

E. B. JONES, Trainmaster La Junta, Colo.
 D. M. MILLER, 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 D. E. DEATON
 D. A. POINTER J. J. GARZA E. D. ELYEA
 L. V. ANDERSON P. R. HOLIMAN R. W. TURPEN
 A. W. ABEL J. O. McATEE

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

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

| Speed | Damage | SAFE COUPLING SPEED |
|--|--------|-------------------------------|
| 4 miles per hour <input type="checkbox"/> | | Damage Begins |
| 5 miles per hour <input type="checkbox"/> | ■ | 2¼ times as damaging as 4 MPH |
| 6 miles per hour <input type="checkbox"/> | ■■ | 3 times as damaging as 4 MPH |
| 7 miles per hour <input type="checkbox"/> | ■■■ | 4 times as damaging as 4 MPH |
| 8 miles per hour <input type="checkbox"/> | ■■■■ | 5 times as damaging as 4 MPH |
| 9 miles per hour <input type="checkbox"/> | ■■■■■ | 6 times as damaging as 4 MPH |
| 10 miles per hour <input type="checkbox"/> | ■■■■■■ | |

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.

10

IN EFFECT

SUNDAY, JUNE 11, 1972

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

J. T. GROUNDWATER,
Acting Asst. Gen'l. Mgr.,
Topeka, Kansas

B. O. BERNARD,
Superintendent,
La Junta, Colorado

2 COLORADO DIVISION

FIRST DISTRICT

| Siding Capacity 80 Ft. Per Car | WESTWARD | | | Ruling Grade Ascending | TIME TABLE No. 10 June 11, 1972 | Ruling Grade Ascending | EASTWARD | | |
|-----------------------------------|--------------|--------------|-----------|---------------------------|---------------------------------------|---------------------------|--------------|--------------|--|
| | First Class | | | | | | First Class | | |
| | 19 | 3 | | | | | 20 | 4 | |
| Sidings | Leave Daily | Leave Daily | Mile Post | Feet Per Mile | STATIONS | Feet Per Mile | Arrive Daily | Arrive Daily | |
| | PM 9.28 | AM 6.23 | 352.6 | 20.9 | DODGE CITY YL 2.2 | 0 | PM 5.05 | PM 11.20 | |
| | 9.32 | 6.26 | 354.7 | 22.8 | SEARS 6.8 | 0 | 4.53 | 11.06 | |
| 81 | 9.40 | 6.33 | 361.6 | 28.0 | HOWELL 9.7 | 28.0 | 4.43 | 11.01 | |
| 125 | 9.48 | 6.41 | 371.2 | 25.7 | CIMARRON 6.1 | 18.0 | 4.35 | 10.51 | |
| 82 | | | 377.3 | 21.6 | INGALLS 6.7 | 20.0 | 4.30 | 10.46 | |
| 81 | 9.55 | 6.50 | 384.0 | 25.2 | CHARLESTON 6.1 | 4.3 | 4.24 | 10.41 | |
| 81 | 9.59 | 6.55 | 390.1 | 23.7 | PIERCEVILLE 5.7 | 19.0 | 4.19 | 10.36 | |
| 81 | 10.03 | 6.59 | 395.8 | 10.4 | MANSFIELD 6.6 | 0 | 4.15 | 10.32 | |
| 247 | 10.08 | 7.05 | 402.4 | 11.4 | GARDEN CITY YL 6.6 | 0 | 4.08 | 10.26 | |
| 81 | 10.19 | 7.11 | 409.0 | 21.6 | HOLCOMB 8.0 | 5.3 | 3.59 | 10.19 | |
| 81 | 10.25 | 7.17 | 417.0 | 28.1 | DEERFIELD 7.3 | 23.1 | 3.54 | 10.13 | |
| 87 | 10.30 | 7.22 | 424.3 | 31.7 | LAKIN 13.0 | 31.7 | 3.49 | 10.08 | |
| 137 | 10.38 | 7.31 | 437.8 | 21.6 | SUTTON 4.9 | 22.1 | 3.40 | 9.59 | |
| 78 | 10.42 | 7.35 | 442.2 | 28.3 | KENDALL 11.7 | 26.4 | 3.36 | 9.55 | |
| 200 | 10.50 | 7.43 | 453.9 | 21.8 | SYRACUSE 7.5 | 9.9 | 3.28 | 9.47 | |
| 81 | 10.54 | 7.48 | 461.4 | 35.0 | MEDWAY 7.4 | 24.8 | 3.23 | 9.42 | |
| 82 | 10.59 | 7.54 | 468.8 | 21.9 | COOLIDGE 6.1 | 18.5 | 3.18 | 9.37 | |
| 74 | 11.04 | 7.59 | 474.9 | 22.8 | HOLLY 6.6 | 0 | 3.14 | 9.32 | |
| 80 | 11.09 | 8.04 | 481.5 | 29.0 | BARTON 3.8 | 0 | 3.08 | 9.26 | |
| 80 | 11.11 | 8.06 | 485.3 | 38.8 | GRANADA 6.1 | 26.4 | 3.04 | 9.23 | |
| 81 | 11.15 | 8.12 | 491.4 | 17.6 | GROTE 5.5 | 26.4 | 2.59 | 9.17 | |
| 80 | 11.19 | 8.16 | 496.9 | 37.0 | CLUCAS 5.4 | 11.1 | 2.56 | 9.13 | |
| 78 | 11.24 | 8.21 | 502.3 | 14.1 | LAMAR YL 3.9 | 7.9 | 2.51 | 9.08 | |
| 62 | 11.28 | 8.25 | 506.2 | 17.3 | BETA 4.2 | 0 | 2.47 | 9.04 | |
| 88 | 11.31 | 8.28 | 510.4 | 21.1 | PROWERS 5.9 | 0 | 2.44 | 9.01 | |
| 80 | 11.35 | 8.32 | 516.3 | 21.1 | ABLE 5.2 | 0 | 2.40 | 8.57 | |
| 80 | 11.39 | 8.36 | 521.5 | 10.6 | CADDOA 5.9 | 15.8 | 2.36 | 8.53 | |
| 80 | 11.43 | 8.40 | 527.4 | 20.1 | HILTON 6.2 | 10.6 | 2.32 | 8.49 | |
| | | | 533.6 | 16.4 | LAS ANIMAS JCT. 2.4 | 0 | | | |
| 166 | 11.50 | 8.47 | 536.0 | 41.2 | LAS ANIMAS 9.9 | 0 | 2.25 | 8.42 | |
| 71 | 11.58 | 8.54 | 545.9 | 29.6 | HADLEY 4.8 | 28.9 | 2.19 | 8.34 | |
| 82 | 12.02 | 8.58 | 550.7 | 26.4 | CASA 4.2 | 21.1 | 2.15 | 8.30 | |
| | 12.15 AM | 9.05 AM | 554.9 | | LA JUNTA YL | | 2.10 PM | 8.25 PM | |
| | Arrive Daily | Arrive Daily | | | (202.4) | | Leave Daily | Leave Daily | |
| | 72.6 | 74.9 | | | Average speed per hour | | 69.4 | 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.

