S. R. GRISWOLD, 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 Instructor ..... 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.
C. H. TATE, Asst. Trainmaster-Agent ..... Denver, Colo.
B. R. TUCKER, Supvr. Air Brakes-
Gen. Road Foreman of Engines ..... Argentine, Ks.

J. O. McATEE, Chief Dispatcher ..... La Junta, Colo.
S. P. TAYLOR, 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. STEPHEN
J. J. GARZA
P. R. HOLIMAN
D. E. DEATON
E. D. ELYEA
M. D. HARRISON
L. T. JAPHET
M. D. MESSICK
R. R. HINER
D. L. SKINNER
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. 13

IN EFFECT

Sunday, April 24, 1983

At 12:01 A. M.
Mountain Time

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

G. E. YOUNG
Superintendent
La Junta, Colorado
R. L. BANION
General Manager
Topeka, Kansas
B. J. HEATH C. L. HOLMAN
R. H. BERRY
Asst. General Managers
Topeka, Kansas

TIME TABLE

No. 13

April 24, 1983

WESTWARD First Class 3	Capacity of Sidings in Feet	Ruling Grade Ascending		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EASTWARD First Class 4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 6.45		20.9	DODGE CITY YL — 2.2 — DJ	0	352.5	T Y R C	PM s11.08
6.48		22.8	SEARS YL — 6.8	0	354.7	B	11.02
6.54		28.0	HOWELL — 9.7	28.0	361.5	B	10.57
7.02	6250	25.7	CIMARRON — 6.1	18.0	371.2	B	10.50
7.07		21.5	INGALLS — 6.7	20.0	377.3		10.46
7.12	7750	25.2	CHARLESTON — 6.1	4.3	384.0	B	10.41
7.17		23.7	PIERCEVILLE — 12.3	19.0	390.1		10.37
s 7.27	12350	11.4	GARDEN CITY YL — 6.6	0	402.4	Y R C	s10.28
7.33		21.6	HOLCOMB — 8.0	5.3	409.0		10.21
7.39	4050	28.1	DEERFIELD — 7.3	23.1	417.0		10.15
7.44	4350	31.7	LAKIN — 13.0	31.7	424.3	B	10.10
7.53	6850	21.6	SUTTON — 4.9	22.1	437.3	B	10.01
7.57		28.3	KENDALL — 11.7	26.4	442.2		9.57
8.05	10000	35.0	SYRACUSE — 14.9	24.8	453.9	B	9.49
8.16		21.9	COOLIDGE — 6.1	18.5	468.8		9.39
8.21	E 3700 W 5100	22.8	HOLLY — 6.6	0	474.9	C R	9.34
8.26		29.0	BARTON — 3.8	0	481.5	B	9.29
8.28	4000	38.8	GRANADA — 17.0	26.4	485.3		9.26
s 8.41	7500	17.3	LAMAR YL — 8.1	7.9	502.3	Y R C	s 9.14
8.49		21.1	PROWERS — 11.1	0	510.4	B	9.07
8.57	4000	20.1	CADDOA — 12.1	15.8	521.5	B	8.59
		16.4	LAS ANIMAS JCT. — 2.4	0	533.6	B	
9.08	8300	41.2	LAS ANIMAS — 14.7	28.9	536.0	Y B	8.48
		26.4	CASA — 4.2 — 2 Trks.	21.1	550.7		
s 9.28 AM			LA JUNTA		554.9	Y R C	8.31 PM
Arrive Daily			(202.4)				Leave Daily
74.9			Average speed per hour				77.3

ABS ATS — DODGE CITY to KENDALL

ABS — SYRACUSE to LA JUNTA

TCS — LAS ANIMAS JCT. to CASA

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

	MPH	
BETWEEN:	Psgr.	Frt.*
Dodge City and La Junta	90	60

*Maximum authorized speed for freight trains is:

(a) 70 MPH, 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) 55 MPH when 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).

