

TRAINMASTERS

L. P. HEATH Pueblo, Colo. J. K. HASTINGS Albuquerque, N. M. J. R. FITZGERALD La Junta, Colo.

ROAD FOREMEN OF ENGINES

S. JOHNSON Raton, N. M. NELS T. ANDERSON La Junta, Colo. G. O. LOTSPEICH Albuquerque, N. M.

CHIEF DISPATCHER

E. J. BARNES La Junta, Colo.

ASSISTANT CHIEF DISPATCHERS

W. N. WILLIS La Junta, Colo. O. R. KING La Junta, Colo.

TRAIN DISPATCHERS

T. C. HIESTAND	L. B. MAY	T. E. LEWIS
J. C. HOPE	J. Z. CLOUD	L. V. ANDERSON
W. BERKOVITZ	A. W. JORDAN	A. W. ABEL
C. E. HANSEN	A. WHITE	L. N. STEPHAN
B. E. SPOONEMORE	J. A. PURCELL	S. P. GREEN
A. F. MATHIS	D. A. POINTER	J. F. MITCHELL
		J. J. GARZA

La Junta, Colo.

A. J. STROBEL, General Watch Inspector.....Topeka.
LOCAL TIME INSPECTORS—COLORADO DIVISION.

RICHARD L. EDMISTEN.....	Dodge City
A. J. SCHAUF.....	Cimarron
O. M. PATTERSON.....	Garden City
ELVIN C. FUSON.....	Holly
WELDON L. GREEN.....	Lamar
VIRGIL THOMPSON.....	Boise City
W. C. WONDER.....	Springfield
GEORGE SCHACKTERLE.....	La Junta
JOHN W. LLOYD.....	La Junta
J. ROBERT CLAWSON.....	Rocky Ford
W. B. FARABEE.....	Pueblo
C. C. PATTON.....	Canon City
A. T. KAPELKE.....	Trinidad
JAS. A. WHITED.....	Raton
SOL AZOUZ.....	Las Vegas
VIRGIL H. HALL.....	Santa Fe
MRS. FRANK MINDLIN.....	Albuquerque
JAMES PECH.....	Albuquerque

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING — Here's what happens:

Safe—Danger—

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!*

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

WESTERN LINES

Northern District

COLORADO DIVISION

TIME TABLE No.

1

IN EFFECT

Friday, September 1, 1961

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

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

**F. N. STUPPI,
 General Manager,
 Amarillo, Texas.**

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

**C. B. KURTZ,
 Superintendent,
 La Junta, Colorado**

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

TRAIN	STOP AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOP 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	18	Trinidad Lamar Garden City Hutchinson	Kansas City and beyond and South of Newton	Albuquerque and beyond
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond		19	St. John Garden City Lamar	Albuquerque and beyond
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond	Trinidad			
124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque	20	Trinidad	North of La Junta, Kansas City and east	Arizona and California
	Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond		Lamar Garden City St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond
	Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond	27-(C&S)	Palmer Lake	Pueblo and beyond	Denver
	Thatcher	La Junta and beyond	Trinidad and beyond				
	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 shipments of which they are in charge, when provided with proper transportation

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

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

ALBUQUERQUE HOSPITAL

DR. P. T. MOORE.....Doctor in Charge

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. 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. THOMAS A. DAVIS.....Florence
 DR. G. E. VAN DERSCHOW.....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. W. K. ABSHER, (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. W. A. STARK.....Las Vegas
 DR. E. H. DELLINGER.....Las Vegas
 DR. C. L. BLANCHARD.....Las Vegas
 DR. ISAAC TERR.....Las Vegas
 DR. D. B. SHAW.....Pueblo
 DR. RICHARD H. McILROY.....Pueblo
 DR. WILLIAM S. WALLACE, (Radiologist).....Pueblo
 DR. G. M. MYERS, (Urologist).....Pueblo
 DR. H. T. LOW, (Urologist).....Pueblo
 DR. LOUIS M. PAVLETICH.....Raton
 DR. RAY F. GODING.....Raton
 DR. JOHN J. SMOKER.....Raton
 DR. R. T. SHIMA.....Rocky Ford
 DR. ELMER L. MORGAN.....Rocky Ford
 DR. JOSEPH S. BERES.....Santa Fe
 DR. S. M. GONZALEZ.....Santa Fe
 DR. H. P. PALMER.....Scott City
 DR. J. C. HALLFORD.....Springer
 DR. GERALD DUFFY.....Springfield
 DR. C. B. GRISSOM.....Syracuse
 DR. ROBERT D. CARLSON.....Trinidad
 DR. C. H. GELLENTHIEN.....Valmora

EYE, EAR, NOSE AND THROAT SPECIALISTS

DR. E. W. SCHWARTZ (Eye).....Dodge City
 DR. WILLIAM M. LEWALLEN (Eye).....La Junta
 DR. WALTER T. DARDIS (Eye).....Pueblo
 DR. WM. G. HOPKINS (Eye).....Pueblo
 DR. HARVEY S. RUSK.....Pueblo
 DR. LEONARD PETITTI.....Pueblo
 DR. R. P. BEAUDETTE, (Ophthalmologist).....Raton

