2          |                        | 226.6     | B                                   |                |
|                |                             | 10.5                   | 8.9<br>LAS ANIMAS JCT. YL | 52.8          |                        | 235.6     | B                                   |                |

(112.9)

At North Jct., South Jct., and Boise City, junction switches normally lined for Boise City District.

### SPECIAL RULES

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

| BETWEEN:                       | MPH |
|--------------------------------|-----|
| Boise City and South Jct.      | 49* |
| South Jct. and Las Animas Jct. | 40  |

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total ..... 45 MPH

##### (C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

# GARDEN CITY DISTRICT

| WEST-WARD<br>↓ | Ruling Grade Ascending | TIME TABLE<br>No. 8 |                             | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST-WARD<br>↑ |
|----------------|------------------------|---------------------|-----------------------------|------------------------|-----------|-------------------------------------|----------------|
|                |                        | October 2, 1979     |                             |                        |           |                                     |                |
|                | Feet Per Mile          |                     | STATIONS                    | Feet Per Mile          |           |                                     |                |
|                | 52.8                   |                     | <b>GARDEN CITY</b> YL       | 38.0                   | 157.6     | Y R C                               |                |
|                | 50.7                   |                     | 15.0<br>TENNIS YL           | 50.2                   | 142.6     |                                     |                |
|                | 47.5                   |                     | 6.9<br>FRIEND YL            | 37.1                   | 135.7     |                                     |                |
|                | 29.0                   |                     | 7.7<br>SHALLOW WATER YL     | 21.1                   | 128.0     |                                     |                |
|                | 0                      |                     | 7.9<br>A.T.&S.F. Crossing   | 0                      | 120.1     |                                     |                |
|                | 30.6                   |                     | 0.0<br>Mo. Pac. Crossing    | 0                      | 120.1     |                                     |                |
|                |                        |                     | 0.3<br><b>SCOTT CITY</b> YL |                        | 119.8     | Y R C                               |                |

(37.8)

##### (C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

##### (D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

| STATION        | BETWEEN  | MPH |
|----------------|--|-----|
| Garden City .. | Fourth, Sixth, Main, Ninth, Eleventh, & Thirteenth Streets<br>M.P. 401.7 to M.P. 403.0 | 45  |
| Garden City .. | Highway No. 50<br>Garden City Dist.<br>M.P. 155.6                                      | 5   |

Between Garden City and Scott City movements will be made in accordance with Rule 93.  
No switch lights on Garden City District.

### SPECIAL RULES

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

| BETWEEN:                   | MPH |
|----------------------------|-----|
| Garden City and Scott City | 20  |

##### (B) SPEED RESTRICTIONS—CURVES & RR CROSSINGS

|   | MPH |
|---|-----|
| RR Crossing M.P. 120.1 Mechanical Interlocking electrically locked signals and derails set normally against AT&SF. Be governed by instructions posted in control box at crossing. | 15  |
| 4 Curves M.P. 141.3 to 142.6  | 10  |

### 3. TRACKS BETWEEN STATIONS

| Name                      | Location   | Car Capacity |
|---------------------------|------------|--------------|
| Hutchins Spur .....       | M.P. 123.5 | 7            |
| Oil Track .....           | M.P. 132.2 | 21           |
| Gano .....                | M.P. 140.5 | 21           |
| Brookover Feed Yard ..... | M.P. 154.2 | 7            |