(c) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(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 of siding	20
Holly	S	Both ends of east siding	10
Granada	S	Both ends of siding	10
Lamar	S	Both ends of siding	20
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. 370.0 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. 13 April 24, 1983	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 9.43		59.7	**LA JUNTA** YL	31.8	554.9	Y R C	s PM 8.16
			17.5				
9.58	4650	59.7	TIMPAS	0	572.3	B	7.57
			10.7				
10.06	6000	59.7	MINDEMAN	0	583.0		7.49
			8.5				
10.13	6250	59.7	DELHI	0	591.5	B	7.42
			12.8				
10.25	6250	59.1	SIMPSON	31.7	604.7		7.32
			10.3				
10.33	4750	59.7	MODEL	31.1	615.0	B	7.24
			11.2				
10.46	6150	59.4	HOEHNES	31.7	626.3		7.11
			9.5				
10.55		28.1	BN CROSSING YL	0	635.8	B	7.04
			0.9				
s11.00		59.4	TRINIDAD	0	636.7	R C	s 7.01
			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				
PM s12.03 PM	4500		**RATON**		659.5	Y C R	5.56 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 and to an including BN 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 BN 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, BN 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 is:

(a) 55 MPH when 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).

(b) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(B) SPEED RESTRICTIONS—CURVES, RR CROSSING 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	10
Mindeman	S	Both ends siding	30
Delhi	S	Both ends siding	10
Simpson	S	Both ends siding	30
Model	S	Both ends siding	30
Hoehnes	S	Both ends siding	30
BN 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 yard	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. 13 April 24, 1983	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 12.06	4500	0	RATON	70.7	659.5	Y R C s	PM 5.53
	5650	0	11.5 HEBRON	70.2	671.3		
	5900	66.5	7.4 SCHOMBERG	68.4	678.8		
	6050	69.7	12.3 FRENCH	72.8	691.0	Y B	
12.40	6300	72.2	8.4 SPRINGER	70.2	699.4	R C	5.09
12.50	6250	71.2	10.8 COLMOR	69.7	710.0		5.01
12.59	6100	70.9	9.6 LEVY	67.9	719.7	B	4.53
1.04	3800	70.2	5.7 WAGON MOUND	70.2	725.3	B	4.49
1.25	4650	52.8	17.0 SHOEMAKER	52.8	742.3	B	4.31
1.37	6250	70.0	7.2 WATROUS	70.0	750.2	B	4.20
1.47	5800	69.7	9.3 ONAVA	69.7	759.5		4.12
s 2.01 PM	5700		10.5 LAS VEGAS YL		770.1	Y C R	4.01 PM
Arrive Daily			(109.7)				Leave Daily
57.2			Average speed per hour				58.8

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

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

FOLLOWING SIGNAL LOCATED ON LEFT SIDE OF TRACK:

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

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

TRACK SIDE WARNING DETECTORS
HOT BOX DETECTOR

Detector 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).

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

Detector Location	Locator Location
M.P. 753.6	M.P. 753.6

SPECIAL RULE 14(B).

YORK CANYON DISTRICT

WEST-WARD ↓	Ruling Grade Ascending	TIME TABLE No. 13 April 24, 1983	Ruling Grade Ascending	Mile Post	Communications Turn Table and Wyes	EAST-WARD ↑
	Feet Per Mile	STATIONS	Feet Per Mile			
	61.1	FRENCH YL	0	0.0	Y B	
		13.3 COLFAX		13.3		
	105.6	22.8 YORK CANYON YL	0	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.

3. TRACKS BETWEEN STATIONS

Name	Location	Car Capacity
Scale run around	M.P. 1.8	10

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 is:

(a) 55 MPH when 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).

