

L. P. HEATH, Trainmaster.....Pueblo, Colorado.
 J. R. FITZGERALD, Trainmaster.....La Junta, Colorado.
 H. C. JACKSON, Road Foreman of Engines.. Pueblo, Colorado.
 W. N. WILLIS, Chief Dispatcher..... Pueblo, Colorado.
 H. J. IMMROTH, Assistant Chief Dispatcher. Pueblo, Colorado.
 A. W. ABEL, Assistant Chief Dispatcher..... Pueblo, Colorado.

TRAIN DISPATCHERS—PUEBLO, COLORADO.

T. C. HIESTAND. A. W. JORDAN. L. N. STEPHAN
 W. BERKOVITZ. J. A. PURCELL. S. P. GREEN
 C. E. HANSEN. T. E. LEWIS.
 B. E. SPOONEMORE. L. V. ANDERSON.

A. J. STROBEL, General Watch Inspector.....Topeka.

LOCAL TIME INSPECTORS—COLORADO DIVISION.

RICHARD L. EDMISTEN Dodge City.
 O. M. PATTERSON Garden City.
 ELVIN C. FUSON Holly.
 WELDON L. GREEN Lamar.
 GEORGE SCHACKTERLE La Junta.
 JOHN W. LLOYD La Junta.
 W. B. FARABEE..... Pueblo.
 J. ROBERT CLAWSON Rocky Ford.
 C. C. PATTON..... Canon City.
 W. C. WONDER..... Springfield.
 VIRGIL THOMPSON..... Boise City.

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are **DAMAGING** - Here's what happens:

4 miles per hour <input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/>	Damage Begins
6 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH

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.**

**WESTERN LINES
 Northern District**

COLORADO DIVISION

TIME TABLE No.

99

IN EFFECT

Sunday, April 30, 1961

**At 12:01 A. M.
 Mountain Standard Time**

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

**G. R. BUCHANAN,
 General Manager,
 Amarillo, Texas.**

**J. H. BLAKE,
 Asst. General Manager,
 Amarillo, Texas.**

**G. A. ALEXANDER,
 Superintendent,
 Pueblo, Colorado.**

PUEBLO DISTRICT

COLORADO DIVISION

Track Capacity 50 ft. Per Car		WESTWARD			Mile Post	Feet Per Mile	TIME TABLE No. 99 April 30, 1961	Feet Per Mile	Turn Tables and Wyes	Communications	EASTWARD		
		First Class									First Class		
		27	191	21							22	200	28
Other Tracks	Sidings	Gulf Coast Special C.& S.	Passenger	Texas Zephyr C.& S.	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Texas Zephyr C.& S.	Passenger	Gulf Coast Special C.& S.
		Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily
Yard			PM 1.05		554.9	28.0	LA JUNTA YL 4.9	0	T Y C			PM 11.50	
158	62	f	1.14		559.8	20.0	SWINK YL 2.8	0	Y C			11.40	
82	82		1.18		562.6	19.5	NEWDALE 3.0	0		B		11.37	
421	100	s	1.25		565.6	81.7	ROCKY FORD YL 5.4	0		C		11.33	
75	82		1.31		571.0	81.7	VROMAN 3.5	0		B		11.29	
121	111	f	1.35		574.5	88.3	MANZANOLA 8.6	0		C		11.26	
129	67	f	1.43		588.1	19.0	FWLER 4.4	14.0		C		11.18	
11	70		1.47		587.5	88.0	HAMLET 4.1	0		B		11.14	
					591.6	80.0	Mo. Pac. Crossing 2.0	0					
	124		1.53		598.6	88.0	HAIG 5.0	0		B		11.09	
78	58	f	1.59		598.6	81.2	BOONE 5.0	0		C		11.05	
55	128	f	2.05		608.6	80.0	AVONDALE YL 2.1	0	Y	C		11.01	
40	58	Via Minnequa District	2.07	Via Minnequa District	605.7	24.6	NYBERG 3.9	0		B	Via Minnequa District	10.59	Via Minnequa District
18	89	f	2.11		609.6	84.4	DEVINE 2.2	0		C		10.56	
27	76		2.13		611.8	81.7	BAXTER 0.0	0		B		10.54	
		PM 2.42	2.20	AM 3.53	617.8	81.7	PUEBLO JCT. YL (D.&R.G.W. Crossing) 0.4	81.7		C	PM 3.27	10.48	PM 11.17
					618.2	0	Mo. Pac. Crossing D.&R.G.W. Crossing 0.3	22.0					
					618.5	0	BLOCK 2 0.3	22.0					
		s 2.45 PM	2.25 PM	s 3.56 AM	618.8	0	PUEBLO U.D. YL 0.1	22.0		C	3.24 PM	10.45 PM	11.14 PM
					619.0	52.8	D.&R.G.W. Crossing 0.5	0					
Yard					619.5		PUEBLO YARD YL		Y	C			
		Arrive Daily	Arrive Daily	Arrive Daily			(64.6) Via Union Depot				Leave Daily	Leave Daily	Leave Daily
		20.0	47.9	20.0			Average speed per hour				20.0	59.0	20.0

SIGNAL SYSTEM TWO IN EFFECT, except on Manual block signals.

Trains originating must get numbered clearance card before leaving La Junta, Pueblo U.D. and Pueblo Yard.

Between Pueblo Jct. and Block 2 trains and engines will be governed by Manual Block Signals whose indications supersede the superiority of trains.

Between Block 2 and D&RGW crossing, MP 619.0, the first track south of the Pueblo Union Depot and Railroad Company's tracks, is known as the Freight Loop Line. Trains must comply with Rule 105.

