

E. B. JONES, Trainmaster La Junta, Colo.
 M. E. SHEWMAKE, Trainmaster Pueblo, Colo.
 C. S. SHAFFER, Trainmaster-
 Road Foreman of Engines Albuquerque, N.M.
 B. Y. STEELE, Road Foreman of Engines La Junta, Colo.
 W. N. WILLIS, Chief Dispatcher La Junta, Colo.
 B. E. SPOONEMORE, Asst. Chief Dispatcher... La Junta, Colo.
 T. E. LEWIS, Asst. Chief Dispatcher La Junta, Colo.

TRAIN DISPATCHERS — LA JUNTA, COLO.

A. W. JORDAN L. N. STEPHAN J. O. McATEE
 D. A. POINTER J. J. GARZA D. E. DEATON
 L. V. ANDERSON R. F. SMITH E. D. ELYEA
 A. W. ABEL P. R. HOLIMAN

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are DAMAGING—Here's what happens:

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

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

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

IT'S EVERYBODY'S JOB ON THE SANTA FE

SPEED TABLE

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

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

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

EASTERN LINES

COLORADO DIVISION

TIME TABLE No.

8

IN EFFECT

Monday, July 12, 1971

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

Siding Capacity 50 Ft. Per Car	WEST-WARD		Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971		Ruling Grade Ascending	Communications Turn Tables and Ways	EAST-WARD	
	First Class	17		STATIONS	Feet Per Mile			First Class	18
Sidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	Arrive Daily	TYRC	PM	
	AM 6.23	352.5	20.9	DODGE CITY YL 5.1	0	11.05	TYRC	11.05	
	6.29	357.6	22.8	SEARS 3.9	0	10.50	B	10.50	
81	6.33	361.5	28.0	HOWELL 4.8	28.0	10.46	B	10.46	
82	6.37	366.3	22.4	WETTICK 4.9	26.4	10.41	B	10.41	
125	6.41	371.2	25.7	CIMARRON 6.1	18.0	10.36	RC	10.36	
82		377.3	21.5	INGALLS 6.7	20.0	10.31		10.31	
81	6.50	384.0	25.2	CHARLESTON 6.1	4.3	10.26	B	10.26	
81	6.55	390.1	23.7	PIERCEVILLE 5.7	19.0	10.21		10.21	
81	6.59	395.8	10.4	MANSFIELD 6.6	0	10.17	B	10.17	
247	7.05	402.4	11.4	GARDEN CITY YL 6.6	0	10.11	TYRC	10.11	
81	7.11	409.0	21.6	HOLCOMB 8.0	5.3	10.04	C	10.04	
81	7.17	417.0	28.1	DEERFIELD 7.3	23.1	9.58	C	9.58	
87	7.22	424.3	31.7	LAKIN 13.0	31.7	9.53	RC	9.53	
137	7.31	437.3	21.6	SUTTON 4.9	22.1	9.44	B	9.44	
78	7.35	442.2	28.3	KENDALL 11.7	26.4	9.40		9.40	
200	7.43	453.9	21.8	SYRACUSE 7.5	9.9	9.32	RC	9.32	
81	7.48	461.4	35.0	MEDWAY 7.4	24.8	9.27	B	9.27	
82	7.54	468.8	21.9	COOLIDGE 6.1	18.5	9.22		9.22	
74	7.59	474.9	22.8	HOLLY 6.6		9.17	CR	9.17	
80	8.04	481.5	29.0	BARTON 3.8	0	9.11	B	9.11	
80	8.06	485.3	38.8	GRANADA 6.1	26.4	9.08	C	9.08	
81	8.12	491.4	17.6	GROTE 5.5	26.4	9.02	B	9.02	
80	8.16	496.9	37.0	CLUCAS 5.4	11.1	8.58	B	8.58	
EW 78				LAMAR YL 3.9	7.9	8.53	TYRC	8.53	
99	8.21	502.3	14.1	BETA 4.2	0	8.49	B	8.49	
62	8.25	506.2	17.3	PROWERS 5.9	0	8.46	B	8.46	
88	8.28	510.4	21.1	ABLE 5.2	0	8.42	B	8.42	
80	8.32	516.3	21.1	CADDOA 5.9	15.8	8.38	B	8.38	
80	8.40	527.4	20.1	HILTON 6.2	10.6	8.34	B	8.34	
		533.6	16.4	LAS ANIMAS JCT. 2.4	0		B		
166	8.47	536.0	41.2	LAS ANIMAS 9.9	0	8.27	TYRC	8.27	
71	8.54	545.9	29.6	HADLEY 4.5	28.9	8.19	B	8.19	
82	8.58	550.7	26.4	CASA 4.2	21.1	8.15	B	8.15	
	9.05 AM	554.9		LA JUNTA YL 2 Tracks		8.10 PM	TYRC	8.10 PM	
	Arrive Daily			(202.4)		Leave Daily			
	74.9			Average speed per hour		69.4			

Two Tracks between Dodge City and Sears, and between La Junta and Casa.

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 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 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.

HOT BOX DETECTORS:

M.P. 406.4 between Garden City and Holcomb.*

*Locator for westward trains at M.P. 408.4 and for eastward trains at M.P. 404.3. When overheated journal is detected horizontal rotating white lights will be activated at both detector and locator locations. When rotating white light is observed, train must be stopped immediately and inspection made in accordance with instructions in Operating Bulletin Book.

