



**SANTA FE  
SAFETY FIRST**



Every employe should promptly report any unsafe condition or practice to his foreman, some member of the Safety Committee or other proper company officer.

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

**TRAINMASTERS**

L. P. HEATH ..... PUEBLO, COLO.  
E. B. JONES ..... ALBUQUERQUE, N. M.  
J. R. FITZGERALD ..... LA JUNTA, COLO.

**ROAD FOREMEN OF ENGINES**

G. O. LOTSPEICH ..... ALBUQUERQUE, N. M.  
B. Y. STEELE ..... LA JUNTA, COLO.

**CHIEF DISPATCHER**

E. J. BARNES ..... LA JUNTA, COLO.

**ASSISTANT CHIEF DISPATCHERS**

J. C. HOPE ..... LA JUNTA, COLO.  
W. N. WILLIS ..... LA JUNTA, COLO.

**TRAIN DISPATCHERS  
LA JUNTA, COLO.**

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

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

**WESTERN LINES**

**Northern District**

**COLORADO DIVISION**

**TIME TABLE No.**

**2**

**IN EFFECT**

**Sunday, October 28, 1962**

**At 12:01 A. M.**

**Mountain Standard Time**

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

**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	Albuquerque and beyond	
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond		19	St. John Garden City Lamar	Albuquerque and beyond	Emporia, Kansas City and beyond, and South of Newton
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond	20		Trinidad		North of La Junta and Kansas City and east
124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque		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. O. L. HANSON, Chief Surgeon.....Topeka

**ALBUQUERQUE HOSPITAL**

DR. HERSHEL A. DANEMANN.....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 (Urologist).....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. W. V. TREKELL (Orthopedic).....Dodge City  
 DR. THOMAS A. DAVIS.....Florence  
 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. 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. MCLROY.....Pueblo  
 DR. W. F. KING.....Pueblo  
 DR. WILLIAM S. WALLACE, (Radiologist).....Pueblo  
 DR. G. M. MYERS, (Urologist).....Pueblo  
 DR. R. L. SATTERLEE, (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. C. E. PETTERSON.....Syracuse  
 DR. STANLEY BIBER.....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. O. C. DAIL.....Pueblo  
 DR. R. P. BEAUDETTE, (Ophthalmologist).....Raton

**PUEBLO DISTRICT**

**COLORADO DIVISION**

**2**

Track Capacity 50 ft. Per Car		WESTWARD			Mile Post	Feet Per Mile	TIME TABLE No. 2 October 28, 1962	Feet Per Mile	Turn Tables and Wyes	Communications	EASTWARD		
		First Class									First Class		
		27	201	21							22	190	28
Other Tracks	Sidings	Gulf Coast Special C.& S. Leave Daily	Passenger Leave Daily	Texas Zephyr C.& S. Leave Daily			STATIONS				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	T Y C		PM 11.50		
158	82		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 5.5	0	B		11.29		
121	111		f 1.35		574.5	33.3	MANZANOLA 8.6	0	C		11.26		
129	87		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	89		f 2.11		609.6	34.4	DEVINE 2.2	0	C		10.56		
27	76		2.13		611.8	31.7	BAXTER 5.0	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)		Y C				
		Arrive Daily	Arrive Daily	Arrive Daily							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 40 ft. Per Car		WESTWARD				TIME TABLE No. 2 October 28, 1962	STATIONS	Mile Post	Feet Per Mile	Rising 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					
Yard		PM 9.20	PM 1.40	AM 6.18	AM 4.26					
		9.27	1.45	6.23	4.32	Dodge City YL 5.1	352.5	20.9		
						SEARS 3.9	357.6	22.8		
39	81	9.30	1.49	6.26	4.36	HOWELL 4.8	361.5	28.0		
	82		1.53	6.30	4.40	WETTICK 4.9	366.3	22.4		
94	126	9.37	1.57	6.34	4.45	CIMARRON 6.1	371.2	25.7		
48	82	9.42	2.02		4.50	INGALLS 6.7	377.3	21.5		
26	81	9.47	2.08	6.43	4.55	CHARLESTON 6.1	384.0	25.2		
51	81	9.52	2.13	6.48	5.00	PIERCEVILLE 5.7	390.1	23.7		
8	81	9.56	2.18	6.52	5.04	MANSFIELD 6.6	395.8	10.4		
720	247	10.01	2.24	6.57	5.20	GARDEN CITY YL 6.5	402.4	11.4		
40	81	10.07	2.30	7.02	5.27	HOLCOMB 8.0	409.0	21.6		
75	81	10.13	2.37	7.08	5.33	DEERFIELD 7.3	417.0	28.1		
123	87	10.19	2.43	7.13	5.43	LAKIN 13.0	424.3	81.7		
9	137	10.29	2.52	7.22	5.55	SUTTON 4.9	437.3	21.6		
36	78	10.33	2.56	7.26	5.59	KENDALL 11.7	442.2	28.3		
666	221	10.43	3.04	7.34	6.14	SYRACUSE 7.5	453.9	21.8		
9	81	10.49	3.10	7.39	6.21	MEDWAY 7.4	461.4	35.0		
56	82	10.55	3.15	7.44	6.26	COOLIDGE 6.1	468.8	21.9		
246	74	11.00	3.20	7.49	6.35	HOLLY 6.6	474.9	22.8		
53	80	11.05	3.25	7.54	6.41	BARTON 3.3	481.5	29.0		
65	80	11.08	3.28	7.57	6.44	GRANADA 6.1	485.3	38.8		
19	81	11.13	3.33	8.02	6.49	GROTE 5.5	491.4	17.6		
16	80	11.17	3.37	8.06	6.53	CLUCAS 5.4	498.9	37.0		
735	W 78 99	11.22	3.41	8.10	7.00	LAMAR YL 3.9	502.3	14.1		
13	62	11.26	3.44	8.13	7.05	BETA 4.2	508.2	17.8		
26	88	11.30	3.48	8.16	7.10	PROWERS 5.9	510.4	21.1		
7	80	11.35	3.52	8.20	7.15	ABLE 5.2	516.3	21.1		
33	80	11.39	3.56	8.24	7.19	CADDOA 5.9	521.5	10.6		
13	80	11.44	4.00	8.28	7.23	HILTON 6.2	527.4	20.1		
						LAS ANIMAS JCT. 2.4	533.6	16.4		
282	166	11.51	4.07	8.35	7.34	LAS ANIMAS 8.9	536.0	41.2		
	75	11.59	4.15	8.42	7.44	HADLEY 4.8	545.9	29.6		
13	82	12.03	4.19	8.46	7.48	CASA 4.2	550.7	26.4		
Yard		12.10 AM	4.25 PM	8.52 AM	7.55 AM	La Junta YL 6.1	554.9			
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(202.4)				
		71.4	73.6	78.8	87.8	Average speed per hour				