Trains and engines are governed by the Time Table, Rules and Regulations of the Pueblo Union Depot and Railroad Co., while on the tracks of that company.

At La Junta, between MP 554.3 (Bradish St. Underpass) and Signal Bridge carrying signals 5556 and 5556-A, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

SIGNAL SYSTEM TWO IN EFFECT.

Time of trains at Sears and Casa applies at end of Two Tracks.

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

Train register at La Junta will be taken to indicate that trains shown thereon have arrived or left Casa.

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

At Dodge City, between MP 352.1 and MP 352.8; and at La Junta, between MP 554.3 (Bradish St. Underpass) and Signal Bridge carrying signals 5556 and 5556-A, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

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

RULE 261 IN EFFECT: On main track and siding between signs reading "Begin TCS" and "End TCS" at Las Animas Jct. and at west siding switch Las Animas.

At Las Animas Jct., a train enroute Boise City District receiving "Stop" indication on Home Signal must line spring switch for movement to Boise City District after which Home Signal indication should change to "Proceed at Restricted Speed". If Home Signal indication does not so change Control Station must be contacted immediately.

Track Capacity 60 ft. Per Car		WESTWARD				TIME TABLE No. 99 April 30, 1961	Mile Post	Feet Per Mile	Ruling Grade Ascending
		First Class							
		19	7	17	123				
Other Tracks	Sidings	The Chief Leave Daily	Fast Mail Express Leave Daily	Super Chief - El Capitan Leave Daily	The Grand Canyon Leave Daily	STATIONS			
Yard		PM 9.10	PM 1.40	AM 6.18	AM 4.25	Dodge City YL	352.5	20.9	
		¹²⁴ 9.17	1.45	6.23	4.32	5.1 SEARS	357.6	22.8	
39	81	9.20	1.49	6.26	4.36	4.8 HOWELL	361.5	28.0	
	82			6.30	4.40	4.9 WETTICK	366.3	22.4	
94	125	9.27	1.56	6.34	4.45	6.1 CIMARRON	371.2	25.7	
48	82	9.32	2.01		4.50	6.7 INGALLS	377.3	21.5	
26	81	9.37	2.06	6.43	4.55	6.1 CHARLESTON	384.0	25.2	
51	81	9.42	2.11	6.48	5.00	5.7 PIERCEVILLE	390.1	23.7	
8	81	9.46	2.16	6.52	5.04	6.6 MANSFIELD	395.8	10.4	
720	247	9.51	2.21	6.57	5.20	6.6 GARDEN CITY VL	402.4	11.4	
40	81	9.57	2.26	7.02	5.27	8.0 HOLCOMB	409.0	21.6	
75	81	¹⁸ 10.03	²⁰ 2.32	7.08	5.33	7.3 DEERFIELD	417.0	28.1	
123	87	10.08	2.38	7.13	5.43	13.0 LAKIN	424.3	31.7	
9	137	10.18	2.47	7.22	5.55	4.9 SUTTON	437.3	21.6	
36	78	10.22	2.51	7.26	5.59	11.7 KENDALL	442.2	28.3	
666	221	10.31	2.59	7.34	6.14	7.5 SYRACUSE	453.9	21.8	
9	81	10.37	3.05	7.39	6.21	7.4 MEDWAY	461.4	35.0	
56	82	10.43	3.10	7.44	6.26	6.1 COOLIDGE	468.8	21.9	
246	74	10.48	3.15	7.49	6.35	6.6 HOLLY	474.9	22.8	
53	80	10.53	3.20	7.54	6.41	3.8 BARTON	481.5	29.0	
65	80	10.56	3.23	7.57	6.44	6.1 GRANADA	485.3	38.8	
19	81	11.01	3.28	8.02	6.49	5.5 GROTE	491.4	17.6	
16	80	11.05	3.32	8.06	6.53	5.4 CLUCAS	496.9	37.0	
735	^B 78 ^W 99	11.10	3.36	8.10	7.00	3.9 LAMAR YL	502.3	14.1	
13	62	11.13	3.40	8.13	7.05	4.2 BETA	506.2	17.3	
26	88	11.17	3.43	8.16	7.10	5.9 PROWERS	510.4	21.1	
7	80	11.21	3.47	8.20	7.15	5.2 ABLE	516.3	21.1	
33	80	11.25	3.51	8.24	7.19	5.9 CADDOA	521.5	10.6	
13	80	11.29	3.55	8.28	7.23	6.2 HILTON	527.4	20.1	
						2.4 LAS ANIMAS JCT.	533.6	16.4	
282	166	11.36	4.02	8.35	7.34	9.9 LAS ANIMAS	536.0	41.2	
25	75	11.44	4.10	8.42	7.44	4.8 HADLEY	545.9	29.6	
13	82	11.43	4.14	8.46	7.48	4.2 CASA	550.7	26.4	
Yard		^s 11.59 PM	^s 4.35 PM	8.55 AM	^s 8.00 AM	2 THS La Junta YL	554.9		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(202.4)			
		71.9	69.4	77.3	66.5	Average speed per hour			

