



2 COLORADO DIVISION

FIRST DISTRICT

WEST- WARD First Class	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Train Tables and Wyes	EAST- WARD First Class
3							4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 6.23		20.9	<b>DODGE CITY</b> YL 2.2	0	352.5	TY RC	PM 11.20
6.26		22.8	SEARS } DT	0	354.7	B	11.06
6.33	4050	28.0	HOWELL } DT	28.0	361.5	B	11.01
6.41	6250	25.7	CILARRON 6.1	18.0	371.2	RC	10.51
	4100	21.5	INGALLS 6.7	20.0	377.3		10.46
6.50	4050	25.2	CHARLESTON 6.1	4.3	384.0	B	10.41
6.55	4050	23.7	PIERCEVILLE 5.7	19.0	390.1		10.36
6.59	4050	10.4	MANSFIELD 6.6	0	395.8	B	10.32
f 7.05	12350	11.4	GARDEN CITY YL 6.6	0	402.4	Y RC	f 10.26
7.11	4050	21.6	HOLCOMB 8.0	5.3	409.0		10.19
7.17	4050	28.1	DEERFIELD 7.3	23.1	417.0		10.13
7.22	4350	31.7	LAKIN 13.0	31.7	424.3	RC	10.08
7.31	6850	21.6	SUTTON 4.9	22.1	437.3	B	9.59
7.35	3900	28.3	KENDALL 11.7	26.4	442.2		9.55
7.43	10000	35.0	SYRACUSE 14.9	24.8	453.9	R C	9.47
7.54	4100	21.9	COOLIDGE 6.1	18.5	468.8		9.37
7.59	E 3700 W 5100	22.8	HOLLY 6.6	0	474.9	CR	9.32
8.04	4000	29.0	BARTON 3.8	0	481.5	B	9.26
8.06	4000	38.8	GRANADA 17.0	26.4	485.3		9.23
f 8.21	7500	17.3	LAMAR YL 8.1	7.9	502.3	YRC	f 9.08
8.28	4400	21.1	PROWERS 11.1	0	510.4	B	9.01
8.36	4000	10.6	CADDOA 5.9	15.8	521.5	B	8.53
8.40	4000	20.1	HILTON 6.2	10.6	527.4	B	8.49
		16.4	LAS ANIMAS JCT. 2.4	0	533.6	B	
8.47	8300	41.2	LAS ANIMAS 14.7	28.9	536.0	Y RC	8.42
8.58		26.4	CASA 4.2	21.1	550.7		8.30
9.05 AM			LA JUNTA YL } DT		554.9	TY RC	8.25 PM
Arrive Daily			(202.4)				Leave Daily
74.9			Average speed per hour				69.4

RULE 251 IN EFFECT: Between Dodge City and Sears, and between La Junta and Casa.

On First District, where Rule 251 in effect, unless otherwise instructed, extras and work extras must clear first class trains on time.

Time of trains at Sears and Casa applies at end of Double Track.

Trains must secure 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 94 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 Holly, time of eastward trains applies at east switch of east siding and time of westward trains applies at west switch of west siding.

TCS 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.

Following signal located on left side of track:

Sears, signal at west end of double track on south track controlling westward movement.

# FIRST DISTRICT

## SPECIAL RULES

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Dodge City and La Junta	90	60*

\*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. . . . 45 MPH

#### (B) SPEED RESTRICTIONS—CURVES

	MPH	
	Psg.	Fr.
Curve, M.P. 374.0 to 374.2	80	60
Curve, M.P. 432.6 to 433.2	80	60
3 Curves, M.P. 479.9 to 481.9	80	60
Curve, M.P. 536.4 to 536.6	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	60	55
Curve, M.P. 552.8 to 553.1 Eastward	60	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

#### (C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. 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 Double Track 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
Garden City	S	Both ends of siding	15
Holecomb	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
Coolidge	S	Both ends of siding	15