Rule 93(A) in effect at Dodge City between M.P. 352.1 and M.P. 352.8 and at La Junta between M.P. 554 and Signal Bridge carrying signals 5556 and 0556.

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 Eastward and Westward M.P. 354.7 | 30 |
| Howell | 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 | | WESTWARD | | | Rating Grade Ascending | TIME TABLE No. 10 June 11, 1972 | Rating Grade Ascending | Communications Turn Tables and Wyes | EASTWARD | | |
|----------------------------------|---------|---------------------------|-----------------|--------------|---------------------------|---------------------------------------|---------------------------|--|--------------------------|-----------------|---|
| | | First Class | | Mile Post | | | | | Feet Per Mile | First Class | |
| | | 3 | 19 | | | | | | | 20 | 4 |
| Other Tracks | Sidings | Leave Daily | Leave Daily | | | STATIONS | Feet Per Mile | | Arrive Daily | Arrive Daily | |
| Yard | | AM 9.25 | AM 12.30 | 554.9 | 59.7 | LA JUNTA YL 3.1 | 0 | T Y R C | PM 1.55 ^s | PM 8.15 | |
| | 82 | 9.31 | 12.36 | 558.0 | 58.1 | ORMEGA 5.5 | 0 | | 1.49 | 8.07 | |
| 5 | 76 | 9.36 | 12.41 | 563.5 | 58.9 | BENTON 8.9 | 31.8 | | 1.44 | 8.02 | |
| 18 | 93 | 9.43 | 12.48 | 572.3 | 59.7 | TIMPAS 10.7 | 0 | B | 1.38 | 7.56 | |
| 4 | 120 | 9.51 | 12.56 | 583.0 | 59.7 | MINDEMAN 8.5 | 0 | | 1.30 | 7.48 | |
| 18 | 125 | 9.59 | 1.04 | 591.5 | 59.7 | DELHI 8.3 | 0 | B | 1.24 | 7.42 | |
| 25 | 107 | 10.07 | 1.12 | 599.8 | 59.7 | THATCHER 4.5 | 0 | B | 1.18 | 7.36 | |
| 18 | 125 | 10.12 | 1.17 | 604.7 | 59.1 | SIMPSON 10.3 | 31.7 | | 1.14 | 7.32 | |
| 17 | 95 | 10.20 | 1.25 | 615.0 | 59.7 | MODEL 11.2 | 31.1 | B | 1.04 | 7.23 | |
| 58 | 123 | 10.32 | 1.37 | 626.3 | 59.4 | HOEHNES 9.5 | 31.7 | | 12.52 | 7.11 | |
| | | 10.39 | 1.44 | 635.8 | 28.1 | C. & S. CROSSING YL 0.9 | 0 | B | 12.44 | 7.04 | |
| Yard | | 10.42 | 1.47 | 636.7 | 59.4 | TRINIDAD 1.9 | 0 | R C | 12.41 | 7.01 | |
| 30 | | 10.46 | 1.51 | 638.6 | 105.6 | JANSEN 3.4 | 0 | B | 12.36 | 6.56 | |
| 18 | | 10.53 | 1.58 | 642.0 | 105.6 | STARKVILLE 5.4 | 0 | | 12.27 | 6.47 | |
| | | 11.04 | 2.09 | 647.3 | 184.8 | GALLINAS 0.8 | 0 | | 12.17 | 6.37 | |
| 1 | | 11.08 | 2.13 | 648.1 | 184.8 | MORLEY 3.6 | 0 | B | 12.15 | 6.35 | |
| 41 | | 11.21 | 2.26 | 651.8 | 184.8 | WOOTTON 1.0 | 175.3 | B | 12.06 | 6.26 | |
| 6 | | 11.25 | 2.30 | 652.8 | 0 | LYNN 2.4 | 175.3 | B | 12.02 PM | 6.22 | |
| | 186 | 11.31 | 2.36 | 655.2 | 0 | KEOTA 4.3 | 174.2 | | 11.55 | 6.15 | |
| Yard | 90 | 11.45 ²⁰ AM | 2.50 AM | 659.5 | | RATON | | T Y C R | 11.45 ³ AM | 6.05 PM | |
| | | Arrive Daily | Arrive Daily | | | (104.2) | | | Leave Daily | Leave Daily | |
| | | 44.6 | 55.2 | | | Average speed per hour | | | 48.1 | 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.