AUTOMATIC BLOCK SYSTEM
AUTOMATIC TRAIN STOP SYSTEM

FIRST DISTRICT

Feet Per Mile	Rolling Grade Ascending	Turn Tables and Wyes	Communications	TIME TABLE No. 99 April 30, 1961	EASTWARD			
					First Class			
					8	20	124	18
					Fast Mail Express	The Chief	The Grand Canyon	Super Chief - El Cajon
				STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
					AM 10.15	PM 8.35	PM 9.35	PM 11.00
0	TY	C		Dodge City YL 5.1				
0		B		SEARS 3.9	9.55	3.18	9.17 ¹⁹	10.49
28.0		B		HOWELL 4.8	9.51	3.15	9.12	10.46
26.4		B		WETTICK 4.9	9.47	3.11	9.07	10.42
18.0		C		CIMARRON 6.1	9.42	3.07	9.02	10.38
20.0		C		INGALLS 6.7	9.36	3.02	8.56	10.33
4.3		B		CHARLESTON 6.1	9.30	2.57	8.51	10.28
19.0		C		PIERCEVILLE 5.7	9.25	2.52	8.46	10.23
0		B		MANSFIELD 6.6	9.20	2.48	8.42	10.19
0	Y	C		GARDEN CITY YL 6.6	9.13	2.43	8.35	10.14
5.3		C		HOLCOMB 8.0	9.03	2.38	8.26	10.09
23.1		C		DEERFIELD 7.3	8.56	2.32 ⁷	8.20	10.03 ¹⁹
31.7		C		LAKIN 13.0	8.50	2.27	8.14	9.56
22.1		B		SUTTON 4.9	8.38	2.17	8.02	9.43
26.4		C		KENDALL 11.7	8.34	2.13	7.58	9.39
9.9		C		SYRACUSE 7.5	8.23	2.04	7.47	9.30
24.8		B		MEDWAY 7.4	8.16	1.58	7.38	9.24
18.5		C		COOLIDGE 6.1	8.10	1.52	7.33	9.18
0		C		HOLLY 6.6	8.03	1.47	7.26	9.13
26.4		B		BARTON 3.8	7.54 ¹⁷	1.42	7.18	9.08
26.4		C		GRANADA 6.1	7.51	1.39	7.15	9.05
11.1		B		GROTE 5.5	7.46	1.34	7.10	9.00
7.9		B		CLUCAS 5.4	7.41	1.30	7.06	8.56
0	Y	C		LAMAR YL 3.9	7.35	1.26	7.00	8.52
0		B		BETA 4.2	7.30	1.23	6.52	8.49
0		B		PROWERS 5.9	7.27	1.20	6.49	8.46
0		B		ABLE 5.2	7.23	1.16	6.45	8.42
15.8		B		CADDOA 5.9	7.19 ¹²³	1.12	6.41	8.38
10.6		B		HILTON 6.2	7.10	1.08	6.36	8.34
0		B		LAS ANIMAS JCT. 2.4				
0	Y	C		LAS ANIMAS 9.9	7.01	1.01	6.27	8.27
28.9		B		HADLEY 4.8	6.52	12.54	6.17	8.19
21.1		B		CASA 4.2	6.47	12.50	6.12	8.15
	TY	C		La Junta YL	6.40 AM	12.45 PM	6.05 PM	8.10 PM
				(202.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily
				Average speed per hour	58.4	71.4	57.8	71.4

SIGNAL SYSTEM TWO IN EFFECT.

Time of trains at Sears and Casa applies at end of Two Tracks.

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

RULE 261 IN EFFECT: On main track and siding between signs reading "Begin TCS" and "End TCS" at Las Animas Jct. and at west siding switch Las Animas.

At Las Animas Jct., a train enroute Boise City District receiving "Stop" indication on Home Signal must line spring switch for movement to Boise City District after which Home Signal indication should change to "Proceed at Restricted Speed". If Home Signal indication does not so change Control Station must be contacted immediately.

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 85		Rolling Grade Ascending	TIME TABLE No. 99 April 30, 1961	Rolling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD Second Class 86
Other Tracks	Sidings	Leave Tues., Thurs. and Sat.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Mon., Wed. and Fri.
Yard		AM 6.40			HOLLY YL				PM 1.20
17		f 6.54	6.0	52.8	6.0 MILLWOOD	0			f 1.00
58	55	s 7.00	7.8	50.8	1.8 HARTMAN	0		C	s 12.55
20		f 7.08	10.8	52.8	3.0 WARWICK	52.8			f 12.45
71	42	s 7.15	18.1	52.8	2.3 BRISTOL	52.3		C	s 12.40
11		f 7.25	17.2	52.8	4.1 PARRISH	52.8			f 12.30
14		f 7.31	19.9	33.7	2.7 GOODALE	52.8			f 12.24
14		f 7.42	25.1	52.8	5.2 KARL	0			f 12.13
83		f 7.46	26.8	52.8	1.7 CHANNING	34.6			f 12.09
		7.55		79.2	3.6				
38		8.30	30.4		WILSON JCT. YL			B	12.01 PM 11.30
17		f 8.40	33.6	44.3	3.2 SUGAR	44.9			f 11.20
72		s 8.50	36.3	51.2	2.7 WILEY YL	44.9		C	s 11.10
19		f 9.00	39.7	41.2	3.4 KEESEB	0			f 11.00
50	42	s 9.10	43.6	79.2	3.9 McCLAVE	79.2		C	s 10.48
17		f 9.23	47.9	53.0	4.3 LUBERS	52.8			f 10.35
51	51	f 9.28	50.0	48.8	2.1 HASTY	36.6		B	f 10.30
13		f 9.38	54.0	52.8	4.0 BEETHURST	52.8			f 10.20
17	31	f 9.48	57.8	79.2	3.8 KREYBILL	77.1			f 10.10
69		s 10.00	61.2	52.8	3.4 FORT LYON	61.8		C	s 10.00
19		f 10.05	63.2	47.0	2.0 MELINA	0			f 9.50
		10.10		9.1	1.1				
	28	10.30	64.8		WAVELAND YL		Y	B	9.45
28		f 10.40	68.6	32.3	4.3 CORNELIA	17.9			f 9.15
86		f 10.50	72.2	52.8	3.6 MARLMAN	52.4		B	f 9.07
23		f 11.10	79.6	51.7	7.4 CASTIEL	30.2			f 8.51
23	51	s 11.17	82.2	8.8	2.6 CHERAW	8.2		C	s 8.45
17		f 11.22	84.0	38.6	1.8 ORR	0			f 8.39
22		f 11.28	86.3	38.6	2.3 RANDALL	0			f 8.34
	34	f 11.33	87.8	7.5	1.5 SHELTON	12.5			f 8.30
14		f 11.38	88.9	0	1.1 HAYS	52.8			f 8.27
Yard		s 11.55 AM	93.5	35.6	4.6 SWINK YL	59.4	Y	C	8.15 AM
		Arrive Tues., Thurs. and Sat.			(93.5)				Leave Mon., Wed. and Fri.
		17.8			Average speed per hour				18.4