#### (C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS —(Cont'd)

STATION OR MP	TYPE	SWITCHES AND TURNOUTS	MPH
Holly	S	Both ends of east siding	15
	R	Both ends of west siding	15
Barton	S	Both ends of siding	15
Granada	S	Both ends of siding	15
Lamar	S	Both ends of siding	15
Prowers	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
Casa	S	End of Double Track Eastward M.P. 550.7	30
La Junta	S	West end crossover between freight yard and Second Dist. main track	10

#### (D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN	MPH
Cimarron	All Streets M.P. 370.7 to M.P. 371.5	50
Garden City	Fourth, Sixth, Main, Ninth, Eleventh and Thirteenth Streets M.P. 401.7 to M.P. 403.0	45
Garden City	Highway No. 50 Garden City Dist. M.P. 155.6	5
Lakin	All Streets M.P. 424.0 to M.P. 425.2	50
Lamar	All Streets M.P. 502.1 to M.P. 503.0	60

### 3. TRACKS BETWEEN STATIONS

Name	Location	Car Capacity
Producers Packing Co. . . . .	M.P. 398.6	18
Garden By Products . . . . .	M.P. 398.9	7
Amity . . . . .	M.P. 479.2	43
Grote . . . . .	M.P. 491.4	28

### TRACK SIDE WARNING DETECTORS

#### HOT BOX DETECTOR

Detector Location	Locator Location
M.P. 406.4	Westward M.P. 408.4 Eastward M.P. 404.3

Overheated journal will actuate rotating white lights at both locations; when observed train must be stopped and inspection made in accordance with Special Rule 14(B).

WEST-WARD First Class	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class
3							4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 9.25		59.7	LA JUNTA YL 17.5	31.8	554.9	TY R C s	PM 8.15
9.43	4650	59.7	TIMPAS 10.7	0	572.3	B	7.56
9.51	6000	59.7	MINDEMAN 8.5	0	583.0		7.48
9.59	6250	59.7	DELHI 12.8	0	591.5	B	7.42
10.12	6250	59.1	SIMPSON 10.3	31.7	604.7		7.32
10.20	4750	59.7	MODEL 11.2	31.1	615.0	B	7.23
10.32	6150	59.4	HOEHNES 9.5	31.7	626.3		7.11
10.39		28.1	C. & S. CROSSING YL 0.9	0	635.8	B	7.04
10.42		59.4	TRINIDAD 1.9	0	636.7	R C	7.01
10.46		105.6	JANSEN 3.4	0	638.6	B	6.56
10.53		105.6	STARKVILLE 5.4	0	642.0		6.47
11.04		184.8	GALLINAS 0.8	0	647.3		6.37
11.08		184.8	MORLEY 3.6	0	648.1	B	6.35
11.21		184.8	WOOTTON 1.0	175.3	651.8	B	6.26
11.25		0	LYNN 2.4	175.3	652.8	B	6.22
11.31	9300	0	KEOTA 4.3	174.2	655.2		6.15
11.45 AM	4500		RATON		659.5	TY R C	6.05 PM
Arrive Daily			(104.2)				Leave Daily
44.6			Average speed per hour				48.1

T.C.S. 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 clearance card before leaving La Junta and Raton.

Rule 94 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.

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

BETWEEN:	MPH	
	Psg.	Fr.
La Junta and Trinidad	90	60*
Trinidad and Raton	79	60*

\*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. . . . 45 MPH

**(B) 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
3 Curves, M.P. 575.5 to 577.2	80	60
Curve, M.P. 581.1 to 581.5	80	60
3 Curves, M.P. 587.0 to 589.3	80	60
Curve, M.P. 591.0 to 591.4	80	60
Curve, M.P. 593.8 to 594.1	80	60
2 Curves, M.P. 595.1 to 596.5	80	60
2 Curves, M.P. 605.2 to 607.3	80	60
Curve, M.P. 615.5 to 615.9	80	60
Curve, M.P. 618.0 to 618.5	80	60
Curve, M.P. 619.5 to 619.7	40	35
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	60
<b>RR</b>		
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
10 Curves, M.P. 639.0 to 643.0	30	20
39 Curves, M.P. 643.0 to 651.2	20	20
24 Curves, M.P. 652.5 to 656.0	20	20
7 Curves, M.P. 656.0 to 659.5	30	20

**(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS**

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

"T"—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
Timpas	S	Both ends siding	30
Mindeman	S	Both ends siding	30
Delhi	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.