Trains must secure numbered clearance card before leaving La Junta and Raton.

Rule 93(A) in effect at La Junta between M.P. 554 and Signal Bridge carrying signals 5556 and 0556.

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

SECOND DISTRICT

COLORADO DIVISION 5

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. 596.1 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.

| 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.

6 COLORADO DIVISION

THIRD DISTRICT

| Track Capacity 50 Ft. Per Car | | WESTWARD | | | Mile Post | Feet Per Mile | Rolling Grade Ascending | TIME TABLE No. 10 June 11, 1972 | Feet Per Mile | Rolling Grade Ascending | Communications Turn Tables and Wyes | EASTWARD | |
|----------------------------------|---------|----------------|--------------|-------------|-----------|----------------------------|-------------------------|---------------------------------------|---------------|-------------------------|--|----------|--|
| | | First Class | | First Class | | | | | | | | | |
| | | 3 | 19 | 20 | | | | | | | | 4 | |
| Other Tracks | Sidings | Leave Daily | Leave Daily | | | STATIONS | | Arrive Daily | Arrive Daily | | | | |
| Yard | 90 | AM 11.51 PM | AM 2.55 | 659.5 | 0 | RATON 11.5 | 70.7 | AM 11.35 PM 6.02 | | | | | |
| 275 | 113 | 12.04 | 3.08 | 671.3 | 0 | HEBRON 7.4 | 70.2 | 11.22 | 5.48 | | | | |
| 17 | 118 | 12.10 | 3.14 | 678.8 | 0 | SCHOMBERG 7.3 | 68.4 | 11.15 | 5.42 | | | | |
| 70 | | 12.16 | 3.20 | 686.0 | 66.5 | MAXWELL 5.0 | 66.0 | 11.07 | 5.36 | | | | |
| | 121 | 12.21 | 3.25 | 691.0 | 69.7 | FRENCH 8.4 | 72.8 | 11.03 | 5.33 | | | | |
| 79 | 126 | 12.31 | 3.35 | 699.4 | 72.2 | SPRINGER 10.8 | 70.2 | 10.55 | 5.25 | | | | |
| 9 | 125 | 12.41 | 3.45 | 710.0 | 71.2 | COLMOR 9.6 | 69.7 | 10.46 | 5.16 | | | | |
| 9 | 122 | 12.51 | 3.55 | 719.7 | 70.9 | LEVY 5.7 | 67.9 | 10.37 | 5.07 | | | | |
| 80 | 76 | 12.57 | 4.01 | 725.3 | 70.2 | WAGON MOUND 10.0 | 69.7 | 10.32 | 5.02 | | | | |
| 17 | 72 | 1.06 | 4.10 | 735.3 | 70.0 | OPTIMO 7.0 | 70.2 | 10.23 | 4.53 | | | | |
| 3 | 93 | 1.15 | 4.19 | 742.3 | 52.8 | SHOEMAKER 7.2 | 52.8 | 10.13 | 4.43 | | | | |
| 69 | 125 | 1.25 | 4.29 | 750.2 | 70. | WATROUS 9.3 | 70.0 | 10.03 | 4.33 | | | | |
| 17 | 116 | 1.35 | 4.39 | 759.5 | 69.7 | ONAVA 8.1 | 69.7 | 9.55 | 4.25 | | | | |
| 3 | 75 | 1.43 | 4.47 | 767.7 | 0 | ARRIBA YL 2.4 | 69.7 | 9.47 | 4.17 | | | | |
| Yard | | PM 1.50 | AM 4.54 | 770.1 | | LAS VEGAS YL | | AM 9.43 PM 4.13 | | | | | |
| | | Arrive Daily | Arrive Daily | | | (109.8) | | Leave Daily | Leave Daily | | | | |
| | | 55.2 | 55.2 | | | Average speed per hour | | 58.8 | 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.

