

E. B. JONES, Trainmaster . . . . . Albuquerque, N.M.  
 E. O. CHADDOCK, Trainmaster . . . . . La Junta, Colo.  
 D. G. RUEGG, Trainmaster . . . . . Pueblo, Colo.  
 B. Y. STEELE, Road Foreman of Engines . . . . . La Junta, Colo.  
 L. R. STEPHENSON,  
 Road Foreman of Engines . . . . . Albuquerque, N.M.  
 E. J. BARNES, Chief Dispatcher . . . . . La Junta, Colo.  
 B. E. SPOONEMORE, Asst. Chief Dispatcher . . . . . La Junta, Colo.  
 W. N. WILLIS, Asst. Chief Dispatcher . . . . . La Junta, Colo.

**TRAIN DISPATCHERS — LA JUNTA, COLO.**

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

**AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY**

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

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

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

**HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.**

**IT'S EVERYBODY'S JOB ON THE SANTA FE**

**SPEED TABLE**

Table of speeds (minutes and seconds per mile, in terms of miles per hour).

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
36	100	58	62.1	1 40	36.0
37	97.3	59	61.0	1 42	35.3
38	94.7	1	60.0	1 44	34.6
39	92.3	1 02	58.0	1 46	34.0
40	90.0	1 04	56.2	1 48	33.3
41	87.8	1 06	54.5	1 50	32.7
42	85.7	1 08	52.9	1 52	32.1
43	83.7	1 10	51.4	1 54	31.6
44	81.8	1 12	50.0	1 56	31.0
45	80.0	1 14	48.6	1 58	30.5
46	78.3	1 16	47.4	2	30.0
47	76.6	1 18	46.1	2 05	28.8
48	75.0	1 20	45.0	2 10	27.7
49	73.5	1 22	43.9	2 15	26.7
50	72.0	1 24	42.9	2 30	24.0
51	70.6	1 26	41.9	2 45	21.8
52	69.2	1 28	40.9	3	20.0
53	67.9	1 30	40.0	3 30	17.1
54	66.6	1 32	39.1	4	15.0
55	65.5	1 34	38.3	4 30	13.3
56	64.2	1 36	37.5	5	12.0
57	63.2	1 38	36.8	6	10.0

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

**EASTERN LINES  
 Western District**

**COLORADO DIVISION**

**TIME TABLE No.**

**4**

**IN EFFECT**

**Monday, August 16, 1965**

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

**Mountain Standard Time**

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

**L. M. OLSON,**  
 General Manager,  
 Topeka, Kansas

**L. CENA,**  
 (Acting) Asst.  
 General Manager,  
 Topeka, Kansas

**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 herein

TRAIN	STOP AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOP AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
17	Garden City Lamar Trinidad	Albuquerque and beyond	Kansas City and beyond and South of Newton	23	Dodge City to Los Animas	La Junta and beyond	Newton and beyond
18	Trinidad Lamar Garden City	Kansas City and beyond	Albuquerque and beyond		Thatcher	Trinidad and beyond	La Junta and beyond
19	Garden City Lamar	Albuquerque and beyond	Emporia and be- yond, and South of Newton		Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond
	Trinidad		North of La Junta and Kansas City and east		Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond
20	Trinidad	North of La Junta, Kansas City and east	Arizona and California	24	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque
	Lamar Garden City	Emporia and beyond, and South of Newton	Albuquerque and beyond		Gloreita Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond
					Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond
					Thatcher	La Junta and beyond	Trinidad and beyond
					La Junta to Dodge City	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. C. J. METZLER ..... Doctor in Charge

**LOCAL SURGEONS**

LOCATION	DOCTORS
Boise City	G. E. MERKLEY, JR.
"	J. L. WHEELER, JR.
Canon City	KON WYATT, JR.
"	J. F. VINCENT
Cimarron	G. H. JACKMAN
Dodge City	C. M. ALDERSON (Urologist)
"	R. G. KLEIN
"	N. E. MELENCAMP
"	R. J. OHMAN
"	E. B. SCAGNELLI
"	W. V. TREKELL (Orthopedic)
Elkhart	E. J. MCCREIGHT
Florence, Colo.	T. A. DAVIS
Fowler	G. E. McDONNELL
Garden City	G. H. NELSON
"	J. O. AUSTIN
Hugoton	R. T. LENEVE
"	M. F. FREDERICK
La Junta	K. D. A. ALLEN (Radiologist)
"	R. L. DAVIS
"	J. A. SHAND
"	W. R. SISSON
"	G. H. VANDIVER
"	G. D. CALONGE
Lakin	R. A. SABO
Lamar	GEO. WILLIAMS

**LOCAL SURGEONS—(Cont'd)**

LOCATION	DOCTORS
Las Animas	WILLARD WIGHT
"	L. S. SAMPSON
Las Vegas	W. A. STARK
"	E. H. DELLINGER
"	ISAAC TERR
"	C. L. BLANCHARD
Pueblo	W. S. WALLACE (Radiologist)
"	W. W. WERSICH (Urologist)
"	D. B. SHAW
"	R. H. MCILROY
"	W. D. HILST
Raton	L. M. PAVLETICH
"	R. F. GODING
"	J. J. SMOKER
Rocky Ford	R. T. SHIMA
"	E. L. MORGAN
Santa Fe	S. M. GONZALEZ
"	C. S. MOON
Scott City	H. P. PALMER
Springer	M. M. MORROW
Syracuse	C. E. PETTERSON
"	N. G. MARVIN
Trinidad	STANLEY BIBER
"	G. M. SKUFCA
"	R. D. CARLSON
Valmora	C. H. GELENTHIEN

**EYE, EAR, NOSE AND THROAT SPECIALISTS**

Dodge City	E. W. SCHWARTZ (Eye)
La Junta	L. C. LARSON (Eye)
Pueblo	W. T. DARDIS (Eye)
"	WM. G. HOPKINS (Eye)
"	H. S. RUSK
"	O. C. DAIL
"	J. W. JONES
"	M. W. LEWALLEN (Eye)
Raton	R. P. BEAUDETTE (Ophthalmologist)