(b) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(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	*	**	35
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 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	Both ends siding	30
	I	York Canyon Jct.	40
Springer	I	Both ends siding	30
Colmer	S	Both ends siding	30
Levy	S	Both ends siding	10
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. 13 April 24, 1983	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 2.04	5700	87.1	LAS VEGAS YL	75.0	770.1	Y R C	s PM 3.58
			8.4				
2.14	4850	89.8	OJITA	75.0	778.5		3.45
			10.1				
2.26	5400	89.8	CHAPELLE	0	788.8	B	3.26
			4.8				
2.34	4500	89.8	BLANCHARD	75.0	793.6	B	3.19
			9.8				
4 2.55	6385	89.8	SANDS	0	803.3		3 2.55
			7.4				
3.04	6632	89.8	GISE	61.2	811.0		2.48
			4.8				
3.10	4050	89.8	ROWE	0	816.0	B	2.43
			4.4				
	8500	89.8	FOX	0	820.4		
			4.8				
	5800	0	GLORIETA	158.4	825.2	B	
			4.6				
	4850	0	CANYONCITO	158.4	830.0		
			5.1				
s 3.51	7500	0	LAMY	75.0	835.2	Y B	s 2.12
			8.5				
4.01		0	KENNEDY	75.0	843.8	B	2.01
			10.6				
4.12	4750	39.6	WALDO	76.7	854.6	B	1.50
			10.6				
4.23	4400	21.1	DOMINGO	26.4	865.3		1.41
			11.1				
4.34	6750	26.4	NUEVE	52.8	876.6	B	1.32
			9.4				
4.43	6250	0	BERNALILLO	26.4	886.0	B	1.23
			8.6				
4.51	2600	21.1	ALAMEDA YL	26.4	894.7	B	1.14
			4.1				
4.55		18.5	HAHN YL	26.4	898.8	B	1.10
			3.6				
s 5.10 PM			Albuquerque YL		902.4	T R C	1.05 PM
Arrive Daily			(130.7)				Leave Daily
42.1			Average speed per hour				45.3

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, 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, Canyoncito, maximum authorized speed 20 MPH while head end of train passing over hand throw switches leading from siding 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 is:

(a) 55 MPH when 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).

(b) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(Continued on page 9)

SANTA FE DISTRICT

WEST-WARD ↓	Ruling Grade Ascending	TIME TABLE No. 13 April 24, 1983	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile	STATIONS	Feet Per Mile			
	105.6	LAMY YL	105.6	0.0	Y B	
		18.1				
		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

				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,	M.P. 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	10
Chapelle	S	Both ends siding	10
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	Both ends siding	30
Glorieta	I	Both ends siding	20
Canyoncito	I	Both ends siding	25
Lamy	S	Both ends siding	30
Waldo	S	Both ends siding	15
Domingo	S	Both ends siding	30
Nueve	S	Both ends siding	25
Bernalillo	S	Both ends siding	25
Alameda	S	West end siding	25
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.	331.8	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. 13 April 24, 1983 STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Yard	28.0	LA JUNTA YL	0	554.9	Y C R	
			4.9				
		20.0	SWINK	0	559.8	B	
			2.8				
		19.5	NEWDALE	0	562.6		
			3.0				
	5000	31.7	ROCKY FORD	0	565.6	B	
			5.4				
	4100	31.7	VROMAN	0	571.0		
			3.5				
	5400	33.3	MANZANOLA	0	574.5		
			8.6				
	3350	33.0	FOWLER	14.0	583.1		
			8.5				
		33.0	NA JCT	0	591.6		
			7.0				
		31.2	BOONE	0	598.6		
			5.0				
	7500	34.4	AVONDALE	0	603.6	Y	
			8.2				
	7500	31.7	BAXTER	0	610.9		
			6.0				
		31.7	PUEBLO JCT.	31.7	617.8		
			1.0				
		0	PUEBLO U.D.	22.0	618.8		
			0.2				
		52.8	D.&R.G.W. Crossing	0	619.0		
			0.5				
	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 of 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. 13 April 24, 1983 STATIONS	Ruling Grade Ascending Feet Per Mile	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	4500	0	SOUTHERN JCT. YL	31.0	124.3		
			1.7				
	1750	0	MINNEQUA YL	97.2	122.6	C	
			1.4				
		0	SALT CREEK JCT.	97.2	121.2		
			1.1				
		31.7	Mo. Pac. Crossing	31.7	120.1		
			0.3				
			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 Burlington Northern Railroad Company.

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 is:

(a) 55 MPH when 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).

