D. H. GILL, Asst. Superintendent ..... Pueblo/Denver
H. G. POWERS, Trainmaster-
Road Foreman of Engines ..... Raton, N.M.
J. M. TAYLOR, Trainmaster ..... La Junta, Colo.
E. B. JONES, Rules Examiner ..... La Junta, Colo.
S. L. FRUIN, Road Foreman of Engines ..... La Junta, Colo.
J. E. ANDERSON, 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	D. K. PALMER

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 Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per 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. 9

IN EFFECT

Sunday, April 27, 1980

At 12:01 A. M.
Mountain Time

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

H. J. BRISCOE,
General Manager,
Topeka, Kansas

H. L. ROGERS
Asst. Gen'l Mgr.,
Topeka, Kansas

G. E. YOUNG,
Superintendent,
La Junta, Colorado

WEST-WARD First Class 3	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 9 April 27, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class 4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 5.38		20.9	DODGE CITY YL DT	0	352.5	T Y R C	PM s11.50
5.41		22.8	2.2 SEARS YL 6.8	0	354.7	B	11.40
5.47		28.0	HOWELL 9.7	28.0	361.5	B	11.35
5.55	6250	26.7	CIMARRON 6.1	18.0	371.2	R C	11.28
6.00		21.5	INGALLS 6.7	20.0	377.3		11.24
6.05	7750	25.2	CHARLESTON 6.1	4.3	384.0	B	11.19
6.10		23.7	PIERCEVILLE 12.3	19.0	390.1		11.14
s 6.20	12350	11.4	GARDEN CITY YL 6.6	0	402.4	Y R C	s11.05
6.26		21.6	HOLCOMB 8.0	5.3	409.0		10.58
6.32	4050	28.1	DEERFIELD 7.3	23.1	417.0		10.52
6.37	4350	31.7	LAKIN 13.0	31.7	424.3	R C	10.47
6.46	6850	21.6	SUTTON 4.9	22.1	437.3	B	10.38
6.50		28.3	KENDALL 11.7	26.4	442.2		10.34
6.58	10000	35.0	SYRACUSE 14.9	24.8	453.9	R C	10.26
7.09		21.9	COOLIDGE 6.1	18.5	468.8		10.16
7.14	E 3700 W 5100	22.8	HOLLY 6.6	0	474.9	C R	10.11
7.19		29.0	BARTON 3.8	0	481.5	B	10.06
7.21	4000	38.8	GRANADA 17.0	26.4	485.3		10.03
s 7.33	7500	17.3	LAMAR YL 8.1	7.9	502.3	Y R C	s 9.48
7.41	4400	21.1	PROWERS 11.1	0	510.4	B	9.41
7.49	4000	20.1	CADDOA 12.1	15.8	521.5	B	9.33
		16.4	LAS ANIMAS JCT. 2.4	0	533.6	B	
8.00	8300	41.2	LAS ANIMAS 14.7	28.9	536.0	Y B	9.22
		26.4	CASA 4.2 (2 Trks.)	21.1	550.7		
s 8.20 AM			LA JUNTA		554.9	Y R C	9.05 PM
Arrive Daily			(202.4)				Leave Daily
74.9			Average speed per hour				73.6

ABS ATS — TCS — ABS

TCS IN EFFECT: On main tracks between Las Animas Jct. and 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.	MPH Frt.
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.	MPH Frt.
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.

"I"—Interlocked Switch "S"—Spring Switch

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 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).

TIME TABLE
No. 9

April 27, 1980

WEST-WARD First Class 3	Capacity of Sidings in Feet	Ruling Grade Ascending		STATIONS		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class 4
Leave Daily		Feet Per Mile				Feet Per Mile			Arrive Daily
AM 8.40		59.7	ABS	**LA JUNTA** YL		31.8	554.9	Y R C	s PM 8.50
				17.5					
8.55	4650	59.7		TIMPAS		0	572.3	B	8.31
				10.7					
9.03	6000	59.7		MINDEMAN		0	583.0		8.23
				8.5					
9.10	6250	59.7		DELHI	ATS	0	591.5	B	8.16
				12.8					
9.22	6250	59.1		SIMPSON		31.7	604.7		8.06
				10.3					
9.30	4750	59.7		MODEL		31.1	615.0	B	7.58
				11.2					
9.43	6150	59.4		HOEHNES		31.7	626.3		7.45
				9.5					
9.52		28.1		C. & S. CROSSING YL		0	635.8	B	7.38
				0.9					
s 9.57		59.4	TCS	TRINIDAD		0	636.7	R C	s 7.35
				1.9					
		105.6		JANSEN	TWO TRACKS	0	638.6	B	
				3.4					
		105.6		STARKVILLE		0	642.0		
				5.4					
		184.8		GALLINAS		0	647.3		
				0.8					
		184.8		MORLEY		0	648.1	B	
				3.6					
		184.8		WOOTTON		175.3	651.8	B	
				1.0					
		0		LYNN		175.3	652.8	B	
				2.4					
	9300	0		KEOTA		174.2	655.2		
				4.3					
s 10.55 AM	4500			**RATON**			659.5	Y C R	6.35 PM
Arrive Daily				(104.2)					Leave 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.	MPH 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.	MPH 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.