PUEBLO DISTRICT

COLORADO DIVISION 2

Track Capacity 50 ft. Per Car		WESTWARD			Mile Post	Feet Per Mile	Rolling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Feet Per Mile	Rolling Grade Ascending	Turn Tables and Wyes	Communications	EASTWARD		
		First Class											First Class		
		27	191	21									22	200	28
Other Tracks	Sidings	Gulf Coast Special C. & S. Leave Daily	Passenger Leave Daily	Texas Zephyr C. & S. Leave Daily								Texas Zephyr C. & S. Arrive Daily	Passenger Arrive Daily	Gulf Coast Special C. & S. Arrive Daily	
Yard			PM 1.05		554.9	28.0	LA JUNTA YL 4.9	0		TY	C		PM 11.50		
158	62		f 1.14		559.8	20.0	SWINK YL 1.8	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	31.7	ROCKY FORD YL 5.4	0			C		11.33		
75	82			1.31	571.0	31.7	VROMAN 3.5	0			B		11.29		
121	111		f 1.35		574.5	33.3	MANZANOLA 8.6	0			C		11.26		
129	67		f 1.43		583.1	19.0	FOWLER 4.4	14.0			C		11.18		
11	70			1.47	587.5	33.0	HAMLET 4.1	0			B		11.14		
					591.6	30.0	Mo. Pac. Crossing 2.0	0							
	124			1.53	593.6	33.0	HAIG 5.0	0			B		11.09		
78	58		f 1.59		598.6	31.2	BOONE 5.0	0			C		11.05		
55	128		f 2.05		603.6	30.0	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	39		f 2.11		609.6	34.4	DEVINE 1.2	0			C		10.56		
27	76			2.13	611.8	31.7	BAXTER 6.0	0			B		10.54		
		PM 2.42	2.20	AM 3.53	617.8	31.7	PUEBLO JCT. YL D.&R.G.W. Crossing 0.4	31.7			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	s 2.25 PM	s 3.56 AM	618.8	0	PUEBLO U.D. YL 0.2	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 (64.6) Via Union Depot			Y	C				
		Arrive Daily	Arrive Daily	Arrive Daily			Average speed per hour					Leave Daily	Leave Daily	Leave Daily	
		20.0	47.9	20.0								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 50 ft. Per Car		WESTWARD				TIME TABLE No. 1 September 1, 1961	Mile Post	Feet Per Mile
		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		
		PM 9.10	PM 1.40	AM 8.18	AM 4.25			
		¹²⁴ 9.17	1.45	6.23	4.32	Dodge City YL 5.1	352.5	
						SEARS 3.9	357.6	
39	81	9.20	1.49	6.26	4.36	HOWELL 4.8	361.5	
	82			6.30	4.40	WETTICK 4.9	366.3	
94	125	9.27	1.56	6.34	4.45	CIMARRON 6.1	371.2	
48	82	9.32	2.01		4.50	INGALLS 6.7	377.8	
26	81	9.37	2.06	6.43	4.55	CHARLESTON 6.1	384.0	
51	81	9.42	2.11	6.48	5.00	PIERCEVILLE 5.7	390.1	
8	81	9.46	2.16	6.52	5.04	MANSFIELD 6.5	395.8	
720	247	9.51	2.21	6.57	5.20	GARDEN CITY YL 6.6	402.4	
40	81	9.57	2.26	7.02	5.27	HOLCOMB 8.0	409.0	
				7.08	5.33	DEERFIELD 7.3	417.0	
75	81	¹⁹ 10.03	²⁰ 2.32			LAKIN. 13.0	424.8	
123	87	10.08	2.38	7.13	5.43	SUTTON 4.9	437.8	
9	137	10.18	2.47	7.22	5.55	KENDALL 11.7	442.2	
88	78	10.22	2.51	7.26	5.59	SYRACUSE 7.5	453.9	
666	221	10.31	2.59	7.34	6.14	MEDWAY 7.4	461.4	
9	81	10.37	3.05	7.39	6.21	COOLIDGE 6.1	468.8	
58	82	10.43	3.10	7.44	6.26	HOLLY 6.5	474.9	
246	74	10.48	3.15	7.49	6.35	BARTON 3.8	481.5	
53	80	10.53	3.20	⁸ 7.54	6.41	GRANADA 6.1	485.8	
65	80	10.56	3.23	7.57	6.44	GROTE 5.5	491.4	
19	81	11.01	3.28	8.02	6.49	CLUCAS 5.4	496.9	
18	80	11.05	3.32	8.06	6.53	LAMAR YL 3.9	502.8	
735	^H 78 ^W 99	11.10	3.36	8.10	7.00	BETA 4.1	506.2	
13	62	11.13	3.40	8.13	7.05	PROWERS 5.9	510.4	
28	88	11.17	3.43	8.16	7.10	ABLE 5.2	516.8	
7	80	11.21	3.47	8.20	7.15	CADDOA 5.9	521.5	
33	80	11.25	3.51	8.24	⁸ 7.19	HILTON 6.2	527.4	
13	80	11.29	3.55	8.28	7.23	LAS ANIMAS JCT. 2.4	533.6	
282	166	11.36	4.02	8.35	^s 7.34	LAS ANIMAS 9.9	536.0	
25	75	11.44	4.10	8.42	7.44	HADLEY 4.8	545.9	
13	82	11.48	4.14	8.46	7.48	CASA 4.2	550.7	
Yard		^a 11.59 PM	^s 4.35 PM	^s 8.55 AM	^a 8.00 AM	La Junta YL	554.9	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(202.4)		
		71.9	69.4	77.3	55.5	Average speed per hour		

AUTOMATIC BLOCK SYSTEM
AUTOMATIC TRAIN STOP SYSTEM

- A.B.S. - T.C.S. -

FIRST DISTRICT

COLORADO DIVISION

Ruling Grade Ascending	Turn Tables and Wyes	Communications	TIME TABLE No. 1 September 1, 1961	EASTWARD			
				First Class			
				8	20	124	18
				Fast Mail Express	The Chief	The Grand Canyon	Super Chief - El Capitan
Feet Per Mile			STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
0	TY	C	Dodge City YL 5.1	AM 10.15	PM 3.35	PM 9.35	PM 11.00
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
28.1		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 3.9	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 3.15	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	56.4	71.4	57.8	71.4

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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.

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Track Capacity 50 Ft. Per Car		WESTWARD First Class				Mile Post	Ruling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EASTWARD, First Class			
		7	17	123	19							8	20	124	18
		Fast Mail Express	Super Chief-El Capitan	The Grand Canyon	The Chief							Fast Mail Express	The Chief	The Grand Canyon	Super Chief-El Capitan
Other Tracks	Sidings	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard		PM 4.50	AM 9.00	AM 8.25	AM 12.15	554.9	LA JUNTA YL 3.1	0	T Y C		AM 6.20	PM 12.35	PM 5.50	PM 8.05	
98	82	4.54	9.06	8.31	12.21	558.0	ORMEGA 5.5	0		B	5.57	12.15	5.37	7.45	
8	76	4.59	9.11	8.36	12.26	568.5	BENTON 8.9	0		B	5.51	12.10	5.33	7.40	
18	93	5.06	9.18	8.45	12.33	572.8	TIMPAS 10.7	0		B	5.41	12.04 PM	5.25	7.34	
18	120	5.14	9.26	8.55	12.41	588.0	MINDEMAN 8.5	0		B	5.29	11.56	5.14	7.26	
18	125	5.22	9.34	9.05	12.49	591.5	DELHI 8.3	0		B	5.19	11.50	5.04	7.20	
26	107	5.30	9.42	9.15	12.57	599.8	THATCHER 4.5	0		C	5.09	11.44	4.55	7.14	
18	125	5.35	9.47	9.20	1.02	604.7	SIMPSON 10.3	0		B	4.59	11.40	4.51	7.10	
17	95	5.43	9.55	9.29	1.10	615.0	MODEL 11.2	81.7		B	4.45	11.31	4.42	7.01	
58	123	5.55	10.08	9.44	1.23	626.8	HOEHNES 9.5	81.7		C	4.30	11.19	4.28	6.49	
		6.04	10.17	9.53	1.32	635.8	C.&S. CROSSING 0.9	0		B	4.18	11.12	4.18	6.42	
Yard		6.20	10.21	10.01	1.36	636.7	TRINIDAD 1.9	0		C	4.15	11.09	4.15	6.39	
80		6.24	10.24	10.04	1.39	638.6	JANSEN 3.4	0		B	4.00	11.04	4.08	6.34	
41		6.30	10.30	10.10	1.45	642.0	STARKVILLE 5.4	0		B	3.54	10.55	4.01	6.25	
		6.40	10.40	10.19	1.54	647.8	GALLINAS 0.8	0		B	3.45	10.45	3.49	6.15	
52		6.44	10.44	10.23	1.58	648.1	MORLEY 3.6	0		B	3.43	10.43	3.47	6.13	
41		6.55	10.55	10.34	2.08	651.8	WOOTTON 1.0	175.3		B	3.33	10.34	3.38	6.04	
6		6.59	10.59	10.39	2.12	652.8	LYNN 2.4	175.3		B	3.28	10.30	3.34	6.00	
	186	7.03	11.03	10.43	2.16	655.2	KEOTA 4.3	174.2		B	3.21	10.23	3.27	5.53	
Yard	91	7.21 PM	11.17 AM	10.55 AM	2.30 AM	659.5	RATON		T Y C		3.05 AM	10.13 AM	3.15 PM	5.43 PM	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(104.2)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	
		41.4	45.6	41.7	46.3		Average speed per hour				32.1	44.3	40.3	44.3	