Track Capacity 50 Ft. Per Car		WESTWARD			Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 4 August 16, 1965	Ruling Grade Ascending	Communications Turn Tables and Wyes	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	PM 1.14		554.9	28.0	LA JUNTA YL 4.9	0	TYC		AM 12.10		
188	62				559.8	20.0	SWINK YL 2.8	0	YC		12.01 AM		
82	82		1.18		562.6	19.6	NEWDALE 3.0	0	B		11.57		
421	100		s 1.25		566.6	31.7	ROCKY FORD YL 5.4	0	C		s 11.54		
75	82		1.31		571.0	31.7	VROMAN 3.5	0	B		11.49		
121	111		f 1.35		574.6	33.3	MANZANOLA 8.6	0	C		f 11.46		
129	67		f 1.43		583.1	19.0	FOWLER 4.4	14.0	C		f 11.38		
11	70		1.47		587.5	33.0	HAMLET 4.1	0	B		11.34		
					591.6	30.0	Mo. Pac. Crossing 2.0	0					
	124		1.53		593.6	33.0	HAIG 5.0	0	B		11.29		
78	58		f 1.59		598.6	31.2	BOONE 5.0	0	C		11.25		
55	128		f 2.05		603.6	30.0	AVONDALE YL 2.1	0	YC		f 11.21		
40	58	Via Minnequa District	2.07	Via Minnequa District	605.7	24.6	NYBERG 3.9	0	B	Via Minnequa District	11.19	Via Minnequa District	
13	39		f 2.11		609.6	34.4	DEVINE 2.2	0	C		11.16		
27	76		2.13		611.8	31.7	BAXTER 6.0	0	B		11.14		
		PM 2.42	2.20	AM 4.06	617.8	31.7	PUEBLO JCT. YL D.&R.G.W. Crossing 0.4	31.7	C		PM 3.27	11.08	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 4.10 AM	618.8	0	PUEBLO U.D. YL 0.2	22.0	C		3.24 PM	11.05 PM	11.14 PM
					619.0	52.8	D.&R.G.W. Crossing 0.5	0					
Yard					619.5		PUEBLO YARD YL		YC				
		Arrive Daily	Arrive Daily	Arrive Daily			(64.6)				Leave Daily	Leave Daily	Leave Daily
		20.0	47.9	15.0			Average speed per hour				20.0	59.0	20.0

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

Trains originating must secure 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 0556, 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.**

Two Tracks between Dodge City and Sears, and between La Junta and Casa signalled for movement with current of traffic only.

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

Trains must secure 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 0556, 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 switch west end of siding 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. 4 August 16, 1965	Mile Post	Feet Per Mile	Ruling Grade Ascending
		First Class							
		19	7	17	23				
Other Tracks	Sidings	The Chief	Fast Mail Express	Super Chief-El Capitan	The Grand Canyon	STATIONS			
Yard		Leave Daily PM 9.45	Leave Daily PM 1.40	Leave Daily AM 6.18	Leave Daily AM 4.25	<b>DODGE CITY</b> <sup>YL</sup> <sub>2 Tracks</sub>	352.5	20.9	
		9.52	1.45	6.23	4.32	5.1 SEARS	357.6	22.8	
39	81	9.55	1.49	6.26	4.36	4.8 HOWELL	361.5	28.0	
	82		1.53	6.30	4.40	4.9 WETTICK	366.3	22.4	
94	125	10.02	1.57	6.34	4.45	6.1 CIMARRON	371.2	25.7	
48	82	10.07	2.02		4.50	6.7 INGALLS	377.3	21.5	
26	81	10.12	2.08	6.43	4.55	6.1 CHARLESTON	384.0	25.2	
51	81	10.17	2.13	6.48	5.00	5.7 PIERCEVILLE	390.1	23.7	
8	81	10.21	2.18	6.52	5.04	6.6 MANSFIELD	395.8	10.4	
720	247	<sup>18</sup> 10.26	2.23	6.57	5.20	GARDEN CITY <sup>YL</sup>	402.4	11.4	
40	81	10.32	<sup>20</sup> 2.29	7.02	5.27	6.6 HOLCOMB	409.0	21.6	
81	81	10.38	2.37	7.08	5.33	8.0 DEERFIELD	417.0	28.1	
123	87	10.43	2.43	7.13	5.43	7.3 LAKIN	424.3	31.7	
9	137	10.52	2.52	7.22	5.55	13.0 SUTTON	437.3	21.6	
36	78	10.56	2.56	7.26	5.59	4.9 KENDALL	442.2	28.3	
666	221	11.04	3.04	7.34	6.14	11.7 SYRACUSE	453.9	21.8	
9	81	11.09	3.10	7.39	6.21	7.5 MEDWAY	461.4	35.0	
56	82	11.15	3.15	7.44	6.26	7.4 COOLIDGE	468.8	21.9	
246	74	11.20	3.20	<sup>8</sup> 7.49	6.35	6.1 HOLLY	474.9	22.8	
53	80	11.25	3.25	7.54	6.41	6.6 BARTON	481.5	29.0	
35	80	11.28	3.28	7.57	6.44	3.8 GRANADA	485.3	38.8	
25	81	11.33	3.33	8.02	6.49	6.1 GROTE	491.4	17.6	
16	80	11.37	3.37	8.06	6.53	5.5 CLUCAS	496.9	37.0	
746	<sup>E</sup> 78 <sup>W</sup> 99	11.42	3.41	8.10	7.00	5.4 LAMAR <sup>YL</sup>	502.3	14.1	
13	62	11.46	3.44	8.13	7.05	3.9 BETA	506.2	17.3	
26	88	11.50	3.48	8.16	<sup>8</sup> 7.10	4.2 PROWERS	510.4	21.1	
7	80	11.55	3.52	8.20	7.15	5.9 ABLE	516.3	21.1	
33	80	11.59	3.56	8.24	7.19	5.2 CADDOA	521.5	10.6	
13	80	12.04	4.00	8.28	7.23	5.9 HILTON	527.4	20.1	
						6.2 LAS ANIMAS JCT.	533.6	16.4	
282	166	12.11	4.07	8.35	7.34	2.4 LAS ANIMAS	536.0	41.2	
	71	12.19	4.15	8.42	7.44	9.9 HADLEY	545.9	29.6	
13	82	12.23	4.19	8.46	7.48	4.8 CASA	550.7	26.4	
Yard		<sup>s</sup> 12.30 AM	<sup>s</sup> 4.25 PM	<sup>s</sup> 8.52 AM	<sup>s</sup> 7.55 AM	4.2 LA JUNTA <sup>YL</sup> <sub>2 Tracks</sub>	554.9		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	(202.4)			
		73.6	73.6	78.8	57.8	Average speed per hour			