FIRST DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frnt.
Dodge City to La Junta	90	60

SPEED RESTRICTIONS—CURVES

	MPH	
	Psgr.	Frnt.
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
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	50

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

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

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

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION OR MP	TYPE	SWITCHES AND TURNOUTS	MPH
Sears	S	End of Two Tracks Westward M.P. 357.6	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

SWITCHES AND TURNOUTS—MAXIMUM AUTHORIZED SPEED (Cont'd)

STATION OR MP	TYPE	SWITCHES AND TURNOUTS	MPH
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.	I	Boise City Dist. Jct. switch	30
Las Animas	I	Both ends of siding	30
Hadley	S	Both ends of siding	15
Casa	S	End of Two Tracks Eastward M.P. 550.7	30
La Junta	S	West end crossover between freight yard and Second Dist. main track	10

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	MPH
Cimarron	All Streets	50
Garden City	Fourth, Sixth, Main, Ninth, Eleventh and Thirteenth Streets	45
Garden City	Highway No. 50 Garden City Dist.	5
Lakin	All Streets	50
Lamar	All Streets	30

Track Capacity 50 Ft. Per Car		WEST- WARD	TIME TABLE No. 8 July 12, 1971			Ruling Grade Ascending	Communications Tunnels and Ways	EAST- WARD
Other Tracks	Sidings	First Class	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile	First Class
		17						18
		AM						PM
Yard		9.25	554.9	59.7	LA JUNTA YL 3.1	0	T Y R C	8.00
	82	9.31	558.0	58.1	ORMEGA 5.5	0		7.52
5	76	9.36	563.5	58.9	BENTON 6.9	31.8		7.47
18	93	9.43	572.3	59.7	TIMPAS 10.7	0	B	7.41
4	120	9.51	583.0	59.7	MINDEMAN 8.5	0		7.33
18	125	9.59	591.5	59.7	DELHI 8.3	0	B	7.27
25	107	10.07	599.8	59.7	THATCHER 4.5	0	B	7.21
18	125	10.12	604.7	59.1	SIMPSON 10.3	31.7		7.17
17	95	10.20	615.0	59.7	MODEL 11.2	31.1	B	7.08
58	123	10.32	626.3	59.4	HOEHNES 9.5	31.7		6.56
		10.39	635.8	28.1	C. & S. CROSSING YL 0.9	0	B	6.49
Yard		10.42	636.7	59.4	TRINIDAD 1.9	0	R C	6.46
30		10.46	638.6	105.6	JANSEN 3.4	0	B	6.41
18		10.53	642.0	105.6	STARKVILLE 5.4	0		6.32
		11.04	647.3	184.8	GALLINAS 0.8	0		6.22
1		11.08	648.1	184.8	MORLEY 3.6	0	B	6.20
41		11.21	651.8	184.8	WOOTTON 1.0	175.3	B	6.11
6		11.25	652.8	0	LYNN 2.4	175.3	B	6.07
	186	11.31	655.2	0	KEOTA 4.3	174.2		6.00
Yard	90	11.45 AM	659.5	0	RATON		T Y R C	5.50 PM
		Arrive Daily			(104.2)			Leave Daily
		44.6			Average speed per hour			48.1

TWO TRACKS: Between C&S Crossing and Wootton.

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

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

Eastward trains must secure numbered clearance card at

Trinidad; trains must secure numbered clearance card before leaving La Junta and Raton.

Between MP 554 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 trains, extras, work extras or engines.

At Trinidad, between crossover east of passenger station and University Avenue, trains and engines must proceed at restricted speed.

SECOND DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
La Junta to Trinidad	90	60
Trinidad to Raton	79	60

SPEED RESTRICTIONS—CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Fr.
Curve, M.P. 555.6 to 555.8	30	30
Curve, M.P. 556.2 to 556.4	60	30
Curve, M.P. 557.2 to 557.4	85	55
3 Curves, M.P. 575.5 to 577.2	80	55
Curve, M.P. 581.1 to 581.5	80	55
3 Curves, M.P. 587.0 to 589.3	80	55
Curve, M.P. 591.0 to 591.4	80	55
2 Curves, M.P. 593.2 to 594.1	80	55
2 Curves, M.P. 595.1 to 596.5	80	55
2 Curves, M.P. 604.1 to 605.5	80	55
Curve, M.P. 606.6 to 607.3	80	55
Curve, M.P. 608.7 to 608.8	80	55
Curve, M.P. 615.5 to 615.9	80	55
Curve, M.P. 618.0 to 618.5	80	55
Curve, M.P. 619.5 to 619.7	40	30
3 Curves, M.P. 620.2 to 622.2	45	45
7 Curves, M.P. 622.3 to 624.7	40	30
Curve, M.P. 633.5 to 633.8	80	55
RR Crossing M.P. 635.8 Interlocking (TCS)	79	60
Curve, M.P. 637.4 to 637.5	35	35
2 Curves, M.P. 638.1 to 638.5	45	45

WESTWARD TRACK

29 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

EASTWARD TRACK

29 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
33 Curves, M.P. 652.5 to 659.5	30	20

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

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

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

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

STATION OR MP	TYPE	SWITCHES AND TURNOUTS	MPH
La Junta	S	West end crossover between freight yard and Second District main track	10
Omega	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 Eastward	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
	I	End of two tracks Eastward	30
Keota	I	Both ends siding	30
Raton	I	Both ends siding	30
	I	East yard both ends freight lead	30

Trains and engines 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	MPH
Trinidad	Commercial Street, Linden, Nevada and University Avenues	20

RULES GOVERNING TRAIN OPERATION ON HEAVY DESCENDING GRADES APPLY ON SECOND DISTRICT. SEE TIME TABLE SPECIAL RULE 7.