SIGNAL SYSTEM TWO IN EFFECT:

TWO TRACKS: Between C&S Crossing and Wootton.

RULE 261 IN EFFECT: On main track Raton to and including signs indicating "Begin T.C.S." and "End T.C.S." at C&S Crossing and on sidings at Keota and Raton.

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

Eastward trains must get numbered clearance card at Trinidad;

trains originating must get numbered clearance card before leaving La Junta or Raton.

Between MP 554.8 (Bradish St. Underpass) and Signal Bridge carrying signals 5556 and 5556-A, La Junta, 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 Trinidad, between crossover opposite freight station and crossover west of passenger station, trains and engines must proceed at restricted speed.

THIRD DISTRICT

COLORADO DIVISION 6

Track Capacity 50 Ft. Per Car		WESTWARD First Class				Mile Post	Rating Grade Ascending	Feet Per Mile	TIME TABLE No. 1 September 1, 1961				Rating Grade Ascending	Turn Tables and Wyes	Communications	EASTWARD First Class			
		7	17	123	19				8	20	124	18							
		Fast Mail Express	Super Chief-El Capitan	The Grand Canyon	The Chief				Fast Mail Express	The Chief	The Grand Canyon	Super Chief-El Capitan							
Other Tracks	Sidings	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
Yard	91	PM 7.24	AM 11.20	AM 11.00	AM 2.33	659.5	0	RATON 11.5	70.7	T Y C	B	AM 2.57	AM 10.10	PM 3.10	PM 5.40				
277	113	7.36	11.32	11.13	2.45	671.8	0	HEBRON 7.4	70.2	Y B	B	2.45	9.56	2.51	5.26				
5	80	7.42	11.38	11.19	2.51	678.8	0	SCHOMBERG 7.3	68.4		B	2.35	9.49	2.43	5.19				
59	61	7.48	11.44	11.25	2.58	686.0	66.6	MAXWELL 5.0	66.0		B	2.28	9.42	2.34	5.12				
66	68	7.53	11.49	11.30	3.04	691.0	69.7	FRENCH 2.4	70.0		B	2.23	9.38	2.29	5.08				
3	67	7.56	11.52	11.33	3.08	693.4	70.2	GATO 6.0	72.8		B	2.20	9.35	2.25	5.05				
148	128	8.03	11.59	11.40	3.14	699.4	72.2	SPRINGER 6.1	70.2		C	2.14	9.30	2.18	5.00				
7	62	8.08	12.05	11.46	3.19	705.3	70.0	ROBINSON 4.7	69.7		B	2.05	9.25	2.12	4.55				
9	81	8.12	12.10	11.51	3.23	710.0	71.2	COLMOR 4.3	67.9		B	2.01	9.21	2.06	4.51				
4	51	8.16	12.15	11.55	3.27	714.8	70.9	NOLAN 5.3	69.7		B	1.56	9.17	2.01	4.47				
11	126	8.21	12.20	12.01	3.32	719.7	44.0	LEVY 5.7	67.9		B	1.49	9.12	1.56	4.42				
80	81	8.26	12.25	12.07	3.37	725.3	70.2	WAGON MOUND 4.9	16.5		C	1.42	9.07	1.51	4.37				
9	80	8.30	12.29	12.12	3.41	730.2	69.7	BOND 5.1	69.7		B	1.33	9.03	1.46	4.33				
8	80	8.35	12.34	12.17	3.46	735.3	70.0	OPTIMO 7.0	70.2		B	1.27	8.58	1.41	4.28				
3	100	8.45	12.44	12.26	3.55	742.3	62.8	SHOEMAKER 2.5	0		B	1.15	8.48	1.30	4.18				
		8.48	12.47	12.29	3.58	744.8	62.8	VALMORA 4.8	62.8		B	1.08	8.45	1.25	4.15				
69	79	8.55	12.54	12.35	4.05	750.2	70.0	WATROUS 5.2	70.0		B	12.59	8.38	1.18	4.08				
	88	9.00	12.59	12.40	4.10	755.4	70.7	KROENIG'S 4.1	0		B	12.53	8.34	1.10	4.04				
17	122	9.05	1.05	12.45	4.14	759.5	69.7	ONAVA 4.5	63.7		B	12.48	8.30	1.05	4.00				
17	104	9.09	1.09	12.50	4.18	764.0	0	AZUL 3.6	69.7		B	12.43	8.26	1.00	3.56				
8	82	9.13	1.13	12.56	4.22	767.7	0	ARRIBA 2.4	69.7		B	12.39	8.22	12.56	3.52				
Yard		9.20	1.21	1.04	4.30	770.1	0	LAS VEGAS YL		Y C	C	12.35	8.18	12.52	3.48				
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(109.8)				Leave Daily	Leave Daily	Leave Daily	Leave Daily				
		56.8	54.4	53.1	50.3			Average speed per hour				46.4	53.8	47.7	55.8				

SIGNAL SYSTEM TWO IN EFFECT.

RULE 261 IN EFFECT: On main track Raton to and including signs indicating "Begin T.C.S." and "End T.C.S." at Hebron and on sidings at Raton and Hebron.

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

Trains must get numbered clearance card before leaving Raton and Las Vegas.