AUTOMATIC BLOCK SYSTEM  
AUTOMATIC TRAIN STOP SYSTEM

ABS TCS

**FIRST DISTRICT**

Feet Per Mile	Rolling Grade Ascending	Communications Turn Tables and Wyes	TIME TABLE No. 4 August 16, 1965	EASTWARD			
				First Class			
				8	20	24	18
			STATIONS	Fast Mail Express	The Chief	The Grand Canyon	Super Chief-El Capitan
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
			<b>DODGE CITY</b> <sup>YL</sup>	AM 10.00	PM 3.20	PM 8.55	PM 11.20
0			5.1				
0	B		<b>SEARS</b>	9.47	3.13	8.46	11.05
			3.9				
28.0	B		<b>HOWELL</b>	9.42	3.10	8.43	11.01
			4.8				
28.4	B		<b>WETTICK</b>	9.36	3.06	8.39	10.56
			4.9				
18.0	C		<b>CIMARRON</b>	9.30	3.02	8.34	10.51
			6.1				
20.0	C		<b>INGALLS</b>	9.23	2.56	8.28	10.46
			6.7				
4.3	B		<b>CHARLESTON</b>	9.17	2.51	8.22	10.41
			6.1				
19.0	C		<b>PIERCEVILLE</b>	9.11	2.46	8.17	10.36
			5.7				
0	B		<b>MANSFIELD</b>	9.06	2.41	8.12	10.32
			6.6				
0	Y C		<b>GARDEN CITY</b> <sup>YL</sup>	8.59	2.35	8.05	10.26 <sup>19</sup>
			6.6				
5.3	C		<b>HOLCOMB</b>	8.49	2.29	7.54	10.19
			8.0				
23.1	C		<b>DEERFIELD</b>	8.42	2.22	7.48	10.13
			7.3				
31.7	C		<b>LAKIN</b>	8.36	2.16	7.42	10.08
			13.0				
22.1	B		<b>SUTTON</b>	8.24	2.06	7.30	9.59
			4.9				
26.4	C		<b>KENDALL</b>	8.20	2.02	7.26	9.55
			11.7				
9.9	C		<b>SYRACUSE</b>	8.09	1.53 <sup>a</sup>	7.16	9.47
			7.5				
24.8	B		<b>MEDWAY</b>	8.02	1.47	7.08	9.42
			7.4				
18.5	C		<b>COOLIDGE</b>	7.56	1.41	7.03	9.37
			6.1				
0	C		<b>HOLLY</b>	7.49 <sup>17</sup>	1.36 <sup>s</sup>	6.56	9.32
			6.6				
26.4	B		<b>BARTON</b>	7.38	1.31	6.48	9.26
			4.8				
26.4	C		<b>GRANADA</b>	7.34	1.28	6.45	9.23
			6.1				
11.1	B		<b>GROTE</b>	7.29	1.23	6.40	9.17
			5.3				
7.9	B		<b>CLUCAS</b>	7.25	1.19	6.36	9.13
			5.4				
0	Y C		<b>LAMAR</b> <sup>YL</sup>	7.20	1.15 <sup>s</sup>	6.30	9.08
			3.9				
0	B		<b>BETA</b>	7.14	1.11	6.22	9.04
			4.2				
0	B		<b>PROWERS</b>	7.10 <sup>23</sup>	1.08	6.19	9.01
			5.9				
0	B		<b>ABLE</b>	7.05	1.04	6.15	8.57
			5.2				
15.8	B		<b>CADDOA</b>	7.01	1.00	6.11	8.53
			5.9				
10.6	B		<b>HILTON</b>	6.55	12.55	6.06	8.49
			6.2				
0	B		<b>LAS ANIMAS JCT.</b>				
			2.4				
0	Y C		<b>LAS ANIMAS</b>	6.46	12.48 <sup>s</sup>	5.57	8.42
			9.9				
28.9	B		<b>HADLEY</b>	6.37	12.40	5.47	8.34
			4.8				
21.1	B		<b>CASA</b>	6.32	12.36	5.42	8.30
			4.2				
	Y C		<b>LA JUNTA</b> <sup>YL</sup>	6.25 AM	12.30 PM	5.35 PM	8.25 PM
			(202.4)	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Average speed per hour	56.4	71.4	60.7	69.4

**SIGNAL SYSTEM TWO IN EFFECT.**

Two Tracks between Dodge City and Sears, and between La Junta and Casa signalled for movement with current of traffic only.

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

Trains must secure 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 0556, 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 switch west end siding 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 80 Ft. Per Car		WESTWARD				Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 4 August 16, 1965	Ruling Grade Ascending	Communications Turn Tables and Ways	EASTWARD			
		First Class										First Class			
		7	17	23	19							8	20	24	18
Other Tracks	Sidings	Fast Mail Express	Super Chief-El Capitan	The Grand Canyon	The Chief						Fast Mail Express	The Chief	The Grand Canyon	Super Chief-El Capitan	
Leave Daily	Leave Daily	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 12.50	554.9	59.7	<b>LA JUNTA</b> YL 3.1	0	TYC	AM 5.45	PM 12.10 PM	PM 5.15	PM 8.15	
93	82	4.54	9.16	8.31	12.55	558.0	58.1	ORMEGA 5.5	0	B	5.34	11.55	5.04	8.07	
5	76	4.59 <sup>24</sup>	9.21	8.36	1.00	563.5	58.9	BENTON 8.9	31.8	B	5.26	11.50	4.59 <sup>7</sup>	8.02	
18	93	5.06	9.28	8.45	1.07	572.3	59.7	TIMPAS 10.7	0	B f	5.15	11.43	4.53	7.56	
18	120	5.14	9.36	8.54	1.15	583.0	59.7	MINDEMAN 8.5	0	B	5.05	11.35	4.45	7.48	
18	125	5.22	9.44	9.02	1.23	591.5	59.7	DELHI 8.3	0	B	4.57	11.29	4.39	7.42	
25	107	5.30	9.52	9.10	1.31	599.8	59.7	THATCHER 4.5	0	C f	4.47	11.22	4.33	7.36	
18	125	5.35	9.57	9.15	1.35	604.7	59.1	SIMPFSON 10.3	31.7	B	4.38	11.18	4.29	7.32	
17	95	5.43	10.05	9.24	1.43	615.0	59.7	MODEL 11.2	31.1	B	4.26	11.08	4.20	7.23	
58	123	5.55	10.18	9.39	1.56	626.3	59.4	HOEHNES 9.5	31.7	C	4.13	10.56	4.08	7.11	
		6.04	10.27	9.48	2.05	635.8	28.1	C. & S. CROSSING YL 0.9	0	B	4.03	10.49	4.01	7.04	
Yard		6.20	10.30	10.00	2.09	636.7	59.4	TRINIDAD 1.9	0	C s	4.00	10.46	3.58	7.01	
30		6.24	10.33	10.04	2.12	638.6	105.6	JANSEN 3.4	0	B	3.47	10.41	3.51	6.56	
41		6.30	10.39	10.11	2.18	642.0	105.6	STARKVILLE 5.4	0	B	3.41	10.32	3.42	6.47	
		6.40	10.49	10.21	2.27	647.3	184.8	GALLINAS 0.8	0	B	3.32	10.22	3.32	6.37	
52		6.44	10.53	10.24	2.31	648.1	184.8	MORLEY 3.6	0	B	3.30	10.20	3.30	6.35	
41		6.55	11.05	10.36	2.41	651.8	184.8	WOOTTON 1.0	175.3	B	3.20	10.11	3.21	6.26	
6		6.59	11.09	10.40	2.45	652.8	0	LYNN 2.4	175.3	B	3.16	10.07	3.17	6.22	
	186	7.03	11.13	10.45	2.49	655.2	0	KEOTA 4.3	174.2	B	3.09	10.00	3.10	6.15	
Yard	90	7.21 <sup>8</sup> PM	11.27 <sup>8</sup> AM	10.58 <sup>8</sup> AM	2.59 <sup>8</sup> AM	659.5		<b>RATON</b>		TYC	2.59 <sup>19</sup> AM	9.50 AM	3.00 PM	6.05 PM	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(104.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	
		41.4	45.6	40.9	48.4			Average speed per hour			37.7	44.1	46.3	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&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 secure 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 0556, 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.