Rule 93 (A) in effect at Las Vegas between switch east end yard M.P. 769.7 and Gallinas River bridge M.P. 770.8.

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

YORK CANYON DISTRICT

| Track Capacity 50 ft. Per Car | | WESTWARD | | Mile Post | Feet Per Mile | Rolling Grade Ascending | TIME TABLE No. 10 June 11, 1972 | Feet Per Mile | Rolling Grade Ascending | Communications Turn Tables and Wyes | EASTWARD | |
|----------------------------------|---------|----------|--|-----------|---------------|-------------------------|---------------------------------------|---------------|-------------------------|--|----------|--|
| | | ↓ | | | | | | | | | ↑ | |
| Other Tracks | Sidings | | | | | STATIONS | | | | | | |
| | | | | 0.0 | 61.1 | FRENCH 13.3 | | 0 | | Y B | | |
| 39 | | | | 13.3 | 105.6 | COLFAX 22.8 | | 0 | | | | |
| 53 | | | | 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. | Frt. |
| Raton to Las Vegas | 79 | 60 |

SPEED RESTRICTIONS—CURVES

| | MPH | |
|--------------------------------|-------|------|
| | Psgr. | Frt. |
| 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 |
| Curve, M.P. 733.2 to 733.6 | 75 | 55 |
| 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 | 10 |
| 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 ↓ | | | TIME TABLE No. 10 June 11, 1972 | | 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 | | B | |
| | | | 14.5 | | KOEHLER 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 | | WESTWARD | | Mile Post | Feet Per Mile | TIME TABLE No. 10 June 11, 1972 | Feet Per Mile | Communications Turn Tables and Wyes | EASTWARD | |
|----------------------------------|---------|----------------------|----------------------|-----------|---------------------|---------------------------------------|---------------------|--|--------------------|-------------------|
| Other Tracks | Sidings | First Class | | | | | | | First Class | |
| | | 3 | 19 | | | | | | 20 | 4 |
| Yard | | Leave Daily | Leave Daily | | | STATIONS | | | Arrive Daily | Arrive Daily |
| | | PM 1.55 | AM 4.57 | 770.1 | 87.1 | LAS VEGAS YL 8.4 | 75.0 | Y R C s | AM 9.40 s | PM 4.10 |
| 6 | 97 | 2.05 | 5.07 | 778.5 | 89.8 | OJITA 10.1 | 75.0 | | 9.22 | 3.51 |
| 8 | 108 | 2.17 | 5.21 | 788.8 | 89.8 | CHAPELLE 4.8 | 0 | B | 9.08 | 3.37 |
| 3 | 90 | 2.25 | 5.29 | 793.8 | 0 | BLANCHARD 5.8 | 75.0 | B | 8.59 | 3.28 |
| 15 | 60 | 2.35 | 5.39 | 799.4 | 89.8 | RIBERA 4.0 | 0 | B | 8.50 | 3.18 |
| 13 | 64 | 2.40 | 5.44 | 803.3 | 89.1 | SANDS 3.4 | 0 | | 8.45 | 3.13 |
| 19 | 57 | 2.45 | 5.49 | 807.0 | 89.8 | ILFELD 4.0 | 0 | | 8.40 | 3.08 |
| 16 | 56 | 2.50 | 5.54 | 811.0 | 89.8 | GISE 4.8 | 61.2 | | 8.36 | 3.04 |
| 57 | 81 | 2.58 ⁴ | 6.02 | 816.0 | 89.8 | ROWE 4.4 | 0 | B | 8.30 | 2.58 ³ |
| | 170 | 3.04 | 6.08 | 820.4 | 89.8 | FOX 4.8 | 0 | | 8.25 | 2.53 |
| 78 | 116 | 3.13 | 6.17 | 825.2 | 0 | GLORIETA 4.6 | 158.4 | B | 8.20 | 2.48 |
| 13 | 97 | 3.26 | 6.30 | 830.0 | 0 | CANYONCITO 5.1 | 158.4 | | 8.09 | 2.37 |
| 318 | 126 s | 3.45 s | 6.45 | 835.2 | 0 | LAMY 8.5 | 75.0 | Y R C s | 7.57 s | 2.25 |
| 6 | 105 | 3.52 | 6.52 | 843.8 | 0 | KENNEDY 4.8 | 70.7 | B | 7.47 | 2.12 |
| | 82 | 3.57 | 6.57 | 848.7 | 0 | GALISTEO 3.5 | 75.0 | B | 7.42 | 2.07 |
| 37 | 68 | 4.02 | 7.02 | 852.2 | 0 | LOS CERRILLOS 2.3 | 75.0 | B | 7.39 | 2.04 |
| | 95 | 4.06 | 7.06 | 854.6 | 39.6 | WALDO 10.6 | 76.7 | B | 7.36 | 2.01 |
| 72 | 88 | 4.18 | 7.26 ²⁰ | 865.3 | 21.1 | DOMINGO 11.1 | 26.4 | | 7.26 ¹⁹ | 1.51 |
| | 135 | 4.28 | 7.33 | 876.6 | 26.4 | NUEVE 9.4 | 52.8 | B | 7.18 | 1.43 |
| 53 | 125 | 4.37 | 7.40 | 886.0 | 0 | BERNALILLO 8.6 | 26.4 | C | 7.11 | 1.36 |
| 7 | 52 | 4.45 | 7.46 | 894.7 | 21.1 | ALAMEDA YL 4.1 | 26.4 | B | 7.05 | 1.30 |
| 155 | | 4.50 | 7.50 | 898.8 | 18.5 | HAHN YL 3.6 | 26.4 | B | 7.01 | 1.26 |
| Yard | | 5.05 ^s PM | 8.00 ^s AM | 902.4 | | Albuquerque YL | | T R C | 6.55 AM | 1.20 PM |
| | | Arrive Daily | Arrive Daily | | | (130.7) | | | Leave Daily | Leave Daily |
| | | 41.4 | 43.3 | | | Average speed per hour | | | 47.5 | 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 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.