At Hebron, time of Westward trains applies at West Siding switch.

7 COLORADO DIVISION

FOURTH DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD				Mile Post	Feet Per Mile	TIME TABLE No. 1 September 1, 1961	Feet Per Mile	EASTWARD				
		First Class								First Class				
		7	17	123	19					20	124	18	8	
Other Tracks	Sidings	Fast Mail Express	Super Chief-El Capitan	The Grand Canyon	The Chief	Rating Grade Ascending	STATIONS	Rating Grade Ascending	Turn Tables and Wyes	Communications	The Chief	The Grand Canyon	Super Chief-El Capitan	Fast Mail Express
Yard		Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
		PM 9.23	PM 1.24	PM 1.10	AM 4.33	770.1	LAS VEGAS YL 4.5	74.9	Y	C	AM 8.15	PM 12.47	PM 3.45	AM 12.30
9	78	9.29	1.30	1.16	4.39	774.6	ROMERO 3.9	75.0		B	8.05	12.39	3.35	12.19
6	52	9.34	1.35	1.21	4.44	778.5	OJITA 4.5	75.0		B	8.00	12.34	3.30	12.12
13	51	9.39	1.41	1.26	4.50	783.2	MYERS 3.5	75.0		B	7.54	12.28	3.24	12.05 AM
8	115	9.47	1.48	1.33	4.57	788.8	CHAPELLE 4.8	0		B	7.47	12.21	3.17	11.58
3	90	9.56	1.57	1.42	5.06	798.6	BLANCHARD 3.8	75.0		B	7.39	12.13	3.09	11.51
15	60	10.06	2.07	1.52	5.16	799.4	RIBERA 4.0	0		B	7.30	12.04 PM	3.00	11.42
13	64	10.12	2.12	1.57	5.21	808.8	SANDS 3.4	0		B	7.25	11.59	2.55	11.37
19	57	10.18	2.18	2.03	5.27	807.0	ILFELD 4.0	0		B	7.20	11.54	2.50	11.32
16	56	10.24	2.24	2.09	5.33	811.0	GISE 4.8	61.2		B	7.16	11.50	2.46	11.28
57	81	10.31	2.31	2.16	5.40	816.0	ROWE 4.4	0		B	7.11	11.44	2.41	11.22
	170	10.37	2.36 ¹⁸	2.21	5.45	820.4	FOX 4.8	0		B	7.06	11.38	2.36 ¹⁷	11.16
78	116	10.48	2.44	2.31 ¹⁸	5.53	825.2	GLORIETA 4.5	158.4		C	7.01	11.32	2.31 ¹²³	11.10
13	97	10.58 ⁸	2.54	2.44	6.03	830.0	CANYONCITO 5.1	158.4		B	6.51	11.20	2.21	10.58 ⁷
322	126	11.15 ⁸	3.04 ¹²³	3.04 ¹⁷	6.13	835.2	LAMY YL 8.5	75.0	Y	C	6.41 ⁸	11.10 ⁸	2.11 ⁸	10.48 ⁸
6	105	11.21	3.11	3.13	6.20	843.8	KENNEDY 4.8	70.7		B	6.30	10.54	2.00	10.28
	82	11.26	3.16	3.19	6.25 ²⁰	848.7	GALISTEO 3.5	75.0		B	6.25 ¹⁹	10.49	1.55	10.23
37	68	11.30	3.21 ^f	3.25	6.30	852.8	LOS CERRILLOS 1.7	75.0		B	6.22	10.46	1.52	10.20
121	97	11.33	3.24	3.28	6.33	853.9	WALDO 11.9	73.1		B	6.20	10.44	1.50	10.18
84	88	11.45	3.36	3.41	6.45	865.8	DOMINGO 11.1	26.4		C	6.10	10.32	1.40	10.07
	135	11.54 AM	3.45	3.50	6.54	876.6	NUEVE 9.4	52.8		B	6.02	10.24	1.32	9.59
50	125	12.02	3.55	4.00	7.03	886.0	BERNALILLO 8.5	26.4		C	5.55	10.17	1.25 ^f	9.52
7	52	12.10	4.04	4.09	7.11	894.7	ALAMEDA 4.1	26.4		B	5.49	10.11	1.19	9.46
155		12.15	4.10	4.15	7.17	898.8	HAHN 3.5	26.4		B	5.45	10.06	1.15	9.41
Yard		12.40 AM	4.30 PM	4.45 PM	7.30 AM	902.4	Albuquerque YL 2 Tracks		T	C	5.40 AM	10.00 AM	1.10 PM	9.35 PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(131.4)				Leave Daily	Leave Daily	Leave Daily	Leave Daily
		40.0	42.4	36.6	44.5		Average speed per hour				50.9	47.2	50.9	45.5

SIGNAL SYSTEM TWO IN EFFECT.

TWO TRACKS: Between Hahn and Albuquerque.

RULE 261 IN EFFECT: On main track between signs indicating "Begin T.C.S." and "End T.C.S." at Lamy and Rowe, and on sidings Glorieta and Fox. Trains using sidings at Lamy, Canyoncito and Rowe must comply with Rule 105.

RULE 251 IN EFFECT: Between Hahn and Albuquerque.

Time of trains at Hahn applies at the end of Two Tracks and time of Westward trains at Lamy applies at West Siding switch.

Trains must get numbered clearance card before leaving Albuquerque, Lamy and Las Vegas.

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

RULE 83: An inferior train meeting or being passed by a superior train in territory where Rule 261 is in effect, between Lamy and Rowe, may assume such superior train has arrived or left Rowe. When identification of such superior train cannot be made, the inferior train must not enter single track, where Rule 261 is not in effect, at Rowe, until it has been ascertained that such superior train has arrived or left.

At Lamy, between MP 835 and signals 8351-8352, trains and engines must proceed at restricted speed.

At Albuquerque, between Automatic Block Signal 9013 and Trumbull Avenue, 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.

Santa Fe District Junction switch, Lamy, normally lined for Fourth District.

A. V. DISTRICT

COLORADO DIVISION 8

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 85		Ruling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Ruling Grade Ascending	ura Tables an Wyses	Communications	EAST- WARD Second Class 86
Other Tracks	Stidings	Leave Tues., Thurs. and Sat.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Mon., Wed. and Fri.
		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	13.1	52.8	2.3 BRISTOL	52.8		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	38.7	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 WILSON JCT. YL	52.8			12.01 PM
88		8.30	30.4					B	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 KEESSE	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	48.6	2.1 HASTY	39.6		B	f 10.30
13		f 9.38	54.0	52.8	4.0 BETHURST	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
	28	10.10	64.3	9.1	1.1 WAVELAND YL	32.6		Y B	9.45
		10.30							9.25
28		f 10.40	68.6	32.3	4.3 CORNELIA	17.9			f 9.15
36		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 A. V. District.