| WEST-<br>WARD<br>↓ | Capacity of<br>Sidings in Feet | Ruling Grade<br>Ascending | TIME TABLE<br>No. 8<br><br>October 2, 1979 | Ruling Grade<br>Ascending | Mile<br>Post | Communications<br>Turn Tables and Wyes | EAST-<br>WARD<br>↑ |
|--------------------|--------------------------------|---------------------------|--|---------------------------|--------------|--|--------------------|
|                    | Feet<br>Per<br>Mile            |                           | STATIONS                                   | Feet<br>Per<br>Mile       |              |  |                    |
|                    | 0                              |                           | <b>DODGE CITY</b> YL<br>0.2                | 0                         |              | T<br>Y<br>R<br>C                       |                    |
|                    | 0                              |                           | C.R.I.&P. Jct. YL<br>0.9                   | 0                         | 0.2          |  |                    |
|                    | 52.8                           |                           | C. V. Jct. YL<br>12.9                      | 0                         | 1.1          |  |                    |
| 3250               | 21.1                           |                           | ENSGN<br>5.0                               | 0                         | 14.0         |  |                    |
|                    | 20.1                           |                           | HAGGARD<br>7.2                             | 21.1                      | 19.0         |  |                    |
| 5600               | 52.8                           |                           | MONTEZUMA<br>10.9                          | 21.1                      | 26.2         |  |                    |
| 5500               | 21.1                           |                           | COPELAND<br>5.6                            | 0                         | 37.1         | C                                      |                    |
|                    | 21.1                           |                           | TICE<br>6.9                                | 0                         | 42.7         |  |                    |
| 4150               | 21.1                           |                           | SUBLETTE<br>8.3                            | 18.0                      | 49.6         | C                                      |                    |
|                    |                                |                           | <b>SATANTA</b> YL<br>0.4                   | 52.8                      | 57.9         | Y<br>R<br>C                            |                    |
|                    | 52.8                           |                           | SATANTA JCT. YL<br>15.7                    | 52.8                      | 58.3         |  |                    |
| 1600               | 21.1                           |                           | MOSCOW<br>12.7                             | 21.1                      | 74.0         | C                                      |                    |
| 2600               | 21.1                           |                           | HUGOTON<br>7.3                             | 0                         | 86.7         | R<br>C                                 |                    |
|                    | 21.1                           |                           | FETERITA<br>8.7                            | 0                         | 94.0         |  |                    |
| 1650               | 42.2                           |                           | ROLLA<br>8.3                               | 0                         | 102.7        |  |                    |
|                    | 42.2                           |                           | WILBURTON<br>8.6                           | 0                         | 111.0        |  |                    |
| 2000               | 52.8                           |                           | ELKHART YL<br>12.4                         | 48.6                      | 119.6        | Y<br>R<br>C                            |                    |
|                    | 52.8                           |                           | STURGIS<br>11.6                            | 24.3                      | 132.0        |  |                    |
| 1200               | 31.7                           |                           | KEYES<br>15.6                              | 26.4                      | 143.6        | C                                      |                    |
|                    |                                |                           | <b>BOISE CITY</b> YL                       |                           | 159.2        | Y<br>R<br>C                            |                    |
|                    |                                |                           | (159.2)                                    |                           |              |  |                    |

Trains and engines using C.R.I.&P. track between C.R.I. & P. Jct. and C.V. Jct. must move within these limits prepared to stop short of train, obstruction or switch not properly lined, not exceeding 15 miles per hour.

At C.R.I.&P. Jct. and at C.V. Jct. switch normally lined for AT&SF.

At Boise City, east wye track switch (M.P. 157.8) normally lined for C. V. District and west wye track switch (M.P. 158.3) normally lined for Plains Division Dumas District.

Phone booth located at west end Bridge 63.7.

No switch lights on C.V. District.

### SPECIAL RULES

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

| BETWEEN:               | MPH |
|------------------------|-----|
| C.V. Jct. and M.P. 26  | 49* |
| M.P. 26 and Boise City | 40  |

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total 45 MPH

##### (C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

#### 3. TRACKS BETWEEN STATIONS

| Name                  | Location   | Car<br>Capacity |
|-----------------------|------------|-----------------|
| Natural Gas Co. Track | M.P. 50.9  | 18              |
| Cave                  | M.P. 69.6  | 15              |
| Helium Plant Spurs    | M.P. 139.4 | 105             |