Track Capacity 50 Ft. Per Car		WESTWARD				Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 4 August 16, 1965	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD			
		First Class										First Class			
		7	17	23	19							8	20	24	18
Other Tracks	Sidings	Fast Mail Express Leave Daily	Super Chief-El Capitan Leave Daily	The Grand Canyon Leave Daily	The Chief Leave Daily						Fast Mail Express Arrive Daily	The Chief Arrive Daily	The Grand Canyon Arrive Daily	Super Chief-El Capitan Arrive Daily	
Yard	90	PM 7.24	AM 11.30	AM 11.03	AM 3.02	659.5	0	<b>RATON</b> 11.5	70.7	T Y C	AM 2.46 <sup>s</sup>	AM 9.47 <sup>s</sup>	PM 2.55 <sup>s</sup>	PM 6.02 <sup>s</sup>	
275	113	7.36	11.42	11.15	3.14	671.3	0	<b>HEBRON</b> 7.4	70.2	Y B	2.24	9.34	2.44	5.51	
17	118	7.42	11.48	11.21	3.20	678.8	0	<b>SCHOMBERG</b> 7.3	68.4	B	2.15	9.28	2.36	5.44	
70		7.48	11.54	11.27	3.26	686.0	66.5	<b>MAXWELL</b> 5.0	66.0	B	2.09	9.21	2.29	5.37	
	125	7.53	11.59 PM	11.32	3.31	691.0	69.7	<b>FRENCH</b> 8.4	72.8	B	2.04	9.17	2.24	5.33	
79	126	8.03	12.08 <sup>s</sup>	11.43	3.40	699.4	72.2	<b>SPRINGER</b> 10.8	70.2	C <sup>s</sup>	1.55	9.09 <sup>f</sup>	2.14	5.25	
9	125	8.12	12.18	11.54 PM	3.49	710.0	71.2	<b>COLMOR</b> 9.6	69.7	B	1.42	9.00	2.03	5.16	
9	122	8.21	12.28	12.04	3.58	719.7	70.9	<b>LEVY</b> 5.7	67.9	B	1.30	8.51	1.54	5.07	
80	76	8.26	12.33 <sup>f</sup>	12.10	4.03	725.3	70.2	<b>WAGON MOUND</b> 10.0	69.7	C <sup>f</sup>	1.23	8.46	1.49	5.02	
17	72	8.35	12.42	12.20	4.12	735.3	70.0	<b>OPTIMO</b> 7.0	70.2	B	1.10	8.37	1.40	4.53	
3	93	8.45	12.51	12.30	4.21	742.3	52.8	<b>SHOEMAKER</b> 7.2	52.8	B	1.01	8.27	1.30	4.43	
69	125	8.55	1.01	12.40	4.31	750.2	70.7	<b>WATROUS</b> 9.3	70.0	B	12.50	8.17	1.20	4.33	
17	116	9.05	1.11 <sup>24</sup>	12.49	4.40	759.5	69.7	<b>ONAVA</b> 8.1	69.7	B	12.42	8.09	1.11 <sup>17</sup>	4.25	
3	75	9.13	1.19	1.00 <sup>24</sup>	4.48	767.7	0	<b>ARRIBA</b> YL 2.4	69.7	B	12.34	8.01	1.00 <sup>23</sup>	4.17	
Yard		9.20 PM <sup>s</sup>	1.25 PM <sup>s</sup>	1.08 PM <sup>s</sup>	4.55 AM <sup>s</sup>	770.1		<b>LAS VEGAS</b> YL		Y C	12.30 AM	7.57 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	58.2			Average speed per hour			48.5	59.9	54.9	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 secure numbered clearance card before leaving Raton and Las Vegas.

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

7 COLORADO DIVISION

FOURTH DISTRICT

Track Capacity 50 Ft. Per Car		WESTWARD				Mile Post	Feet Per Mile	Rolling Grade Ascending	TIME TABLE No. 4 August 16, 1965	Feet Per Mile	Rolling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD			
		First Class											First Class			
		7	17	23	19								20	24	18	8
Other Tracks	Sidings	Fast Mail Express	Super Chief-El Capitan	The Grand Canyon	The Chief							The Chief	The Grand Canyon	Super Chief-El Capitan	Fast Mail Express	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
Yard		PM 9.23	PM 1.28	PM 1.13	AM 4.58	770.1						AM 7.54	PM 12.47	PM 4.10	AM 12.25	
6	97	9.34	1.39	1.24	5.09	778.5	87.1	AUTOMATIC BLOCK SYSTEM	LAS VEGAS YL	75.0	Y C	7.54	12.47	4.10	12.25	
									OJITA	75.0	B	7.40	12.34	3.53	12.12 AM	
									CHAPELLE	0	B	7.26	12.21	3.39	11.58	
									BLANCHARD	75.0	B	7.18	12.13	3.30	11.51	
									RIBERA	0	B	7.09	12.04 PM	3.21	11.42	
									SANDS	0	B	7.04	11.59	3.16	11.37	
									ILFELD	0	B	6.59	11.54	3.11	11.32	
									GISE	61.2	B	6.55	11.50	3.07	11.28	
									ROWE	0	B	6.49	11.44	3.01	11.22	
									FOX	0	B	6.44	11.38	2.57	11.16	
								GLORIETA	158.4	B	6.39	11.32	2.52	11.10		
								CANYONCITO	158.4	B	6.28	11.20	2.42	10.58		
								LAMY	75.0	Y C	6.14	11.10	2.31	10.43		
								KENNEDY	70.7	B	6.03	10.54	2.20	10.23		
								GALISTEO	75.0	B	5.58	10.49	2.15	10.18		
								LOS CERRILLOS	75.0	B	5.54	10.46	2.12	10.15		
								WALDO	73.1	B	5.52	10.44	2.10	10.13		
								ROSARIO	73.1		5.47	10.38	2.05	10.08		
								DOMINGO	26.4	C	5.42	10.32	2.00	10.02		
								NUEVE	52.8	B	5.34	10.24	1.52	9.54		
								BERNALILLO	26.4	C	5.27	10.17	1.45	9.47		
								ALAMEDA YL	26.4	B	5.20	10.11	1.39	9.41		
								HAHN YL	26.4	B	5.16	10.06	1.35	9.36		
Yard		12.40 AM	4.30 PM	4.45 PM	8.00 AM	902.4	18.5	Albuquerque YL		T C	5.10 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	43.3							48.1	47.2	49.2	45.5	
										Average speed per hour						

SIGNAL SYSTEM TWO IN EFFECT.

TWO TRACKS: Between Hahn and Albuquerque, signalled for movement with the current of traffic only.

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 switch West end siding.

Trains must secure 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.