Rule 93(A) in effect at Albuquerque between MP 902 and end of two tracks MP 903.9.

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

Rule 93(A) in effect at Las Vegas between switch east end yard MP 769.7 and Gallinas River Bridge MP 770.8.

FOURTH DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

| | MPH | |
|-------------------------|------|------|
| | Psg. | Frt. |
| Las Vegas to Lamy | 79 | 60 |
| Lamy to Albuquerque | 90 | 60 |
| Rosario Industrial Spur | 30 | 30 |

SPEED RESTRICTIONS—CURVES

| | MPH | | |
|--------------------------------|----------|------|----|
| | Psg. | Frt. | |
| 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 | |
| 6 Curves, M.P. 832.1 to 832.9 | 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 | 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.

| Track Capacity 50 Ft. Per Car | WEST- WARD | | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Communications Turn Tables and Wyes | EAST- WARD | |
|----------------------------------|---------------|---------------|---------------------------|-------------------------|---------------|---------------------------|--|---------------|--|
| | ↓ | | | No. 10 June 11, 1972 | | | | ↑ | |
| Sidings | Mile Post | Feet Per Mile | STATIONS | | Feet Per Mile | | | | |
| Yard | 554.9 | 28.0 | LA JUNTA YL 4.9 | | 0 | T 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 | ABS | ROCKY FORD YL 5.4 | 0 | R C | | | |
| 82 | 571.0 | 31.7 | | VROMAN 3.5 | 0 | B | | | |
| 108 | 574.5 | 33.3 | MANZANOLA 8.6 | | 0 | R C | | | |
| 67 | 583.1 | 19.0 | FOWLER 4.4 | | 14.0 | C | | | |
| 70 | 587.5 | 33.0 | 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 | TCS | BAXTER 6.0 | 0 | B | | | |
| | 617.8 | 31.7 | | PUEBLO JCT. 1.0 | 31.7 | | | | |
| | 618.8 | 0 | PUEBLO U.D. 0.2 | | 22.0 | | | | |
| | 619.0 | 52.8 | D.&R.G.W. Crossing 0.5 | | 0 | | | | |
| Yard | 619.5 | | 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.

Rule 93(A) in effect at La Junta between M.P. 554 and Signal Bridge carrying signals 5556 and 0556.