**(D) SPEED RESTRICTIONS—STREET CROSSINGS**

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN	MPH
Trinidad . . . . .	Commercial Street, Linden, Nevada and University Avenues M.P. 636.0 to 637.7	20

**RULES GOVERNING TRAIN OPERATION ON HEAVY DESCENDING GRADES APPLY ON SECOND DISTRICT. SEE TIME TABLE SPECIAL RULES 6 AND 7.**

WEST- WARD First Class	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD First Class
3							4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 11.51 PM	4500	0	RATON — 11.5 —	70.7	659.5	TY RC	PM 6.02
12.04	5850	0	HEBRON — 7.4 —	70.2	671.3		5.48
12.10	5900	0	SCHOMBERG — 7.3 —	68.4	678.8		5.42
12.16		66.5	MAXWELL — 5.0 —	66.0	686.0	B	5.36
12.21	6050	69.7	FRENCH — 8.4 —	72.8	691.0	B	5.33
12.31	6300	72.2	SPRINGER — 10.8 —	70.2	699.4	RC	5.25
12.41	6250	71.2	COLMOR — 9.6 —	69.7	710.0		5.16
12.51	6100	70.9	LEVY — 5.7 —	67.9	719.7	B	5.07
12.57	3800	70.2	WAGON MOUND — 17.0 —	70.2	725.3	C	5.02
1.15	4650	52.8	SHOEMAKER — 7.2 —	52.8	742.3	B	4.43
1.25	6250	70.0	WATROUS — 9.3 —	70.0	750.2	B	4.33
1.35	5800	69.7	ONAVA — 10.5 —	69.7	759.5		4.25
1.50 PM			LAS VEGAS YL		770.1	Y C R	4.13 PM
Arrive Daily			(109.8)				Leave Daily
55.2			Average speed per hour				60.5

TCS 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 127.

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

Rule 94 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.

Following signal located on left side of track:

Las Vegas, Signal 7692, on main track east end of yard.

## YORK CANYON DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Table and Wyes	EAST- WARD ↑
	Feet Per Mile	STATIONS	Feet Per Mile			
61.1		FRENCH — 13.3 —	0	0.0	Y B	
105.6		COLFAX — 22.8 —	0	13.3		
		YORK CANYON YL		36.1		
		(36.1)				

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

## (C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH.

"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.

## SPECIAL RULES

## 1. SPEED REGULATIONS

## (A) MAXIMUM AUTHORIZED SPEED

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

# THIRD DISTRICT

## SPECIAL RULES

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frnt.
Raton and Las Vegas	79	60*

\*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. . . . . 45 MPH

#### (B) SPEED RESTRICTIONS—CURVES

	MPH	
	Psgr.	Frnt.
2 Curves, M.P. 660.0 to 660.4	40	40
2 Curves, M.P. 660.8 to 661.7	70	60
9 Curves, M.P. 664.2 to 670.8	75	60
Curve, M.P. 690.2 to 690.4	50	45
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	55
Curve, M.P. 733.2 to 733.6	75	55
32 Curves, M.P. 736.1 to 749.4	40	40
Curve, M.P. 736.6 to 764.5	75	60

#### (C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. 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

#### (C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS —(Cont'd)

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
Shoemaker	S	Both ends siding	30
Watrous	S	Both ends siding	30
Onava	S	Both ends siding	10
Las Vegas	S	East end freight yard	30
	S	West end freight yard	15

#### (D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN	MPH
Las Vegas	Jackson and University Streets M.P. 769.2 to M.P. 771.6	15

