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.
R. H. BERRY, Asst. Gen'l. Mgr.-
Mechanical ..... Topeka, Ks.
B. R. TUCKER, Supvr. Air Brakes-
Gen. Road Foreman of Engines ..... Argentine, Ks.

J. O. McATEE, Chief Dispatcher ..... La Junta, Colo.
T. E. LEWIS, Asst. Chief Dispatcher ..... La Junta, Colo.
R. W. YERGERT, Asst. Chief Dispatcher ..... La Junta, Colo.

TRAIN DISPATCHERS — LA JUNTA, COLO.

L. V. ANDERSON
A. W. ABEL
L. N. STEPHAN
J. J. GARZA
P. R. HOLIMAN
D. E. DEATON
E. D. ELYEA
M. D. HARRISON
L. T. JAPHET
S. P. TAYLOR
M. D. MESSICK
M. D. SEDILLO
R. R. HINER
D. L. SKINNER
R. R. FISHER
B. D. ANDERSON

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. 12

IN EFFECT

Sunday, October 25, 1981

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 Feet Per Mile	TIME TABLE No. 12 October 25, 1981 STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class 4
Leave Daily							Arrive Daily
AM 4.53		20.9	DODGE CITY YL — 2.2 — SEARS YL (DT)	0	352.5	T Y R C	PM s11.15
4.56		22.8	— 6.8 — HOWELL	0	354.7	B	11.09
5.02		28.0	— 9.7 — CIMARRON	28.0	361.5	B	11.04
5.10	6250	25.7	— 6.1 — INGALLS	18.0	371.2	R C	10.57
5.15		21.5	— 6.7 — CHARLESTON	20.0	377.3		10.53
5.20	7750	25.2	— 6.1 — PIERCEVILLE	4.3	384.0	B	10.48
5.25		23.7	— 12.3 — GARDEN CITY YL	19.0	390.1		10.44
s 5.35	12350	11.4	— 6.6 — HOLCOMB	0	402.4	Y R C	s10.35
5.41		21.6	— 8.0 — DEERFIELD	5.3	409.0		10.28
5.47	4050	28.1	— 7.3 — LAKIN	23.1	417.0		10.22
5.52	4350	31.7	— 13.0 — SUTTON	31.7	424.3	R C	10.17
6.01	6850	21.6	— 4.9 — KENDALL	22.1	437.3	B	10.08
6.05		28.3	— 11.7 — SYRACUSE	26.4	442.2		10.04
6.13	10000	35.0	— 14.9 — COOLIDGE	24.8	453.9	R C	9.56
6.24		21.9	— 6.1 — HOLLY	18.5	468.8		9.46
6.29	E 3700 W 5100	22.8	— 6.6 — BARTON	0	474.9	C R	9.41
6.34		29.0	— 3.8 — GRANADA	0	481.5	B	9.36
6.36	4000	38.8	— 17.0 — LAMAR YL	26.4	485.3		9.33
s 6.48	7500	17.3	— 8.1 — PROWERS	7.9	502.3	Y R C	s 9.18
6.56	4400	21.1	— 11.1 — CADDOA	0	510.4	B	9.11
7.04	4000	20.1	— 12.1 — LAS ANIMAS JCT.	15.8	521.5	B	9.03
		16.4	— 2.4 — LAS ANIMAS	0	533.6	B	
7.15	8300	41.2	— 14.7 — CASA (2 Trks.)	28.9	536.0	Y B	8.52
		26.4	— 4.2 — LA JUNTA	21.1	550.7		
s 7.35 AM					554.9	Y R C	8.35 PM
Arrive Daily			(202.4)				Leave Daily
74.9			Average speed per hour				75.9

ABS, ATS — 2 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.

Permanent slow and resume speed signs are not displayed for movements against the current of traffic.

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, including flat cars loaded with 24 ft. or shorter bogies or container chassis (10-PACK 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
Curve,	M.P. 374.1 to 374.2	85
Curve,	M.P. 381.6 to 381.9	75
3 Curves,	M.P. 421.3 to 422.2	75
Curve,	M.P. 430.0 to 430.7	80
Curve,	M.P. 432.6 to 433.2	70
2 Curves,	M.P. 435.9 to 436.5	75
3 Curves,	M.P. 479.9 to 481.9	70
Curve,	M.P. 492.4 to 492.6	75
Curve,	M.P. 512.0 to 512.5	80
Curve,	M.P. 524.8 to 525.0	80
2 Curves,	M.P. 528.6 to 531.0	75
Curve,	M.P. 536.4 to 536.5	80
2 Curves,	M.P. 543.1 to 543.9	70
2 Curves,	M.P. 544.9 to 545.8	75
Curve,	M.P. 547.9 to 548.0	75
Curve,	M.P. 551.4 to 551.6	60
Curve,	M.P. 552.8 to 553.1	55
2 Curves,	M.P. 553.6 to 554.2	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
Charleston	S	Both ends of siding	20
Garden City	S	Both ends of siding	10