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**

Track Capacity 50 Ft. Per Car		WEST-WARD Second Class <b>85</b> Mixed		Ruling Grade Ascending	TIME TABLE No. 4 August 16, 1965	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST-WARD Second Class <b>86</b> Mixed	
Other Tracks	Sidings	Leave Tues. Thurs. and Sat.	Mile Post					Feet Per Mile	STATIONS
Yard		AM 6.40			<b>HOLLY</b> YL		C	PM 1.20	
58	55	s 7.00	7.8	52.8	7.8 HARTMAN	0	C	s 12.55	
71	42	s 7.15	13.1	52.8	5.3 BRISTOL	52.8	C	s 12.40	
33		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	
38		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 KEESE	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 BEETHURST	52.8		f 10.20	
17	31	f 9.48	57.8	79.2	3.8 KREYBILL	77.1		f 10.10	
69		s 10.00	61.2	52.8	3.4 FORT LYON	61.8	C	s 10.00	
	28	10.10 10.30	64.3	47.0	3.1 WAVELAND YL	32.6	Y B	9.45 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	51	s 11.17	82.2	51.7	10.0 CHERAW	30.2	C	s 8.45	
	34	f 11.33	87.8	38.6	5.6 SHELTON	12.5		f 8.30	
Yard		s 11.55 AM	93.5	35.6	5.7 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. and Waveland, junction switches normally lined for A. V. District.

Trains must secure 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.

**LAMAR DISTRICT**

Track Capacity 50 Ft. Per Car		WEST-WARD ↓		Ruling Grade Ascending	TIME TABLE No. 4 August 16, 1965	Communications	EAST-WARD ↑	
Other Tracks	Sidings	Mile Post	Feet Per Mile				STATIONS	Communications
38		4.9	0		WILSON JCT. YL	B		
9		3.9	0		CULP YL			
11		2.6	0		MARKHAM YL			
Yard					LAMAR YL	C		
					(4.9)			
					Average speed per hour			

No switch lights on Lamar District.

At Wilson Jct., junction switch normally lined for A. V. District.

Trains must secure numbered clearance card before leaving Lamar.

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

**LAS ANIMAS DISTRICT**

Track Capacity 50 Ft. Per Car		WEST-WARD ↓		Ruling Grade Ascending	TIME TABLE No. 4 August 16, 1965	Communications	EAST-WARD ↑	
Other Tracks	Sidings	Mile Post	Feet Per Mile				STATIONS	Communications
	28	2.9	0		WAVELAND YL	B		
Yard					LAS ANIMAS YL	C		
					(2.9)			
					Average speed per hour			

No switch lights on Las Animas District.

At Waveland, junction switch normally lined for A. V. District.

Trains must secure numbered clearance card before leaving Las Animas.

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

**9 COLORADO DIVISION**

**BOISE CITY DISTRICT**

Track Capacity 80 Ft. Per Car		WEST- WARD Second Class <b>37</b>						EAST- WARD Second Class <b>38</b>
		Mixed						Mixed
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily
Yard		PM 4.00	122.6	52.8	<b>BOISE CITY</b> YL		Y C	PM 3.15
14	75	f 4.20	135.3	52.8	12.7 CASTANEDA	52.8	B	f 2.00
36	45	f 4.45	151.6	24.8	16.3 CAMPO	24.8	B	f 1.30
	44	f 5.02	162.5	52.8	10.9 BISONTE	52.8	B	f 1.11
		5.18	172.6	39.6	10.1 SOUTH JCT. YL	0	Y B	12.53
97	40	s 5.22	173.1	42.2	0.5 SPRINGFIELD YL	0	C	s 12.50
		5.26	174.4	52.8	1.3 NORTH JCT. YL	52.8	B	12.22
	44	f 5.45	186.0	52.8	11.6 HARBORD	52.8	B	f 12.02
20	42	f 6.03	196.6	50.1	10.6 FRICK	52.8	B	PM 11.40
16	42	f 6.29	212.9	52.8	16.3 RUXTON	50.2	B	f 11.15
7		f 6.50	226.6	10.5	13.7 GILPIN	52.8	B	f 10.53
		7.05 PM	235.5		8.9 LAS ANIMAS JCT. YL		B	10.35 AM
		Arrive Daily			(112.9)			Leave Daily
		36.6			Average speed per hour			24.2

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.

Trains must secure 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	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	<b>GARDEN CITY</b> YL	26.4	Y C	PM 12.05
19		f 6.45	148.9	31.6	8.7 ALFALFA	38.0		PM 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	7.7 FRIEND	37.1		f 10.30
51		f 8.00	128.0	29.0	7.9 SHALLOW WATER	21.1	C	f 10.00
			120.1	0	A.T.&S.F. Crossing	0		
			120.1	30.6	0.0 Mo. Pac. Crossing	0		
113		s 9.00 AM	119.8		0.3 <b>SCOTT CITY</b> YL		Y C	9.30 AM
		Arrive Daily Except Sunday			(37.8)			Leave Daily Except Sunday
		13.0			Average speed per hour			14.6

No. 69 is superior to No. 70.

Trains must secure 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.

**CIMARRON VALLEY DISTRICT**

**MANTER DISTRICT**

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 4	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	Second Class						Second Class
	173						174
	Mixed		August 16, 1965				Mixed
	Leave Mon., Wed., Fri.	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Tues., Thurs., Sat.
	AM 7.00	0	DODGE CITY YL 0.2	0		T Y C	PM 2.00
		0	C.R.I.&P. Jct. YL 0.9	0	0.2		
		52.8	Cimarron Valley Jct. YL 8.8	0	1.1		
34	7.28	52.8	SAYRE 4.1	0	9.9		1.20
65	7.38	21.1	ENSIGN 5.0	0	14.0	C	1.05
32	7.50	20.1	HAGGARD 7.2	21.1	19.0		12.45
112	8.05	52.8	MONTEZUMA 10.9	21.1	26.2	C	12.20 PM
111	8.25	21.1	COPELAND 5.6	0	37.1	C	11.50
	8.40	21.1	TICE 6.9	0	42.7		11.20
83	9.05	21.1	SUBLETTE 8.3	18.0	49.6	C	11.05
	9.40	52.8	SATANTA YL 0.4	52.8	57.9	Y C	10.45
		52.8	SATANTA JCT. YL 15.7	52.8	58.3		
32	10.30	21.1	MOSCOW 12.7	21.1	74.0	C	9.30
52	11.05	21.1	HUGOTON 7.3	0	86.7	C	9.00
	11.25	21.1	FETERITA 8.7	0	94.0		8.30
33	11.50 PM	42.2	ROLLA 8.3	0	102.7	C	8.12
	12.10	42.2	WILBURTON 8.6	0	111.0		7.55
40	12.45	52.8	ELKHART YL 12.4	48.6	119.6	Y C	7.35
	1.17	52.8	STURGIS 11.6	24.3	132.0		7.00
24	1.50	31.7	KEYES 15.6	26.4	143.6	C	6.35
	3.00 PM		BOISE CITY YL		159.2	Y C	6.00 AM
	Arrive Mon., Wed., Fri.		(159.2)				Leave Tues., Thurs., Sat.
	19.9		Average speed per hour				19.9