**MANTER DISTRICT**

| WEST-<br>WARD<br>↓ | Capacity of<br>Sidings in Feet | Ruling Grade<br>Ascending | <b>TIME TABLE<br/>No. 8</b> |      | Ruling Grade<br>Ascending | Mile<br>Post | Communications<br>Turn Tables and Wyes | EAST-<br>WARD<br>↑ |
|--------------------|--------------------------------|---------------------------|-----------------------------|------|---------------------------|--------------|--|--------------------|
|                    |                                |                           | October 2, 1979             |      |                           |              |  |                    |
|                    | Feet<br>Per<br>Mile            |                           | <b>STATIONS</b>             |      | Feet<br>Per<br>Mile       |              |  |                    |
|                    | 0                              |                           | <b>SATANTA</b> YL           | 0.4  |                           |              | R C                                    |                    |
|                    |                                |                           | SATANTA JCT.                | 6.8  | 13.2                      |              | Y                                      |                    |
|                    | 26.4                           |                           |                             |      | 9.5                       |              |  |                    |
|                    | 2600                           | 52.8                      | RYUS                        | 8.8  | 52.8                      | 6.8          | B                                      |                    |
|                    | 4200                           | 52.8                      | HICKOK                      | 7.9  | 52.8                      | 15.6         | B                                      |                    |
|                    | 5000                           | 46.5                      | ULYSSES                     | 7.1  | 20.0                      | 23.5         | R C                                    |                    |
|                    |                                | 40.1                      | STANO                       | 4.1  | 37.0                      | 30.6         |  |                    |
|                    |                                | 37.0                      | BIGBOW                      | 10.6 | 0                         | 34.7         | B                                      |                    |
|                    | 1700                           | 52.8                      | JOHNSON                     | 7.8  | 20.3                      | 45.3         | R C                                    |                    |
|                    | 1250                           | 52.8                      | MANTER                      | 9.3  | 11.6                      | 53.1         | Y C                                    |                    |
|                    |                                | 42.2                      | SAUNDERS                    | 14.2 | 21.1                      | 62.4         |  |                    |
|                    | 1100                           | 47.5                      | WALSH                       | 9.6  | 15.8                      | 76.6         | C                                      |                    |
|                    |                                | 52.8                      | VILAS                       | 8.8  | 47.5                      | 86.2         |  |                    |
|                    |                                |                           | SOUTH JCT.                  | 0.5  |                           | 95.0         | Y                                      |                    |
|                    | 2200                           | 66.0                      | SPRINGFIELD                 | 1.3  | 0                         | 95.5         | R C                                    |                    |
|                    |                                | 52.8                      | NORTH JCT.                  | 12.4 |                           | 96.8         |  |                    |
|                    | 2100                           |                           | PRITCHETT                   |      |                           | 109.2        | Y                                      |                    |
|                    |                                |                           | (109.6)                     |      |                           |              |  |                    |

Between Springfield and Pritchett, movements will be made in accordance with Rule 93.

At Satanta Jct., switch normally lined for C.V. District.

At North Jct. and South Jct. switches normally lined for Boise City District.

No switch lights on Manter District.

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

| BETWEEN:                 | MPH |
|--------------------------|-----|
| Satanta and North Jct.   | 40  |
| North Jct. and Pritchett | 20  |

**(C) SPEED RESTRICTIONS—SWITCHES**

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

**3. TRACKS BETWEEN STATIONS**

| Name                        | Location  | Car<br>Capacity |
|-----------------------------|-----------|-----------------|
| Columbian Track             | M.P. 13.0 | 73              |
| Ulysses Irrigation Pipe Co. | M.P. 24.8 | 4               |
| Pioneer Co-Op. Spur         | M.P. 25.8 | 7               |
| Hugoton Production Track    | M.P. 25.9 | 33              |
| Sullivan Track              | M.P. 29.1 | 18              |
| Julian                      | M.P. 38.9 | 20              |
| Bartlett                    | M.P. 68.6 | 20              |

**LAMAR DISTRICT**

| WEST-<br>WARD<br>↓ | Ruling Grade<br>Ascending | <b>TIME TABLE<br/>No. 8</b> |    | Mile<br>Post | Communications | EAST-<br>WARD<br>↑ |
|--------------------|---------------------------|-----------------------------|----|--------------|----------------|--------------------|
|                    |                           | October 2, 1979             |    |              |                |                    |
|                    | Feet<br>Per<br>Mile       | <b>STATIONS</b>             |    |              |                |                    |
|                    | 0                         | WILSON JCT.                 | YL | 4.9          |                |                    |
|                    |                           | 1.0                         |    |              |                |                    |
|                    | 0                         | CULP                        | YL | 3.9          |                |                    |
|                    |                           | 3.9                         |    |              |                |                    |
|                    |                           | LAMAR                       | YL |              | Y<br>R C       |                    |
|                    |                           | (4.9)                       |    |              |                |                    |

Between Wilson Jct. and Lamar, movements will be made in accordance with Rule 93.