At Wilson Jct., Wiley and Waveland, junction switches normally lined for Second District.

Trains must get numbered clearance card before leaving Swink and Holly.

No switch lights on Second District.

At Holly, trains will be governed by First District time table rules.

At Swink, trains will be governed by Pueblo District time table rules.

BOISE CITY DISTRICT
COLORADO DIVISION
6

Track Capacity 50 ft. Per Car		WEST- WARD Second Class		Rating Grade Ascending	TIME TABLE No. 99 April 30, 1961	Rating Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD Second Class
		37							38
		Mixed							Mixed
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
Yard		AM 11.45 PM	122.6	52.8	BOISE CITY YL 12.7	52.8	Y	C	PM 3.00
14	75	12.05	135.8	52.8	CASTANEDA 16.3	52.8		B	1.00
36	45	12.30	151.6	24.8	CAMPO 10.9	24.8		B	12.30
	44	12.47	162.6	52.8	BISONTE 10.1	52.8		B	12.11
		1.03	172.6	39.6	SOUTH JCT. YL 0.5	0	Y	B	PM 11.53
97	40	1.07	178.1	42.2	SPRINGFIELD YL 1.3	0		C	11.50
		1.10	174.4	52.8	NORTH JCT. YL 11.6	52.8		B	11.22
	44	1.30	186.0	52.8	HARBORD 10.6	52.8		B	11.02
20	42	1.48	196.6	50.1	FRICK 16.3	52.8		B	10.40
16	42	2.14	212.9	52.8	RUKTON 13.7	50.2		B	10.15
	44	2.35	226.6	10.6	GILPIN 8.9	52.8		B	9.53
		2.50 PM	285.5		LAS ANIMAS JCT. YL 8.9			B	9.35 AM
		Arrive Daily.			(112.8)				Leave Daily.
		36.6			Average speed per hour				25.5

Middle Division trains use Boise City District Main Track between North Jct. and South Jct.

Boise City District trains use Middle Division tracks at Boise City, and are governed by Middle Division time table rules.

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

Between North Jct. and South Jct. there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

No switch lights on Boise City District.

Regular trains must get numbered clearance card before leaving Boise City and Las Animas.

GARDEN CITY DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class		Rating Grade Ascending	TIME TABLE No. 99 April 30, 1961	Rating Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD Second Class
		69							70
		Mixed							Mixed
Other Tracks	Sidings	Leave Daily Except Sunday	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily Except Sunday
Yard		AM 6.00	157.6	52.8	GARDEN CITY YL 5.8	0	Y	C	PM 12.05
12		6.30	161.8	30.6	GILLESPIE 2.9	26.4			PM 11.30
19		6.45	148.9	81.6	ALFALFA 6.3	38.0			11.15
30		7.15	142.6	50.7	TENNIS 6.9	50.2			10.50
24		7.40	136.7	47.5	FRIEND 7.7	37.1			10.30
51		8.00	128.0	29.0	SHALLOW WATER 7.9	21.1		C	10.00
			120.1	0	A.T. & S.F. Crossing 0.0	0			
			120.1	0	Mo. Pac. Crossing 0.3	0			
113		9.00 AM	119.8	80.6	SCOTT CITY YL		Y	C	9.30 AM
		Arrive Daily Except Sunday			(37.8)				Leave Daily Except Sunday
		13.0			Average speed per hour				14.6

No. 69 is superior to No. 70.

Regular trains must get numbered clearance card before leaving Garden City and Scott City.

No switch lights on Garden City District.

At Garden City, trains will be governed by First District time table rules.

7 COLORADO DIVISION

MINNEQUA DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD First Class		Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 99 April 30, 1961	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EASTWARD First Class		
		27	21								22	28	
Other Tracks	Siding	Leave Daily	Leave Daily				STATIONS				Arrive Daily	Arrive Daily	
	96	PM 2.32	AM 3.43	124.3	0		SOUTHERN JCT. YL 1.7	81.0			PM 3.37	PM 11.27	
Yard	35	2.36	3.47	122.6	0	MANUAL BLOCK	MINNEQUA YL 2.5	97.2	0		3.33	11.23	
				120.1	81.7		Mo. Pac. Crossing 0.3	81.7					
		2.42 PM	3.53 AM	119.8	81.7		PUEBLO JCT. YL 1.0	81.7		0		3.27 PM	11.17 PM
		Via Pueblo District		118.8			PUEBLO U.D. YL			0		Via Pueblo District	
		Arrive Daily	Arrive Daily				(5.5)				Leave Daily	Leave Daily	
		27.0	27.0				Average speed per hour				27.0	27.0	

SIGNAL SYSTEM TWO IN EFFECT, except on Manual block signals.