#### 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P.	NAME
689.6	Vermejo River
748.4	Mora River

#### 3. TRACKS BETWEEN STATIONS

Name	Location	Car Capacity
Toril	M.P. 697.5	44

# ROCKY MOUNTAIN DISTRICT

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Table and Wyes	EAST-WARD
↓						↑
	Feet Per Mile	STATIONS	Feet Per Mile			
	158.4	HEBRON YL 14.5	0	0.0	B	
		KOEHLER YL		14.5		
		(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

## SPECIAL RULES

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Hebron and Koehler	15

#### (C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

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

WEST- WARD First Class 3	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD First Class 4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
PM 1.55		87.1	LAS VEGAS YL 8.4	75.0	770.1	Y R C	PM 4.10
2.05	4850	89.8	OJITA 10.1	75.0	778.5		3.51
2.17	5400	89.8	CHAPELLE 4.8	0	788.8	B	3.37
2.25	4500	89.8	BLANCHARD 9.8	75.0	793.6	B	3.28
2.40	3200	89.1	SANDS 3.4	0	803.3		3.13
2.45	2850	89.8	ILFELD 4.0	0	807.0		3.08
2.50	7200	89.8	GISE 4.8	61.2	811.0		3.04
2.58	4050	89.8	ROWE 4.4	0	816.0	B	2.58
3.04	8500	89.8	FOX 4.8	0	820.4		2.53
3.13	5800	0	GLORIETA 4.6	158.4	825.2	B	2.48
3.26	4850	0	CANYONCITO 5.1	158.4	830.0		2.37
3.45	6300	0	LAMY 8.5	75.0	835.2	Y R C	2.25
3.52	5250	0	KENNEDY 10.6	75.0	843.8	B	2.12
4.06	4750	39.6	WALDO 10.6	76.7	854.6	B	2.01
4.18	4400	21.1	DOMINGO 11.1	26.4	865.3		1.51
4.28	6750	26.4	NUEVE 9.4	52.8	876.6	B	1.43
4.37	6250	0	BERNALILLO 8.6	26.4	886.0	C	1.36
4.45	2600	21.1	ALAMEDA YL 4.1	26.4	894.7	B	1.30
4.50		18.5	HAHN YL 3.6	26.4	898.8	B	1.26
5.05 PM			Albuquerque YL		902.4	T R C	1.20 PM
Arrive Daily			(130.7)				Leave Daily
41.4			Average speed per hour				46.2

TCS 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 127.

RULE 251 IN EFFECT: Between Hahn and Albuquerque.

Time of trains at Hahn applies at the end of Double Track and time of Westward trains at Lamy applies at switch West end siding.

Trains must secure 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 94 in effect at Albuquerque between MP 902 and end of double track MP 903.9.

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

Rule 94 in effect at Las Vegas between switch east end yard MP 769.7 and Gallinas River Bridge MP 770.8.



# FOURTH DISTRICT

## SPECIAL RULES

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Frt.
Between Las Vegas and Lamy	79	60*
Between Lamy and Albuquerque	90	60*
Rosario Industrial Spur	30	30

\*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. . . . 45 MPH

#### (B) 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	45	40	
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	45	40	
5 Curves, M.P. 806.6 to 808.8	50	45	
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	50	45	
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	

### (C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. 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
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
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 double track Eastward	30

### (D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN	MPH
Las Vegas	Jackson and University Streets M.P. 769.2 to M.P. 771.6	15
Albuquerque	All crossings between Trumbull Avenue and Mountain Road M.P. 901.5 to M.P. 903.4	30
	Between Mountain Road and Hahn M.P. 898.8 to M.P. 901.5	60

RULES GOVERNING TRAIN OPERATION ON HEAVY DESCENDING GRADES APPLY ON FOURTH DISTRICT. SEE TIME TABLE SPECIAL RULES 6 AND 7.