At Wilson Jct., junction switch normally lined for A. V. District.

No switch lights on Lamar District.

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

| BETWEEN:              | MPH |
|-----------------------|-----|
| Wilson Jct. and Lamar | 20  |

**(C) SPEED RESTRICTIONS—SWITCHES**

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

| WEST-<br>WARD<br>↓ | Capacity of<br>Sidings in Feet | TIME TABLE<br>No. 8<br><br>October 2, 1979 | Mile<br>Post | Communications<br>Turn Tables and Wyes | EAST-<br>WARD<br>↑ |
|--------------------|--------------------------------|--|--------------|--|--------------------|
|                    |                                | STATIONS                                   |              |  |                    |
|                    |                                | <b>PUEBLO YARD</b> YL                      | 0.0          | Y<br>R C                               |                    |
|                    |                                | 0.6<br>D.&R.G.W. Connection                | 0.6          |  |                    |
|                    |                                | <b>PORTLAND</b> YL                         | 25.4         | C                                      |                    |
|                    |                                | 6.1<br>Via D. & R. G. W. Ry.               |              |  |                    |
| 6800               |                                | <b>FLORENCE</b>                            | 31.5         |  |                    |
|                    |                                | 8.2  |              |  |                    |
|                    |                                | <b>CANON CITY</b> YL                       | 39.7         | Y<br>C                                 |                    |
|                    |                                | (39.7)                                     |              |  |                    |

Trains must register and secure D&RGW Clearance before leaving Pueblo Yard.

Between D&RGW connection, MP 0.6, and Canon City, trains will be governed by the Time Table and Operating Department Rules and Regulations of the Denver and Rio Grande Western Railroad Company.

Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total ..... 45 MPH

No switch lights on Canon City District except on west crossover switch, Portland.

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(C) SPEED RESTRICTIONS—SWITCHES**

At Canon City—Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

**(D) SPEED RESTRICTIONS—STREET CROSSINGS**

Restriction applies only while head end of train is passing crossings at cities and towns named below:

| STATION    | BETWEEN                | MPH |
|------------|------------------------|-----|
| Canon City | Ninth Street M.P. 38.5 | 6   |

4. ....

**5. JOINT TRACK FACILITIES**

At Pueblo Jct., when rules require communication with control station, both D&RGW and AT&SF dispatchers must be contacted.

**PUEBLO JCT.—NA JCT.—AT&SF** and Mo.Pac. trains and engines will use joint trackage and will be governed by AT&SF time table, rules and regulations.

**PUEBLO JCT.—MINNEQUA—AT&SF** and C&S trains and engines will use joint trackage and will be governed by AT&SF time table, rules and regulations.

**MINNEQUA—SOUTHERN JCT.—AT&SF** trains and engines will use C&S tracks and will be governed by C&S time table, rules and regulations.

**D&RGW CONNECTION PUEBLO—CANON CITY—AT&SF** trains will use D&RGW tracks and will be governed by D&RGW time table, rules and regulations.

**6. TRAIN OPERATION ON DESCENDING GRADES BETWEEN MP 647.3 AND RATON AND BETWEEN GLORIETA AND MP 833.**

A. Freight trains operating with RCE must not exceed speed of 15 MPH when average tons per car is 91 or more, 20 MPH when average tons per car is 71 to 90, or 25 MPH when the average tons per car is 70 or less.

(1) When locomotive dynamic brakes will control speed of train and total brake pipe reduction does not exceed 18 pounds, train may proceed.

(2) When total brake pipe reduction exceeds 18 pounds to control train speed, train must be stopped immediately and brake system recharged before proceeding, first setting hand brakes if engine brakes will not hold the train.

B. Trains operating without RCE and locomotive dynamic brake fails or becomes inoperative, must not exceed 15 MPH. In event total brake pipe reduction exceeds 18 pounds to control train speed, train must be stopped immediately, a sufficient number of hand-brakes must be set to hold the train and the automatic air brake system must be fully charged before train may proceed.