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

STATION	TYPE	LOCATION	MPH
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 siding	20
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
Sunflower Electric	M.P. 407.4	700
Iowa Beef Processors	M.P. 411.4	25
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
M.P. 538.4	Westward M.P. 540.9 Eastward M.P. 536.6

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-WARD First Class 3	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 12 October 25, 1981	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 7.50		59.7	**LA JUNTA** YL	31.8	554.9	Y R C	s PM 8.20
			17.5				
8.05	4650	59.7	TIMPAS	0	572.3	B	8.01
			10.7				
8.13	6000	59.7	MINDEMAN	0	583.0		7.53
			8.5				
8.20	6250	59.7	DELHI	0	591.5	B	7.46
			12.8				
8.32	6250	59.1	SIMPSON	31.7	604.7		7.36
			10.3				
8.40	4750	59.7	MODEL	31.1	615.0	B	7.28
			11.2				
8.53	6150	59.4	HOEHNES	31.7	626.3		7.15
			9.5 YL				
9.02		28.1	C. & S. CROSSING	0	635.8	B	7.08
			0.9				
s 9.07		59.4	TRINIDAD	0	636.7	R C	s 7.05
			1.9				
		105.6	JANSEN	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 10.05 AM	4500		**RATON**		659.5	Y C R	6.05 PM
Arrive Daily			(104.2)				Leave Daily
46.3			Average speed per hour				46.3

ABS — ATS — TCS — TWO TRACKS

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.

Following signals located on left side of track:

Eastward interlocking signal, North Track, C&S Crossing, Trinidad.

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, including flat cars loaded with 24 ft. or shorter bogies or container chassis (10-PACK 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
Curve,	M.P. 555.6 to 555.8	* **	30
Curve,	M.P. 556.2 to 556.4		50
Curve,	M.P. 560.2 to 560.4		85
Curve,	M.P. 575.5 to 576.0		75
2 Curves,	M.P. 576.2 to 577.2		70
3 Curves,	M.P. 578.7 to 580.4		80
Curve,	M.P. 581.2 to 581.4		75
Curve,	M.P. 582.1 to 582.3		85
Curve,	M.P. 584.4 to 584.5		80
3 Curves,	M.P. 587.1 to 589.2		70
3 Curves,	M.P. 589.5 to 590.6		80
Curve	M.P. 591.0 to 591.3		70
2 Curves,	M.P. 593.2 to 594.1		70
2 Curves,	M.P. 595.1 to 596.6		70
Curve	M.P. 597.9 to 598.1		85
Curve	M.P. 599.1 to 599.3		80
Curve	M.P. 600.1 to 600.8		85
Curve	M.P. 602.1 to 602.6		85
Curve	M.P. 605.1 to 605.4		70
Curve	M.P. 606.7 to 607.2		75
Curve	M.P. 608.7 to 608.8		80
Curve	M.P. 615.6 to 615.8		70
Curve	M.P. 618.1 to 618.4		70
Curve	M.P. 619.6 to 619.7	*	35
4 Curves,	M.P. 620.2 to 622.4		45
6 Curves,	M.P. 622.9 to 624.7	**	35
Curve	M.P. 629.7 to 629.8		80
Curve	M.P. 632.8 to 633.3		80
Curve	M.P. 633.6 to 633.8		70
RR Crossing,	M.P. 635.8 Interlocking (TCS)		79
3 Curves,	M.P. 637.4 to 638.5	**	35
10 Curves,	M.P. 639.0 to 643.0	**	30
39 Curves,	M.P. 643.0 to 652.1	**	20

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

Tunnel,	M.P. 652.1 to 652.5		20
31 Curves,	M.P. 652.5 to 659.0	*	20

Curves marked with * indicate equipped with Automatic Train Stop Inert Inductors for westward movement and those marked with ** equipped for eastward movement.

(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	20
Wootton	I	Both ends of crossover	20
	I	End of two tracks Eastward	20
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 and Alta Street 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.