Track Capacity 50 Ft. Per Car		WEST- WARD			Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD
Other Tracks	Sidings	First Class							First Class
		17							18
Leave Daily	Mile Post	Feet Per Mile	STATIONS		Feet Per Mile	Arrive Daily			
Yard	90	AM 11.51 PM	659.5	0	AUTOMATIC BLOCK SYSTEM	RATON 11.5	70.7	T Y R C s	PM 5.47
275	113	12.04	671.3	0		HEBRON 7.4	70.2	Y	5.36
17	118	12.10	678.8	0		SCHOMBERG 7.3	68.4		5.29
70		12.16	686.0	66.5		MAXWELL 5.0	66.0	B	5.22
	121	12.21	691.0	69.7		FRENCH 8.4	72.8	B	5.18
79	126	12.31	699.4	72.2		SPRINGER 10.8	70.2	R C	5.10
9	125	12.41	710.0	71.2		COLMOR 9.6	69.7		5.01
9	122	12.51	719.7	70.9		LEVY 5.7	67.9	B	4.52
80	76	12.57	725.3	70.2		WAGON MOUND 10.0	69.7	C	4.47
17	72	1.06	735.3	70.0		OPTIMO 7.0	70.2		4.38
3	93	1.15	742.3	52.8		SHOEMAKER 7.2	52.8	B	4.28
69	125	1.25	750.2	70.		WATROUS 9.3	70.0	B	4.18
17	116	1.35	759.5	69.7		ONAVA 8.1	69.7		4.10
3	75	1.43	767.7	0		ARRIBA YL 2.4	69.7		4.02
Yard		s 1.50 PM	770.1		LAS VEGAS YL		Y C R	3.58 PM	
		Arrive Daily			(109.8)			Leave Daily	
		55.2			Average speed per hour			60.5	

RULE 261 IN EFFECT: On main track Raton to and including signs indicating "Begin T.C.S." and "End T.C.S." at Springer and on sidings at Raton and Hebron. Trains using sidings Schomberg, French and Springer must comply with Rule 105.

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

At Las Vegas between switch east end yard MP 769.7, and Gallinas River bridge, MP 770.8, 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 trains, extras, work extras and engines.

Rocky Mountain District junction switches, Hebron, normally lined for Third District.

YORK CANYON DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD			Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971	Ruling Grade Ascending	Communications Turn Table and Wyes	EAST- WARD
Other Tracks	Sidings	↓							↑
		↓							↑
Leave Daily	Mile Post	Feet Per Mile	STATIONS		Feet Per Mile	Arrive Daily			
		0.0			61.1	FRENCH 13.3	0	Y B	
39		13.3				COLFAX 22.8	0		
63		36.1				YORK CANYON YL			
					(36.1)				

Speed limit on loop track York Canyon 5 MPH until train on straight track, then 15 MPH.

SWITCHES - MAXIMUM AUTHORIZED SPEED

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

"I"—Interlocked Switch.

"S"—Spring Switch.

Station	Type	Switches and Turnouts	MPH
French	I	Third Dist. Jct.	40
York Canyon	S	Loop Track Switch	15

No switch lights on York Canyon District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
M.P. 0 to M.P. 17	
Ascending	40
Descending	35
M.P. 17 to M.P. 35.2	
Ascending	25
Descending	20

THIRD DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frts.
Raton to Las Vegas	79	60

SPEED RESTRICTIONS—CURVES

	MPH	
	Psgr.	Frts.
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
Curve, M.P. 736.9 to 737.0	45	45
Curve, M.P. 738.2 to 738.3	40	35
2 Curves, M.P. 738.5 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

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

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

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

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

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

Station or MP	Type	Switches and Turnouts	MPH
Raton	I	Both ends siding	30
	I	East yard both ends freight lead	30
Hebron	I	Both ends siding	30
Schomberg	S	Both ends siding	30
French	S	East end siding	30
	I	West end siding	30
	I	York Canyon Jct.	40
Springer	I	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
	S	West end freight yard	15

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	MPH
Las Vegas	Jackson and University Streets	15

ROCKY MOUNTAIN DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971	Ruling Grade Ascending	Communications Turn Table and Wyes	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
			0.0	158.4	HEBRON YL	0	Y B	
			14.5		KOHLER YL			
Yard					(14.5)			

Between Hebron and Koehler movements will be made in accordance with Rule 93.

Third District Junction switches at Hebron normally lined for Third District.

No switch lights on Rocky Mountain District

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Hebron to Koehler	15

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over all switches.

Track Capacity 50 Ft. Per Car		WEST- WARD First Class 17		Feet Grade Ascending	TIME TABLE No. 8 July 12, 1971	Feet Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD First Class 18
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily
Yard		PM 1.55	770.1	87.1	LAS VEGAS YL 8.4	75.0	Y R C s	PM 3.55
6	97	2.06	778.5	89.8	OJITA 10.1	75.0		3.36
8	108	2.19	788.8	89.8	CHAPELLE 4.8	0	B	3.22
3	90	2.29	793.6	0	BLANCHARD 5.8	75.0	B	3.13
15	60	2.38	799.4	89.8	RIBERA 4.0	0	B	3.03
13	64	2.43	803.3	89.1	SANDS 3.4	0		2.58
19	57	2.53 ¹⁸	807.0	89.8	ILFELD 4.0	0		2.53 ¹⁷
16	56	2.58	811.0	89.8	GISE 4.8	61.2		2.49
57	81	3.03	816.0	89.8	ROWE 4.4	0	B	2.43
	170	3.08	820.4	89.8	FOX 4.8	0		2.38
78	116	3.17	825.2	0	GLORIETA 4.6	158.4	B	2.33
13	97	3.30	830.0	0	CANYONCITO 5.1	158.4		2.22
318	126 s	3.45	835.2	0	LAMY 8.5	75.0	Y R C s	2.10
6	105	3.52	843.8	0	KENNEDY 4.8	70.7	B	1.57
	82	3.57	848.7	0	GALISTEO 3.5	75.0	B	1.52
37	68	4.02	852.2	0	LOS CERRILLOS 2.3	75.0	B	1.49
	95	4.06	854.6	39.6	WALDO 10.6	76.7	B	1.46
72	88	4.18	865.3	21.1	DOMINGO 11.1	26.4		1.36
	135	4.28	876.6	26.4	NUEVE 9.4	52.8	B	1.28
53	125	4.37	886.0	0	BERNALILLO 8.6	26.4	C	1.21
7	52	4.45	894.7	21.1	ALAMEDA YL 4.1	26.4	B	1.15
155		4.50	898.8	18.5	HAHN YL } 3.6 } 2 Tracks	26.4	B	1.11
Yard		5.05 PM	902.4		Albuquerque YL		T R C	1.05 PM
		Arrive Daily			(130.7)			Leave Daily
		41.4			Average speed per hour			46.2