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

Colorado & Southern Railway Co. markers display green where yellow is prescribed in Rule 19.

MANUAL BLOCK SYSTEM RULES IN EFFECT and supersede the superiority of trains between Pueblo Jct. and Minnequa.

Trains or engines will move on receipt of numbered clearance

card. Trains not authorized by Time Table will display signals prescribed by Rule 21.

When an engine has cleared the block at an intermediate point, it must not again enter the block until permission has been secured from Block Operator at Pueblo Jct. or Minnequa.

At Minnequa, track No. 4 extending between Office of Communication and Crossover at south end of yard, is known as Minnequa siding.

First class trains may register at Minnequa by Form 903.

Between Pueblo Jct. and Pueblo U.D. trains will be governed by Pueblo District time table and rules.

CANON CITY DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		TIME TABLE No. 99 April 30, 1961	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	STATIONS.			
Yard			0.0	PUEBLO YARD YL 0.6	Y	C	
			0.8	D.&R.G.W. Connection 24.8			
	77		25.4	Portland YL 6.1		C	
84			31.6	Florence 8.2		C	
115			39.7	Canon City YL (39.7)	Y	C	
				Average speed per hour			

Trains must register and get D&RGW clearance card 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.

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

Derail on main track 50 feet east of M.P. 2.4 Rockvale District must be left in normal position.

Cars must not be handled ahead of engine descending grade on Rockvale District.

LAS ANIMAS DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 99 April 30, 1961		Communications	EAST- WARD
Other Tracks	Sidings	Mile Post		Feet Per Mile	STATIONS		
	28	2.9	0	WAVELAND YL	B		
Yard				LAS ANIMAS YL	C		
				(2.9)			
Average speed per hour							

No switch lights on Las Animas District.

At Waveland, junction switch normally lined for Second District.

Trains must get numbered clearance card before leaving Las Animas.

At Las Animas, trains will be governed by First District time table rules.

LAMAR DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 99 April 30, 1961		Communications	EAST- WARD
Other Tracks	Sidings	Mile Post		Feet Per Mile	STATIONS		
38		4.9	0	WILSON JCT. YL	B		
9		8.9	0	CULP YL			
17		2.6	0	MARKHAM YL			
Yard				LAMAR YL	C		
				(4.9)			
Average speed per hour							

No switch lights on Lamar District.

At Wilson Jct., junction switch normally lined for Second District.

Trains must get numbered clearance card before leaving Lamar.

At Lamar, trains will be governed by First District time table rules.

GRAND VALLEY DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 99 April 30, 1961		Communications	EAST- WARD
Other Tracks	Sidings	Mile Post		Feet Per Mile	STATIONS		
82		0.0	24.5	NEWDALE YL	B		
85		2.9	97.2	ROBERTA YL			
48		5.9		HAWLEY YL			
				(5.9)			
Average speed per hour							

No switch lights on Grand Valley District.

ROCKVALE DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 99 April 30, 1961		Communications	EAST- WARD
Other Tracks	Sidings	Mile Post		Feet Per Mile	STATIONS		
		0.0	150.5	D. & R. G.W. Connection YL			
159		2.9		ROCKVALE YL			
				(2.9)			
Average speed per hour							

No switch lights on Rockvale District.

MAY VALLEY DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 99 April 30, 1961		Communications	EAST- WARD
Other Tracks	Sidings	Mile Post		Feet Per Mile	STATIONS		
38		30.4	48.6	WILSON JCT. YL	B		
47		34.1		MAY VALLEY YL			
				(3.7)			
Average speed per hour							

No switch lights on May Valley District.

At May Valley, derail on main track MP 34.1.

At Wilson Jct., junction switch normally lined for Second District.

BIG BEND DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 99 April 30, 1961		Communications	EAST- WARD
Other Tracks	Sidings	Mile Post		Feet Per Mile	STATIONS		
72		86.8	52.8	WILEY YL	C		
17		40.5		BIG BEND YL			
				(4.2)			
Average speed per hour							

No switch lights on Big Bend District.

At Big Bend, derail on main track MP 40.5.

At Wiley, junction switch normally lined for Second District.

1. Except as otherwise provided, Eastward trains are superior to Westward trains of the same class.

Rule 321 (C) of the Rules, Operating Department 1959, is amended as follows:

At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

2. YARD LIMITS:

Avondale.	Newdale (Grand Valley District only, extends to and includes Hawley.)
Boise City.	North Junction.
Canon City.	Portland.
Dodge City.	Pueblo (extends to and includes Minnequa.)
Florence (applies on Rockvale District only).	Rocky Ford.
Garden City.	Scott City.
Holly (Second Dist. Only).	South Junction.
La Junta.	Springfield.
Lamar (extends to and includes Wilson Jct. and May Valley.)	Swink (extends to and includes La Junta Air Base, M.P. 91.4 Second District.)
Las Animas (Las Animas Dist. only) (extends to and includes Waveland.)	Wiley (extends to and includes Big Bend.)
Las Animas Jct. (Boise City Dist. only.)	

3. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT:		
Main Tracks	90	60
Siding Las Animas	30	30
PUEBLO DISTRICT		
	79	50
SECOND DISTRICT		
	30	30
GARDEN CITY DISTRICT		
	25	25
LAMAR DISTRICT		
	25	25
LAS ANIMAS DISTRICT		
	25	25
BOISE CITY DISTRICT		
	50	40
MAY VALLEY DISTRICT		
	15	15
BIG BEND DISTRICT		
	15	15
MINNEQUA DISTRICT		
	80	20
GRAND VALLEY DISTRICT		
	20	20
ROCKVALE DISTRICT		
	20	20
FIRST DISTRICT.		
Turnout, M.P. 357.6, End Two Tracks Westward	30	30
Curve, M.P. 432.6 to 433.2	80	60
3 Curves, M.P. 479.9 to 481.9	80	60
2 Curves, M.P. 543.1 to 543.9	80	60
Turnout, M.P. 550.7, End Two Tracks Eastward	30	30
Curve, M.P. 551.4 to 551.6 Westward	85	60
Curve, M.P. 551.4 to 551.6 Eastward	65	55
Curve, M.P. 552.8 to 553.1	65	55

3. SPEED REGULATIONS—(Cont'd)

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS —(Cont'd).

FIRST DISTRICT—(Cont'd)			
2 Curves, M.P. 553.6 to 554.2 Westward	65	55	
2 Curves, M.P. 553.6 to 554.2 Eastward	50	50	
PUEBLO DISTRICT			
Curve, M.P. 555.7 to 556.1 Westward	70	50	
Curve, M.P. 555.7 to 556.1 Eastward	45	45	
Curve, M.P. 573.3 to 573.5	65	50	
Curve, M.P. 575.3 to 575.6	65	50	
Curve, M.P. 583.7 to 584.0	65	50	
2 Curves, M.P. 586.3 to 586.8	65	50	
2 Curves, M.P. 587.1 to 587.8	50	50	
3 Curves, M.P. 590.0 to 591.1	55	50	
Curve, M.P. 597.3 to 597.6	70	50	
Curve, M.P. 615.9 to 616.0	65	50	
2 Curves, M.P. 617.2 to 617.6	30	30	
SECOND DISTRICT			
2 Curves, M.P. 84.4 to 84.7	15	15	
Curve, M.P. 88.5 to 88.8	15	15	

(B) WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	STREETS	MILES PER HOUR
Cimarron	All Streets	50
Garden City	Fourth, Sixth, Main, Ninth, Eleventh, & Thirteenth Streets	45
Lakin	All Streets	50
Lamar	All Streets	30
Rocky Ford	All Streets	12
Manzanola	All Streets	25
Fowler	All Streets	25
Boone	All Streets	40
Canon City	Ninth Street	6

(C) MAXIMUM SPEED OF ENGINES.

	MILES PER HOUR			
	Forward	Light Forward	Backing or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-849, 900-979, 1100-1124	75	75	45	60
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75

* Note: 65 MPH applies when backing handling train.

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

(D) MOVEMENTS OVER SUBMERGED TRACK—(Rule 817)

Equipment listed below must not be moved through water above top of rail greater than the depth and not in excess of the speeds shown:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines			
450-451	2	5	5
11-15, 80-87, 600-611, 800-849, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019 ..	4	5	5
460-468	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893	5	5	5
Diesel-Electric and Gas Electric Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

(E) DERRICKS, CRANES, ETC.

Derricks, power shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear, must not be handled in trains except on instructions of the trainmaster, and trains handling such equipment must not exceed the following speeds:

DISTRICTS	All except Pile Drivers AT 199452 AT 199453 AT 199454 (MPH)	Pile Drivers AT 199452 AT 199453 AT 199454 (MPH)
First and Pueblo:	30	45
Second and Boise City:	20	20
Garden City, Minnequa, Canon City, Grand Valley, Rockvale, Lamar, Las Animas, May Valley and Big Bend:	15	15

(F) ENGINES HANDLED DEAD IN TRAINS

Steam engines will only be handled dead in train on, and in accordance with, special instructions from the Trainmaster.

(G) SPRING SWITCHES, TURNOUTS AND CROSSOVERS

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein on First and Pueblo Districts, trains or engines must not exceed speed of fifteen (15) miles per hour. On all other turnouts and crossovers, trains or engines must not exceed speed of ten (10) miles per hour.

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
Sears	S	End of Two Tracks	30
Howell	S	Both ends of siding	15
Wettick	S	Both ends of siding	15
Cimarron	S	Both ends of siding	15
Ingalls	S	Both ends of siding	15
Charleston	S	Both ends of siding	15
Pierceville	S	Both ends of siding	15
Mansfield	S	Both ends of siding	15
Garden City	S	Both ends of siding	15
Holcomb	S	Both ends of siding	15

COLORADO DIVISION 10

3. SPEED REGULATIONS—(Cont'd)

(G) SPRING SWITCHES, TURNOUTS AND CROSSOVERS—(Cont'd)

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
Deerfield	S	Both ends of siding	15
Lakin	S	Both ends of siding	15
Sutton	S	Both ends of siding	30
Kendall	S	Both ends of siding	30
Syracuse	S	Both ends of siding	30
Medway	S	Both ends of siding	15
Coolidge	S	Both ends of siding	15
Holly	S	Both ends of siding	15
Barton	S	Both ends of siding	15
Granada	S	Both ends of siding	15
Grote	S	Both ends of siding	15
Clucas	S	Both ends of siding	15
Lamar	S	Both ends of east and west sidings	15
Beta	S	Both ends of siding	15
Prowers	S	Both ends of siding	15
Able	S	Both ends of siding	15
Caddoa	S	Both ends of siding	15
Hilton	S	Both ends of siding	15
Las Animas Jct.	S	Boise City Dist. Jct. switch	15
Las Animas	I	Both ends of siding	30
Hadley	S	Both ends of siding	15
Casa	S	End of Two Tracks	30
La Junta	S	West end of long tail track	15
	S	West end crossover between freight yard and New Mexico Division main track	10
Swink	S	Both ends of siding	15
Rocky Ford	S	Both ends of siding	15
Manzanola	S	Both ends of siding	30
Fowler	S	Both ends of siding	30
Haig	S	Both ends of siding	30
Boone	S	Both ends of siding	15
Avondale	S	Both ends of siding	15
Baxter	S	Both ends of siding	15

4. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POSTS	NAME
	PUEBLO DISTRICT
.....	C Street Viaduct, Pueblo.
.....	Main Street Viaduct, Pueblo.
	MINNEQUA DISTRICT
120.44	Arkansas River Bridge.