TRACK SIDE WARNING DETECTORS—
DRAGGING EQUIPMENT DETECTORS

Detector Locations

M.P. 649.8 M.P. 657.0	Both Tracks

Dragging equipment will actuate rotating white light at detector location. Be governed by special Rule 14(D)

WEST-WARD First Class 3	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 12 October 25, 1981	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 10.11	4500	0	RATON	70.7	659.5	Y R C	s PM 6.02
			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				
10.45	6300	72.2	SPRINGER	70.2	699.4	R C	5.18
			10.8				
10.55	6250	71.2	COLMOR	69.7	710.0		5.10
			9.6				
11.04	6100	70.9	LEVY	67.9	719.7	B	5.02
			5.7				
11.09	3800	70.2	WAGON MOUND	70.2	725.3	B	4.58
			17.0				
11.30	4650	52.8	SHOEMAKER	52.8	742.3	B	4.40
			7.2				
11.42	6250	70.0	WATROUS	70.0	750.2	B	4.29
			9.3				
11.52	5800	69.7	ONAVA	69.7	759.5		4.21
			10.5				
PM s12.05 PM	5700		LAS VEGAS YL		770.1	Y C R	4.10 PM
Arrive Daily			(109.7)				Leave Daily
57.7			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 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. 12 October 25, 1981	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 more empty cars, including flat cars loaded with 24 ft. or shorter bogies or container chassis (10-PACK cars, cabooses and cars loaded with empty trailers or empty containers are considered loads) ..... 55 MPH

(B) SPEED RESTRICTIONS—CURVES

			MPH
2 Curves,	M.P. 660.0 to 660.4	**	40
2 Curves,	M.P. 660.8 to 661.7		60
6 Curves,	M.P. 663.1 to 666.3		65
5 Curves,	M.P. 667.1 to 670.7		70
4 Curves,	M.P. 676.7 to 679.8		70
Curve,	M.P. 682.4 to 682.8		70
Curve,	M.P. 683.9 to 684.1		70
4 Curves,	M.P. 686.4 to 688.1		70
Curve,	M.P. 689.1 to 689.4		70
Curve,	M.P. 690.3 to 690.4	* **	45
Curve,	M.P. 690.9 to 691.1		50
Curve,	M.P. 691.6 to 692.0		55
Curve,	M.P. 692.2 to 692.4		65
Curve,	M.P. 693.3 to 693.9		70
Curve,	M.P. 695.0 to 695.2		70
Curve,	M.P. 696.0 to 696.2		55
2 Curves,	M.P. 698.3 to 700.3		55
Curve,	M.P. 700.6 to 700.9		70
Curve,	M.P. 703.6 to 703.8		75
3 Curves,	M.P. 706.5 to 709.0		70
Curve,	M.P. 710.7 to 711.0		70
4 Curves,	M.P. 715.2 to 718.4		70
Curve,	M.P. 719.1 to 719.3		65
Curve,	M.P. 723.9 to 724.3		70
Curve,	M.P. 725.9 to 726.0		70
Curve,	M.P. 730.8 to 731.6		65
3 Curves,	M.P. 732.0 to 734.2		70
26 Curves,	M.P. 736.1 to 747.2	* **	40
Curve,	M.P. 747.6 to 748.1	* **	40
4 Curves,	M.P. 748.2 to 749.1	* **	40
Curve,	M.P. 749.2 to 749.4	* **	35
Curve,	M.P. 754.0 to 754.1		75
Curve,	M.P. 754.7 to 754.9		65
2 Curves,	M.P. 757.9 to 759.1		70
6 Curves,	M.P. 763.7 to 768.6		70

Curves marked with * indicate equipped with Automatic Train Stop Inert Inductors for westward movement and those marked with ** equipped for eastward movement.

(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	I	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	TIME TABLE No. 12 October 25, 1981	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
PM 12.08	5700	87.1	**LAS VEGAS** YL	75.0	770.1	Y R C	s 4.07
12.18	4850	89.8	OJITA 10.1	75.0	778.5		3.54
12.30	5400	89.8	CHAPELLE 4.8	0	788.8	B	3.35
12.38	4500	89.8	BLANCHARD 9.8	75.0	793.6	B	3.28
12.59	6385	89.8	SANDS 7.4	0	803.3		3.04
1.08	6632	89.8	GISE 4.8	61.2	811.0		2.58
1.14	4050	89.8	ROWE 4.4	0	816.0	B	2.53
	8500	89.8	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 1.55	7500	0	LAMY 8.5	75.0	835.2	Y R C	s 2.21
4 2.05	5250	0	KENNEDY 10.6	75.0	843.8	B	3 2.05
2.16	4750	39.6	WALDO 10.6	76.7	854.6	B	1.55
2.27	4400	21.1	DOMINGO 11.1	26.4	865.3		1.46
2.38	6750	26.4	NUEVE 9.4	52.8	876.6	B	1.37
2.47	6250	0	BERNALILLO 8.6	26.4	886.0	C	1.28
2.55	2600	21.1	ALAMEDA YL 4.1	26.4	894.7	B	1.19
2.59		18.5	HAHN YL 3.6	26.4	898.8	B	1.15
s 3.15 PM			**Albuquerque** YL		902.4	T R C	1.10 PM
Arrive Daily			(130.7)				Leave Daily
41.9			Average speed per hour				44.3

ABS — TCS — ABS — ATS — DT

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, M. P. 898.8 and M. P. 903.9, Albuquerque.