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 | | Ruling Grade Ascending | TIME TABLE | | Ruling Grade Ascending | Communications Turn Tables and Wyes | EAST- WARD | |
|----------------------------------|---------------|---------------|---------------------------|--------------------------|---------------|---------------------------|--|---------------|--|
| | ↓ | | | No. 10 June 11, 1972 | | | | ↑ | |
| Sidings | Mile Post | Feet Per Mile | STATIONS | | Feet Per Mile | | | | |
| 96 | 124.3 | 0 | SOUTHERN JCT. YL 1.7 | | 31.0 | | | | |
| 35 | 122.6 | 0 | TCS | 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. 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. 10 June 11, 1972 | Ruling Grade Ascending | Communications Turn Tables and Wyes | EAST- WARD |
|----------------------------------|---------|---------------|--------------|---------------------------|---------------------------------------|---------------------------|--|---------------|
| Other Tracks | Sidings | ↓ | Mile Post | Feet Per Mile | STATIONS | Feet Per Mile | ↑ | |
| Yard | | | | | | HOLLY YL | | |
| 56 | | | 7.8 | 52.8 | 7.8 HARTMAN | 0 | | |
| 71 | 42 | | 13.1 | 52.8 | 5.3 BRISTOL | 52.8 | | |
| 38 | | | 26.8 | 52.8 | 13.7 CHANNING | 52.8 | | |
| | | | | 79.2 | 3.6 WILSON JCT. YL | 52.8 | | |
| 88 | | | 30.4 | 51.2 | 5.9 WILEY YL | 44.9 | | |
| 72 | | | 36.3 | 41.2 | 3.4 KEESE | 0 | | |
| 19 | | | 39.7 | 79.2 | 3.9 McCLAVE | 79.2 | | |
| 50 | | | 43.6 | | WAVELAND YL | | Y | |
| | 28 | | 64.3 | 32.3 | 4.3 CORNELIA | 17.9 | | |
| 26 | | | 66.6 | 52.8 | 3.6 MARLMAN | 52.4 | | |
| 36 | | | 72.2 | 51.7 | 10.0 CHERAW | 30.2 | | |
| 23 | 51 | | 82.2 | 38.6 | 11.3 SWINK YL | 59.4 | Y B | |
| Yard | | | 93.5 | | (62.8) | | | |

Rule 99(D) in effect.

At Wilson Jct., 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. 10 June 11, 1972 | Communications | EAST- WARD |
|----------------------------------|---------|---------------|--------------|---------------------------|---------------------------------------|----------------|---------------|
| Other Tracks | Sidings | ↓ | Mile Post | Feet Per Mile | STATIONS | ↑ | |
| Yard | | | | | | | WAVELAND YL |
| | 28 | | 2.9 | 0 | 2.9 LAS ANIMAS YL | 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
COLORADO DIVISION 13

| Track Capacity 50 Ft. Per Car | | WEST- WARD ↓ | | | TIME TABLE No. 10 June 11, 1972 | Ruling Grade Ascending | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|----------------------------------|---------|--------------------|--------------|---------------------|---|---------------------------|--|--------------------|
| Other Tracks | Sidings | | Mile Post | Feet Per Mile | STATIONS | Feet Per Mile | | |
| Yard | | | 122.6 | | BOISE CITY YL | | Y | |
| 14 | 75 | | 135.3 | 52.8 | 12.7 CASTANEDA | 52.8 | B | |
| | | | | 52.8 | 16.3 | | | |
| 32 | 96 | | 151.6 | 24.8 | CAMPO | | B | |
| | 44 | | 162.5 | 24.8 | 10.9 BISONTE | 24.8 | B | |
| | | | | 52.8 | 10.1 | | | |
| | | | 172.6 | 39.6 | SOUTH JCT. YL | 0 | Y B | |
| | | | | 42.2 | 0.5 SPRINGFIELD YL | 0 | C | |
| 97 | 40 | | 173.1 | 42.2 | 1.3 NORTH JCT. YL | 0 | B | |
| | | | | 52.8 | 11.6 HARBORD | 52.8 | B | |
| | 44 | | 186.0 | 52.8 | 10.6 FRICK | 52.8 | B | |
| 15 | 42 | | 196.6 | 50.1 | 16.3 RUXTON | 52.8 | B | |
| 16 | 42 | | 212.9 | 52.8 | 13.7 GILPIN | 50.2 | B | |
| 7 | | | 226.6 | 10.5 | 8.9 LAS ANIMAS JCT. YL | 52.8 | B | |
| | | | 235.5 | | | | | |
| | | | | | (112.9) | | | |

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

Rule 93(A) in effect between North Jct. and South Jct.