C. Unless it is known by conductor and engineman that prescribed brake pipe pressure is indicated on gauges, freight trains must stop before passing summit of grade and make air brake test.

D. Passenger trains must not exceed following maximum speeds:

|                               |         |
|-------------------------------|---------|
| Between Wootton and M.P. 643  | —20 MPH |
| Between M.P. 643 and Jansen   | —30 MPH |
| Between Lynn and M.P. 659     | —20 MPH |
| Between Glorieta and M.P. 833 | —30 MPH |

E. On passenger trains and light engines, a running test of the air brakes must be made as prescribed by Operating Rule 934(I) at Lynn eastward and at Wootton and Glorieta westward.

**7. FREIGHT TRAIN OPERATION HAVING LOCOMOTIVE WITH DYNAMIC BRAKE NOT IN USE ON DESCENDING GRADES OF 1.0 PERCENT OR MORE, EXCEPT BETWEEN MP 647.3 AND RATON, AND GLORIETA AND MP 833.**

A. When average tons per car is 90 or more, maximum speed on descending grades as follows:

|  |        |
|--|--------|
| 1.0% to 1.5% (52.8 to 79.2 feet per mile)  | 40 MPH |
| 1.5% to 2.0% (79.2 to 105.6 feet per mile) | 25 MPH |
| 2.0% (105.6 feet per mile) or more         | 15 MPH |



**8. MAXIMUM SPEED OF ENGINES.**

| Engines  | Forward Or Dead In Train (MPH) | Backing Or When Not Controlled From Leading Unit (MPH) |
|--|--------------------------------|--|
| Amtrak 100-799<br>5940-5948  | 90*                            | 45   |
| 1153, 1160,<br>1215-1260,<br>1416-1441,<br>1500-1536,<br>2326-2390 | 45                             | 45   |
| <b>ALL OTHER CLASSES</b>   | 70                             | 45   |

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

\*Engine without cars must not exceed 70 MPH.

**9. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED AND MAXIMUM SPEED IN SUCH OPERATION.**

|                           | Maximum Depth Above Top of Rail (Inches) | Maximum Speed (MPH) |
|---------------------------|--|---------------------|
| All Classes Except Amtrak | 4  | 5                   |
| Amtrak                    | 2  | 2                   |

**10. DERRICKS, CRANES, SCALE TEST CARS**

Derricks, cranes, pile drivers, spreaders, and similar machinery moving on their own running gear, must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

| DISTRICT  | Wrecking Derricks MPH | Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 Locomotive Crane AT-199720 and Jordan Spreaders MPH | Other Machines Including Pile Drivers AT-199452 AT-199453 AT-199456 MPH |
|---|-----------------------|--|---|
| First, Second, Third, Fourth and Pueblo               | 40                    | 45   | 30  |
| Boise City, CV and Manter                             | 20                    | 20   | 20  |
| Garden City, Minnequa, Canon City, Lamar, York Canyon | 15                    | 15   | 15  |
| AV and Santa Fe                                       | 10                    | 10   | 10  |

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

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

All foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

**11. YARD LIMITS:**

|  |   |   |
|--|---|---|
| Alameda  | La Junta (on Second Dist. and on Pueblo Dist. to and including Swink) | Satanta (extends to and includes Satanta Jct.)            |
| Albuquerque (extends to and includes Alameda)                                      | Lamar (extends to and includes Wilson Jct.)                           | Scott City  |
| Boise City   | Lamy (extends to and includes Santa Fe)                               | Sears   |
| Canon City   | Las Animas Jct. (applies on Boise City District only)                 | South Jct.  |
| C&S Crossing   | Las Vegas   | Springfield   |
| Dodge City (extends to and includes Sears; also extends to and includes C.V. Jct.) | Minnequa to Southern Jct.   | (Extends to and includes Pritchett)                       |
| Elkhart  | North Jct.  | Swink (extends to and includes Cheraw)                    |
| Garden City (extends to and includes Scott City)                                   | Portland  | Ulysses   |
| Hahn   | Pritchett   | Wiley   |
|  | Rocky Ford  | Wilson Jct. (Extends to and includes Hartman and McClave) |
|  |   | York Canyon   |