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 Canyoncito, Glorieta and Fox. Trains using sidings at Lamy 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, except not necessary to secure numbered clearance card at Lamy when office closed.

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 end of two tracks, MP 903.9, 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.

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

At Las Vegas between switch east end yard, MP 769.7, and Gallinas River bridge, MP 770.8, there is no superiority of trains. Train and engines within these limits must move at restricted speed; between these points main track may be used not protecting against regular trains, extras, work extras and engines.

FOURTH DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Las Vegas to Lamy	79	60
Lamy to Albuquerque	90	60
Rosario Industrial Spur	30	30

SPEED RESTRICTIONS—CURVES

	MPH		
	Psg.	Fr.	
3 Curves, M.P. 770.7 to 772.0	65	60	
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	
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	{ Eastward	25	25
	{ Westward	25	20
4 Curves, M.P. 830.3 to 831.8	30	30	
5 Curves, M.P. 832.1 to 832.7	20	15	
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	60	
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	
Curve, M.P. 861.3 to 862.3	70	60	
2 Curves, M.P. 863.7 to 866.1	85	60	
11 Curves, M.P. 866.7 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	

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

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

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

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

Station or MP	Type	Switches and Turnouts	MPH
Las Vegas	S	East end freight yard	30
	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	Both ends siding	30
Canyoncito	I	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 Eastward	30

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	MPH
Las Vegas	Jackson and University Streets	15
Albuquerque	All crossings between Trumbull Avenue and Mountain Road	30
	Between Mountain Road and Hahn	60

RULES GOVERNING TRAIN OPERATION ON HEAVY DESCENDING GRADES APPLY ON FOURTH DISTRICT. SEE TIME TABLE SPECIAL RULES 7 AND 8.

10 COLORADO DIVISION

PUEBLO DISTRICT

Track Capacity 50 Ft. Per Car	WEST- WARD	Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD
	↓							↑
Sidings					STATIONS	Feet Per Mile		
Yard		554.9	28.0	ABS	LA JUNTA YL 4.9	0	Y C R	
62		559.8	20.0		SWINK YL 2.8	0	Y B	
82		562.6	19.5		NEWDALE 3.0	0	B	
100		565.6	31.7		ROCKY FORD YL 5.4	0	R C	
82		571.0	31.7		VROMAN 3.5	0	B	
108		574.5			MANZANOLA 8.6	0	R C	
67		583.1	33.3		FOWLER 4.4	14.0	C	
70		587.5	19.0		HAMLET 4.1	0	B	
		591.6	33.0		NA JCT 7.0	0		
		598.6	31.2		BOONE 5.0	0	B	
150		603.6	30.0		AVONDALE 6.0	0	Y R C	
		609.6	34.4		DEVINE 2.2	0	B	
150		611.8	31.7		BAXTER 6.0	0	B	
		617.8	31.7		PUEBLO JCT. 0.4	31.7		
		618.2	0		Mo. Pac. Crossing 0.6	22.0		
		618.8	0	PUEBLO U.D. 0.2	22.0			
		619.0	0	D.&R.G.W. Crossing 0.5	0			
Yard		619.5	52.8	PUEBLO YARD		Y R C		
				(64.6)				

RULE 261 IN EFFECT: On main track between NA JCT and Pueblo Yard, and on sidings Avondale and Baxter.

Trains must secure numbered clearance card before leaving La Junta and Pueblo Yard. A.V. District trains originating La Junta must secure numbered clearance card for Pueblo District and A.V. District before leaving La Junta.

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 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 authority is received to line switch, switch must be lined before controlled signal will clear.

MINNEQUA DISTRICT

Track Capacity 50 Ft. Per Car	WEST- WARD	Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD
	↓							↑
Sidings					STATIONS	Feet Per Mile		
96		124.3	0	TCS	SOUTHERN JCT. YL 1.7	31.0		
35		122.6	0		MINNEQUA YL 2.5	97.2	C	
		120.1	31.7		Mo. Pac. Crossing 0.3	31.7		
		119.8			PUEBLO JCT.			
					(4.5)			

RULE 261 AND TCS IN EFFECT: On main track between Minnequa and Pueblo JCT.

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

At Minnequa, Track No. 4, extending between station sign and crossover south end of yard, is designated siding.