### 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P.	NAME
785.1	Tecolote River.
831.8	Apache Creek.

### 3. TRACKS BETWEEN STATIONS

Name	Location	Car Capacity
Rosario Industrial Spur (2.4 miles)	M.P. 860.7	290
Plains Electric	M.P. 878.4	40
Public Service	M.P. 895.7	257
Tewa Moulding Corp.	M.P. 896.3	14
Rio Grande Steel	M.P. 896.8	35
Associated Grocers	M.P. 898.5	24

10 COLORADO DIVISION

PUEBLO DISTRICT

WEST-WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
	Yard	28.0	<b>LA JUNTA</b> YL 4.9	0	554.9	T Y C R	
	3100	20.0	<b>SWINK</b> YL 2.8	0	559.8	Y B	
	4100	19.5	<b>NEWDALE</b> 3.0	0	562.6	B	
	5000	31.7	<b>ROCKY FORD</b> YL 5.4	0	565.6	R C	
	4100	31.7	<b>VROMAN</b> 3.5	0	571.0	B	
	6400	33.3	<b>MANZANOLA</b> 8.6	0	574.5		
	3350	33.0	<b>FOWLER</b> 8.5	14.0	583.1		
		33.0	<b>NA JCT</b> 7.0	0	591.6		
		31.2	<b>BOONE</b> 5.0	0	598.6	B	
	7500	30.0	<b>AVONDALE</b> 6.0	0	603.6	Y R C	
		34.4	<b>DEVINE</b> 2.2	0	609.6	B	
	7500	31.7	<b>BAXTER</b> 6.0	0	610.9	B	
		31.7	<b>PUEBLO JCT.</b> 1.0	31.7	617.8		
	0		<b>PUEBLO U.D.</b> 0.2	22.0	618.8		
	52.8		<b>D.&amp;R.G.W. Crossing</b> 0.5	0	619.0		
	Yard		<b>PUEBLO YARD</b>		619.5	Y R C	
			(64.6)				

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

Trains must secure clearance card before leaving La Junta and Pueblo Yard.

Rule 94 in effect at La Junta between M.P. 554 and Signal Bridge carrying signals 5556 and 0556.

At Swink, the signal governing movements from A.V. District to Pueblo District is a controlled signal. Telephone to Control Station, La Junta, is located near A.V. District switch. Before any movement is made from A.V. District to Pueblo District, member of crew will secure authority from Control Station before lining switch or fouling Pueblo District main track.

MINNEQUA DISTRICT

WEST-WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
	4500	0	<b>SOUTHERN JCT.</b> YL 1.7	31.0	124.3		
	1750	0	<b>MINNEQUA</b> YL 2.5	97.2	122.6	C	
		31.7	<b>Mo. Pac. Crossing</b> 0.3	31.7	120.1		
			<b>PUEBLO JCT.</b>		119.8		
			(4.5)				

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 Minnequa siding.

Southern Junction siding extends from crossover to south end.

# PUEBLO DISTRICT

## SPECIAL RULES

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
La Junta and Pueblo JCT	60*
Pueblo JCT and Pueblo Yard	20

\*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. . . . 45 MPH

#### (B) 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

#### (C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. 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 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

#### (C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS —(Cont'd)

	S	Both ends of siding	30
Fowler	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
	I	North end Loop Line	10
	I	South end receiving yard lead	10
	I	South end departure yard lead	10
	I	North end yard—29th Street	30

#### (D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN	MPH
Rocky Ford	All Streets M.P. 565.0 to M.P. 566.1	30
Manzanola	All Streets M.P. 574.2 to M.P. 574.9	50
Fowler	All Streets M.P. 583.0 to M.P. 583.4	50
Boone	All Streets M.P. 598.3 to 599.1	40

#### 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P.	NAME
	Main Street Viaduct, Pueblo.

#### 3. TRACKS BETWEEN STATIONS

Name	Location	Car Capacity
Newdale Spur	M.P. 562.6	66
Walgro	M.P. 569.6	16
Dinsmore	M.P. 606.6	43
Gas Spur	M.P. 608.9	13
Pueblo Air Base	M.P. 610.7	Yard
Baxter Beet Track	M.P. 612.6	17