(b) 45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(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
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 566.1	30
Manzanola	All Streets M.P. 574.2 to M.P. 574.9	50
Fowler	All Streets M.P. 583.0 to 583.4	50
Boone	All Streets M.P. 598.3 to 599.1	40

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

Name	Location	Car Capacity
Newdale	M.P. 562.6	66
Walgro	M.P. 569.6	16
Dinsmore	M.P. 606.6	10
Gas Spur	M.P. 608.9	13
E. L. Farmer	M.P. 610.6	8
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 122.6 westward	10
4 Curves, M.P. 121.9 to 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 Switches	15
Salt Creek Jct.	I	Turnout	20
Minnequa	I	Turnout	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P.	NAME
120.4	Arkansas River Bridge

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 13 April 24, 1983	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
		Feet Per Mile	STATIONS	Feet Per Mile			
			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		36.5		
			LA JUNTA AIR BASE YL		91.5		
		38.6	2.0	59.4			
			SWINK YL		93.5	B	
			(30.7)				

Between Swink and La Junta Air Base and between Hartman and Wiley 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 La Junta Air Base	20
Between Hartman and Wiley	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.

3. TRACKS BETWEEN STATIONS

Name	Location	Capacity
La Junta Air Base	M.P. 91.5	Yard

GARDEN CITY DISTRICT

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 13 April 24, 1983	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	
		(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 Shallow Water	20
Shallow Water and Scott City	10

(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. 13

April 24, 1983

WESTWARD ↓ | EASTWARD ↑

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
		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
		7.7			
7700		SOUTH JCT. SIDING		170.2	
	52.8	2.4	52.8		
		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	52.	174.4	
	52.8	11.6			
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		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 is:
45 MPH when averaging 90 tons or over per car, or total consist exceeds 5,000 tons.

(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

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

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

Station	Type	Location	MPH
Boise City	R	West Wye Switch Dumas District	20
Boise City	R	Amarillo Main	20
Campo	R	Both Ends Siding	30
South Jct. Siding	R	Both Ends Siding	30
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	176.7

SPECIAL RULE 14(B).

TIME TABLE

No. 13

April 24, 1983

WESTWARD ↓ | EASTWARD ↑

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 T R Y C
		DODGE CITY YL			T Y R C
	0	0.2	0		
	0	C.R.I.&P. Jct. YL (S.S.W. R.) 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	B
	21.1	TICE 6.9	0	42.7	
4150	21.1	SUBLETTE 8.3	18.0	49.6	B
		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	
2600	21.1	HUGOTON 7.3	0	86.7	
	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 12.4	48.6	119.6	Y
	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 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 A.T.& S.F.

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 Boise City	40

(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

TIME TABLE
No. 13
April 24, 1983

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	
		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		23.5		
		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		45.3		
		52.8	7.8	20.3			
	1250		MANTER		53.1	Y	
		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	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.

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. 13
April 24, 1983

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	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.

WEST-WARD ↓	Capacity of Sidings in Feet	TIME TABLE No. 13 April 24, 1983	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		
		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 BN 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 BN tracks and will be governed by BN 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—CV 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. Unless it is known by conductor and engineer that prescribed brake pipe pressure is indicated on gauges, trains must stop before passing summit of grade and make air brake test.

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

(1) When locomotive dynamic brake is operative 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 fully recharged before proceeding; first setting a sufficient number of hand brakes if engine brakes will not hold the train.

C. Trains operating without RCE, and locomotive dynamic brake fails or becomes inoperative, must not exceed 15 MPH. In the event total brake pipe reduction exceeds 18 pounds to control train speed, train must be stopped immediately and brake system fully recharged, first setting all hand brakes. Before proceeding, 50% of cars in the train must have retainers set in high pressure position. With retainers set, close observation of cars must be maintained to detect overheated wheels and cooling stop must be for not less than ten minutes.

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 Wooton 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)	When Not Controlled From Leading Unit (MPH)
Amtrak 100-799 5990-5998	90*	45
1215-1245#, 1453#, 1460# Slug Units 120-121	45	45
ALL OTHER CLASSES	70	45

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

*Engine without cars must not exceed 70 MPH.