PUEBLO DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
La Junta to Pueblo JCT	60
Pueblo JCT to Pueblo Yard	20

SPEED RESTRICTIONS—CURVES AND RR CROSSINGS:

	MPH
Curve, M.P. 555.7 to 556.1 Westward	50
Curve, M.P. 555.7 to 556.1 Eastward	45
4 Curves, M.P. 586.3 to 587.8	50
Curve, M.P. 591.0 to 591.1	50
Curve, M.P. 615.9 to 616.0	50
2 Curves, M.P. 617.2 to 617.6	25
Curve, M.P. 617.6 to 617.8 (Pueblo Jct. Interlocking)	15
RR Crossing M.P. 618.2 Automatic Interlocking	15
RR Crossing M.P. 619.0 Interlocking	10
Curve, M.P. 619.0 to 619.1	10

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

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

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

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

"I"—Interlocked Switch.

"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
La Junta	S	West end tail track	15
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
NA JCT	I	Turnout	50
Avondale	I	Both ends of siding	35
Baxter	I	Both ends of siding	40
Pueblo Jct.	I	All Interlocked Switches	15
Pueblo	I	North end Pueblo Union Depot passenger lead	10
		North end Loop Line	10
		South end receiving yard lead	10
		South end departure yard lead	10
		North end yard—29th Street	30

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	MPH
Rocky Ford	All Streets	30
Manzanola	All Streets	50
Fowler	All Streets	50
Boone	All Streets	40

MINNEQUA DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Pueblo Jct. to Southern Jct.	20

SPEED RESTRICTIONS—RR CROSSINGS

	MPH
RR Crossing M.P. 120.1 (Auto. Interlocking)	20

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein.

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

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE		MPH
Pueblo Jct.	I	Junction Switch	15
Minnequa	I	Crossover	10

A. V. DISTRICT

Track Capacity 50 Ft. Per Car		WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971		Ruling Grade Ascending	Communications Turn Tables and Ways	EAST- WARD ↑
Other Tracks	Sidings			Mile Post	Feet Per Mile			
Yard				HOLLY YL			R C	
58		7.8	52.8	7.8 HARTMAN	0			
71	42	13.1	52.8	5.3 BRISTOL	52.8			
33		26.8	52.8	13.7 CHANNING	52.8			
			79.2	3.6 WILSON JCT. YL	52.8			
38		30.4	51.2	5.9 WILEY YL	44.9			
72		36.3	41.2	3.4 KEESEE	0			
19		39.7	79.2	3.9 McCLAVE	79.2			
50		43.6	53.0	4.3 LUBERS	52.8			
17		47.9	48.6	2.1 HASTY	39.6			
51	51	50.0	79.2	7.8 KREVBILL	77.1			
17	31	57.8	52.8	3.4 FORT LYON	61.8			
69		61.2	47.0	3.1 WAVELAND YL	32.6		Y	
	28	64.3		4.3 CORNELIA	17.9			
28		68.6	52.8	3.6 MARLMAN	52.4			
36		72.2	51.7	10.0 CHERAW	30.2			
23	51	82.2	38.6	5.6 SHELTON	12.5			
		87.8	35.6	5.7 SWINK YL	59.4		Y B	
Yard		93.5						
				(93.5)				

Rule 99(D) in effect.
At Wilson Jct. and Waveland, junction switches normally lined for A. V. District.
No switch lights on A. V. District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Holly to Swink	25
Big Bend Industrial Spur	10

SPEED RESTRICTIONS—CURVES

	MPH
2 Curves, M.P. 84.4 to 84.7	15
Curve, M.P. 88.5 to 88.8	15

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.
Trains or engines using siding must not exceed maximum turnout speed for that siding.

LAS ANIMAS DISTRICT

Track Capacity 50 Ft. Per Car		WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971		Ruling Grade Ascending	Communications	EAST- WARD ↑
Other Tracks	Sidings			Mile Post	Feet Per Mile			
	28			WAVELAND YL			Y	
Yard			2.9	2.9 LAS ANIMAS YL	0		Y R C	
				(2.9)				

Between Waveland and Las Animas, movements will be made in accordance with Rule 93.
No switch lights on Las Animas District.
At Waveland, junction switch normally lined for A. V. District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Waveland to Las Animas	25

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.
Trains or engines using siding must not exceed maximum turnout speed for that siding.

BOISE CITY DISTRICT

Track Capacity 50 Ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
			122.6	52.8	BOISE CITY YL 12.7	52.8	Y C	
14	75		135.3	52.8	CASTANEDA 16.3	52.8	B	
32	96		151.6	24.8	CAMPO 10.9	24.8	B	
	44		162.5	52.8	BISONTE 10.1	52.8	B	
			172.6	39.6	SOUTH JCT. YL 0.5	0	Y B	
97	40		173.1	42.2	SPRINGFIELD YL 1.3	0	C	
			174.4	52.8	NORTH JCT. YL 11.6	52.8	B	
	44		186.0	52.8	HARBORD 10.6	52.8	B	
15	42		196.6	50.1	FRICK 16.3	52.8	B	
16	42		212.9	52.8	RUXTON 13.7	50.2	B	
7			226.6	10.5	GILPIN 8.9	52.8	B	
			235.5		LAS ANIMAS JCT. YL		B	
					(112.9)			

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 trains, extras, work extras or engines.

Trains must secure numbered clearance card before leaving Las Animas.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Boise City to Las Animas Jct.	49

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

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

GARDEN CITY DISTRICT

Track Capacity 50 Ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 8 July 12, 1971	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
			157.6	52.8	GARDEN CITY YL 15.0	38.0	Y R C	
30			142.6	50.7	TENNIS 6.9	50.2		
24			135.7	47.5	FRIEND 7.7	37.1		
51			128.0	29.0	SHALLOW WATER 7.9	21.1		
			120.1	0	A.T.&S.F. Crossing 0.0	0		
			120.1	30.6	Mo. Pac. Crossing 0.3	0		
113			119.8		SCOTT CITY YL		Y C	
					(37.8)			

No switch lights on Garden City District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Garden City to Scott City	20

SPEED RESTRICTIONS—RR CROSSINGS

	MPH
RR Crossing M.P. 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

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	MPH
Garden City	Fourth, Sixth, Main, Ninth, Eleventh, & Thirteenth Streets	45
Garden City	Highway No. 50 Garden City Dist.	5

Rule 99(D) in effect.