Permanent slow and resume speed signs are not displayed for movements against the current of traffic.

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.	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 00 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, including flat cars loaded with 24 ft. or shorter bogies or container chassis (10-PACK 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. 12 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
	Feet Per Mile	STATIONS	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
3 Curves,	M.P. 770.7 to 772.0	*		60
Curve,	M.P. 772.6 to 772.8	*		35
16 Curves,	M.P. 772.9 to 779.4	*		45
4 Curves,	M.P. 779.6 to 781.9			50
4 Curves,	M.P. 782.3 to 784.1			45
Curve,	M.P. 784.7 to 784.9			40
Curve,	M.P. 786.1 to 786.3			50
2 Curves,	M.P. 786.5 to 787.0	*	**	45
7 Curves,	M.P. 788.4 to 790.5			45
9 Curves,	M.P. 790.8 to 793.9			40
Curve,	M.P. 794.3 to 794.5			30
13 Curves,	M.P. 794.8 to 799.9	*	**	20
4 Curves,	M.P. 800.4 to 802.8	*	**	45
2 Curves,	M.P. 804.0 to 805.1	*	**	50
9 Curves,	M.P. 805.2 to 808.8	*	**	45
Curve,	M.P. 809.4 to 809.7			60
Curve,	M.P. 811.1 to 811.5			60
2 Curves,	M.P. 812.3 to 812.9			50
3 Curves,	M.P. 813.0 to 813.7	*	**	45
2 Curves,	M.P. 813.8 to 814.1	*	**	40
Curve,	M.P. 814.3 to 814.4			55
Curve,	M.P. 815.0 to 815.6			60
Curve,	M.P. 816.9 to 817.1			60
2 Curves,	M.P. 818.6 to 818.9			50
2 Curves,	M.P. 819.2 to 819.5	*	**	40
Curve,	M.P. 819.6 to 819.7	*	**	35
8 Curves,	M.P. 819.8 to 822.6	*	**	40
3 Curves,	M.P. 822.7 to 824.6	*	**	45
Curve,	M.P. 824.7 to 824.8	*	**	30
32 Curves,	M.P. 825.0 to 829.5	*	**	20
4 Curves,	M.P. 830.3 to 831.8	*	**	30
6 Curves,	M.P. 832.1 to 832.9	*	**	20
2 Curves,	M.P. 833.1 to 835.0			50
Curve,	M.P. 836.0 to 836.2			70
4 Curves,	M.P. 838.2 to 842.2			70
2 Curves,	M.P. 842.7 to 844.2			80
3 Curves,	M.P. 845.4 to 847.3			70
2 Curves,	M.P. 849.8 to 850.4			70
2 Curves,	M.P. 850.7 to 851.5			55
Curve,	M.P. 852.5 to 852.7	*		45
2 Curves,	M.P. 852.9 to 853.2	*		50
2 Curves,	M.P. 853.3 to 853.7	*		30
2 Curves,	M.P. 854.2 to 856.2			75
2 Curves,	M.P. 860.1 to 860.9			75
Curve,	M.P. 861.3 to 862.2			60
Curve,	M.P. 863.6 to 863.7			75
Curve,	M.P. 865.9 to 866.0			75
7 Curves,	M.P. 866.8 to 871.1			70
Curve,	MP. 871.9 to 872.1			80
3 Curves,	M.P. 873.9 to 875.6			70
Curve,	M.P. 877.5 to 877.7			75
3 Curves,	M.P. 878.2 to 879.6			70
Curve,	M.P. 880.8 to 881.0			80
3 Curves,	M.P. 883.5 to 885.0			80
Curve,	M.P. 888.8 to 889.2			80
Curve,	M.P. 890.9 to 891.1			80
Curve,	M.P. 895.7 to 896.1			80

Curves marked with * indicate equipped with Automatic Train Stop Inert Inductors for westward movement and those marked with ** equipped for eastward movement.