"I"—Interlocked Switch "S"—Spring Switch

STATION	TYPE	LOCATION	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	Linden Avenue, Commercial Street, Nevada and University Avenues 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-WARD First Class 3	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 9 April 27, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class 4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 11.01	4500	0	RATON	70.7	669.5	Y R C	PM 6.32
			11.5				
	5650	0	HEBRON	70.2	671.3		
			7.4				
	5900	66.5	SCHOMBERG	68.4	678.8		
			12.3				
	6050	69.7	FRENCH	72.8	691.0	Y B	
			8.4				
11.35	6300	72.2	SPRINGER	70.2	699.4	B	5.48
			10.8				
11.45	6250	71.2	COLMOR	69.7	710.0		5.40
			9.6				
11.54	6100	70.9	LEVY	67.9	719.7	B	5.32
			5.7				
11.59	3800	70.2	WAGON MOUND	70.2	725.3	B	5.28
			17.0				
PM 12.20	4650	52.8	SHOEMAKER	52.8	742.3	B	5.10
			7.2				
12.32	6250	70.0	WATROUS	70.0	750.2	B	4.59
			9.3				
12.42	5800	69.7	ONAVA	69.7	759.5		4.51
			10.5				
s12.55 PM	5700		LAS VEGAS YL		770.1	Y C R	4.40 PM
Arrive Daily			(109.7)				Leave Daily
57.2			Average speed per hour				58.8

TCS

ABS

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 Location	Locator Location
M.P. 702.1	Westward M.P. 704 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-WARD ↓	Ruling Grade Ascending	TIME TABLE No. 9 April 27, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Table and Wyes	EAST-WARD ↑
	Feet Per Mile	STATIONS	Feet Per Mile			
		FRENCH YL		0.0	Y B	
	61.1	13.3	0			
		COLFAX		13.3		
	105.6	22.8	0			
		YORK CANYON YL		36.1		
		(36.1)				

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN	MPH
M.P. 0 and M.P. 1.76	
Ascending	40
Descending	35
M.P. 1.76 and M.P. 1.93	
Ascending	4
Descending	4
M.P. 1.93 and M.P. 17	
Ascending	40
Descending	35
M.P. 17 and M.P. 35.2	
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.

"I"—Interlocked Switch "S"—Spring Switch

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 Psgr.	MPH Frt.
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.	MPH Frt.
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.

"I"—Interlocked Switch "S"—Spring Switch

STATION	TYPE	LOCATION	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 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

WEST-WARD First Class 3	Capacity of Sidings in Feet	Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 9 April 27, 1980 STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class 4
Leave Daily							Arrive Daily
PM 1.01	5700	87.1	ABS LAS VEGAS YL 8.4	75.0	770.1	Y R C	s PM 4.37
1.11	4850	89.8	OJITA 10.1	75.0	778.5		4.24
1.23	5400	89.8	CHAPELLE 4.8	0	788.8	B	4.10
1.31	4500	89.8	BLANCHARD 9.8	75.0	793.6	B	4.02
1.52	6385	89.8	SANDS 7.4	0	803.3		3.37
2.01	6632	89.8	GISE 4.8	61.2	811.0		3.32
2.07	4050	89.8	ROWE 4.4	0	816.0	B	3.26
	8500	89.8	TCS FOX 4.8	0	820.4		
	5800	0	GLORIETA 4.6	158.4	825.2	B	
	4850	0	CANYONCITO 5.1	158.4	830.0		
s 2.48 4	6300	0	LAMY 8.5	75.0	835.2	Y R C	s 2.48 3
2.56	5250	0	KENNEDY 10.6	75.0	843.8	B	2.32
3.09	4750	39.6	WALDO 10.6	76.7	854.6	B	2.20
3.20	4400	21.1	DOMINGO 11.1	26.4	865.3		2.11
3.30	6750	26.4	ABS NUEVE 9.4	52.8	876.6	B	2.03
3.39	6250	0	BERNALILLO 8.6	26.4	886.0	C	1.56
3.47	2600	21.1	ALAMEDA YL 4.1	26.4	894.7	B	1.49
3.51		18.5	HAHN YL 3.6	26.4	898.8	B	1.45
s 4.05 PM			ATS DT Albuquerque YL		902.4	T R C	1.40 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. 901.13 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

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH Psgr.	MPH Frt.
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 No. 9 April 27, 1980 STATIONS	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile		Feet Per Mile			
	105.6	LAMY YL 18.1	105.6	0.0	Y R C	
		SANTA FE 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

1. 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 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	
	Psgr.	Frt.
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
8 Curves, M.P. 790.8 to 793.3	40	40
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, MP. 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
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.