#When used as controlling unit, maximum authorized speed is 20 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, Pueblo and Boise City	40	45	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 (to M.P. 124.1)
Canon City
BN Crossing
Dodge City (extends to and includes Sears; also extends to and includes C.V. Jct.)
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
La Junta (on Second Dist. and on Pueblo Dist.)
Lamar (extends to and includes Wilson Jct.)
Lamy (extends to and includes Santa Fe)
Las Vegas
Minnequa to Southern Jct.
North Jct.
Portland
Santanta (extends to and includes Satanta Jct.)
Scott City
Sears
South Jct.
Springfield (Extends to and includes Prichett)
Swink (on A.V. Dist., extends to and includes M.P. 91.5)
Wilson Jct. (Extends to and includes Hartman and Wiley)
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
Satanta

14. TRACK WIDE 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 AND DRAGGING EQUIPMENT DETECTORS

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate track side indicators. Dragging equipment will also actuate track side indicators at locations so equipped.

Locator (Readout) type:

When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with.

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.

When track side indicator is illuminated before train reaches detector, 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.

Monitor Display Board type:

The monitor display board is equipped with hot box and dragging equipment indicator lights. The display board will be dark as train approaches detector, and will remain in that condition in the absence of abnormal heat or dragging equipment. "000" will be displayed for 12 seconds after train exits detector. If abnormal heat or dragging equipment is detected, indicator lights will display flashing white aspect; immediately, numerical axle count will start at "001" and accumulate axle count on display board to rear of train. Crew members on rear of train observing display board will be required to look back in order to confirm axle count after rear of their train passes detector.

All illuminated lights and numerals will be automatically cancelled 90 seconds after entire train has passed detector, which is at same location as display board.

When *any* indicator light displays flashing white aspect, train must be stopped promptly and inspection made to locate car or unit with abnormal heat condition, or dragging equipment.

When rotating white light is actuated by train, and a numerical readout is *not* displayed on the display board, train must be stopped promptly and entire train be thoroughly inspected on both sides for abnormal heat condition, or dragging equipment.

When rotating white light is actuated before train reaches the detector, and *no* numerical readout or indicator lights displayed after train passes detector, train may proceed at prescribed speed and must be observed closely enroute. When rotating white light is actuated before train reaches detector, and a numerical readout *is* displayed or *any* of the indicator lights are illuminated before or after train passes the detector, train must be stopped and thoroughly inspected unless otherwise instructed by train dispatcher.

Radio Readout (Reporter) type:

As train approaches the detector location, the following message will be transmitted via radio:

"SANTA FE RAILROAD, (*Station & State*), SYSTEM WORKING". This will alert crew to the fact that system is operational.

After train has passed the detector location, if no defects were noted a subsequent message will be transmitted via radio:

"SANTA FE RAILROAD, (*Station & State*), NO DEFECTS".

If detector is actuated, a rotating white light will be illuminated at the detector location. In addition, a 20 second audible tone will be transmitted via radio to alert crew that defect(s) have been noted in their train. If this occurs, train must be stopped with rear end at least 300 feet beyond the detector. After the train has passed detector location, the identification of defect(s) by type and location in train will be transmitted via radio. All references to defect locations will be from rear of train. The "LEFT" or "RIGHT" side mentioned is always referenced to the Engineer's left or right in the direction of travel. The message will be repeated once to insure information is correctly copied. The following is a typical example of radio transmission that crews can expect to hear:

(1) "SANTA FE RAILROAD, (*Station & State*), FIRST HOT BOX RIGHT SIDE, one seven eight."
(2) "SECOND HOT BOX LEFT SIDE, one four three."
(3) "SANTA FE RAILROAD, (*Station & State*), FIRST DRAGGING EQUIPMENT NEAR AXLE zero six eight."

This type detector has capability to store in its memory the location of up to three (3) defective journals and three (3) dragging equipment alarms. Anytime three alarms of either type, or a combination thereof, are reported crew should inspect the remainder of their train for additional defects.

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 at least 300 feet beyond the detector and entire train inspected thoroughly.