# MINNEQUA DISTRICT

## SPECIAL RULES

### 1. SPEED REGULATIONS

#### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Pueblo Jct. and Southern Jct.	20

#### (B) SPEED RESTRICTIONS—CROSSINGS

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

#### (C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

Station	Type	Switches and Turnouts	MPH
Pueblo Jct.	I	Junction Switch	15
Minnequa	I	Turnout	10

#### 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P.	NAME
120.44	Arkansas River Bridge

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			No. 1 January 5, 1975					
		Feet Per Mile	STATIONS		Feet Per Mile			
		52.8	HARTMAN	YL	52.8	7.8		
			5.3					
		52.8	BRISTOL	YL	52.8	13.1		
			13.7					
		79.2	CHANNING	YL	52.8	26.8		
			3.6					
			WILSON JCT.	YL		30.4		
		51.2	5.9		44.9			
		41.2	WILEY	YL	0	36.3		
			3.4					
		79.2	KEESEE	YL	79.2	39.7		
			3.9					
			McCLAVE	YL		43.6		
	2550		CHERAW	YL		82.2		
		38.6	11.3		59.4			
			SWINK	YL		93.5	Y B	
			(47.1)					

Between Hartman and McClave movements will be made in accordance with Rule 93.

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

No switch lights on A. V. District.

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

	MPH
Between Swink and Cheraw	25
Big Bend Industrial Spur	10
Between Hartman and McClave	10

**(B) SPEED RESTRICTIONS—CURVES**

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

**(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS**

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

**3. TRACKS BETWEEN STATIONS**

Name	Location	Capacity
La Junta Air Base	M.P. 91.4	Yard
Big Bend Industrial Spur (4.2 miles)	M.P. 36.3	17

# BOISE CITY DISTRICT

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1  January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
			<b>BOISE CITY</b> YL		122.6	Y C	
	3750	52.8	12.7 CASTANEDA	52.8	135.3	B	
	4800	52.8	16.3	52.8			
			CAMPO		151.6	B	
	2200	24.8	10.9 BISONTE	24.8	162.5	B	
		52.8	10.1 SOUTH JCT. YL	52.8	172.6	Y B	
	2080	39.6	0.5 SPRINGFIELD YL	0	173.1	C	
		42.2	1.3 NORTH JCT. YL	0	174.4	B	
	2200	52.8	11.6 HARBORD	52.8	186.0	B	
	2100	52.8	10.6 FRICK	52.8	196.6	B	
	2100	50.1	15.3 RUXTON	52.8	212.9	B	
		52.8	13.7 GILPIN	50.2	226.6	B	
		10.5	8.9 LAS ANIMAS JCT. YL	52.8	235.5	B	

(112.9)

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

Rule 94 in effect between North Jct. and South Jct.

Trains must secure clearance card before leaving Las Animas.

### SPECIAL RULES

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Boise City and Las Animas Jct.	49*

\*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total ..... 45 MPH

##### (C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

# GARDEN CITY DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 1  January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile	STATIONS	Feet Per Mile			
	52.8	<b>GARDEN CITY</b> YL	38.0	157.6	Y R C	
	50.7	15.0 TENNIS	50.2	142.6		
	47.5	6.9 FRIEND	37.1	135.7		
	29.0	7.7 SHALLOW WATER	21.1	128.0		
	0	7.9 A.T.&S.F. Crossing	0	120.1		
	30.6	0.0 Mo. Pac. Crossing	0	120.1		
		0.3 <b>SCOTT CITY</b> YL		119.8	Y C	

(37.8)

No switch lights on Garden City District.