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 ↓ | | | TIME TABLE No. 10 June 11, 1972 | Ruling Grade Ascending | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|----------------------------------|---------|--------------------|--------------|---------------------|---|---------------------------|--|--------------------|
| Other Tracks | Sidings | | Mile Post | Feet Per Mile | STATIONS | Feet Per Mile | | |
| Yard | | | 157.6 | | GARDEN CITY YL | | Y | |
| 30 | | | 142.6 | 52.8 | 15.0 TENNIS | 38.0 | R C | |
| 24 | | | 135.7 | 50.7 | 6.9 FRIEND | 50.2 | | |
| 51 | | | 128.0 | 47.5 | 7.7 SHALLOW WATER | 37.1 | | |
| | | | | 29.0 | 7.9 A.T.&S.F. Crossing | 21.1 | | |
| | | | 120.1 | 0 | 0.0 Mo. Pac. Crossing | 0 | | |
| | | | 120.1 | 30.6 | 0.3 | 0 | | |
| 113 | | | 119.8 | | SCOTT CITY YL | | Y | |
| | | | | | (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 intructions 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. 10 | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST- WARD |
|-----------------------------------|---------------------|---------------------------|-----------------------------|---------------------|---------------------------|--------------|--|------------------|
| | ↓ | | June 11, 1972 | | | | | ↑ |
| | Feet Per Mile | | STATIONS | Feet Per Mile | | | | |
| | | | DODGE CITY YL 0.2 | 0 | | | | T Y R C |
| | 0 | | C.R.I.&P. Jct. YL 0.9 | 0 | 0.2 | | | |
| | 0 | | 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 | | Y C | |
| | 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 | | Y C | |
| | 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 | | Y C | |
| | | | (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. 10 | | Ruling Grade Ascending | Mile Post | Communications Turn Tables and Wyes | EAST- WARD | |
|-----------------------------------|---------------|------|---------------------------|----------------------|-------------------------------|---------------------------|--------------|--|---------------|----|
| | ↓ | | | | | | | | ↑ | |
| | | | Feet Per Mile | | STATIONS | Feet Per Mile | | | | |
| | | 0 | | | SATANTA YL | 13.2 | | | | C |
| | | 26.4 | | | 0.4 SATANTA JCT. YL | 9.5 | | | | Y |
| | | | | | 6.8 | | | | | |
| 52 | | | | | RYUS | 52.8 | 6.8 | | | B |
| | | | | | 8.8 | | | | | |
| 84 | | | | | HICKOK | 52.8 | 15.6 | | | B |
| | | | | | 7.9 | | | | | |
| 100 | | | | | ULYSSES YL | 20.0 | 23.5 | | | C |
| | | | | | 7.1 | | | | | |
| | | | | | STANO | 37.0 | 30.6 | | | |
| | | | | | 4.1 | | | | | |
| | | | | | BIGBOW | 0 | 34.7 | | | B |
| | | | | | 10.6 | | | | | |
| 34 | | | | | JOHNSON | 20.3 | 45.3 | | | C |
| | | | | | 7.8 | | | | | |
| 25 | | | | | MANTER | 11.6 | 53.1 | | | YC |
| | | | | | 9.3 | | | | | |
| | | | | | SAUNDERS | 42.2 | 62.4 | | | |
| | | | | | 6.2 | | | | | |
| | | | | | BARTLETT | 42.2 | 68.6 | | | |
| | | | | | 8.0 | | | | | |
| 22 | | | | | WALSH | 47.5 | 76.6 | | | C |
| | | | | | 9.6 | | | | | |
| | | | | | VILAS | 52.8 | 86.2 | | | |
| | | | | | 8.8 | | | | | |
| | | | | | SOUTH JCT. YL | | 95.0 | | | Y |
| | | | | | 0.5 | | | | | |
| 44 | | | | | SPRINGFIELD YL | 0 | 95.5 | | | C |
| | | | | | 1.3 | | | | | |
| | | | | | NORTH JCT. YL | | 96.8 | | | |
| | | | | | 12.4 | | | | | |
| 42 | | | | | PRITCHETT YL | | 109.2 | | | Y |
| | | | | | | | | | | |
| | | | | | (109.6) | | | | | |

Rule 93(A) in effect between North Jct. and South Jct.
 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. 10 | | Communications | EAST- WARD | |
|----------------------------------|---------|---------------|--|---------------------------|----------------------|-----------------------|----------------|---------------|--|
| Other Tracks | Sidings | ↓ | | | | | | ↑ | |
| | | | | Feet Per Mile | | STATIONS | | | |
| 38 | | | | | | WILSON JCT. YL | | | |
| | | | | | 0 | 1.0 | | | |
| 9 | | | | | | CULP YL | | | |
| | | | | | 0 | 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. 10 June 11, 1972 | 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 YB | C | |
| 84 | | | 31.5 | FLORENCE | | |
| 115 | | | 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

| WEST- WARD ↓ | | Ruling Grade Ascending | TIME TABLE No. 10 June 11, 1972 | Ruling Grade Ascending | Communications Turn Tables and Wyes | EAST- WARD ↑ |
|--------------------|--------------|---------------------------|---------------------------------------|---------------------------|--|--------------------|
| | Mile Post | Feet Per Mile | STATIONS | Feet Per Mile | | |
| | 0.0 | 105.6 | LAMY 18.1 YL | 105.6 | 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

- Except as otherwise provided, Eastward Trains are superior to Westward Trains of the same class.
- 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 647.3 AND RATON AND BETWEEN GLORIETA AND MP 833.

A. Freight trains operating with RCE must not exceed speed of 15 MPH when average tons per car is 91 or more, 20 MPH when average tons per car is 71 to 90, or 25 MPH when the average tons per car is 70 or less.

(1) When locomotive dynamic brakes will control speed of train and total brake pipe reduction does not exceed 18 pounds, train may proceed.

(2) When total brake pipe reduction exceeds 18 pounds to control train speed, train must be stopped immediately and brake system recharged before proceeding, first setting hand brakes if engine brakes will not hold the train.

B. Trains operating without RCE and locomotive dynamic brake fails or becomes inoperative, must not exceed 15 MPH. In event total brake pipe reduction exceeds 18 pounds to control train speed, train must be stopped immediately, a sufficient number of hand-brakes must be set to hold the train and the automatic air brake system must be fully charged before train may proceed.