(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	20
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—
HOT BOX DETECTOR
SPECIAL RULE 14(B)

Detector Location	Locator Location
M.P. 809.2	Eastward M.P. 807.2 Westward M.P. 810.7

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.

WEST-WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 12 October 25, 1981 STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Yard	28.0	LA JUNTA YL — 4.9	0	554.9	Y C R	
	3100	20.0	SWINK — 2.8	0	559.8	Y B	
	4100	19.5	NEWDALE — 3.0	0	562.6		
	5000	31.7	ROCKY FORD YL — 5.4	0	565.6	B	
	4100	31.7	VROMAN — 3.5	0	571.0		
	5400	33.3	MANZANOLA — 8.6	0	574.5		
	3350	33.0	FOWLER — 8.5	14.0	583.1		
		33.0	NA JCT — 7.0	0	591.6		
		31.2	BOONE — 5.0	0	598.6		
	7500	34.4	AVONDALE — 8.2	0	603.6	Y	
	7500	31.7	BAXTER — 6.0	0	610.9		
		31.7	PUEBLO JCT. — 1.0	31.7	617.8		
		0	PUEBLO U.D. — 0.2	22.0	618.8		
		52.8	D.&R.G.W. Crossing — 0.5	0	619.0		
	Yard		PUEBLO YARD		619.5	Y R C	
			(64.6)				

ABS

TCS

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-WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 12 October 25, 1981 STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	4500	0	SOUTHERN JCT. YL — 1.7	31.0	124.3		
	1750	0	MINNEQUA YL — 2.5	97.2	122.6	C	
		31.7	Mo. Pac. Crossing — 0.3	31.7	120.1		
			PUEBLO JCT.		119.8		
			(4.5)				

TCS

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.

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, including flat cars loaded with 24 ft. or shorter bogies or container chassis (10-PACK 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 M.P. 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

TRACK SIDE WARNING DETECTORS—
HOT BOX DETECTOR (DIGITAL READOUT)
SPECIAL RULE 14(B)

Detector Location	Locator Location
M.P. 595.1	M.P. 595.1

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 M. P. 122.6 westward	10
4 Curves, M. P. 121.9 to M. P. 122.6 eastward	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
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

WESTWARD	Capacity of Sidings in Feet	Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 12 October 25, 1981 STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD
			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		Y B	
			SWINK YL		93.5		
			(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

GARDEN CITY DISTRICT

WESTWARD	Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 12 October 25, 1981 STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EASTWARD
		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
Freezer Services, Inc.	M.P. 154.6	8

TIME TABLE
No. 12
October 25, 1981

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
			BOISE CITY YL		122.6	R 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			
	7700		SOUTH JCT. YL		172.6	Y	
		39.6	0.5	0			
	2200		SPRINGFIELD YL		173.1	R 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

(B) SPEED RESTRICTIONS—CURVES

		MPH
Curve,	M.P. 123.2 to 123.8	20
2 Curves,	M.P. 172.2 to 172.8	20
Curve,	M.P. 174.3 to 174.4	20
Curve,	M.P. 234.8 to 235.5	30

(C) SPEED RESTRICTIONS—SWITCHES

Station	Type	Location	MPH
Boise City	R	West Wye Switch Dumas District	20
Boise City	R	Amarillo Main	20
Campo	R	Both Ends Siding	20
South Junction	R	Both Wye Switches	20
North Junction	R	Turnout	20
Frick	R	Both Ends Siding	30
Las Animas Junction	I	First District Junction Switch	30

TRACK SIDE WARNING DETECTOR—HOT BOX AND DRAGGING EQUIPMENT DETECTOR WITH RADIO READOUT (REPORTER)

Detector Location	Locator Location
M.P. 176.7	M.P. 176.7

SPECIAL RULE 14(B) 1.

TIME TABLE
No. 12
October 25, 1981

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

Trains and engines using S.S.W. 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 Satanta Jct., switch normally lined for C.V. Distict.

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

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 12 October 25, 1981	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
		Feet Per Mile	STATIONS	Feet Per Mile			
			SATANTA YL			R	
		0	0.4	13.2			
			SATANTA JCT. YL			Y	
		26.4	6.8	9.5			
	2600		RYUS		6.8	B	
	4200	52.8	8.8	52.8	15.6	B	
			HICKOK				
	5000	52.8	7.9	52.8	23.5	R C	
			ULYSSES YL				
		46.5	7.1	20.0	30.6		
			STANO				
		40.1	4.1	37.0	34.7	B	
			BIGBOW				
		37.0	10.6	0	45.3	R C	
	1700		JOHNSON YL				
	1250	52.8	7.8	20.3	53.1	Y C	
			MANTER				
		52.8	9.3	11.6	62.4		
			SAUNDERS				
		42.2	14.2	21.1	76.6	C	
	1100		WALSH				
		47.5	9.6	15.8	86.2		
			VILAS				
		52.8	8.8	47.5	95.0	Y	
			SOUTH JCT. YL				
			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

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 12 October 25, 1981	Mile Post	Communications	EAST-WARD
	Feet Per Mile	STATIONS			
		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. 12 October 25, 1981	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

3. TRACKS BETWEEN STATIONS

NAME	LOCATION	CAR CAPACITY
Rockvale Spur	M.P. 32.5	68

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.