5. RAILROAD CROSSINGS AND JUNCTIONS

(A) LOCATIONS OF INTERLOCKINGS

Name	Type	Speed Miles Per Hour
PUEBLO DISTRICT		
Mo. Pac. Crossing, MP 591.6...	Automatic Interlocking	79
D.&R.G.W. Crossing, MP 617.8.	Interlocking	15
Mo. Pac. Crossing, MP 618.2...	Automatic Interlocking	15
D.&R.G.W. Crossing, MP 618.2.	Manual Block	15
D. & R.G.W. Crossing, MP 619.0	Interlocking	15
MINNEQUA DISTRICT		
Mo. Pac. Crossing, MP 120.1...	Automatic Interlocking	20
GARDEN CITY DISTRICT		
Mo. Pac. Crossing MP 120.1...	Mechanical Interlocking	15

5. RAILROAD CROSSINGS AND JUNCTIONS—(Cont'd)

At Pueblo Jct. Following whistle signals indicate routes:

A.T.& S.F. trains to or from Union Depot	_____
A.T.& S.F. trains to or from Stone Depot	0 _____ 00
Trains to or from Stone Depot and Minnequa	_____ 0
Trains to or from Union Depot and Minnequa	_____ 00
Trains to or from Stone Depot and P.S.R. Yards	_____ 0
Trains to or from Union Depot and P.S.R. Yards	00000

PUEBLO DISTRICT: Mo.Pac. Crossing, MP 618.2. There are no instructions outlined in control box at this crossing. If home signal indicates stop, member of crew must precede move to the crossing and train or engine may proceed after protecting against conflicting movement on conflicting route, as prescribed by Rule 321 (C).

MINNEQUA DISTRICT: Mo.Pac. Crossing, MP 120.1. When signal indicates stop, be governed by instructions posted in control box at crossing.

GARDEN CITY DISTRICT: Mo.Pac. Crossing, MP 120.1, electrically locked signals and derails set normally against A.T.&S.F. track, operated by train crew. Be governed by instructions posted in control box at crossing.

(B) GATE PROTECTED RAILROAD CROSSINGS
None

(C) RAILROAD JUNCTIONS:

PUEBLO—A.T.&S.F., D.&R.G.W. and Mo. Pac. trains use the same lead at south end of Union Depot tracks.

6. TRACKS BETWEEN STATIONS

Location	Mile Post Location	Car Capacity	Switch Connection
FIRST DISTRICT			
Hartland	431.6	30	East & West
Mayline	448.7	10	East & West
Amity	479.2	43	East & West
Koen	487.4	26	East & West
PUEBLO DISTRICT			
Elder	580.1	42	East & West
Dinsmore	606.6	43	East & West
Gas Spur	608.9	13	East
Pueblo Air Base	610.7	Yard	East & West
Baxter Beet Track	612.6	17	East & West
SECOND DISTRICT			
La Junta Air Base	91.4	Yard	West
GARDEN CITY DISTRICT			
Hutchins Spur	123.5	7	East & West
Oil Track	132.2	21	East & West
Gano	140.5	21	East & West
Brookover Feed Yard	154.2	7	West

7. SPECIAL RULES AND FACILITIES

(A) High water detectors have been placed under certain bridges and in certain areas where flash floods or dangerously high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that the bridge has not been weakened by high water. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

- High water detectors located at:
- Bridge 381.4 — Near Charleston
 - Bridge 375.9 — Near Ingalls
 - Bridge 419.7 — Near Deerfield
 - Bridge 425.3 — Near Lakin
 - 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 485.8 — Near Granada

7. SPECIAL RULES AND FACILITIES—(Cont'd)

- Bridge 492.0 — Near Grote
- Bridge 557.5 — Near Swink
- Bridge 612.5 — Near Baxter

(B) JOINT FACILITIES: AT&SF engines may use Mo.Pac. tracks between connection on Minnequa District and Pueblo Stockyards. Movement on Mo.Pac. main track will be governed by Mo.Pac. Uniform Code of Operating Rules and Mo.Pac. Timetable.

Movement to stockyards will be made through connecting track from Minnequa District. When letter "S" is illuminated in signal at clearance point, switch may be lined for movement to Mo.Pac. main track provided the movement is authorized by Mo.Pac. Rules.

Movement from stockyards to Mo.Pac. main track will be governed by signal 8949-L located at clearance point to Mo.Pac. track. When the letter "S" is illuminated in this signal, switch may be lined for movement to Mo.Pac. main track provided the movement is authorized by Mo.Pac. Rules.

Movements from Mo.Pac. main track to connection track will be governed by lower unit on Mo.Pac. signal 8951. Lunar white will indicate switch is lined for PS&R Yard connection.

In movements to or from Pueblo Stockyards, if the letter "S" is not illuminated authority to operate switch must be obtained from the Mo.Pac. dispatcher.