AUTOMATIC BLOCK SYSTEM  
AUTOMATIC TRAIN STOP SYSTEM  
T.C.S.  
A.B.S.

FIRST DISTRICT

COLORADO DIVISION

Ruling Grade Ascending	Turn Tables and Wyes	Communications	TIME TABLE No. 2 October 28, 1962				
			EASTWARD First Class				
			8	20	124	18	
Feet Per Mile			Foot Mail Express	The Chief	The Grand Canyon	Super Chief - El Capitan	
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
			AM 10.00	PM 3.35	PM 9.35	PM 11.20	
			STATIONS				
0	TY	O	Dodge City YL <sup>5.1</sup> <sub>10.00</sub> <sup>3.35</sup> <sub>9.35</sub> <sup>11.20</sup>				
0		B	SEARS <sup>3.9</sup>	9.47	3.28	9.20	11.12
28.0		B	HOWELL <sup>4.8</sup>	9.42	3.25	9.16	11.09
26.4		B	WETTICK <sup>4.9</sup>	9.36	3.21	9.12	11.05
18.0		O	CIMARRON <sup>6.1</sup>	9.30	3.17	9.07	11.01
20.0		O	INGALLS <sup>6.7</sup>	9.23	3.11	9.01	10.56
4.3		B	CHARLESTON <sup>6.1</sup>	9.17	3.06	8.55	10.51
19.0		O	PIERCEVILLE <sup>5.7</sup>	9.11	3.01	8.50	10.46
0		B	MANSFIELD <sup>6.6</sup>	9.06	2.56	8.44	10.42
0	Y	O	GARDEN CITY YL <sup>6.6</sup> <sub>8.59</sub>	2.50	8.37	10.36	
5.3		O	HOLCOMB <sup>8.0</sup>	8.49	2.44	8.26	10.31
23.1		O	DEERFIELD <sup>7.3</sup>	8.42	2.37	8.20	10.25
31.7		O	LAKIN <sup>13.0</sup>	8.36	2.31	8.14	10.19
22.1		B	SUTTON <sup>4.9</sup>	8.24	2.21	8.02	10.05
26.4		C	KENDALL <sup>11.7</sup>	8.20	2.17	7.58	10.00
9.9		O	SYRACUSE <sup>7.5</sup>	8.09	2.08	7.47	9.50
24.8		B	MEDWAY <sup>7.4</sup>	8.02	2.02	7.38	9.44
18.5		C	COOLIDGE <sup>6.1</sup>	7.56	1.56	7.33	9.38
0		O	HOLLY <sup>6.6</sup>	7.49	1.51	7.26	9.32
26.4		B	BARTON <sup>3.8</sup>	7.38	1.46	7.18	9.26
26.4		O	GRANADA <sup>6.1</sup>	7.34	1.43	7.15	9.23
11.1		B	GROTE <sup>5.5</sup>	7.29	1.38	7.10	9.17
7.9		B	CLUCAS <sup>5.4</sup>	7.25	1.34	7.06	9.13
0	Y	O	LAMAR YL <sup>3.9</sup> <sub>7.20</sub>	1.30	7.00	9.08	
0		B	BETA <sup>4.2</sup>	7.14	1.26	6.52	9.04
0		B	PROWERS <sup>5.9</sup>	7.10	1.23	6.49	9.01
0		B	ABLE <sup>5.2</sup>	7.05	1.19	6.45	8.57
15.8		B	CADDOA <sup>5.9</sup>	7.01	1.15	6.41	8.53
10.6		B	HILTON <sup>6.2</sup>	6.55	1.10	6.36	8.49
0		B	LAS ANIMAS JCT. <sup>2.4</sup>				
0	Y	O	LAS ANIMAS <sup>9.9</sup> <sub>6.46</sub>	1.03	6.27	8.42	
28.9		B	HADLEY <sup>4.8</sup>	6.37	12.55	6.17	8.34
21.1		B	CASA <sup>4.2</sup>	6.32	12.51	6.12	8.30
	TY	C	La Junta YL <sup>6.25</sup> <sub>AM</sub>	12.45	6.05	8.25	PM
			(202.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Average speed per hour	58.4	71.4	57.8	69.4