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

No switch lights on A. V. 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.

9 COLORADO DIVISION

BOISE CITY DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 37		Truing Grade Ascending	TIME TABLE No. 1 September 1, 1961	Rolling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD Second Class 38
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS.	Feet Per Mile			Arrive Daily
Yard		AM 11.45	122.6	52.8	BOISE CITY YL		Y	C	PM 2.00
14	75	f 12.05	135.3	52.8	12.7 CASTANEDA	52.8		B	f 1.00
36	45	f 12.30 ⁸⁸	151.6	24.8	16.3 CAMPO	52.8		B	f 12.30 ⁸⁷
	44	f 12.47	162.5	52.8	10.9 BISONTE	24.8		B	f 12.11
		1.03	172.6	39.6	10.1 SOUTH JCT. YL	0	Y	B	PM 11.53
97	40	s 1.07	173.1	42.2	0.5 SPRINGFIELD YL	0		C	s 11.50
		1.10	174.4	52.8	1.3 NORTH JCT. YL	52.8		B	11.22
	44	f 1.30	186.0	52.8	11.6 HARBORD	52.8		B	f 11.02
20	42	f 1.48	196.6	52.8	10.6 FRICK	52.8		B	f 10.40
16	42	f 2.14	212.9	52.8	16.3 RUXTON	50.2		B	f 10.15
	44	f 2.35	226.6	10.6	13.7 GILPIN	52.8		B	f 9.53
		2.50 PM	235.5		8.9 LAS ANIMAS JCT. YL			B	9.35 AM
		Arrive Daily.			(112.9)				Leave Daily.
		38.6			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 69		Rolling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Rolling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD Second Class 70
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	0	Y	C	PM 12.05
12		f 6.30	151.8	30.6	5.8 GILLESPIE	26.4			PM 11.30
19		f 6.45	148.9	81.6	2.9 ALFALFA	38.0			f 11.15
30		f 7.15	142.6	50.7	6.3 TENNIS	50.2			f 10.50
24		f 7.40	135.7	47.5	6.9 FRIEND	37.1			f 10.30
51		f 8.00	128.0	29.0	7.7 SHALLOW WATER	21.1		C	f 10.00
			120.1	0	7.9 A.T.&S.F. Crossing	0			
			120.1	0	0.0 Mo. Pac. Crossing	0			
118		s 9.00 AM	119.8	30.6	0.3 SCOTT CITY YL		Y	C	9.30 AM
		Arrive Daily Except Sunday			(37.8)				Leave Daily Except Sunday
		13.0			Average speed per hour				14.8

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.

MAY VALLEY DISTRICT

BIG BEND DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Rolling Grade Ascending	TIME TABLE No. 1 September 1, 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		

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Rolling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Communications	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS		
72			36.3	52.8	WILEY YL C		
17			40.5		BIG BEND YL		
					(4.2)		
					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 A. V. District.

No switch lights on Big Bend District.
At Big Bend, derail on main track MP 40.5.
At Wiley, junction switch normally lined for A. V. District.

LAS ANIMAS DISTRICT

LAMAR DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Rolling Grade Ascending	TIME TABLE No. 1 September 1, 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		

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Rolling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Communications	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS		
38			4.9	0	WILSON JCT. YL B		
9			8.9		CULP YL		
17			2.6		MARKHAM YL		
Yard					LAMAR YL C		
					Average speed per hour		

No switch lights on Las Animas District.
At Waveland, junction switch normally lined for A. V. District.
Trains must get numbered clearance card before leaving Las Animas.
At Las Animas, trains will be governed by First District time table rules.

No switch lights on Lamar District.
At Wilson Jct., junction switch normally lined for A. V. 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

ROCKVALE DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Rolling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Communications	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS		
82			0.0	24.5	NEWDALE YL B		
35			2.9		ROBERTA YL		
48			5.9		HAWLEY YL		
					(5.9)		
					Average speed per hour		

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Rolling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Communications	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS		
			0.0	150.5	D. & R. G. W. Connection YL		
					2.9		
159			2.9		ROCKVALE YL		
					(2.9)		
					Average speed per hour		

No switch lights on Grand Valley District.

No switch lights on Rockvale District.

11 COLORADO DIVISION

MINNEQUA DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	TIME TABLE No. 1 September 1, 1961	Feet Per Mile	Turn Tables and Wyes	Communications	EASTWARD	
		First Class								First Class	
Other Tracks	Siding	Leave Daily	Leave Daily			STATIONS				Arrive Daily	Arrive Daily
	96	PM 2.32	AM 3.43	124.8	0	SOUTHERN JCT. YL 1.7	81.0			PM 3.37	PM 11.27
Yard	85	2.36	3.47	122.6	0	MANUAL BLOCK MINNEQUA YL 2.5 Mo. Pac. Crossing 0.3	97.2		C	3.33	11.23
				120.1	81.7		PUEBLO JCT. YL 1.0	81.7			3.27 PM
		2.42 PM	3.53 AM	119.8	81.7	PUEBLO U.D. YL	81.7		C	Via Pueblo District	
		Via Pueblo District		118.8		(5.5)				Leave Daily	Leave Daily
		Arrive Daily	Arrive Daily			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		WESTWARD ↓	TIME TABLE No. 1 September 1, 1961	Turn Tables and Wyes	Communications	EASTWARD ↑
Other Tracks	Sidings	Mile Post	STATIONS.			
Yard		0.0	PUEBLO YARD YL	Y	C	
		0.6	D.&R.G.W. Connection			
	77	25.4	Portland YL		C	
84		81.5	Florence		C	
115		89.7	Canon City YL	Y	C	
			(39.7)			
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.

SANTA FE DISTRICT

ROCKY MOUNTAIN DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 93		Ruling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Ruling Grade Ascending	Turn Tables and Wyes Communications	EAST- WARD Second Class 94
		Freight						Freight
Other Tracks	Siding	Leaves Daily Ex. Sun	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily Ex. Sun
		AM 6.10	0.0	105.6	LAMY YL 18.1	105.6	Y C	AM 11.30
Yard		AM 7.10	18.1		SANTA FE YL		Y C	AM 10.30
		Arrive Daily Ex. Sun			(18.1)			Leave Daily Ex. Sun
		18.1			Average speed per hr.			18.1

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Ruling Grade Ascending	Turn Tables and Wyes Communications	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
				105.6	HEBRON YL 11.2	0	Y B	
			11.2	158.4	KOEHLER JCT. YL 3.3	0	Y	
Yard			3.3		KOEHLER YL			
					(14.5)			

No. 93 is superior to No. 94.
 Trains must get numbered clearance card before leaving Lamy and Santa Fe.
 No switch lights on Santa Fe District.
 Fourth District junction switch at Lamy normally lined for Fourth District.
 At Lamy, trains will be governed by Fourth District time table rules.