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 4	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	Second Class						Second Class
	185						186
	Mixed		August 16, 1965				Mixed
	Leave Sun., Tues., Thurs.	Per Feet Mile	STATIONS	Per Feet Mile			Arrive Mon., Wed., Fri.
	AM 9.40	0	SATANTA YL 0.4	13.2		C	AM 10.45
		26.4	SATANTA JCT. YL 7.4	9.5		Y	
52	10.05	52.8	RYUS 8.2	52.8	7.4	B	10.25
84	10.35	52.8	HICKOK 7.9	52.8	15.6	B	10.05
100	11.05	46.5	ULYSSES YL 7.1	20.0	23.5	C	9.45
	11.25	40.1	STANO 4.1	37.0	30.6		9.25
	11.45 PM	37.0	BIGBOW 10.6	0	34.7	B	9.15
34	12.25	52.8	JOHNSON 7.8	20.3	45.3	C	8.55
25	12.52	52.8	MANTER 9.3	11.6	53.1	Y C	8.35
	1.26	42.2	SAUNDERS 6.2	21.1	62.4		8.15
	1.50	42.2	BARTLETT 8.0	0	68.6		8.00
22	2.20	47.5	WALSH 9.5	15.8	76.6	C	7.40
	2.55	52.8	VILAS 8.9	47.5	86.1		7.10
		66.0	SOUTH JCT. YL 0.5	0	95.1	Y	
44	3.30	52.8	SPRINGFIELD YL 1.3	0	95.5	C	6.45
		52.8	NORTH JCT. YL 12.4		96.8		
42	4.45 PM		PRITCHETT YL		109.2	Y C	6.00 AM
	Arrive Sun., Tues., Thurs.		(109.6)				Leave Mon., Wed., Fri.
	15.5		Average speed per hour				23.1

**SIGNAL SYSTEM TWO IN EFFECT:**

Dodge City.

Trains must secure numbered clearance card before leaving originating stations, and at Satanta.

Trains and engines using C.R.I.&P. track between C.R.I.&P. Jct. and Cimarron Valley Jct. must move within these limits prepared to stop short of train, obstruction or switch not properly lined, not exceeding 15 miles per hour.

At C.R.I.&P. Jct. switch normally lined for AT&SF.

At Boise City, junction switch normally lined for Boise City District.

No switch lights on Cimarron Valley District.

Trains must secure numbered clearance card before leaving originating stations.

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

At Satanta Jct., switch normally lined for Cimarron Valley District.

At North Jct. and South Jct. switches normally lined for Boise City District.

No switch lights on Manter District.

## MINNEQUA DISTRICT

Track Capacity 50 Ft. Per Car		WESTWARD			Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 4 August 16, 1965	Feet Per Mile	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD		
		First Class		Leave Daily								Leave Daily	First Class	
		27	21										22	28
Other Tracks	Siding	Gulf Coast Special C. & S.										Texas Zephyr C. & S.	Gulf Coast Special C. & S.	
		Leave Daily	Leave Daily									Arrive Daily	Arrive Daily	
	96	PM 2.32	AM 3.56	124.3	0							PM 3.37	PM 11.27	
Yard	35	2.36	4.00	122.6	0							3.33	11.23	
				120.1	31.7									
		2.42 PM	4.06 AM	119.8	31.7							3.27 PM	11.17 PM	
		Via Pueblo District		118.8								Via Pueblo District		
		Arrive Daily	Arrive Daily									Leave Daily	Leave Daily	
		27.0	27.0									27.0	27.0	
Average speed per hour													27.0	27.0

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

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

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

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

Trains or engines will move on receipt of numbered clearance

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

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

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

First class trains may register at Minnequa by Form 903.

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

## CANON CITY DISTRICT

Track Capacity 50 Ft. Per Car		WEST- WARD ↓	Mile Post	TIME TABLE No. 4 August 16, 1965	STATIONS	Communications Turn Tables and Wyes	EAST- WARD ↑
Yard			0.0		PUEBLO YARD YL 0.6	Y C	
			0.6		D.&R.G.W. Connection 24.8		
	77		25.4		PORTLAND YL 6.1	C	
84			31.5		FLORENCE 8.2	C	
115			39.7		CANON CITY YL 39.7	Y C	
(39.7)							

Trains must register and secure D&R.G.W. clearance card before leaving Pueblo Yard.

Between D&R.G.W. 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.

## SANTA FE DISTRICT

Track Capacity 30 Ft. Per Car		WEST- WARD ↓	Mile Post	TIME TABLE No. 4 August 16, 1965	STATIONS	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD ↑
Yard			0.0		LAMY YL 18.1	105.6	Y C	
			18.1		SANTA FE YL 18.1		Y C	
(18.1)								

Trains must secure 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.

Rules 19 and 813 of the Rules, Operating Department, revised 1959, are amended as follows:

Rule 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.

Rule 813. Amended to include: When radio communication is being used in connection with a train or yard movement, in lieu of hand signals, proper identification and continuous contact must be maintained. Should contact be lost with employe directing the movement, immediate stop must be made until communication is restored or other signals are used to complete the movement.

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

2. ....

3. 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.

4. ....

**5. JOINT TRACK FACILITIES**

PUEBLO U.D.—Between D&RGW crossing (MP 619.0) and Block 2, trains and engines are governed by time table, Rules and regulations of the Pueblo Union Depot R.R.

AT&SF, D&RGW, and Mo.Pac. trains use the same lead at south end of Pueblo Union Depot tracks.

PUEBLO STOCK YARDS—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. Time-table.

**5. JOINT TRACK FACILITIES—(Cont'd)**

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.

MINNEQUA—SOUTHERN JCT.—AT&SF trains and engines will use C&S tracks and will be governed by C&S time table, rules and regulations.

D&RGW Connection—Canon City—AT&SF trains will use D&RGW tracks and will be governed by D&RGW time table, rules and regulations.

6. ....

**7. TRAIN OPERATION ON HEAVY DESCENDING GRADES**

(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 judgment 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.

7. TRAIN OPERATION ON HEAVY DESCENDING GRADES—(Cont'd)

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.

(D) On passenger trains and light engines, service test of air brakes must be made, as prescribed by Rule 21, Form 2501-A, at 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) On descending grades, between the points shown, the following maximum speeds must not be exceeded:

Passenger trains, between Wootton and Gallinas twenty-five (25) miles per hour, between Gallinas and Jansen, between Lynn and Raton, 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.

8. ....  
9. ....