SIGNAL SYSTEM TWO IN EFFECT.

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

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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				Mile Post	Feet Per Mile	TIME TABLE No. 2 October 28, 1962	Feet Per Mile	EASTWARD					
		First Class								First Class					
		7	17	123	19					8	20	124	18		
Other Tracks	Sidings	Fast Mail Express	Super Chief-El Capitan	The Grand Canyon	The Chief	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	Turn Tables and Wyes	Communications	Fast Mail Express	The Chief	The Grand Canyon	Super Chief-El Capitan
		Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard		PM 4.50	AM 9.10	AM 8.25	AM 12.30	554.9	59.7	LA JUNTA YL 3.1	0	T Y	O	AM 5.45	PM 12.25	PM 5.45	PM 8.15
93	82	4.54	9.16	8.31	12.35	558.0	58.1	ORMEGA 5.5	0		B	5.34	12.13	5.37	8.07
5	76	4.59	9.21	8.36	12.40	563.5	58.9	BENTON 8.9	31.8		B	5.26	12.08	5.33	8.02
18	93	5.06	9.28	8.45	12.47	572.3	59.7	TIMPAS 10.7	0		B	5.15	12.02 PM	5.25	7.56
18	120	5.14	9.36	8.54	12.55	583.0	59.7	MINDEMAN 8.5	0		B	5.05	11.54	5.14	7.48
18	125	5.22	9.44	9.02	1.03	591.5	59.7	DELHI 8.3	0		B	4.57	11.48	5.04	7.42
25	107	5.30	9.52	9.10	1.11	599.8	59.7	THATCHER 4.5	0		C	4.47	11.42	4.55	7.36
18	125	5.35	9.57	9.15	1.15	604.7	59.1	SIMPSON 10.3	31.7		B	4.38	11.38	4.51	7.32
17	95	5.43	10.05	9.24	1.23	615.0	59.7	MODEL 11.2	31.1		B	4.26	11.29	4.42	7.23
58	123	5.55	10.18	9.39	1.36	626.3	59.4	HOEHNES 9.5	31.7		C	4.13	11.17	4.28	7.11
		6.04	10.27	9.48	1.45	635.8	28.1	C.&S. CROSSING 0.9	0		B	4.03	11.10	4.18	7.04
Yard		6.20	10.30	10.00	1.49	636.7	59.4	TRINIDAD 1.9	0		C	4.00	11.07	4.15	7.01
30		6.24	10.33	10.04	1.52	638.6	105.6	JANSEN 3.4	0		B	3.47	11.02	4.08	6.56
41		6.30	10.39	10.11	1.58	642.0	105.6	STARKVILLE 5.4	0		B	3.41	10.53	4.01	6.47
		6.40	10.49	10.21	2.07	647.8	184.8	GALLINAS 0.8	0		B	3.32	10.43	3.49	6.37
52		6.44	10.53	10.24	2.11	648.1	184.8	MORLEY 3.6	0		B	3.30	10.41	3.47	6.35
41		6.55	11.05	10.36	2.21	651.8	184.8	WOOTTON 1.0	175.8		B	3.20	10.32	3.38	6.26
6		6.59	11.09	10.40	2.25	652.8	0	LYNN 2.4	175.8		B	3.15	10.28	3.34	6.22
	186	7.03	11.13	10.45	2.29	655.2	0	KEOTA 4.3	174.2		B	3.07	10.21	3.27	6.15
Yard	91	7.21 PM	11.27 AM	10.58 AM	2.43 AM	659.5	0	RATON		T Y	C	2.55 AM	10.11 AM	3.15 PM	6.05 PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(104.2)				Leave Daily	Leave Daily	Leave Daily	Leave Daily
		41.4	45.8	40.9	47.0			Average speed per hour				36.8	46.7	41.7	48.1

## SIGNAL SYSTEM TWO IN EFFECT:

TWO TRACKS: Between C&amp;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&amp;S Crossing and on sidings at Keota and Raton.

