

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.
 W. N. WILLIS, Chief Dispatcher La Junta, Colo.
 B. E. SPOONEMORE, Asst. Chief Dispatcher... La Junta, Colo.
 S. P. GREEN, Asst. Chief Dispatcher La Junta, Colo.

TRAIN DISPATCHERS — LA JUNTA, COLO.

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

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

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

4 miles per hour <input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/>	Damage Begins
6 miles per hour <input type="checkbox"/>	2¼ 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

**Supplement A
 to**

TIME TABLE No.

5

IN EFFECT

Sunday, April 30, 1967

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. P. HEATH,

**Asst. General Manager,
 Topeka, Kansas**

C. B. KURTZ,

**Superintendent,
 La Junta, Colorado**

PUEBLO DISTRICT

COLORADO DIVISION 2

Track Capacity 50 Ft. Per Car		WESTWARD			Ruling Grade Ascending	Supplement A to TIME TABLE No. 5 April 30, 1967	Ruling Grade Ascending	EASTWARD		
		First Class		Mile Post				First Class		
		201	21					190	28	
Other Tracks	Sidings	Passenger	Texas Zephyr C. & S.	Feet Per Mile	STATIONS	Feet Per Mile	Communications Turn Tables and Wyes	Arrive Daily	Arrive Daily	
Yard		PM 12.30		554.9	LA JUNTA YL 4.9	28.0	TY CR	AM 12.05		
158	62	f 12.37		559.8	SWINK YL 2.8	20.0	Y B	AM 11.53		
82	82	12.40		562.6	NEWDALE 3.0	19.5	B	11.50		
421	100	s 12.45		565.6	ROCKY FORD YL 5.4	31.7	RC	s 11.47		
75	82	12.51		571.0	VROMAN 3.5	31.7	B	11.41		
121	111	f 12.55		574.5	MANZANOLA 8.6	33.3	RC	f 11.37		
129	67	f 1.03		583.1	FWOWLER 4.4	19.0	C	f 11.28		
11	70	1.07		587.5	HAMLET 4.1	33.0	B	11.23		
				591.6	Mo. Pac. Crossing 2.0	30.0				
	124	1.13		593.6	HAIG 5.0	33.0	B	11.17		
78	58	f 1.19		598.6	BOONE 5.0	31.2	B	11.12		
55	128	f 1.25		603.6	AVONDALE YL 2.1	30.0	Y C	f 11.07		
40	58	1.27	Via Minnequa District	605.7	NYBERG 3.9	24.6	B	11.05	Via Minnequa District	
13	39	f 1.31		609.6	DEVINE 2.2	34.4	B	11.01		
27	76	1.33		611.8	BAXTER 6.0	31.7	B	10.59		
		1.40	AM 4.08	617.8	PUEBLO JCT. YL D.&R.G.W. Crossing 0.4	31.7	C	10.53	PM 11.23	
				618.2	Mo. Pac. Crossing 0.3	0				
				618.5	BLOCK 2 0.3	0				
		s 1.45 PM	s 4.12 AM	618.8	PUEBLO U.D. YL 0.2	0	C	10.50 PM	11.20 PM	
				619.0	D.&R.G.W. Crossing 0.5	52.8				
Yard				619.5	PUEBLO YARD YL		Y R C			
		Arrive Daily	Arrive Daily		(64.6)			Leave Daily	Leave Daily	
		51.1	15.0		Average speed per hour			51.1	20.0	

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 move only on clear train order signal, which indication supersedes 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 trains, extras, work extras or engines.

At Swink, Rule 285 indication on controlled signal at east end A.V. District lead track authorizes train from A.V. District as extra east on Pueblo District with right over opposing trains Swink to La Junta. Telephone to dispatcher, La Junta, is located near switch stand. Member of crew will contact dispatcher before lining switch for main track movement or fouling main track. When dispatcher authorizes movement verbally, switch must be lined before controlled signal can clear.

MINNEQUA DISTRICT

Track Capacity 50 Ft. Per Car		WESTWARD		Ruling Grade Ascending	Supplement A to TIME TABLE No. 5 April 30, 1967	Ruling Grade Ascending	EASTWARD	
		First Class					First Class	
		21					28	
Other Tracks	Siding	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	Communications Turn Tables and Wyes	Arrive Daily
	96	AM 3.58	124.3	0	SOUTHERN JCT. YL 1.7	31.0		PM 11.32
Yard	35	4.02	122.6	0	MINNEQUA YL 2.5	97.2	C	11.29
			120.1	31.7	Mo. Pac. Crossing 0.3	31.7		
		4.08 AM	119.8	31.7	PUEBLO JCT. YL 1.0	31.7	C	11.23 PM
		Via Pueblo District	118.8		PUEBLO U.D. YL		C	Via Pueblo District
		Arrive Daily			(5.5)			Leave Daily
		27.0			Average speed per hour			27.0

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

Between Minnequa and Pueblo Jct. there is no superiority of trains. Trains or engines may use main track on receipt of numbered clearance card received at Minnequa or Pueblo Jct. When an engine has cleared the main track at an intermediate point, it must not again enter the main track until permission has been secured from 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.