10. HIGH WATER DETECTORS:

(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 375.9 — Near Ingalls
- Bridge 381.4 — Near Charleston
- 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

10. HIGH WATER DETECTORS—(Cont'd)

- Bridge 447.1 — Near Kendall
- Bridge 448.3 — Near Syracuse
- Bridge 455.4 — Near Syracuse
- Bridge 469.8 — Near Coolidge
- Bridge 470.8 — Near Coolidge
- Bridge 471.1 — Near Coolidge
- Bridge 485.8 — Near Granada
- Bridge 492.0 — Near 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 600.6 — Near Boone
- Bridge 612.5 — Near Baxter

11. RAILROAD CROSSINGS AT GRADE

STATION	MILE POST LOCATION	TYPE	Maximum Speed M.P.H.	
			Pass.	Frts.
<b>SECOND DISTRICT</b>				
Trinidad	635.8	Interlocking (TCS)	79	
<b>PUEBLO DISTRICT</b>				
Hamlet-Haig	591.6	Automatic Interlocking	79	
Pueblo Jct.	617.8	Interlocking	15	
Block 2	618.2	Automatic Interlocking	15	
	618.2	Manual Block	15	
Pueblo U.D.	619.0	Interlocking	10	
<b>MINNEQUA DISTRICT</b>				
Pueblo Jct.	120.1	Automatic Interlocking	20	
<b>GARDEN CITY DISTRICT</b>				
Scott City	120.1	Mechanical Interlocking Electrically locked signals and derails set normally against AT&SF. Be governed by instructions posted in control box at crossing.	15	

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).

# SPECIAL RULES

## 12. 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
Koehler Industrial Spur	20	20
<b>FOURTH DISTRICT:</b>		
Las Vegas and Lamy:		
Main Track	79*	60
Sidings Rowe to Lamy inclusive	30	30
Lamy and Albuquerque	90*	60
<b>PUEBLO DISTRICT</b>	79*	60
<b>A. V. DISTRICT</b>	30	30
May Valley Industrial Spur	10	10
Big Bend Industrial Spur	10	10
<b>GARDEN CITY DISTRICT</b>	20	20
<b>LAMAR DISTRICT</b>	25	25
<b>LAS ANIMAS DISTRICT</b>	25	25
<b>BOISE CITY DISTRICT</b>	49	49
<b>CIMARRON VALLEY DISTRICT</b>	40	40
<b>MANTER DISTRICT</b>	40	40
<b>MINNEQUA DISTRICT</b>	30	20
<b>SANTA FE DISTRICT</b>	20	20
*When consist of passenger trains includes 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 Westward	65	55
Curve, M.P. 552.8 to 553.1 Eastward	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	60
<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

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>SECOND DISTRICT—(Cont'd)</b>		
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
<b>WESTBOUND TRACK</b>		
31 Curves, M.P. 639.0 to 649.0	30	20
14 Curves, M.P. 649.0 to 651.2		
{ Ascending	25	25
{ Descending	25	20
<b>EASTBOUND TRACK</b>		
31 Curves, M.P. 639.0 to 649.0	30	20
14 Curves, M.P. 649.0 to 651.2		
{ Ascending	25	25
{ Descending	25	20
31 Curves, M.P. 652.5 to 659.5	30	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
11 Curves, M.P. 663.0 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
Curve, M.P. 772.6 to 772.8	40	35
16 Curves, M.P. 772.9 to 779.4	45	45
4 Curves, M.P. 779.6 to 781.9	50	50
4 Curves, M.P. 782.3 to 784.1	45	45
Curve, M.P. 784.7 to 784.9	45	40
Curve, M.P. 786.1 to 786.3	50	50
2 Curves, M.P. 786.5 to 787.0	50	45
7 Curves, M.P. 788.4 to 790.5	50	45
2 Curves, M.P. 790.8 to 791.3	45	40
2 Curves, M.P. 791.4 to 791.7	45	45

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>FOURTH DISTRICT—(Cont'd)</b>		
7 Curves, M.P. 792.1 to 795.1	50	45
Curve, M.P. 795.2 to 795.4	30	30
Curve, M.P. 795.5 to 795.6	30	25
2 Curves, M.P. 795.7 to 796.2	25	25
Curve, M.P. 796.3 to 796.6	30	25
7 Curves, M.P. 796.9 to 799.9	35	30
Curve, M.P. 800.4 to 800.7	65	60
Curve, M.P. 801.5 to 801.6	55	50
2 Curves, M.P. 802.2 to 802.8	50	45
2 Curves, M.P. 804.0 to 805.1	55	50
4 Curves, M.P. 805.2 to 806.5	50	45
5 Curves, M.P. 806.6 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 25	25
	{WB 25	20
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. 836.0 to 836.2	80	60
4 Curves, M.P. 838.2 to 842.2	80	60
3 Curves, M.P. 845.4 to 847.3	80	60
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	45
2 Curves, M.P. 853.3 to 853.7	35	30
4 Curves, M.P. 854.4 to 856.6	65	55
5 Curves, M.P. 857.1 to 858.3	40	35
3 Curves, M.P. 858.4 to 859.0	35	30
Curve, M.P. 860.2 to 860.6	75	60
2 Curves, M.P. 861.1 to 862.3	70	60
Curve, M.P. 863.7 to 863.9	85	60
Curve, M.P. 865.8 to 866.1	85	60
8 Curves, M.P. 866.7 to 872.1	80	60
3 Curves, M.P. 873.9 to 875.6	80	60
Curve, M.P. 877.5 to 877.7	85	60
3 Curves, M.P. 878.2 to 879.6	80	60
Curve, M.P. 880.8 to 881.1	80	60
3 Curves, M.P. 883.4 to 885.1	80	60
Curve, M.P. 888.7 to 889.3	80	60
Curve, M.P. 890.8 to 891.1	80	60
Curve, M.P. 895.7 to 896.1	80	60
<b>PUEBLO DISTRICT</b>		
Curve, M.P. 555.7 to 556.1 Westward	70	50

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
<b>PUEBLO DISTRICT—(Cont'd)</b>		
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
Curve, M.P. 619.0 to 619.1	10	10
<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 twenty (20) miles per hour through tunnel between Wootton and Lynn.

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
	Highway No. 50	
	Garden City District	5
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	30
Manzanola	All Streets	25
Fowler	All Streets	25
Boone	All Streets	40
Canon City	Ninth Street	6

13.

14. 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				
11-15, 80-87	100	80	45	90
16-78, 300-314	100	90	45	90
325-344 (except those listed below)	80	80	45	80
325LAB-326LAB-328A-329LAB-330LAB-331LAB-332L-333LAB-334LAB-335LAB-337LAB	90	90	45	90
100-289, 407-430	70	70	45	70
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	70	70	*45	70



**14. MAXIMUM SPEED OF ENGINES—(Cont'd)**

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When not Controlled From Leading Unit	Dead In Train
Diesel and Gas-Electric 460-468	35	35	35	20
500-564, 625-653, 1500-1537, 2200-2299, 2302-2399, 2403-2441	45	45	45	45
800-849, 900-979, 1100-1174, 1200-1284, 1300-1449, 1600-1615	75	75	*45	75
RDC 191, 192	85	85	50	85
M160, 190	80	65	25	75

\*Note: Forward speed applies when backing handling train controlled from leading unit.