Time of trains at C&amp;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 554.3 (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 east of passenger station and crossover west of passenger station, trains and engines must proceed at restricted speed.

**THIRD DISTRICT**

**COLORADO DIVISION 6**

Trunk Capacity 50 ft. Per Car		WESTWARD First Class				Mile Post	Feet Per Mile	Rating Grade Ascending	TIME TABLE No. 2 October 28, 1962				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 11.30	AM 11.03	AM 2.46	659.5	0	TCS AUTOMATIC BLOCK SYSTEM	RATON 11.5	70.7	T Y C	AM 19 2.46	AM 10.08	PM 3.10	PM 6.02				
277	113	7.36	11.42	11.15	2.58	671.8	0		HEBRON 7.4	70.2	Y B	2.24	9.56	2.55	5.51				
17	118	7.42	11.48	11.21	3.04	678.8	0		SCHOMBERG 7.3	68.4	B	2.15	9.49	2.47	5.44				
70		7.48	11.54	11.27	3.11	686.0	66.5		MAXWELL 5.0	66.0	B	2.09	9.42	2.39	5.37				
	125	7.53	11.59	11.32	3.16	691.0	69.7		FRENCH 8.4	72.8	B	2.04	9.38	2.33	5.33				
79	128	8.03	12.08	11.43	3.25	699.4	72.2		SPRINGER 10.8	70.2	C	1.55	9.30	2.22	5.25				
9	125	8.12	12.18	11.54	3.34	710.0	71.2		COLMOR 9.6	69.7	B	1.42	9.21	2.11	5.16				
9	122	8.21	12.28	12.04	3.43	719.7	70.9		LEVY 5.7	67.9	B	1.30	9.12	2.01	5.07				
80	76	8.26	12.33	12.10	3.48	725.8	70.2		WAGON MOUND 10.0	69.7	C	1.23	9.07	1.56	5.02				
8	75	8.35	12.42	12.20	3.57	735.8	70.0		OPTIMO 7.0	70.2	B	1.10	8.58	1.45	4.53				
3	93	8.45	12.51	12.30	4.06	742.8	52.8		SHOEMAKER 7.2	52.8	B	1.01	8.48	1.35	4.43				
69	125	8.55	1.01	12.40	4.16	750.2	70.7		WATROUS 9.3	70.0	B	12.50	8.38	1.23	4.33				
17	116	9.05	1.11 <sup>124</sup>	12.49	4.25	759.8	69.7		ONAVA 8.1	69.7	B	12.42	8.30	1.11 <sup>17</sup>	4.25				
3	75	9.13	1.19	1.00 <sup>124</sup>	4.35	767.7	0		ARRIBA 2.4	69.7	B	12.34	8.22	1.00 <sup>123</sup>	4.17				
Yard		9.20 <sup>s</sup> PM	1.25 <sup>s</sup> PM	1.08 <sup>s</sup> PM	4.38 <sup>s</sup> AM	770.1			LAS VEGAS YL		Y C	12.30 AM	8.18 AM	12.55 PM	4.13 PM				
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(109.8)				Leave Daily	Leave Daily	Leave Daily	Leave Daily			
		56.8	57.3	52.8	58.8			Average speed per hour				48.5	59.9	48.8	60.5				