SWITCHES - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 8		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	↓		July 12, 1971					↑
		Feet Per Mile	STATIONS	Feet Per Mile				
			DODGE CITY YL 0.2	0			TY RC	
			C.R.I.&P. Jct. YL 0.9	0	0.2			
		52.8	C. V. Jct. YL 8.8	0	1.1			
34		52.8	SAYRE 4.1	0	9.9			
65		21.1	ENSIGN 5.0	0	14.0			
32		20.1	HAGGARD 7.2	21.1	19.0			
112		52.8	MONTEZUMA 10.9	21.1	26.2			
111		21.1	COPELAND 5.6	0	37.1	C		
		21.1	TICE 6.9	0	42.7			
83		21.1	SUBLETTE 8.3	18.0	49.6	C		
			SATANTA YL 0.4	52.8	57.9	YC		
		52.8	SATANTA JCT. YL 15.7	52.8	58.3			
32		21.1	MOSCOW 12.7	21.1	74.0	C		
52		21.1	HUGOTON 7.3	0	86.7	C		
		21.1	FETERITA 8.7	0	94.0			
33		42.2	ROLLA 8.3	0	102.7	C		
		42.2	WILBURTON 8.6	0	111.0			
40		52.8	ELKHART YL 12.4	48.6	119.6	YC		
		52.8	STURGIS 11.6	24.3	132.0			
24		31.7	KEYES 15.6	26.4	143.6	C		
			BOISE CITY YL		159.2	YC		
			(159.2)					

Trains must secure numbered clearance card before leaving Satanta.

Trains and engines using C.R.I.&P. track between C.R.I. & P. Jct. and C.V. 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. and at C.V. Jct. switch normally lined for AT&SF.

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

No switch lights on C.V. District.

Phone booth located at east end Bridge 63.7.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
C.V. Jct. to M.P. 26	49
M.P. 26 to Boise City	40

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

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

MANTER DISTRICT

Siding Capacity 50 Ft. Per Car	WEST- WARD		Ruling Grade Ascending	TIME TABLE No. 8		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD	
	↓			July 12, 1971					↑	
	Feet Per Mile	STATIONS	Feet Per Mile							
	0	SATANTA YL	13.2					C		
	26.4	0.4 SATANTA JCT. YL	9.5					Y		
52	52.8	6.8 RYUS	52.8	6.8				B		
84	52.8	8.8 HICKOK	52.8	15.6				B		
100	46.5	7.9 ULYSSES YL	20.0	23.5				C		
	40.1	7.1 STANO	37.0	30.6						
	37.0	4.1 BIGBOW	0	34.7				B		
34	52.8	10.6 JOHNSON	20.3	45.3				C		
25	52.8	7.8 MANTER	11.6	53.1				YC		
	42.2	9.3 SAUNDERS	21.1	62.4						
	42.2	6.2 BARTLETT	0	68.6						
22	47.5	8.0 WALSH	15.8	76.6				C		
	52.8	9.6 VILAS	47.5	86.2						
		8.8 SOUTH JCT. YL		95.0				Y		
44	66.0	0.5 SPRINGFIELD YL	0	95.5				C		
	52.8	1.3 NORTH JCT. YL		96.8						
42		12.4 PRITCHETT YL		109.2				Y		
		(109.6)								

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 trains, extras, work extras or engines.

At Satanta Jct., switch normally lined for C.V. District.

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

No switch lights on Manter District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Satanta to Pritchett	40

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

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

LAMAR DISTRICT

Track Capacity 50 Ft. Per Car		WEST- WARD		Ruling Grade Ascending	TIME TABLE No. 8		Communications	EAST- WARD	
↓		July 12, 1971			↑				
Other Tracks	Sidings	Mile Post	Feet Per Mile	STATIONS					
38		4.9	0	WILSON JCT. YL					
				1.0					
9		3.9	0	CULP YL					
				3.9					
Yard				LAMAR YL			Y	R	C
				(4.9)					

Between Wilson JCT and Lamar, movements will be made in accordance with Rule 93.

No switch lights on Lamar District.

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Wilson Jct. to Lamar	25

SWITCHES - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

CANON CITY DISTRICT

Track Capacity 50 Ft. Per Car		WEST- WARD ↓		TIME TABLE No. 8 July 12, 1971	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	STATIONS		
Yard			0.0	PUEBLO YARD YL	Y R C	
			0.6	D.&R.G.W. Connection		
	77		25.4	PORTLAND YL	C	
			31.5	FLORENCE		
84						
			39.7	CANON CITY YL	Y C	
				(39.7)		

Trains must register and secure 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.

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	MPH
Canon City	Ninth Street	6

SANTA FE DISTRICT

Track Capacity 50 Ft. Per Car		WEST- WARD ↓		TIME TABLE No. 8 July 12, 1971	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	STATIONS		
			0.0	LAMY YL	Y R C	
			18.1	SANTA FE YL	Y C	
				(18.1)		

No switch lights on Santa Fe District.

At Lamy, Fourth District Junction switch normally lined for Fourth District.

Between Lamy and Santa Fe movements will be made in accordance with Rule 93.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH
Lamy to Santa Fe	15

SWITCHES - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

SPECIAL RULES

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

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.