**12. BULLETIN BOOKS**

|             |           |             |
|-------------|-----------|-------------|
| Boise City  | Raton     | Pueblo      |
| Dodge City  | Las Vegas | Albuquerque |
| Garden City | Satanta   | Santa Fe    |
| La Junta    |           |             |

**13. STANDARD CLOCKS**

|            |             |            |
|------------|-------------|------------|
| Boise City | Raton       | Pueblo     |
| Dodge City | Las Vegas   | Scott City |
| La Junta   | Albuquerque | Santa Fe   |

**14. TRACK SIDE WARNING DETECTORS**

**(A) HIGH WATER DETECTORS:**

High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. When adjacent block signals are red, trains must not cross bridges so protected until a thorough examination has been made to determine that bridge has not been weakened by high water and, in addition, must observe the requirements of Rule 320 or 321. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

**High water detectors located at:**

|                   |                    |
|-------------------|--------------------|
| M.P. 355.3 to 356 | — Near Sears       |
| Bridge 375.9      | — Near Ingalls     |
| Bridge 381.4      | — Near Charleston  |
| Bridge 387.1      | — Near Pierceville |
| Bridge 389.5      | — Near Pierceville |
| Bridge 393.1      | — Near Pierceville |
| Bridge 419.7      | — Near Deerfield   |
| Bridge 425.3      | — Near Lakin       |
| Bridge 433.0      | — Near Sutton      |
| Bridge 433.6      | — Near Sutton      |
| Bridge 439.6      | — Near Kendall     |
| Bridge 445.7      | — Near Kendall     |
| Bridge 447.1      | — Near Kendall     |
| Bridge 448.3      | — Near Syracuse    |
| Bridge 455.4      | — Near Syracuse    |
| Bridge 469.8      | — Near Coolidge    |
| Bridge 470.8      | — Near Coolidge    |
| Bridge 471.1      | — Near Coolidge    |
| Bridge 485.8      | — Near Granada     |
| Bridge 492.0      | — Near Granada     |
| Bridge 500.1      | — Near Lamar       |
| Bridge 566.6      | — Near Timpas      |
| Bridge 576.6      | — Near Timpas      |
| Bridge 581.3      | — Near Mindeman    |
| Bridge 585.3      | — Near Mindeman    |
| Bridge 586.9      | — Near Mindeman    |
| Bridge 589.6      | — Near Delhi       |
| Bridge 591.6      | — Near Delhi       |
| Bridge 594.3      | — Near Delhi       |

14. TRACK SIDE WARNING DETECTORS (Cont'd.)

|              |                     |
|--------------|---------------------|
| Bridge 600.1 | — Near Simpson      |
| Bridge 600.5 | — Near Simpson      |
| Bridge 611.2 | — Near Model        |
| Bridge 615.4 | — Near Model        |
| Bridge 633.7 | — Near C&S Crossing |
| Bridge 638.6 | — At Jansen         |
| M.P. 691.3   | — Near French       |
| Bridge 727.1 | — Near Wagon Mound  |
| Bridge 753.7 | — Near Watrous      |
| Bridge 852.4 | — Near Waldo        |
| Bridge 869.2 | — Near Domingo      |

14. TRACK SIDE WARNING DETECTORS (Cont'd.)

|               |                |
|---------------|----------------|
| Bridge 870.8  | — Near Domingo |
| Bridge 872.7  | — Near Nueve   |
| Bridge 874.2  | — Near Nueve   |
| Bridge 878.3  | — Near Nueve   |
| Bridge 894.4  | — Near Alameda |
| Bridge 895.6  | — Near Alameda |
| Bridge 898.7  | — Near Hahn    |
| Bridge 557.5  | — Near Swink   |
| Bridge 612.5  | — Near Baxter  |
| *Bridge 63.7  | — Near Satanta |
| *Bridge 218.8 | — Near Ruxton  |

\*When lights, which are located one mile in advance on each side of bridge and at bridge, display red rotating aspect, train must stop and make thorough inspection to ascertain bridge and track are safe before proceeding and notify train dispatcher at first opportunity.