"I"—Interlocked Switch "S"—Spring Switch

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 M.P. 769.2 to M.P. 771.6	15
Albuquerque	All crossings between Trumbull Avenue and Mountain Road M.P. 901.5 to M.P. 903.4	30
	Between Mountain Road and Hahn 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.

TIME TABLE

No. 9

April 27, 1980

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending Feet Per Mile	STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
↓			HARTMAN YL		7.8		↑
		52.8	5.3	52.8			
			BRISTOL YL		13.1		
		52.8	13.7	52.8			
			CHANNING YL		26.8		
		79.2	3.6	52.8			
			WILSON JCT. YL		30.4		
		51.2	5.9	44.9			
			WILEY YL		36.3		
		41.2	3.4	0			
			KEESEE YL		39.7		
		79.2	3.9	79.2			
			McCLAVE YL		43.6		
	2550		CHERAW YL		82.2		
		38.6	11.3	59.4			
			SWINK YL		93.5	Y 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

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 9 April 27, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
		Feet Per Mile	STATIONS	Feet Per Mile			
			BOISE CITY YL		122.6	Y C	
		52.8	12.7	52.8			
	3750		CASTANEDA		135.3	B	
		52.8	16.3	52.8			
	7450		CAMPO		151.6	B	
		24.8	10.9	24.8			
	2200		BISONTE		162.5	B	
		52.8	10.1	52.8			
			SOUTH JCT. YL		172.6	Y	
		39.6	0.5	0			
	2200		SPRINGFIELD YL		173.1	C	
		42.2	1.3	0			
			NORTH JCT. YL		174.4		
		52.8	11.6	52.8			
	2200		HARBORD		186.0	B	
		52.8	10.6	52.8			
	7700		FRICK		196.6	B	
		50.1	16.3	52.8			
	2100		RUXTON		212.9	B	
		52.8	13.7	50.2			
			GILPIN		226.6	B	
		10.5	8.9	52.8			
			LAS ANIMAS JCT. YL		235.5	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 Las Animas Jct.	49*

*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	Ruling Grade Ascending	TIME TABLE No. 9 April 27, 1980	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
	Feet Per Mile	STATIONS	Feet Per Mile			
		GARDEN CITY YL		157.6	Y R C	
	52.8	15.0	38.0			
		TENNIS YL		142.6		
	50.7	6.9	50.2			
		FRIEND YL		135.7		
	47.5	7.7	37.1			
		SHALLOW WATER YL		128.0		
	29.0	7.9	21.1			
		A.T.&S.F. Crossing		120.1		
	0	0.0	0			
		Mo. Pac. Crossing		120.1		
	30.6	0.3	0			
		SCOTT CITY YL		119.8	Y R C	
		(37.8)				

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

(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 M.P. 401.7 to M.P. 403.0	45
Garden City	Highway No. 50 Garden City Dist. M.P. 155.6	5

3. TRACKS BETWEEN STATIONS

Name	Location	Car Capacity
Hutchins Spur	M.P. 123.5	7
E-Z Serve Refinery	M.P. 132.2	21
Chevron Spur	M.P. 134.5	40
Gano	M.P. 140.5	21

TIME TABLE
No. 9
April 27, 1980

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending Feet Per Mile	STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
			DODGE CITY YL			T Y R C	
		0	0.2	0			
		0	C.R.I.&P. Jct. YL (C.R.I.&P. Ry. Co.) 0.9	0	0.2		
		52.8	C. V. Jct. YL 12.9	0	1.1		
	3250	21.1	ENSIGN 5.0	0	14.0		
		20.1	HAGGARD 7.2	21.1	19.0		
	5600	52.8	MONTEZUMA 10.9	21.1	26.2		
	5500	21.1	COPELAND 5.6	0	37.1	C	
		21.1	TICE 6.9	0	42.7		
	4150	21.1	SUBLETTE 8.3	18.0	49.6	C	
			SATANTA YL 0.4	52.8	57.9	Y R C	
		52.8	SATANTA JCT. YL 15.7	52.8	58.3		
	1600	21.1	MOSCOW 12.7	21.1	74.0	C	
	2600	21.1	HUGOTON 7.3	0	86.7	R C	
		21.1	FETERITA 8.7	0	94.0		
	1650	42.2	ROLLA 8.3	0	102.7		
		42.2	WILBURTON 8.6	0	111.0		
	2000	52.8	ELKHART YL 12.4	48.6	119.6	Y R C	
		52.8	STURGIS 11.6	24.3	132.0		
	1200	31.7	KEYES 15.6	26.4	143.6	C	
			BOISE CITY YL		159.2	Y R 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 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