8. BULLETIN BOOKS

BOISE CITY	LA JUNTA
DODGE CITY	LAMAR
GARDEN CITY	PUEBLO

9. STANDARD CLOCKS

BOISE CITY	PUEBLO
DODGE CITY	SCOTT CITY
LA JUNTA	

10. STANDARD THERMOMETERS

Avondale.	Cimarron.	Fowler.	Las Animas.	Scott City.
Boise City.	Dodge City.	Garden City.	Manzanola.	Springfield.
Boone.	Florence.	La Junta.	Pueblo Yard.	Swink.
Canon City.	Fort Lyon.	Lamar.	Rocky Ford.	Syracuse.

11. STATUTORY REGULATIONS

In Kansas, it is lawful for the Conductor to eject from the train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay fare to his destination, and he may be expelled at any point on the line of the road at which there is a station where the person ejected may at least get lodging.

The Kansas statutes prohibit gambling and the practice of any confidence games.

Drunken or disorderly persons may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

In Oklahoma a passenger who refuses to pay his fare, or to conform to any lawful regulation of the carrier, may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place, or near some dwelling house. After having ejected a passenger, a carrier has no right to require the payment of any part of his fare.

In Colorado, a railroad company has a right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any station where suitable accommodation can be procured for his safety and comfort.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any station where suitable accommodation can be procured for his safety and comfort; this may be done upon a tender of refund of the unearned portion of the fare.

**SURGEONS OF
THE A.T.&S.F. HOSPITAL ASSOCIATION.**

DR. GEORGE S. HOPKINS, Chief Surgeon.....Topeka.

LOCAL SURGEONS

DR. GEORGE E. MERKLEY, JR.....Boise City.
 DR. J. L. WHEELER, JR.....Boise City.
 DR. KON WYATT, JR.....Canon City.
 DR. G. H. JACKMAN.....Cimarron.
 DR. HARRY C. BRYAN.....Colorado Springs.
 DR. W. A. CAMPBELL.....Colorado Springs.
 DR. L. L. RETALLACK.....Denver.
 DR. J. F. PRINZING.....Denver.
 DR. C. M. ALDERSON.....Dodge City.
 DR. R. G. KLEIN.....Dodge City.
 DR. N. E. MELENCAMP.....Dodge City.
 DR. RICHARD J. OHMAN.....Dodge City.
 DR. E. B. SCAGNELLI.....Dodge City.
 DR. THOS. A. DAVIS.....Florence.
 DR. G. E. VAN DER SCHOW.....Fowler.
 DR. G. E. MCDONNELL.....Fowler.
 DR. G. R. HASTINGS.....Garden City.
 DR. JOHN O. AUSTIN.....Garden City.
 DR. R. L. DAVIS.....La Junta.
 DR. J. A. SHAND.....La Junta.
 DR. W. R. SISSON.....La Junta.
 DR. G. H. VANDIVER.....La Junta.
 DR. GUY D. CALONGE.....La Junta.
 DR. KENNETH D. A. ALLEN, (Radiologist).....La Junta.
 DR. R. GORDON MCAFEE.....Lakin.
 DR. GEORGE WILLIAMS.....Lamar.
 DR. S. V. HAGEMAN.....Las Animas.
 DR. WILLARD WIGHT.....Las Animas.
 DR. LLOYD S. SAMPSON.....Las Animas.
 DR. L. W. NUTTALL.....Littleton.
 DR. D. B. SHAW.....Pueblo.
 DR. RICHARD H. MCILROY.....Pueblo.
 DR. WILLIAM S. WALLACE, (Radiologist).....Pueblo.
 DR. R. T. SHIMA.....Rocky Ford.
 DR. ELMER L. MORGAN.....Rocky Ford.
 DR. H. P. PALMER.....Scott City.
 DR. GERALD DUFFY.....Springfield.
 DR. C. B. GRISSOM.....Syracuse.

**EYE, EAR, NOSE AND THROAT SPECIALISTS
AT LOCAL POINTS.**

DR. WALTER T. DARDIS (Eye).....Pueblo.
 DR. WM. G. HOPKINS (Eye).....Pueblo.
 DR. HARVEY S. RUSK.....Pueblo.
 DR. LEONARD PETITTI.....Pueblo.
 DR. WILLIAM H. LAMBERSON.....Colorado Springs.
 DR. GUY W. SMITH.....Denver.
 DR. MITCHELL B. RIDER (Eye).....Denver.
 DR. H. R. PETERSON (Eye).....Denver.
 DR. E. W. SCHWARTZ (Eye).....Dodge City.
 DR. WILLIAM M. LEWALLEN (Eye).....La Junta.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
123	Newton to Las Animas	La Junta and beyond	Newton and beyond	17	Hutchinson Garden City Lamar Trinidad	Albuquerque and beyond	Kansas City and beyond and South of Newton
	Thatcher	Trinidad and beyond	La Junta and beyond				
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond	18	Trinidad Lamar Garden City Hutchinson	Kansas City and beyond and South of Newton	Albuquerque and beyond
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond	19	St. John Garden City Lamar	Albuquerque and beyond	Emporia, Kansas City and beyond, and South of Newton
124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque				
	Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond	20	Trinidad	North of La Junta	Arizona and California
	Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond				
	Thatcher	La Junta and beyond	Trinidad and beyond	27-(C&S)	Palmer Lake	Pueblo and beyond	Denver
	La Junta to Hutchinson	Newton and beyond	La Junta and beyond				

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation



SANTA FE SAFETY FIRST



Every employe should report promptly to his foreman, some member of the Safety Committee, or other proper person, all unsafe conditions or practices.

(See General Rules E and F, Book of Rules.)