**15. MOVEMENTS OVER SUBMERGED TRACKS (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.)
Diesel Engines 11-15, 80-87, 600-611, 800-849, 1600-1615, 2099-2162	3	5	5
51-78, 650-653, 2302, 2310-2321, 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, 1200-1284, 1300-1449, 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

16.

**17. DERRICKS, CRANES, ETC.**

Derricks, cranes, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

DISTRICT	Wrecking Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 MPH	Other Machines Including Derrick AT-199775 MPH
First, Second, Third, Fourth and Pueblo	40	45	30
AV, Boise City, Cimarron Valley, Manter and Santa Fe	20	20	20

**17. DERRICKS, CRANES, ETC.—(Cont'd)**

DISTRICT	Wrecking Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 AT-199720 MPH	Other Machines Including Derrick AT-199775 MPH
Garden City, Minnequa, Canon City, Lamar, and Las Animas Districts including Koehler, Grand Valley, and Rockvale Industrial Spurs	15	15	15
May Valley and Big Bend Industrial Spurs	10	10	10

Pile Drivers and Derrick AT-199775 must be handled in trains next to engine.

**18. SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED**

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches will not exceed speed prescribed for turnout.

Trains or engines using siding will not exceed maximum turnout speed for that siding.

STATION OR MP	TYPE	LOCATION	MPH
<b>FIRST DISTRICT</b>			
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. 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
<b>SECOND DISTRICT</b>			
La Junta	S	West end crossover between freight yard and Second District main track	10

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

18. SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED—(Cont'd)

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

STATION OR MP	TYPE	LOCATION	MPH
SECOND DISTRICT—(Cont'd)			
Ormega	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	Both ends 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
THIRD DISTRICT			
Hebron	I	Both ends siding	30
Schomberg	S	Both ends siding	30
French	S	Both ends 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
Onava	S	Both ends siding	30
Arriba	S	Both ends siding	15
Las Vegas	S	East end freight yard	30
FOURTH DISTRICT			
Las Vegas	S	West end freight yard	15
	S	Both ends Passenger tracks	30
Ojita	S	Both ends siding	30
Chapelle	S	Both ends siding	30
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
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

18. SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED—(Cont'd)

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

STATION OR MP	TYPE	LOCATION	MPH
FOURTH DISTRICT—(Cont'd)			
Alameda	S	West end siding	30
Hahn	S	End of two tracks	30
PUEBLO DISTRICT			
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
Pueblo	I	North end Pueblo Union Depot	
	I	passenger lead	10
	I	North end Loop Line	10
	I	South end receiving yard lead	10
	I	South end departure yard lead	10
	I	North end yard—29th Street	30

19. YARD LIMITS:

Abajo	Lamy (Applies on Santa Fe District only)	Pueblo (extends to and includes Minnequa)
Alameda		
Albuquerque (extends to and includes Alameda)	Las Animas (applies on Las Animas District only extending to and including Waveland)	Rocky Ford
Arriba		Santa Fe
Avondale		Satanta
Boise City		Scott City
Canon City		South Jct.
C&S Crossing		Springfield
Dodge City	Las Animas Jct. (applies on Boise City District only)	Swink (extends to and includes La Junta Air Base MP 91.4 A. V. District)
Elkhart		Ulysses
Garden City	Las Vegas (extends to and includes Arriba)	Waveland
Hahn		Wiley
Holly (A. V. District only)	North Jct.	Wilson Jct.
La Junta	Portland	
Lamar (extends to and includes Wilson Jct.)	Pritchett	

20. BULLETIN BOOKS

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

21. STANDARD CLOCKS

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

22. STANDARD THERMOMETERS

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

23. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POST	NAME
THIRD DISTRICT	
689.6	Vermejo River.
748.4	Mora River.

# SPECIAL RULES

## 23. DANGEROUS OBSTRUCTIONS (See Rule 761)—(Cont'd)

MILE POST	NAME
<b>FOURTH DISTRICT</b>	
785.1	Tecolote River.
831.8	Apache Creek.
865.5	Pumice chute located on Pumice Loading Track, Domingo.
<b>PUEBLO DISTRICT</b>	
.....	Main Street Viaduct, Pueblo.
<b>MINNEQUA DISTRICT</b>	
120.44	Arkansas River Bridge.

## 24. TRACKS BETWEEN STATIONS

Location	Mile Post Location	Car Capacity	Switch Connection
<b>FIRST DISTRICT</b>			
Hartland	431.6	30	East & West
Mayline	448.7	10	East & West
Amity	479.2	43	East & West
Koen	487.4	26	East & West
<b>THIRD DISTRICT</b>			
Koehler Industrial Spur (14.5 miles)	671.3	Yard	East
Toril	697.5	44	East & West
Union	741.5	13	East & West
Valmora	744.8	None	None
<b>FOURTH DISTRICT</b>			
Spies	837.3	61	East & West
Plains Electric	878.4	40	East
Public Service and American Gypsum	895.7	221	East
Tewa Moulding Corp.	896.3	14	East
Rio Grande Steel	896.8	35	East
<b>PUEBLO DISTRICT</b>			
Grand Valley Industrial Spur (5.9 miles)	562.6	83	East
Walgro	569.6	16	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
<b>A. V. DISTRICT</b>			
La Junta Air Base	91.4	Yard	West
May Valley Industrial Spur (3.7 miles)	30.4	47	West
Big Bend Industrial Spur (4.2 miles)	36.3	17	East

## 24. TRACKS BETWEEN STATIONS—(Cont'd)

Location	Mile Post Location	Car Capacity	Switch Connection
<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
Gillespie	151.8	12	East
Brookover Feed Yard	154.2	7	West
<b>CANON CITY DISTRICT</b>			
Rockvale Industrial Spur (2.9 miles)	31.5	159	East
<b>CIMARRON VALLEY DISTRICT</b>			
Natural Gas Co. Track	50.9	18	
Cave	69.6	15	
Helium Plant Spurs	139.4	105	
<b>MANTER DISTRICT</b>			
Columbian Track	13.0	73	
Magnolia Siding	13.6	18	
Magnolia Spur	13.7	20	
Ulysses Irrigation Pipe Co.	24.8	4	
Pioneer Co-Op. Spur	25.8	7	
Hugoton Production Track	25.9	33	
Sullivan Track	29.1	18	
Gillan Track	38.9	20	

A. J. STROBEL, General Watch Inspector ..... Topeka.  
 R. W. GOOCH, Assistant General Watch Inspector ..... Topeka.

### LOCAL TIME INSPECTORS

RICHARD L. EDMISTEN	Dodge City
A. J. SCHAUF	Cimarron
ELVIN C. FUSON	Holly
WELDON L. GREEN	Lamar
VIRGIL THOMPSON	Boise City
W. C. WONDER	Springfield
GEORGE SHACKTERLE	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
MRS. GILLIE FLENER	Las Vegas
VIRGIL H. HALL	Santa Fe
R. C. BLUESTEIN	Albuquerque
JAMES PECH	Albuquerque



# SANTA FE SAFETY FIRST



Every employee 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.)