(B)

**HOT BOX DETECTORS:**

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators.

When actuated by a train, stop must be made with head end at locator, if possible, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

If lamp or counters fail to show location of overheated equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings, or dragging equipment.

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

- (a) it is snowing or sleeting; or,
- (b) there is snow on ground which can be agitated by a moving train.

(C)

**SLIDE DETECTOR FENCES**

Slide detector fences placed in certain areas which will cause adjacent signals to be in stop position if fence circuit is broken. Due precaution for slides must be taken by crews in such areas when observing the requirements of Rules 320 or 321. Train dispatcher must be promptly notified if slide conditions observed.

R. N. CROW, General Watch Inspector ..... Topeka.

**LOCAL TIME INSPECTORS**

|                          |                   |
|--------------------------|-------------------|
| RICHARD L. EDMISTEN      | ..... Dodge City  |
| WELDON L. GREEN          | ..... Lamar       |
| W. C. WONDER             | ..... Springfield |
| GEORGE SCHACHTERLE       | ..... La Junta    |
| DOYLE L. DAVIDSON        | ..... La Junta    |
| HARDING-BULLOCK JEWELERS | ..... Pueblo      |
| PHILLIP C. LOMBARD       | ..... Pueblo      |

|                    |                   |
|--------------------|-------------------|
| CARL ARCIRESI      | ..... Pueblo      |
| C. C. PATTON       | ..... Canon City  |
| A. T. KAPELKE      | ..... Trinidad    |
| WILLIAM J. TADUS   | ..... Raton       |
| J. J. SPICOLA      | ..... Raton       |
| MRS. GILLIE FLENER | ..... Las Vegas   |
| VIRGIL H. HALL     | ..... Santa Fe    |
| TOM HOWARD         | ..... Albuquerque |
| JAMES PECH         | ..... Albuquerque |
| W. F. LIKEN        | ..... Albuquerque |

**HOW TO USE THIS CHART:**

To determine where a placarded car can be placed in a train follow these steps:  
 -Determine the type of placard that is applied to the car. From Line 1  
 -Determine the type of car to which the placard is applied from. Line 2  
 -Follow vertically down the chart and note which lines apply.  
 -The symbol "✓" indicates wording at the side that applies.  
 See footnotes for explanation.

**POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS**

| 1  |  | PLACARD APPLIED ON CAR  | 2  |                |                     |         |          |                     |                |                |                              |             |   |  |
|----|--|---|--|----------------|---------------------|---------|----------|---------------------|----------------|----------------|------------------------------|-------------|---|--|
|    |  |   | ANY CARS (Flat, tank, or other type, hazardous or combustible) | TANK CAR       | OTHER THAN TANK CAR | ANY CAR | TANK CAR | OTHER THAN TANK CAR | TANK CAR       | TANK CAR       | PLACARDED EXCEPT COMBUSTIBLE | COMBUSTIBLE |   |  |
| 3  | RESTRICTIONS                             |   |  |                |                     |         |          |                     |                |                |                              |             |   |  |
| 4  | WHEN TRAIN LENGTH PERMITS                | MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR  | ✓  | ✓              |                     |         |          |                     | ✓              |                |                              |             |   |  |
| 5  | WHEN TRAIN LENGTH DOES NOT PERMIT        | MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.   | ✓  | ✓              |                     |         |          |                     | ✓              |                |                              |             |   |  |
| 6  | MUST NOT BE PLACED NEXT TO CAR PLACARDED | LOADED FLAT CAR, A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.   | ✓ <sup>①</sup>   | ✓              | ✓                   |         |          |                     | ✓ <sup>②</sup> |                |                              |             |   |  |
| 7  |  | AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS. | ✓  | ✓              | ✓                   |         |          |                     | ✓              |                |                              |             |   |  |
| 8  |  | ENGINE  | ✓  | ✓              | ✓                   | ✓       | ✓        | ✓                   | ✓              |                |                              |             | ✓ |  |
| 9  |  | EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.   | ✓ <sup>③</sup>   | ✓ <sup>③</sup> | ✓ <sup>③</sup>      | ✓       | ✓        | ✓                   | ✓              | ✓ <sup>④</sup> | ✓                            |             |   |  |
| 10 |  | OCCUPIED CABOOSE  | ✓ <sup>③</sup>   | ✓ <sup>③</sup> | ✓ <sup>③</sup>      | ✓       | ✓        | ✓                   | ✓              |                |                              |             | ✓ |  |
| 11 |  | OCCUPIED GUARD CAR  | ✓ <sup>③</sup>   | ✓ <sup>③</sup> | ✓ <sup>③</sup>      |         |          |                     | ✓              |                |                              |             |   |  |
| 12 |  | UNDEVELOPED FILM  |  |                |                     |         |          | ✓                   |                |                |                              |             |   |  |
| 13 |  | A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.              | ✓  | ✓              | ✓                   |         |          |                     | ✓              |                |                              |             |   |  |
| 14 |  | A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.  | ✓  | ✓              | ✓                   |         |          |                     |                |                |                              |             |   |  |
| 15 |  | EXPLOSIVES A  |  | ✓              | ✓                   | ✓       | ✓        | ✓                   | ✓              | ✓              |                              |             |   |  |
| 16 |  | POISON GAS  | ✓  |                |                     |         |          | ✓                   | ✓              | ✓              |                              |             |   |  |
| 17 |  | LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.  | ✓  | ✓              | ✓                   | ✓       | ✓        |                     |                |                |                              |             |   |  |
| 18 |  | RADIOACTIVE   | ✓  | ✓              | ✓                   |         |          |                     | ✓              | ✓              |                              |             |   |  |