5. JOINT TRACK FACILITIES

PUEBLO U.D.—Between D&RGW crossing (MP 619.0) and East end Pueblo U.D., 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 east end of Pueblo Union Depot tracks.

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.

7. TRAIN OPERATION ON DESCENDING GRADES BETWEEN MP 639.0 AND RATON, AND GLORIETA TO MP 833.0.

(A). Freight trains must not exceed speed of 15 MPH when average ton per car is 56 or more, and 20 MPH when average ton per car is 55 or less.

(1) When locomotive will control speed of train and total brake pipe reduction does not exceed 18 pounds, train may proceed without the use of retainers.

(2) When total brake pipe reduction exceeds 18 pounds to control train speed, train must be stopped immediately. Before air brakes are released a sufficient number of retainers must be set in high pressure position to control train.

(3) When it is known by conductor and engineman that prescribed brake pipe pressure is indicated on gauges, train may proceed without stopping at summit of grades, otherwise Rule 942 will apply.

(4) The use of the dynamic brake on helper units between Raton and Trinidad, and Glorieta to Lamy will be handled as instructed by the engineman on the lead locomotive.

(B). Passenger trains must not exceed following maximum speeds:

Between Wootton and Gallinas	— 25 MPH
Between Gallinas and Jansen	— 30 MPH
Between Lynn and Raton	— 30 MPH
Between Glorieta and MP 833	— 30 MPH

7. TRAIN OPERATION ON DESCENDING GRADES BETWEEN MP 639.0 AND RATON, AND GLORIETA TO MP 833.0—(Cont'd)

(C). Locomotives running light or with caboose only must not exceed speed:

- Locomotives with operative dynamic brake —25 MPH
- Locomotives without operative dynamic brake—20 MPH

8. FREIGHT TRAIN OPERATION HAVING LOCOMOTIVE WITH DYNAMIC BRAKE NOT IN USE ON DESCENDING GRADES OF 1.0 PERCENT OR MORE, EXCEPT BETWEEN JANSEN AND RATON, AND GLORIETA AND MP 833.

(A). When average ton per car is 70 or more, maximum speed on descending grades as follows:

- 1.0% to 1.5% (52.8 to 79.2 feet per mile) 40 MPH
- 1.5% to 2.0% (79.2 to 105.6 feet per mile) 25 MPH
- 2.0% (105.6 feet per mile) or more 15 MPH

10. HIGH WATER DETECTORS:

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
- 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 C&S Crossing
- Bridge 638.3 — At Jansen
- Bridge 727.1 — Near Wagon Mound
- Bridge 753.7 — Near Watrous
- Bridge 874.2 — Near Nueve
- 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

14. MAXIMUM SPEED OF ENGINES.

Diesels	Forward or Dead In Train MPH	Backing or When not Controlled From Leading Unit MPH
300LABC-314LABC, 315AB-321AB	90	45
5920-5948	79	45
16C-47A, 200-289, 325-344, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5614, 5615-5624, 5900-5919, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9122-9149, 9800-9849	70	45
500-564, 652-653, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450	45	45

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:

	Maximum Depth Above Top of Rail (Inches)	Maximum Speed (MPH)
6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 9122-9148, 9800-9849	3	5
652-653	4	5
16C-47A, 200-289, 300-321, 325-344, 500-564, 1500-1537, 2258-2298, 2323-2399, 2404-2441, 2450, 2500-2899, 2900-2951, 3100-3174, 3200-3284, 3300-3460, 3500-3560, 4000-4019, 4500-4579, 5000-5019, 5500-5589, 5590-5624, 5900-5939, 5940-5948	5	5
Passenger Cars:		
Roller Bearings	8	5
Friction Bearings	12	5

17. DERRICKS, CRANES, ETC.

Derricks, cranes, pile drivers, spreaders, and similar machinery moving on their own running gear, scale test cars, 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-199454 AT-199455 AT-199457 AT-199458 Derrick AT-199720 and Jordan Spreaders MPH	Other Machines Including Derrick AT-199775 MPH	Scale Test Cars AT-199913 AT-199914 AT-199915 MPH
First, Second, Third, Fourth and Pueblo	40	45	30	50
AV, Boise City, CV, Manter and Santa Fe	20	20	20	20
Garden City, Minnequa, Canon City, Lamar, York Can- yon, Rocky Mountain and Las Animas Districts	15	15	15	15
Big Bend Industrial Spur	10	10	10	10

Pile Drivers, Derricks 199720 and 199775 must be handled in trains next to engine.

Scale test cars AT 199913, 199914 and 199915 must be handled on rear end of trains ahead of caboose.

19. YARD LIMITS:

Alameda	Lamar (extends to and includes Wilson Jct.)	North Jct. Portland Pritchett
Albuquerque (ex- tends to and in- cludes Alameda)	Lamy (extends to and includes Santa Fe)	Rocky Ford Satanta
Arriba	Las Animas (applies on Las Animas District only ex- tending to and including Wave- land)	Scott City South Jct. Springfield
Boise 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)
Canon City	Las Vegas (extends to and includes Arriba)	Ulysses Waveland
C&S Crossing	Minnequa to Southern Jct.	Wiley Wilson Jct. York Canyon
Dodge City		
Elkhart		
Garden City		
Hahn		
Hebron (Rocky Mountain District only) extends to and includes Koehler		
Holly (A. V. Dis- trict only)		
Koehler		
La Junta		

20. BULLETIN BOOKS

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

21. STANDARD CLOCKS

Boise City	Raton	Pueblo
Dodge City	Las Vegas	Scott City
La Junta	Albuquerque	Santa Fe

23. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POST	NAME
THIRD DISTRICT	
689.6 748.4	Vermejo River. Mora River.
FOURTH DISTRICT	
785.1 831.8	Tecolote River. Apache Creek.
PUEBLO DISTRICT	
	Main Street Viaduct, Pueblo.
MINNEQUA DISTRICT	
120.44	Arkansas River Bridge.