C&S CROSSING — JANSEN — D&RGW trains will use AT&SF tracks and will be governed by AT&SF timetable, rules and regulations.

C.R.I.& P. JCT.—C V JCT.—AT&SF trains will use SSW track and be governed by instructions on Page 14.

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

Freight trains must not exceed following maximum speeds:

EASTWARD:

Between M.P. 639 and M.P. 643	—20 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 AT-199463 and Jordan Spreaders MPH	Other Machines Including Pile Drivers AT-199452 AT-199453 AT-199456 Locomotive Crane AT-199720 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.)
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 (on A.V. Dist., 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

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 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.

(B)1 HOT BOX AND DRAGGING EQUIPMENT DETECTOR WITH RADIO READOUT (REPORTER):

As train approaches the scanner location the following identifying message will be transmitted via radio: "SANTA FE RAILROAD, HARBORD, COLORADO." This will alert you to the fact that system is operational. After the train has passed the detector and no defects were noted, a subsequent message will be transmitted via radio as follows: "SANTA FE RAILROAD, HARBORD, COLORADO, NO DEFECTS."

If detector is actuated as a result of abnormal heat or dragging equipment, a rotating white light will be illuminated at the detector location. In addition, an audible tone via radio will be broadcast to alert you of defects noted in your train. If this occurs you should immediately prepare to stop your train with rear end of train beyond the detector. After the train has passed the detector location, the audible tone will be discontinued and the identification of the defect by type and location will be transmitted via radio. All reference will be from the rear of train. The "LEFT SIDE" and "RIGHT SIDE" mentioned is always referenced to the Train Engineer's left and right in the direction the train is traveling. This message will be repeated once to insure transmission is correctly copied.

This detector has capability to store in its memory the location of up to 3 (three) defective bearings and 3 (three) dragging equipment alarms. When more than one alarm occurs in your train, hot box alarms will take preference and will be transmitted in order of occurrence, with dragging equipment alarms transmitted last.

The following is a typical example of radio transmission train crew can expect to hear if their train developed two hot box defects and one dragging equipment:

(1) Train approaching detector: "SANTA FE RAILROAD, HARBORD, COLORADO."

(2) First hot box detected initiates an audible tone for 20 seconds or less duration and the associated white rotating light will begin to operate.

(3) Additional hot box and dragging equipment alarms in the train will not affect previous alarm tone.

(4) After the train passes the detector location, the audible alarm tone will end and audible broadcast will then be transmitted via radio with the following information:

(a) "SANTA FE RAILROAD, HARBORD, COLORADO, FIRST HOT BOX RIGHT SIDE, 178."
(b) "SECOND HOT BOX, LEFT SIDE, 143."
(c) "SANTA FE RAILROAD, HARBORD, COLORADO, FIRST DRAGGING EQUIPMENT, NEAR AXLE 068."
(d) This entire message will be rebroadcasted in the same sequence.

If after head end of train passes detector the white rotating light becomes illuminated and no audible tone or message is received via radio, stop will be made with rear end of train beyond the detector and entire train inspected to locate suspect car or unit for possible abnormal heat or dragging equipment. Anytime three alarms or either type (hot box or dragging equipment) are reported, crew should inspect the remainder of train for any additional defects.

If white rotating light becomes illuminated before head end of train reaches the detector, the following message will be transmitted via radio: "SANTA FE RAILROAD, HARBORD, COLORADO, INTEGRITY FAILURE." However, you should be alerted that there is still a possibility that an audible alarm and message could still be transmitted. If no additional message is received, train must be stopped and inspected unless otherwise instructed by train dispatcher.

If authorized by train dispatcher to proceed, train may proceed at prescribed speed and observed closely enroute, but must make two stops within next 60 miles at approximately 30 mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to a terminal where mechanical inspection is made. When abnormal heat or dragging equipment defects are transmitted to train crew, and no abnormal condition is found on equipment indicated, close inspection must be made on three cars (or units) on either side of indicated equipment. When suspected journal on freight equipment indicated by detector is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

Trains must not exceed speed of 30 MPH while moving over this detector 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.