**FOOTNOTES:**

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
- ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
- ④ Applies only in mixed train service, see section 174.87



# SANTA FE SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his supervisor.

### CONDITIONAL STOPS SHOWN WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein.

| TRAIN | STOP AT STATIONS | TO RECEIVE PASSENGERS FOR | TO DISCHARGE PASSENGERS FROM               |
|-------|------------------|---------------------------|--|
| 3     | Trinidad         | Albuquerque and beyond    | Kansas City and beyond and South of Newton |
| 4     | Trinidad         | Kansas City and beyond    | California and Arizona                     |

### CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS

| WESTWARD |     |      |     |      |     |     |      | EASTWARD |             |    |  |     |     |      |      |     |     |      |
|----------|-----|------|-----|------|-----|-----|------|----------|-------------|----|--|-----|-----|------|------|-----|-----|------|
| 434      | 474 | 194  | 304 | 314  | 417 | 408 | 594  |          |             |    |  | 403 | 473 | 464  | 495  | 804 | 883 | 444  |
| AM       | AM  | PM   | AM  | PM   | PM  | PM  | PM   | LV       | Dodge City  | AR |  | PM  | PM  | AM   | PM   | PM  | PM  | PM   |
|          |     | 245  | 300 | 1230 |     |     |      | LV       | Boise City  | AR |  | 245 | 955 |      |      |     | 700 |      |
|          |     | 650  | 900 | 505  |     |     | 1030 | AR       | La Junta    | LV |  | 930 | 500 |      | 800  |     |     |      |
|          | 500 | 755  |     | 535  | 930 | 130 | 230  | LV       | La Junta    | AR |  | 845 | 450 | 600  | 315  |     | 300 |      |
|          | 730 | 935  |     | 730  |     |     | 420  | AR       | Pueblo      | LV |  | 630 | 300 | 400  | 1215 | 300 | 200 |      |
| 1000     |     | 1045 |     |      |     |     | 620  | LV       | Pueblo      | AR |  |     |     | 1159 | 430  |     |     | 1159 |
| 400      |     | *400 |     |      |     |     | 1000 | AR       | Denver      | LV |  |     |     | *730 | 1201 |     |     | 600  |
|          |     |      |     |      | 700 | 830 | 300  | AR       | Albuquerque | LV |  |     |     |      |      | 400 | 515 |      |
| PM       | AM  | AM   | AM  | PM   | AM  | AM  | PM   |          |             |    |  | AM  | PM  | PM   | AM   | AM  | AM  | PM   |

Note: The above schedules are shown for information only and confer no time table authority.

\*Big Lift