TIME TABLE
No. 9
April 27, 1980

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending Feet Per Mile	STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
			SATANTA YL			R C	
		0	0.4	13.2			
			SATANTA JCT. YL			Y	
		26.4	6.8	9.5			
	2600		RYUS		6.8	B	
		52.8	8.8	52.8			
	4200		HICKOK		15.6	B	
		52.8	7.9	52.8			
	5000		ULYSSES YL		23.5	R C	
		46.5	7.1	20.0			
			STANO		30.6		
		40.1	4.1	37.0			
			BIGBOW		34.7	B	
		37.0	10.6	0			
	1700		JOHNSON YL		45.3	R C	
		52.8	7.8	20.3			
	1250		MANTER		53.1	Y C	
		52.8	9.3	11.6			
			SAUNDERS		62.4		
		42.2	14.2	21.1			
	1100		WALSH		76.6	C	
		47.5	9.6	15.8			
			VILAS		86.2		
		52.8	8.8	47.5			
			SOUTH JCT. YL		95.0	Y	
			0.5				
	2200		SPRINGFIELD YL		95.5	R C	
		66.0	1.3	0			
			NORTH JCT. YL		96.8		
		52.8	12.4				
						Y	
	2100		PRITCHETT YL		109.2		
			(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 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

TIME TABLE
No. 9
April 27, 1980

WEST-WARD	Ruling Grade Ascending Feet Per Mile	STATIONS	Mile Post	Communications	EAST-WARD
		WILSON JCT. YL	4.9		
	0	1.0			
		CULP YL	3.9		
	0	3.9			
		LAMAR YL		Y 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-WARD ↓	Capacity of Sidings in Feet	TIME TABLE No. 9 April 27, 1980	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
		STATIONS			
		PUEBLO YARD YL	0.0	Y R C	
		0.6			
		D.&R.G.W. Connection	0.6		
		24.8			
		PORTLAND YL	25.4	C	
		6.1			
	6800	FLORENCE	31.5		
		8.2			
		CANON CITY YL	39.7	Y C	
		(39.7)			

Via D. & R. G. W. Ry.

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 Wooton 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 5940-5948	90*	45
1153, 1160, 1215-1260, 1416-1441, 1500-1536, 2326-2390	45	45
ALL OTHER CLASSES	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 AT-199462 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	30	30	30
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
Albuquerque (extends to and includes Alameda)
Boise City
Canon City
C&S Crossing
Dodge City (extends to and includes Sears; also extends to and includes C.V. Jct.)
Elkhart
French (on York Canyon Dist. from M.P. 2.5 to and including wye at French)
Garden City (extends to and includes Scott City)
Hahn
Johnson
La Junta (on Second Dist. and on Pueblo Dist. to and including Swink)
Lamar (extends to and includes Wilson Jct.)
Lamy (extends to and includes Santa Fe)
Las Animas Jct. (applies on Boise City District only)
Las Vegas
Minnequa to Southern Jct.
North Jct.
Portland
Pritchett
Rocky Ford
Satanta (extends to and includes Satanta Jct.)
Scott City
Sears
South Jct.
Springfield (Extends to and includes Pritchett)
Swink (extends to and includes Cheraw)
Ulysses
Wiley
Wilson Jct. (Extends to and includes Hartman and McClave)
York Canyon

12. BULLETIN BOOKS

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

13. STANDARD CLOCKS

Boise City
Dodge City
La Junta
Raton
Las Vegas
Albuquerque
Pueblo
Scott City
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
Bridge 870.8	— Near Domingo

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

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
M.P. 898.7	— Near Hahn
M.P. 898.8	— Near Hahn
Bridge 557.5	— Near Hahn
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	EXPLOSIVES A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS	OTHER THAN PLACARDED EXPLOSIVES A POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE
			2 TYPE OF CAR	ANY CARS (inc. flat cars carrying trailers or containers)	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR
3		RESTRICTIONS									
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 8th 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	LOADED FLAT CAR. A FLATCAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.		√ ①	√	√		√ ②			
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.		√ ③	√ ③	√ ③	√	√	√ ④	√	
10		OCCUPIED CABOOSE		√ ③	√ ③	√ ③	√	√		√	
11		OCCUPIED GUARD CAR		√ ③	√ ③	√ ③		√			
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	CAR PLACARDED	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.