**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	Rolling Grade Ascending	TIME TABLE				Feet Per Mile	Turn Tables and Ways	Communications	EASTWARD			
		First Class							No. 2							First Class			
		7	17	123	19				October 28, 1962							20	124	18	8
Other Tracks	Sidings	Fast Mail Express	Super Chief-El Capitan	The Grand Canyon	The Chief	STATIONS	Rolling Grade Ascending	Turn Tables and Ways	Communications	The Chief	The Grand Canyon	Super Chief-El Capitan	Fast Mail Express						
Yard		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
		PM 9.23	PM 1.28	PM 1.13	AM 4.41	770.1	51.7			AM 8.15	PM 12.47	PM 4.10	AM 12.25						
	9 78	9.29	1.34	1.19	4.47	774.6	87.1			8.05	12.39	3.59	12.19						
	6 52	9.34	1.39	1.24	4.52	778.6	0			8.00	12.34	3.53	12.12						
	18 51	9.39	1.45	1.29	4.58	783.2	89.8			7.54	12.28	3.46	12.05 AM						
	8 115	9.47	1.52	1.36	5.05	788.8	89.8			7.47	12.21	3.39	11.58						
	3 90	9.56	2.01	1.45	5.14	793.6	0			7.39	12.13	3.30	11.51						
	15 60	10.06	2.11	1.55	5.24	799.4	89.8			7.30	12.04 PM	3.21	11.42						
	18 64	10.12	2.16	2.00	5.29	803.8	89.1			7.25	11.59	3.16	11.37						
	19 57	10.18	2.23	2.06	5.35	807.0	89.8			7.20	11.54	3.11	11.32						
	16 58	10.24	2.30	2.12	5.41	811.0	89.8			7.16	11.50	3.07	11.28						
	57 81	10.31	2.37	2.19	5.48	816.0	89.8			7.11	11.44	3.01	11.22						
	170	10.37	2.43	2.24	5.53	820.4	89.8			7.06	11.38	2.57	11.16						
	78 116	10.48	2.52 <sup>18</sup>	2.32	6.01	825.2	0			7.01	11.32	2.52 <sup>17</sup>	11.10						
	18 97	10.58 <sup>8</sup>	3.02	2.42 <sup>18</sup>	6.11	830.0	0			6.51	11.20	2.42 <sup>123</sup>	10.58 <sup>7</sup>						
	322 126	11.15 <sup>s</sup>	3.12 <sup>s</sup>	2.57 <sup>s</sup>	6.21 <sup>s</sup>	835.2	0			6.41 <sup>s</sup>	11.10 <sup>s</sup>	2.31 <sup>s</sup>	10.43 <sup>s</sup>						
	6 105	11.21	3.19	3.07	6.30	843.8	0			6.30 <sup>19</sup>	10.54	2.20	10.23						
	82	11.26	3.24	3.12	6.35	848.7	0			6.25	10.49	2.15	10.18						
	87 68	11.30	3.29 <sup>123</sup>	3.29 <sup>17</sup>	6.40	852.8	0			6.22	10.46	2.12	10.15						
	81 97	11.33	3.31	3.35	6.43	858.9	47.5			6.20	10.44	2.10	10.13						
	76	11.38	3.36	3.41	6.48	859.3	47.5			6.15	10.38	2.05	10.08						
	84 88	11.45	3.43	3.49	6.55	866.3	21.1			6.10	10.32	2.00	10.02						
	135	11.54 AM	3.52	4.00	7.05	876.6	26.4			6.02	10.24	1.52	9.54						
	50 125	12.02	4.02	4.10	7.14	886.0	0			5.55	10.17	1.45 <sup>f</sup>	9.47						
	7 52	12.10	4.11	4.20	7.22	894.7	21.1			5.49	10.11	1.39	9.41						
	155	12.15	4.17	4.27	7.28	898.8	18.5			5.45	10.06	1.35	9.36						
Yard		12.40 AM	4.30 PM	4.45 PM	7.45 AM	902.4				5.40 AM	10.00 AM	1.30 PM	9.30 PM						
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily						
		40.0	43.5	37.2	42.8					50.9	47.2	49.2	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 261 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.



Track Capacity 50 Ft. Per Car		WEST- WARD Second Class 85		Rating Grade Ascending	TIME TABLE No. 2 October 28, 1962	Rating Grade Ascending	Turn Tables an Wyes	Communications	EAST- WARD Second Class 86
Other Tracks	Stkings	Mixed	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Mixed
Yard		Leave Tues., Thurs. and Sat.							Arrive Mon., Wed. and Fri.
		AM 6.40			<b>HOLLY YL</b>				PM 1.20
58	55	s 7.00	7.8	52.8	7.8 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	52.8		C	s 12.40
88		f 7.46	26.8	52.8	13.7 CHANNING	52.8			f 12.09
		7.55		79.2	3.6 WILSON JCT. YL	52.8			12.01 PM 11.30
88		8.30	30.4	44.8	3.2 SUGAR	44.8		B	f 11.20
17		f 8.40	38.6	51.2	2.7 WILEY YL	44.8		C	s 11.10
72		s 8.50	36.8	41.2	3.4 KREBRF	0			f 11.00
19		f 9.00	39.7	79.2	3.9 McCLAVE	79.2		O	s 10.48
50	42	s 9.10	48.6	53.0	4.3 LUBERS	52.8			f 10.35
17		f 9.23	47.9	48.6	2.1 HASTY	89.6		B	f 10.30
51	51	f 9.28	50.0	52.8	4.0 BEETHURST	52.8			f 10.20
18		f 9.38	54.0	79.2	3.8 KREYBILL	77.1			f 10.10
17	81	f 9.48	57.8	52.8	3.4 FORT LYON	61.8		C	s 10.00
69		s 10.00	61.2	47.0	1.0 MELINA	0			f 9.50
19		f 10.05	63.2	9.1	1.1 WAVELAND YL	82.6		Y B	9.45
	28	10.10	64.8		4.3 CORNELIA	17.9			9.25
		10.30		32.8	3.5 MARLMAN	52.4			f 9.15
28		f 10.40	68.6	52.8	7.4 CASTIEL	80.2		B	f 9.07
36		f 10.50	72.2	51.7	2.6 CHERAW	8.2		C	f 8.51
28		f 11.10	79.6	8.8	1.8 ORR	0			s 8.45
23	51	s 11.17	82.2	38.6	2.3 RANDALL	0			f 8.39
17		f 11.22	84.0	38.6	1.3 SHELTON	12.5			f 8.34
22		f 11.28	86.3	7.5	1.1 HAYS	52.8			f 8.30
	34	f 11.33	87.8	0	4.6 SWINK YL	59.4		Y O	f 8.27
14		f 11.38	88.9	35.6					8.15 AM
Yard		s 11.55 AM	93.5		(93.5)				Leave Mon., Wed. and Fri.
		17.8			Average speed per hour				18.4