C. 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.

D. Passenger trains must not exceed following maximum speeds:

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

8. FREIGHT TRAIN OPERATION HAVING LOCOMOTIVE WITH DYNAMIC BRAKE NOT IN USE ON DESCENDING GRADES OF 1.0 PERCENT OR MORE, EXCEPT BETWEEN MP 647.3 AND RATON, AND GLORIETA AND MP 833.

A. When average tons per car is 90 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 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, 5625-5661, 5900-5919, 6300-6348, 6600-6615, 7500-7519, 7900-7909, 8000-8005, 8500-8524, 8700-8714, 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, 8700-8714, 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, 5590-5661, 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 |
| A.V. Boise City, CV, Manter and Santa Fe | 20 | 20 | 20 | 20 |
| Garden City, Minnequa, Canon City, Lamar, York Canyon, 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 (extends to and includes Alameda) | Lamy (extends to and includes Santa Fe) | Rocky Ford Satanta Scott City |
| Arriba | Las Animas (applies on Las Animas District only extending to and including Waveland) | South Jct. Springfield Swink (extends to and includes La Junta Air Base MP 91.4 A. V. District) |
| Boise City | Las Animas Jct. (applies on Boise City District only) | Ulysses Waveland |
| Canon City | Las Vegas (extends to and includes Arriba) | Wiley Wilson Jct. York Canyon |
| C&S Crossing | Minnequa to Southern Jct. | |
| Dodge City | | |
| Elkhart | | |
| Garden City | | |
| Hahn | | |
| Hebron (Rocky Mountain District only) extends to and includes Koehler | | |
| Holly (A. V. District 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 | | | |
| Spies | 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 |
| 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 | |
| Julian | 38.9 | 20 | |

R. W. WELLS, 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. PATTON | Canon City |
| A. T. KAPFELKE | Trinidad |
| JAS. A. WHITED | Raton |
| MRS. GILLIE FLENER | Las Vegas |
| VIRGIL H. HALL | Santa Fe |
| TOM HOWARD | Albuquerque |
| JAMES PECH | Albuquerque |
| W. F. LIKEN | Albuquerque |

SURGEONS OF

THE A.T.&S.F. EMPLOYEES' 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 |
| " | F. D. EICHHORN |
| Hugoton | R. T. LENEVE |
| " | M. F. FREDERICK |
| Johnson | R. F. DAILEY |
| La Junta | R. L. DAVIS |
| " | J. A. SHAND |
| " | W. R. SISSON |
| " | G. H. VANDIVER |
| " | G. D. CALONGE |
| " | L. M. OVZTS (Radiology) |
| Lakin | R. A. SABO |
| Lamar | GEO. WILLIAMS |
| " | S. JACK LOCKE |
| Las Animas | WILLARD WIGHT |
| " | L. S. SAMPSON |
| Las Vegas | 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 |
| " | C. L. MENGIS, JR. |
| Scott City | B. M. HOPKINS |
| " | GALEN W. FIELDS |
| Springer | JOHN H. LATHROP |
| " | M. M. MORROW |
| Springfield | 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. GELLENTHIEN |

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. GUNZIK (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.)

CONDITIONAL STOPS SHOWN 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 |
|-------|------------------|---------------------------|--|
| 3 | Trinidad | Albuquerque and beyond | Kansas City and beyond and South of Newton |
| 20 | Trinidad | Kansas City and beyond | California and Arizona |

CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS

WESTWARD

| | | 314 | 307 | 304 | 408 | 504 | 324 |
|-------------|---------|-----------|-----------|------|-----------|-----------|-----------|
| | | AM | AM | AM | | | PM |
| Dodge City | LV (MT) | 1201 | 130 | 300 | | | 600 |
| Boise City | LV | | | | | PM 400 | |
| La Junta | AR | | 530 | | PM 130 | | |
| | LV | 515 | 700 | 930 | | 1130 | 200 AM |
| Pueblo | AR | 700 | | 1230 | | 200 | |
| | LV | 1000 | | PM | | 400 | |
| Denver | AR | 300 PM | | | | 900 AM | |
| Albuquerque | AR | | 500 PM | | 830 AM | | |

EASTWARD

| | | 804 | 405 | 403 | 473 | 413 | 723 |
|-------------|---------|-----|-----------|-----------|------------|-----------|-----------|
| | | AM | | | | | AM |
| Albuquerque | LV | 700 | | | | | 1201 |
| Denver | LV | | 1201 | | | 1000 | |
| Pueblo | AR | | AM | | | AM | |
| | LV | | 400 | AM | PM | 200 | |
| | LV | | 800 | 630 | 300 | 430 | |
| La Junta | AR | 700 | | | | | 500 |
| | LV | | 1015 | 930 | 500 | 715 | 915 |
| | | PM | | | | PM | PM |
| Boise City | AR | | 530 PM | | | | |
| Dodge City | AR (MT) | | | 345 PM | 1100 PM | 300 AM | 200 AM |

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