No switch lights on Rocky Mountain District.
 At Hebron, trains will be governed by Third District time table rules.

SPECIAL RULES

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

2. Within Traffic Control System limits a train or engine must not clear the main track through a hand thrown switch not electrically locked for the purpose of meeting, passing, or being passed, by another train or engine.

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.

3. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT:		
Main Tracks	90	60
Siding Las Animas	30	30

3. SPEED REGULATIONS—(Cont'd)

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

—(Cont'd)

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
SECOND DISTRICT:		
La Junta and Trinidad	90	60
Trinidad and Raton:		
Main Tracks	79	60
Sidings Keota and Raton	30	30
THIRD DISTRICT: Main Track	79	60
Sidings Raton and Hebron	30	30
FOURTH DISTRICT:		
Las Vegas and Lamy:		
Main Track	79	60
Sidings Rowe to Lamy inclusive	30	30
Lamy and Albuquerque	90	60
PUEBLO DISTRICT	79	60
A. V. 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	30	20
GRAND VALLEY DISTRICT	20	20
ROCKVALE DISTRICT	20	20
ROCKY MOUNTAIN DISTRICT	20	20
SANTA FE DISTRICT	20	20

13 COLORADO DIVISION

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
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
2 Curves, M.P. 553.6 to 554.2 Westward	65	55
2 Curves, M.P. 553.6 to 554.2 Eastward	50	50
SECOND DISTRICT		
Curve, M.P. 555.6 to 555.8	30	30
Curve, M.P. 556.2 to 556.4	60	30
Curve, M.P. 557.2 to 557.4	85	55
3 Curves, M.P. 575.5 to 577.2	80	55
Curve, M.P. 581.1 to 581.5	80	55
3 Curves, M.P. 587.0 to 589.3	80	55
Curve, M.P. 591.0 to 591.4	80	55
2 Curves, M.P. 593.2 to 594.1	80	55
2 Curves, M.P. 595.1 to 596.5	80	55
2 Curves, M.P. 604.1 to 605.5	80	55
Curve, M.P. 606.6 to 607.3	80	55
Curve, M.P. 608.7 to 608.8	80	55
Curve, M.P. 615.5 to 615.9	80	55
Curve, M.P. 618.0 to 618.5	80	55
Curve, M.P. 619.5 to 619.7	40	30
3 Curves, M.P. 620.2 to 622.2	45	45
7 Curves, M.P. 622.3 to 624.7	40	30
Curve, M.P. 633.5 to 633.8	80	55
Curve, M.P. 637.4 to 637.5	35	35
2 Curves, M.P. 638.1 to 638.5	45	45
WESTBOUND TRACK		
14 Curves, M.P. 649.0 to 651.2		
{ Ascending	25	25
{ Descending	25	20
Curve, M.P. 655.4 to 655.5	25	20
11 Curves, M.P. 656.3 to 657.7	25	20
EASTBOUND TRACK		
14 Curves, M.P. 649.0 to 651.2		
{ Ascending	25	25
{ Descending	25	20
16 Curves, M.P. 655.4 to 657.7	25	25
THIRD DISTRICT		
2 Curves, M.P. 660.0 to 660.4	40	40
2 Curves, M.P. 660.8 to 661.7	70	55
Curve, M.P. 663.0 to 663.1	75	55
2 Curves, M.P. 664.2 to 665.1	75	55
Curve, M.P. 665.9 to 666.4	75	55
Curve, M.P. 667.8 to 668.2	75	55
Curve, M.P. 669.3 to 669.6	75	55
Curve, M.P. 670.5 to 670.8	75	55
Curve, M.P. 690.2 to 690.4	50	50

3. SPEED REGULATIONS—(Cont'd)

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
THIRD DISTRICT—(Cont'd)		
Curve, M.P. 690.9 to 691.1	55	50
Curve, M.P. 691.6 to 692.0	65	50
Curve, M.P. 696.0 to 696.2	65	55
2 Curves, M.P. 698.3 to 700.3	65	50
Curve, M.P. 700.6 to 701.1	75	55
2 Curves, M.P. 733.2 to 734.3	75	55
2 Curves, M.P. 736.1 to 736.5	40	40
4 Curves, M.P. 736.9 to 739.3	45	45
4 Curves, M.P. 739.5 to 740.5	40	40
3 Curves, M.P. 740.8 to 742.2	45	45
2 Curves, M.P. 742.5 to 743.0	40	40
13 Curves, M.P. 743.3 to 748.4	45	45
4 Curves, M.P. 748.7 to 749.4	40	40
FOURTH DISTRICT		
3 Curves, M.P. 770.7 to 772.0	65	55
17 Curves, M.P. 772.6 to 779.5	45	45
4 Curves, M.P. 779.6 to 781.9	50	50
4 Curves, M.P. 782.3 to 784.1	45	45
4 Curves, M.P. 784.7 to 787.0	50	50
Curve, M.P. 788.4 to 788.7	55	50
4 Curves, M.P. 789.0 to 789.9	45	45
4 Curves, M.P. 790.0 to 791.3	50	50
2 Curves, M.P. 791.4 to 791.7	45	45
7 Curves, M.P. 792.1 to 795.1	50	50
5 Curves, M.P. 795.2 to 796.6	30	30
7 Curves, M.P. 796.9 to 799.9	35	35
Curve, M.P. 800.4 to 800.7	65	55
Curve, M.P. 801.5 to 801.6	55	50
2 Curves, M.P. 802.2 to 802.8	50	50
11 Curves, M.P. 804.0 to 808.8	55	50
Curve, M.P. 809.4 to 809.7	70	55
Curve, M.P. 811.1 to 811.5	70	55
2 Curves, M.P. 812.3 to 812.9	40	40
2 Curves, M.P. 813.0 to 813.4	50	50
3 Curves, M.P. 813.5 to 814.1	35	35
Curve, M.P. 814.3 to 814.4	50	50
2 Curves, M.P. 815.0 to 817.1	65	55
4 Curves, M.P. 818.5 to 819.5	45	45
9 Curves, M.P. 819.6 to 822.6	40	40
Curve, M.P. 822.7 to 823.2	45	45
2 Curves, M.P. 823.6 to 824.6	55	50
Curve, M.P. 824.7 to 824.8	30	30
32 Curves, M.P. 825.0 to 829.5	{ EB WB	25 20
4 Curves, M.P. 830.3 to 831.8		40 40
5 Curves, M.P. 832.1 to 832.7		20 20
2 Curves, M.P. 833.1 to 835.0		55 50
Curve, M.P. 838.2 to 838.6		80 55
2 Curves, M.P. 839.7 to 840.9		80 55
Curve, M.P. 842.1 to 842.4		80 55
3 Curves, M.P. 845.4 to 847.3		80 55
2 Curves, M.P. 849.8 to 850.4		80 55
2 Curves, M.P. 850.7 to 851.5		65 55