At Wilson Jct. 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 <b>37</b>								EAST- WARD Second Class <b>38</b>
		Mixed								Mixed
Other Tracks	Slidings	Leave Daily	Mile Post	Feet Per Mile	TIME TABLE No. 2 October 28, 1962	Feet Per Mile	Turn Tables and Wyes	Communications	Arrive Daily	
Yard		AM 11.45	122.6	52.8	<b>BOISE CITY YL</b> 12.7	52.8	Y	C	PM 1.00	
14	75	f 12.05	135.8	52.8	CASTANEDA 16.3	52.8		B	f 1.00	
86	45	f 12.30	151.6	24.8	CAMPO 10.9	24.8		B	f 12.30	
	44	f 12.47	162.5	52.8	BISONTE 10.1	52.8		B	f 12.11	
		1.03	172.6	39.6	SOUTH JCT. YL 0.5	0	Y	B	PM 11.53	
97	40	s 1.07	173.1	42.2	SPRINGFIELD YL 1.3	0		C	s 11.50	
		1.10	174.4	52.8	NORTH JCT. YL 11.6	52.8		B	11.22	
	44	f 1.30	186.0	52.8	HARBORD 10.6	52.8		B	f 11.02	
20	42	f 1.48	196.6	50.1	FRICK 16.3	52.8		B	f 10.40	
16	42	f 2.14	212.9	52.8	RUXTON 13.7	50.2		B	f 10.15	
	44	f 2.35	226.6	10.5	GILPIN 8.9	52.8		B	f 9.53	
		2.50 PM	235.5		LAS ANIMAS JCT. YL			B	9.35 AM	
		Arrive Daily.			(113.0)				Leave Daily.	
		86.6			Average speed per hour				85.5	

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 Boise City District.

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 <b>69</b>								EAST- WARD Second Class <b>70</b>
		Mixed								Mixed
Other Tracks	Slidings	Leave Daily Except Sunday	Mile Post	Feet Per Mile	TIME TABLE No. 2 October 28, 1962	Feet Per Mile	Turn Tables and Wyes	Communications	Arrive Daily Except Sunday	
Yard		AM 6.00	157.6	52.8	<b>GARDEN CITY YL</b> 5.8	0	Y	C	PM 12.05	
12		f 6.30	151.8	30.6	GILLESPIE 2.9	26.4			PM 11.30	
19		f 6.45	148.9	31.6	ALFALFA 6.3	38.0			f 11.15	
30		f 7.15	142.6	50.7	TENNIS 6.9	50.2			f 10.50	
24		f 7.40	135.7	47.5	FRIEND 7.7	37.1			f 10.30	
51		f 8.00	128.0	29.0	SHALLOW WATER 7.9	21.1		C	f 10.00	
			120.1	0	A.T. & S.F. Crossing	0				
			120.1	30.6	Mo. Pac. Crossing 0.3	0				
113		s 9.00 AM	119.8		<b>SCOTT CITY YL</b>		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.

### CANON CITY DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		TIME TABLE No. 2 October 28, 1962	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	STATIONS.			
			0.0	<b>PUEBLO YARD YL</b>	Y	C	
			0.6	<small>0.6 D.&amp;R.G.W. Connection</small>			
	77		25.4	<small>24.8 Portland YL</small>		C	
84			31.5	<small>6.1 Florence</small>		C	
115			39.7	<b>Canon City YL</b>	Y	C	
				<small>(39.7)</small>			
				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 Rockvale Industrial Spur at Rockvale must be left in normal position.

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

### LAS ANIMAS DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		TIME TABLE No. 2 October 28, 1962	Communications	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	
	28		2.9	0	<b>WAVELAND YL</b>	B
					<small>2.9</small>	
Yard					<b>LAS ANIMAS YL</b>	C
				<small>(2.9)</small>		
				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.

### LAMAR DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		TIME TABLE No. 2 October 28, 1962	Communications	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	
38			4.9	0	<b>WILSON JCT. YL</b>	B
					<small>1.0</small>	
9			8.9	0	<b>CULP YL</b>	
					<small>1.3</small>	
11			2.6	0	<b>MARKHAM YL</b>	
					<small>2.5</small>	
Yard					<b>LAMAR YL</b>	C
				<small>(4.9)</small>		
				Average speed per hour		

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.