If, before head end of train reaches detector, the white rotating light is illuminated the following message should be transmitted via the radio: "SANTA FE RAILROAD, (*Station & State*), INTEGRITY FAILURE". However, be alert for the possible transmission of an audible alarm and message should an alarm occur during passage of the train. If no such alarm or message is received, train may proceed at prescribed speed and must be observed closely enroute. Such instances must be reported to train dispatcher.

Instructions applicable to ALL types Hot Box and Dragging Equipment Detectors:

When making inspection, give particular attention to heat of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on 3 cars (or units) on either side of indicated equipment. If, still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train is checked by an intervening hot box detector, or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, and relieving crew at crew change points where mechanical inspection is not made, must be informed on existing conditions.

If abnormal heat is detected on same car by intervening detector, or during a stop for inspection, car must then be set out.

Train dispatchers must not instruct trains to disregard detector indications, and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

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

Trains must not exceed 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.

(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 MATERIALS.

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
J. J. Spicola	Raton
Mrs. Gillie Flender	Las Vegas
Virgil H. Hall	Santa Fe
Tom Howard	Albuquerque
James Pech	Albuquerque
W. F. Liken	Albuquerque
M. Salandre	Albuquerque

POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

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.

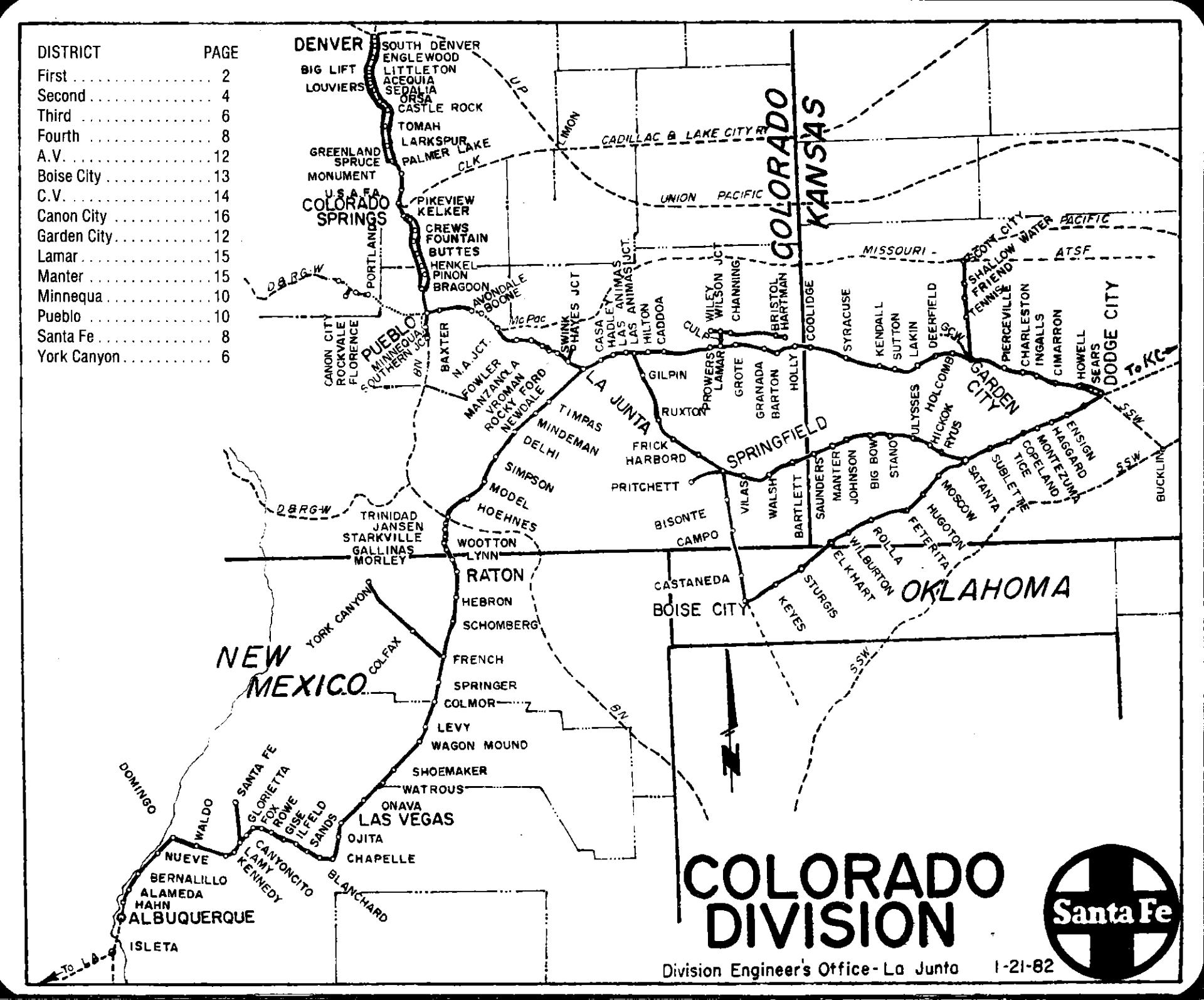