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FOURTH DISTRICT—(Cont'd)		
3 Curves, M.P. 852.5 to 853.2	50	50
2 Curves, M.P. 853.3 to 853.7	40	40
2 Curves, M.P. 854.4 to 855.1	65	50
2 Curves, M.P. 855.4 to 856.6	65	55
5 Curves, M.P. 857.1 to 858.3	40	40
3 Curves, M.P. 858.4 to 859.0	35	35
3 Curves, M.P. 860.2 to 862.3	75	55
9 Curves, M.P. 865.8 to 872.1	80	55
3 Curves, M.P. 873.9 to 875.6	80	55
Curve, M.P. 877.5 to 877.7	85	55
3 Curves, M.P. 878.2 to 879.6	80	55
Curve, M.P. 880.8 to 881.1	85	55
PUEBLO DISTRICT		
Curve, M.P. 555.7 to 556.1 Westward	70	50
Curve, M.P. 555.7 to 556.1 Eastward	45	45
4 Curves, M.P. 586.3 to 587.8	60	50
Curve, M.P. 589.8 to 590.3	75	60
Curve, M.P. 591.0 to 591.1	55	45
Curve, M.P. 597.3 to 597.6	70	60
Curve, M.P. 615.9 to 616.0	65	50
2 Curves, M.P. 617.2 to 617.6	30	25
A. V. DISTRICT		
2 Curves, M.P. 84.4 to 84.7	15	15
Curve, M.P. 88.5 to 88.8	15	15

Trains and engines must not exceed thirty (30) miles per hour on ascending grades between Raton and Jansen, and between MP 833 and Glorieta; and must not exceed fifteen (15) miles per hour through tunnel between Wootton and Lynn.

On descending grades, between the points shown, the following maximum speeds must not be exceeded:

Passenger trains, between Raton and Gallinas twenty-five (25) miles per hour, between Gallinas and Jansen, and between Glorieta and MP 833 thirty (30) miles per hour;

Freight trains, between Raton and Jansen, and between Glorieta and MP 833 fifteen (15) miles per hour, except when twenty (20) miles per hour is authorized by Rule 7(B);

Diesel engines equipped with operative dynamic brake in service, running light or handling caboose cars only, between Raton and Jansen, and between Glorieta and MP 833 twenty-five (25) miles per hour; other engines, running light or handling caboose cars only, between these points, twenty (20) miles per hour.

(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
Trinidad	Commercial Street, Linden, Nevada, and University Avenues	15

3. SPEED REGULATIONS—(Cont'd)

STATION	STREETS	MILES PER HOUR
Las Vegas	Jackson and University Streets	15
Albuquerque	All crossings between Trumbull Avenue and Mountain Road	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.

(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

3. SPEED REGULATIONS—(Cont'd)

(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, Second, Third, Fourth and Pueblo Districts	30	45
A. V., Boise City, Rocky Mountain and Santa Fe Districts	20	20
Garden City, Minnequa, Canon City, Grand Valley, Rockvale, Lamar, Las Animas, May Valley and Big Bend Districts	15	15

(F) 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, 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
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. Jet. 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 crossover between freight yard and Second District main track	10

3. SPEED REGULATIONS—(Cont'd)

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

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

STATION	TYPE	LOCATION	MPH
Ormeza	S	Both ends siding	30
Benton	S	Both ends siding	30
Timpas	S	Both ends siding	30
Mindeman	S	Both ends siding	30
Delhi	S	Both ends siding	30
Thatcher	S	Both ends siding	30
Simpson	S	Both ends siding	30
Model	S	Both ends siding	30
Hoehnes	S	East end siding	15
	S	West end siding	30
C&S Crossing	I	End of two tracks	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	20
Gallinas	I	Both ends of two crossovers	30
Wootton (MP 650-651)	I	Both ends of crossover	30
	I	End of two tracks	30
Keota	I	Both ends siding	30
Raton	I	Both ends siding	30
	I	East yard both ends freight lead	30
Hebron	I	Both ends siding	30
Schomberg	S	East end siding	30
	S	West end siding	15
Maxwell	S	East end siding	15
French	S	East end siding	30
Gato	S	Both ends siding	30
Springer	S	Both ends siding	30
Robinson	S	West end siding	30
Colmor	S	Both ends siding	30
Nolan	S	Both ends siding	30
Levy	S	Both ends siding	30
Wagon Mound	S	Both ends siding	30
Bond	S	Both ends siding	30
Optimo	S	Both ends siding	30
Shoemaker	S	Both ends siding	30
Watrous	S	Both ends siding	30
Kroenigs	S	Both ends siding	30
Onava	S	Both ends siding	30
Azul	S	Both ends siding	15
Arriba	S	Both ends siding	15
Las Vegas	S	East end freight yard	30
	S	West end freight yard	15
	S	Both ends Passenger tracks	30
Romero	S	Both ends siding	15
Ojita	S	Both ends siding	15
Myers	S	Both ends siding	15
Chapelle	S	Both ends siding	15
Blanchard	S	Both ends siding	15
Ribera	S	Both ends siding	30
Sands	S	Both ends siding	30
Ilfeld	S	Both ends siding	30
Gise	S	Both ends siding	30
Rowe	S	Both ends siding	30
Fox	I	East end siding	30
	S	West end siding	30
Glorieta	I	East end siding	30
	S	West end siding	30

SPECIAL RULES

COLORADO DIVISION 16

3. SPEED REGULATIONS—(Cont'd)

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

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
Canyoncito	S	Both ends siding	30
Lamy	S	Both ends siding	30
Kennedy	S	Both ends siding	30
Galisteo	S	Both ends siding	30
Los Cerrillos	S	Both ends siding	30
Waldo	S	West end siding	15
Domingo	S	Both ends siding	30
Nueve	S	Both ends siding	30
Bernalillo	S	Both ends siding	30
Alameda	S	West end siding	30
Hahn	S	End of two tracks	30
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
THIRD DISTRICT	
689.6 691.2 748.4	Vermejo River. Overhead Crossing, S.P. Ry. Mora River.
FOURTH DISTRICT	
785.1 831.8 865.5	Tecolote River. Apache Creek. Pumice chute located on Pumice Loading Track, Domingo.
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
SECOND DISTRICT		
C&S Crossing, MP 635.8.....	Interlocking T.C.S	79
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.)