(D) DRAGGING EQUIPMENT DETECTORS

Dragging equipment will actuate rotating white light at detector location, light must be observed; when activated train must be stopped and entire train must be thoroughly inspected for dragging equipment.

49. HAZARDOUS MATERIAL.

I. It is the conductors responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:

A. WAYBILL—The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and -RQ- notation when applicable, and placards applied.

B. WHEEL REPORTS—The train crew is required to have a wheel report, consist, switch list or other document indicating the position in the train of each loaded placarded car.

C. PLACARDS—Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.

D. COMMODITY CODES—The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, IF IT IS SAFE TO DO SO:

A. Notify the Chief Dispatcher by the quickest means possible. If railroad communications fail or are not available, call long distance to the telephone number listed below:

Newton, Kansas (316) 283-7510
La Junta, Colorado (303) 384-9333

B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, DO NOT GO NEAR THE CARS. Smoking is prohibited in the vicinity of a hazardous incident.

C. Assist injured. Call for medical assistance if needed.

D. The Chief Dispatcher will be furnished as much of the following information as possible:

(1) Train identification, symbol, employee name and position.
(2) Specific location of the incident (station, milepost location, nearest street or highway crossing.)
(3) Nature of the incident—number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.

(4) Waybill Information:
- (a) Car number
- (b) Proper shipping name of contents
- (c) Hazard class of material
- (d) Shipper and consignee
- (e) Standard Transportation Commodity Code (49 Series number).

(5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).

(6) Location of roads, buildings, people or property subject to harm or damage from the emergency.

(7) Location of access roads.

(8) Location of nearby stream, rivers, ponds, lakes or other bodies of water.

(9) Any other information that will help the dispatcher understand the situation.

E. Warn people to stay away from the emergency area.

F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping papers. DO NOT SURRENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.

G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

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 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		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**	√	√	√		√	√		

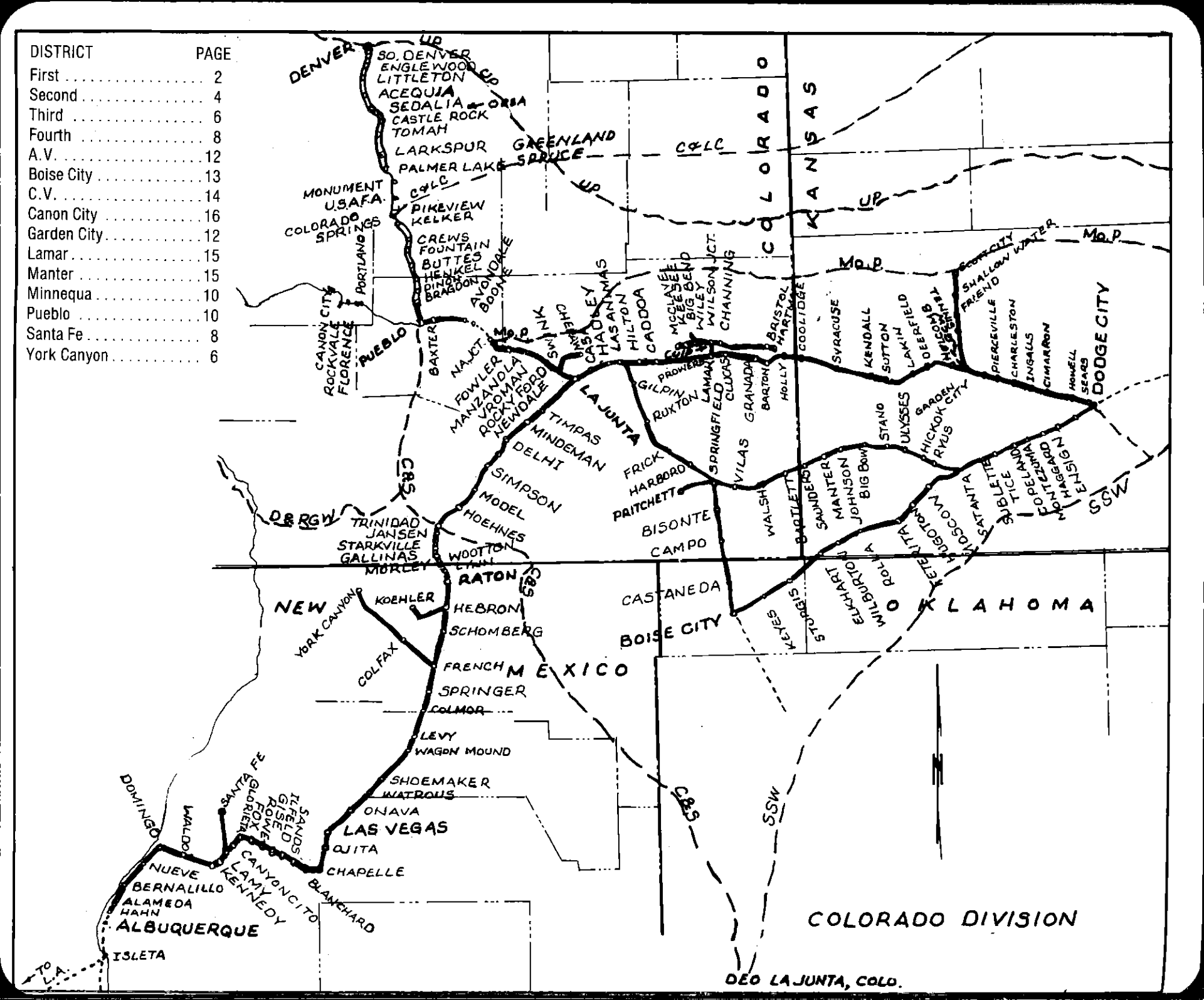
FOOTNOTES:

① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.

② A specially-equipped car in trailer-on-flatcar 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


DISTRICT PAGE
First 2
Second 4
Third 6
Fourth 8
A.V. 12
Boise City 13
C.V. 14
Canon City 16
Garden City 12
Lamar 15
Manter 15
Minnequa 10
Pueblo 10
Santa Fe 8
York Canyon 6
DENVER
UP
SO. DENVER
ENGLEWOOD
LITTLETON
ACEQUIA
SEDALIA
ORSA
CASTLE ROCK
TOMAH
LARKSPUR
GREENLAND
SPRUCE
PALMER LAKE
C&LC
MONUMENT
U.S.A.F.A.
PIKEVIEW
KELKER
COLORADO SPRINGS
CREWS
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BUTTES
PINKEL
BRAGDON
AVONDALE
BOONE
PORTLAND
CANON CITY
ROCKVALE
FLORENCE
PUEBLO
BAXTER
NAJ. JCT.
Mo.P
SWINK
OHIO
MACKEY
CASEY
LASANMAS
HILTON
CADDOA
McCLANEE
VEESEE
BIG BEND
WILEY
WILSON JCT.
CHANNING
BRISTOL
HARTMAN
COOLIDGE
COLORADO
KANSAS
SCOTT CITY
SHALLOW WATER
SYRACUSE
KENDALL
SUTTON
LAWIN
DEERFIELD
HOLCOMB
GARDEN
PIERCEVILLE
CHARLESTON
INGALLS
CIMARRON
HOWELL
SEARS
DODGE CITY
FOWLER
MANZANOLA
VROMAN
ROCKYFORD
NEWDALE
LA JUNTA
TIMPAS
MINDEMAN
DELHI
SIMPSON
MODEL
HOEHNES
WOOTTON
LINN
GILPIN
RUXTON
PROWERS
LAMAR
CLUCAS
SPRINGFIELD
GRANADA
BARTON
HOLLY
VILAS
ULYSSES
STANO
GARDEN CITY
HICKOK
RYUS
FRICK
HARBORD
PRITCHETT
BISONTE
CAMPO
WALSH
BARTLETT
SAUNDERS
MANTER
JOHNSON
BIG BOW
SATANTA
SUBLETTE
TICE
COPELAND
MONTEZUMA
HAGGARD
ENSIGN
MOSCOW
ROLLA
ELKHART
WILBURTON
KEYES
STURGIS
CASTANEDA
BOISE CITY
OKLAHOMA
TRINIDAD
JANSEN
STARKVILLE
GALLINAS
MORLEY
RATON
C&S
D&RGW
SSW
NEW MEXICO
KOEHLER
HEBRON
SCHOMBERG
YORK CANYON
COLFAX
FRENCH
SPRINGER
COLMOR
LEVY
WAGON MOUND
SHOEMAKER
WATROUS
ONAVA
LAS VEGAS
OJITA
CHAPELLE
BLANCHARD
CANYONCITO
LAMY
KENNEDY
SANTA FE
GLORIETA
FOX
ROWE
SANDS
GISELD
ROSED
DOMINGO
WALDO
NUEVE
BERNALILLO
ALAMEDA
HAHN
ALBUQUERQUE
ISLETA
TO L.A.
COLORADO DIVISION
DEO LA JUNTA, COLO.