### SANTA FE DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 93		TIME TABLE No. 2 October 28, 1962	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD Second Class 94
Other Tracks	Siding	Freight	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Freight
		AM 6.10	0.0	105.6	<b>LAMY YL</b>	105.6	Y C	AM 11.30
Yard		AM 7.10	18.1		<b>SANTA FE YL</b>		Y C	10.30 AM
		Arrive Daily Ex. Sun			<small>(18.1)</small>			Leave Daily Ex. Sun
		18.1			Average speed per hr.			18.1

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.

Track Capacity 50 ft. Per Car		WESTWARD		Mile Post	Feet Per Mile	TIME TABLE No. 2 October 28, 1962	Feet Per Mile	Turn Tables and Wyes	Communications	EASTWARD	
		First Class								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 Mo. Pac. Crossing 0.3	97.2		C	3.33	11.23
				120.1	81.7			81.7			
		2.42 PM	3.53 AM	119.8	81.7	PUEBLO JCT. YL 1.0	81.7		C	3.27 PM	11.17 PM
		Via Pueblo District		118.8		PUEBLO U.D. YL			C	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.

SPECIAL RULES

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

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

(B) Employes are prohibited from riding, or walking, on the roof of any moving car except where it is not practicable to do otherwise.

(C) Rule 19, Rules Operating Department, 1959, is amended as follows:

19. Unless otherwise provided, the following signals will be displayed, in places provided, to the rear of every train, as markers, to indicate the rear of train:

By day, marker lamps not lighted.

By night, marker lamps lighted, displaying red to rear and yellow to front and side.

A train not equipped to display the prescribed signals will display to the rear, a red flag by day and a light by night, in lieu of marker lamps, to indicate the rear of train.

By night when a train is clear of main track to be passed by following train (except within ABS limits or where Rule 261 is in effect), marker lamps will be turned to display yellow to front, side and rear. Markers must be changed to display red to rear before main track is again fouled.

When markers on a train, the rear of which is clear of main track, display red to rear (except within ABS limits or where Rule 261 is in effect), a following train must proceed prepared to stop short of train, obstruction or switch not properly lined, until main track is known to be clear.

Within ABS limits or where Rule 261 is in effect, a train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Where ABS or Rule 261 is not in effect, a passenger train, when so equipped, may display a single red light of prescribed type, illuminated day and night, at rear of train in lieu of marker lamps.

Note:—The single red light of prescribed type, referred to in above two paragraphs, is the constantly illuminated standard issue tail light in use on most passenger trains and should not be confused with the gyrating tail light used on certain business cars which is automatically extinguished at certain speeds.

(D) Rule 813, Rules Operating Department, 1959, is supplemented as follows:

When radio communication is being used in lieu of hand signals to direct a train or yard movement, proper identification must be made, and continuous contact must be maintained. Should radio contact be lost with the employe directing the movement, immediate stop must be made until communication is restored or other signals used to complete the movement.

# SPECIAL RULES

## 3. SPEED REGULATIONS

### (A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	* PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>FIRST DISTRICT:</b>		
Main Tracks	90	60
Siding Las Animas	30	30
<b>SECOND DISTRICT:</b>		
La Junta and Trinidad	90	60
Trinidad and Raton:		
Main Tracks	79	60
Sidings Keota and Raton	30	30
<b>THIRD DISTRICT:</b>		
Main Track	79	60
Sidings Raton and Hebron	30	30
<b>FOURTH DISTRICT:</b>		
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	40	40
MINNEQUA DISTRICT	30	20
SANTA FE DISTRICT	20	20

\*When consist of passenger trains include cars with freight brake equipment, the following speeds must not be exceeded:

25 per cent, or less, maximum authorized passenger train speed.  
 26 to 45 per cent                   80 MPH  
 46 to 75 per cent                   70 MPH  
 76 per cent, or more, freight train speed.

<b>FIRST DISTRICT</b>		
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
<b>SECOND DISTRICT</b>		
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

## 3. SPEED REGULATIONS—(Cont'd)

### (A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

—(Cont'd)

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>SECOND DISTRICT—(Cont'd)</b>		
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
<b>WESTBOUND TRACK</b>		
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
<b>EASTBOUND TRACK</b>		
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	20
<b>THIRD DISTRICT</b>		
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
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
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
<b>FOURTH DISTRICT</b>		
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

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
<b>FOURTH DISTRICT (Cont'd)</b>		
2 Curves, M.P. 802.2 to 802.8	50	50
11 Curves, M.P. 804.0 to 803.8	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 25
4 Curves, M.P. 830.3 to 831.8	30	30
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
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
<b>PUEBLO DISTRICT</b>		
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
<b>A. V. DISTRICT</b>		
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:

3. SPEED REGULATIONS—(Cont'd)

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

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	20
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 not Controlled From Leading Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 407-430	70	70	45	70
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70
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, 2602-2606	45	45	45	45
650-653	40	40	40	40
800-849, 900-979, 1100-1174, 1200-1234, 1600-1607	75	75	*45	75
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: Forward speed 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 depths and not in excess of the speeds shown:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
<b>Diesel Engines</b>			
450-451 .....	2	5	5
11-15, 80-87, 600-611, 800-849, 1600-1607, 2099-2162 .....	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2602-2606, 3000-3019 ..	4	5	5
460-468 .....	4½	5	5
16-48, 99, 100-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200-1234, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 2650-2893 .....	5	5	5
<b>Diesel-Electric and Gas Electric Motor Cars .....</b>	3	5	5
<b>Passenger Cars</b>			
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 AT 199455 (MPH)	Pile Drivers AT 199452 AT 199453 AT 199454 AT 199455 (MPH)
First, Second, Third, Fourth and Pueblo Districts .....	30	45
A. V., Boise City and Santa Fe Districts ..	20	20
Garden City, Minnequa, Canon City, Lamar and Las Animas Districts including Rocky Mountain, Grand Valley, Rockvale, May Valley and Big Bend industrial spurs.	15	15

#### (F) SPRING SWITCHES, TURNOUTS AND CROSSOVERS

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

### 3. SPEED REGULATIONS—(Cont'd)

#### (F) 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 crossover between freight yard and Second District main track	10
Ormege	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	I	Both ends of crossover	30
(MP 650-651)	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
Springer	S	Both ends siding	30
Colmor	S	Both ends siding	30
Levy	S	Both ends siding	30
Wagon Mound	S	Both ends siding	30
Optimo	S	Both ends siding	30
Shoemaker	S	Both ends siding	30
Watrous	S	Both ends siding	30

# 15 COLORADO DIVISION

# SPECIAL RULES

## 3. SPEED REGULATIONS—(Cont'd)

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

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MPH
Onava	S	Both ends siding	30
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
Ifeld	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
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	Vermejo River.
691.2	Overhead Crossing, S.P. Ry.
748.4	Mora River.
FOURTH DISTRICT	
785.1	Tecolote River.
831.8	Apache Creek.
865.5	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

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			
Koehler Industrial Spur (14.5 miles) .....	671.3	Yard	East
Toril .....	697.5	44	East & West
Union .....	741.5	15	East & West
Valmore .....	744.8	None	None
FOURTH DISTRICT			
Spies .....	837.3	61	East & West
Plains Electric .....	878.4	40	East
Public Service and American Gypsum .....	895.7	221	East



**6. TRACKS BETWEEN STATIONS—(Cont'd)**

Location	Mile Post Location	Car Capacity	Switch Connection
<b>PUEBLO DISTRICT</b>			
Grand Valley Industrial Spur (5.9 miles) .....	562.6	83	East
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
<b>A. V. DISTRICT</b>			
La Junta Air Base .....	91.4	Yard	West
May Valley Industrial Spur (3.7 miles) .....	30.4	47	East
Big Bend Industrial Spur (4.2 miles) .....	36.3	17	East
<b>GARDEN CITY DISTRICT</b>			
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
<b>CANON CITY DISTRICT</b>			
Rockvale Industrial Spur (2.9 miles) .....	31.5	159	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 engineers, 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	200-268	269-289	600-609	
		325-344	2697-2893	700-751	800-848	
		407-430		1100-1124	900-979	
				2110-2162		
	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.

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

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.

(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 bridge has not been weakened by high water and, in addition, must observe the requirements of Rule 320 or 321. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

**High water detectors located at:**

- 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
- Bridge 566.6 — Near Benton
- Bridge 585.3 — Near Mindeman
- Bridge 600.1 — At Thatcher
- Bridge 600.5 — At Thatcher
- Bridge 633.7 — Near El Moro
- Bridge 638.3 — At Jansen
- Bridge 727.1 — Near Wagon Mound
- Bridge 753.7 — Near Watrous
- Bridge 874.2 — Near Nueve
- Bridge 893.7 — Near Alameda
- Bridge 894.4 — Near Alameda
- Bridge 895.6 — Near Alameda
- Bridge 898.7 — Near Hahn
- Bridge 557.5 — Near Swink
- Bridge 612.5 — Near Baxter

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

(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	Dodge City
Albuquerque	Garden City
Avondale	Holly (A. V. District only)
Boise City	La Junta
Canon City	Lamar (extends to and includes
C&S Crossing	Wilson Jct.)

## 8. YARD LIMITS—(Cont'd)

Lamey (Applies on Santa Fe District only)	Pueblo (extends to and includes Minnequa)
Las Animas (applies on Las Animas District only extending to and including Waveland)	Rocky Ford
Las Animas Jct. (applies on Boise City District only)	Santa Fe
Las Vegas	Scott City
North Jct.	South Jct.
Portland	Springfield
	Swink (extends to and includes La Junta Air Base MP 91.4 A. V. District)
	Wiley

## 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			

**SPEED TABLE**

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 20	24.0
.. 51	70.6	1 26	41.9	2 25	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
				12 ..	5.0

**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"/>	2 1/4 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!**