			1 PLACARD APPLIED ON CAR	EXPLOSIVES A	POISON GAS	POISON GAS	RADIOACTIVE	ANY PLACARDED LOAD OTHER THAN COMBUSTIBLE OR POISON GAS	OTHER THAN PLACARDED EXPLOSIVES A, POISON GAS OR COMBUSTIBLE	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE
			2 TYPE OF CAR	ANY CARS (not flat cars carrying trailer or containers)	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 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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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
SOUTH DENVER
ENGLEWOOD
LITTLETON
ACEQUIA
SEDALIA
ORSA
CASTLE ROCK
TOMAH
LARKSPUR
PALMER LAKE
GREENLAND
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MONUMENT
U.S.A.F.A.
COLORADO SPRINGS
PIKEVIEW
KELKER
CREWS
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BOONE
PUEBLO
MINNEQUA
SOUTHERN JCT.
BIN
BAXTER
N.A. JCT.
FOWLER
MANZANOLA
VROMAN
ROCKY FORD
NEWDALE
CANON CITY
ROCKVALE
FLORENCE
D&RGW
Mc Pac
SWINK
HAYES JCT
CASA
HADLEY
LAS ANIMAS
LAS ANIMAS JCT.
HILTON
CADDOA
CULP
WILEY
WILSON JCT
CHANNING
BRISTOL
HARTMAN
COOLIDGE
SYRACUSE
KENDALL
SUTTON
LAKIN
DEERFIELD
SCW
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GARDEN CITY
SCOTT CITY
SHALLOW WATER
FRIEND
TENNISE
PIERCEVILLE
CHARLESTON
INGALLS
CIMARRON
HOWELL
SEARS
DODGE CITY
To KC
SSW
BUCKLIN
LA JUNTA
GILPIN
RUXTON
PROWERS
LAMAR
GROTE
GRANADA
BARTON
HOLLY
ULYSSES
HICKOK
RYUS
TIMPAS
MINDEMAN
DELHI
SIMPSON
MODEL
HOEHNES
FRICK
HARBORD
SPRINGFIELD
PRITCHETT
VILAS
WALSH
BARTLETT
SAUNDERS
MANTER
JOHNSON
BIG BOW
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MONTEZUMA
COPELAND
TICE
SUBLETTE
SATANTA
MOSCOW
HUGOTON
FETERITA
ROLLA
WILBURTON
ELKHART
STURGIS
KEYES
OKLAHOMA
CASTANEDA
BOISE CITY
TRINIDAD
JANSEN
STARKVILLE
GALLINAS
MORLEY
WOOTTON
LYNN
BISONTE
CAMPO
RATON
HEBRON
SCHOMBERG
YORK CANYON
COLFAX
NEW MEXICO
FRENCH
SPRINGER
COLMOR
LEVY
WAGON MOUND
SHOEMAKER
WATROUS
ONAVA
LAS VEGAS
OJITA
CHAPELLE
BLANCHARD
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WALDO
NUEVE
BERNALILLO
ALAMEDA
HAHN
ALBUQUERQUE
ISLETA
To LA
UP
CIMMON
CADILLAC & LAKE CITY RY.
CLK
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