(A) LOCATIONS OF INTERLOCKINGS—(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
THIRD DISTRICT			
Toril	697.5	44	East & West
Union	741.5	13	East & West
FOURTH DISTRICT			
Spiess	837.3	61	East & West
Rosario	859.3	76	East & West
Plains Electric	878.4	40	East
Public Service and American Gypsum	895.7	221	East
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
A. V. 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
ROCKY MOUNTAIN DISTRICT			
Koehler Mine	11.2	Yard	East

7. SPECIAL RULES AND FACILITIES

(A) Maximum tonnage of freight trains descending grades between Raton and MP 646, and Glorieta to MP 833, must not exceed 75 tons per operative brake, except the tonnage on cars equipped with empty-load brake, cut in load brake position and in service, may be increased to 110 tons per operative brake.

(B) The use of retainers on trains descending grades will be left to the judgement of conductors and enginemen, with a minimum on freight trains between Raton and MP 646, and from Glorieta to MP 833, as follows:

When no dynamic brake in service, use retainers on all cars, with 50 per cent in high pressure position on loaded cars.

When dynamic brake is operative, and in service, use one retainer for each 70 tons in excess of tonnage shown in table below:

Units with operative dynamic brakes	Non-Pressure Maintaining	Pressure Maintaining				
		Classes of Power				
		105-199 325-344 407-430	200-268 2697-2893	269-289 700-751 1100-1124 2110-2162	600-609 800-848 900-979	
Tons	Tons	Tons	Tons	Tons		
1	500	700	900	1500	1800	
2	1000	1300	1800	2500	3000	
3	1500	1800	2500	3000	3700	
4	2000	2400	3400	3600	3750	

When a multiple unit engine is composed of units of different classes of power, the tonnage shown for the lowest rated class will govern.

When retainers are not required, and engine is equipped for Pressure Maintaining, maximum speed must not exceed:
55 tons or less per operative brake, 20 miles per hour.
56 tons or more per operative brake, 15 miles per hour.

When retainers are used on a freight train, not less than 10 must be used, and maximum speed must not exceed 15 miles per hour.

Retainers may be placed in retaining position at any point, Trinidad and West, Rowe and West, or Raton and East, before reaching the summit of grade.

Should dynamic brake become inoperative, or its efficiency become impaired, on one or more units, and tonnage being handled is in excess of that authorized for remaining units with operative dynamic brakes, train must be stopped immediately, and retainers set as prescribed above.

(C) The dynamic brake on helper engines, trained at or near the rear of either passenger or freight trains, may be used on descending grades between Raton and Trinidad, and Glorieta to Lamy. For each helper unit, 400 tons per operative dynamic brake in service, but not to exceed a total of 1600 tons, may be added to the limitations shown in the table in Rule 7 (B) without requiring the use of retainers. When so used the following will govern:

Helper engineman must gradually reduce throttle approaching the summit of grade, having it completely shut off approximately 800 feet before reaching the summit. When throttle is closed, begin dynamic braking in accordance with outstanding instructions, having dynamic brake fully applied before passing summit of grade.

Helper engineman must use maximum permissible dynamic braking during the entire descent of grade, keeping fully applied until stop is made to cut off helper engine.

As speed reduces near stop, dynamic braking effort on helper engine will reduce gradually, allowing slack in rear of train to bunch gently.

Lead engineman will govern train speed by use of dynamic brake and air brakes as necessary.

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

(D) On passenger trains and light engines, service test of air brakes must be made, as prescribed by Rule 945(E) at Glorieta and Lynn eastward, and at Wootton and Glorieta westward.

On freight trains with retainers placed in retaining position before reaching the summit of grade, or when retainers are not required, train may proceed without stopping if it is known by the conductor and enginemen that the prescribed brake pipe pressure is indicated on gauge; otherwise, air brake test as prescribed by Rule 947 must be made at above points.

(E) 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. 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
 Bridge 492.0 — Near Grote
 MP 566 plus 2980 feet — Near Benton
 MP 585 plus 1729 feet — Near Mindeman
 MP 600 plus 64 feet — At Thatcher
 MP 600 plus 2730 feet — At Thatcher
 MP 633 plus 3806 feet — Near El Moro
 MP 638 plus 1840 feet — At Jansen
 MP 727 plus 510 feet — Near Wagon Mound
 MP 753 plus 3736 feet — Near Kroenigs
 MP 874 plus 766 feet — Near Nueve
 MP 893 plus 3862 feet — Near Alameda
 MP 894 plus 2076 feet — Near Alameda
 MP 895 plus 3700 feet — Near Alameda
 MP 898 plus 4382 feet — Near Hahn
 MP 898 plus 4772 feet — Near Hahn
 MP 908 plus 3601 feet — Near Abajo
 Bridge 557.5 — Near Swink
 Bridge 612.5 — Near Baxter

(F) 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. YARD LIMITS:

Abajo	Las Animas Jct. (applies on Boise City District only)
Albuquerque	Las Vegas
Avondale	Newdale (applies on Grand Valley District only extending to and including Hawley)
Boise City	North Jct.
Canon City	Portland
C&S Crossing	Pueblo (extends to and includes Minnequa)
Dodge City	Rocky Ford
Florence (applies on Rockvale District only)	Santa Fe
Garden City	Scott City
Hebron (applies on Rocky Mountain District only and extends to end of track Koehler)	South Jct.
Holly (A. V. District only)	Springfield
La Junta	Swink (extends to and includes La Junta Air Base MP 91.4 A. V. District)
Lamar (extends to and includes Wilson Jct. and May Valley)	Wiley (extends to and includes Big Bend.)
Lamy	
Las Animas (applies on Las Animas District only extending to and including Waveland)	

9. BULLETIN BOOKS

Boise City	Raton	Pueblo
Dodge City	Las Vegas	Lamy
Garden City	Lamar	Albuquerque
La Junta		

10. STANDARD CLOCKS

Boise City	Raton	Albuquerque
Dodge City	Las Vegas	Pueblo
La Junta	Lamy	Scott City

11. STANDARD THERMOMETERS

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

12. 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.

12. STATUTORY REGULATIONS--(Cont'd)

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 accommodations 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.

In New Mexico the statute authorizes the Company to expel from its trains at any stopping-place, using no more force than may be necessary, any passenger, who, upon demand, shall refuse to pay his fare, or shall behave in a rude, riotous or disorderly manner towards other passengers or the employes of such Company in charge of such cars, or who, upon his attention being called thereto, shall persist in violating the rules of the corporation against gambling upon its cars; and Conductors in New Mexico will be guided by a strict compliance with this statute.

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



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.)