24. TRACKS BETWEEN STATIONS

Location	Mile Post Location	Car Capacity	Switch Connection
FIRST DISTRICT			
Producers Packing Co.	398.6	18	East & West
Amity	479.2	43	East & West
Koen	487.4	26	East & West
THIRD DISTRICT			
Toril	697.5	44	East & West
Union	741.5	13	East & West
FOURTH DISTRICT			
Spieß	837.3	61	East & West
Rosario Industrial Spur (2.4 miles)	860.7	290	West
Plains Electric	878.4	40	East
Public Service	895.7	257	East
Tewa Moulding Corp.	896.3	14	East
Rio Grande Steel	896.8	35	East
Associated Grocers	898.5	24	West
PUEBLO DISTRICT			
Newdale Spur	562.6	66	West
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
A. V. DISTRICT			
La Junta Air Base	91.4	Yard	West
May Valley Industrial Spur	30.4	26	West
Big Bend Industrial Spur (4.2 miles)	36.3	17	East
GARDEN CITY DISTRICT			
Hutchins Spur	123.5	7	East & West
Oil Track	132.2	21	East & West
Gano	140.5	21	East & West
Brookover Feed Yard.	154.2	7	West
CANON CITY DISTRICT			
Rockvale Industrial Spur (2.9 miles)	31.5	159	East

24. TRACKS BETWEEN STATIONS—(Cont'd)

Location	Mile Post Location	Car Capacity	Switch Connection
C.V. DISTRICT			
Natural Gas Co. Track	50.9	18	
Cave	69.6	15	
Helium Plant Spurs	139.4	105	
MANTER DISTRICT			
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.

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
W. B. FARABEE	Pueblo
C. C. PATON	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

SURGEONS OF

THE A.T.&S.F. EMPLOYES' BENEFIT ASSOCIATION

DR. R. M. BROOKER, Chief Surgeon Topeka

ALBUQUERQUE HOSPITAL

DR. A. S. McGEE 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
"	W. G. DUKSTEIN
"	R. J. OHMAN
"	E. B. SCAGNELLI
"	W. V. TREKELL (Orthopedic)
Elkhart	B. D. MILLER

LOCAL SURGEONS—(Cont'd)

LOCATION	DOCTORS
Florence, Colo.	JOHN V. BUGLEWICZ
"	PETER J. GAMACHE
Fowler	G. E. McDONNELL
Garden City	J. O. AUSTIN
Hugoton	R. T. LENEVE
"	M. F. FREDERICK
La Junta	R. L. DAVIS
"	J. A. SHAND
"	W. R. SISSON
"	G. H. VANDIVER
"	G. D. CALONGE
Lakin	R. A. SABO
Lamar	GEO. WILLIAMS
"	S. JACK LOCKE
Las Animas	WILLARD WIGHT
"	L. S. SAMPSON
Las Vegas	J. C. HALLFORD
"	E. H. DELLINGER
"	ISAAC TERR
"	T. C. DABBS
"	HENRY RYNDERS
Pueblo	W. B. SULLIVAN
"	R. H. McILROY
"	W. D. HILST
Raton	L. M. PAVLETICH
"	J. J. SMOKER
Rocky Ford	R. T. SHIMA
"	E. L. MORGAN
Santa Fe	S. M. GONZALEZ
"	C. S. MOON
Scott City	B. M. HOPKINS
"	GALEN W. FIELDS
Springer	JOHN H. LATHROP
"	M. M. MORROW
"	R. W. SPLETTSTOESSOR
Syracuse	C. E. PETERSON
"	N. G. MARVIN
Trinidad	STANLEY BIBER
"	G. M. SKUFCA
"	G. E. JIMINEZ
Ulysses	M. A. BREWER
Valmora	C. H. GELENTHIEN

EYE, EAR, NOSE AND THROAT SPECIALISTS

Dodge City	E. W. SCHWARTZ (Eye)
La Junta	L. C. LARSON (Eye)
"	JACK D. ROATH (Eye)
Pueblo	W. T. DARDIS (Eye)
"	WM. G. HOPKINS (Eye)
"	H. S. RUSK
"	J. W. JONES
"	M. W. LEWALLEN (Eye)
"	H. H. FRIESEN (Eye)
Raton	R. P. BEAUDETTE (Eye)
Las Vegas	R. C. VANDER MEER
Santa Fe	J. D. GUNDZIK (Eye)



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.)

CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS

WESTWARD

		314	304	407	504	324
Dodge City	LV (MT)	AM 1201	AM 300			PM 600
Boise City	LV				PM 400	
La Junta	LV	500	900	PM 130	830	200 AM
Pueblo	AR	700	1230		200	
	LV	1000	PM		400	
Denver	AR	300			900	
		PM			AM	
Albuquerque	AR			830 AM		

EASTWARD

		704	405	403	473	413
Albuquerque	LV	AM 500				
Denver	LV		AM 1201			AM 1000
Pueblo	AR		400	AM	PM	200
	LV		800	630	300	430
La Junta	LV (AR)	1030	1015	930	500	715
		PM				PM
Boise City	AR		530 PM			
Dodge City	AR (MT)			345 PM	1100 PM	300 AM

Note: The above schedules are shown for information only and confer no time table authority.