### SPECIAL RULES

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Garden City and Scott City	20

##### (B) SPEED RESTRICTIONS—RR CROSSING & CURVES

RR Crossing	MPH
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
4 Curves M.P. 141.3 to 142.6	10

##### (C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches 15 MPH.

##### (D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN	MPH
Garden City	Fourth, Sixth, Main, Ninth, Eleventh, & Thirteenth Streets M.P. 401.7 to M.P. 403.0	45
Garden City	Highway No. 50 Garden City Dist. M.P. 155.6	5

#### 3. TRACKS BETWEEN STATIONS

Name	Location	Car Capacity
Hutchins Spur	M.P. 123.5	7
Oil Track	M.P. 132.2	21
Gano	M.P. 140.5	21
Brookover Feed Yard	M.P. 154.2	7

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 1  January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
	0		<b>DODGE CITY</b> YL 0.2	0		T R C	
	0		C.R.I.&P. Jct. YL 0.9	0	0.2		
	52.8		C. V. Jct. YL 12.9	0	1.1		
3250	21.1		ENSIGN 5.0	0	14.0		
	20.1		HAGGARD 7.2	21.1	19.0		
5600	52.8		MONTEZUMA 10.9	21.1	26.2		
5500	21.1		COPELAND 5.6	0	37.1	C	
	21.1		TICE 6.9	0	42.7		
4150	21.1		SUBLETTE 8.3	18.0	49.6	C	
			<b>SATANTA</b> YL 0.4	52.8	57.9	Y R C	
	52.8		SATANTA JCT. YL 15.7	52.8	58.3		
1600	21.1		MOSCOW 12.7	21.1	74.0	C	
2600	21.1		HUGOTON 7.3	0	86.7	R C	
	21.1		FETERITA 8.7	0	94.0		
1650	42.2		ROLLA 8.3	0	102.7		
	42.2		WILBURTON 8.6	0	111.0		
2000	52.8		ELKHART YL 12.4	48.6	119.6	Y R C	
	52.8		STURGIS 11.6	24.3	132.0		
1200	31.7		KEYES 15.6	26.4	143.6	C	
			<b>BOISE CITY</b> YL		159.2	Y R C	
			(159.2)				

Trains must secure 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 west end Bridge 63.7.

### SPECIAL RULES

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
C.V. Jct. and M.P. 26	49*
M.P. 26 and Boise City	40

\*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. . . . . 45 MPH

##### (C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

#### 3. TRACKS BETWEEN STATIONS

Name	Location	Car Capacity
Natural Gas Co. Track . . . . .	M.P. 50.9	18
Cave . . . . .	M.P. 69.6	15
Helium Plant Spurs . . . . .	M.P. 139.4	105

**MANTER DISTRICT**

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	<b>TIME TABLE No. 1</b>	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			January 5, 1975				
	Feet Per Mile		<b>STATIONS</b>	Feet Per Mile			
	0		<b>SATANTA</b> YL 0.4	13.2		R C	
	26.4		<b>SATANTA JCT.</b> YL 6.8	9.5		Y	
	2600		<b>RYUS</b> 8.8	52.8	6.8	B	
	4200		<b>HICKOK</b> 7.9	52.8	15.6	B	
	5000		<b>ULYSSES</b> YL 7.1	20.0	28.5	R C	
			<b>STANO</b> 4.1	37.0	30.6		
			<b>BIGBOW</b> 10.6	0	34.7	B	
	1700		<b>JOHNSON</b> 7.8	20.3	45.3	R C	
	1250		<b>MANTER</b> 9.3	11.6	53.1	Y C	
			<b>SAUNDERS</b> 14.2	21.1	62.4		
	1100		<b>WALSH</b> 9.6	15.8	76.6	C	
			<b>VILAS</b> 8.8	47.5	86.2		
			<b>SOUTH JCT.</b> YL 0.5		95.0	Y	
	2200		<b>SPRINGFIELD</b> YL 1.3	0	95.5	R C	
			<b>NORTH JCT.</b> YL 12.4		96.8		
	2100		<b>PRITCHETT</b> YL		109.2	Y	
			(109.6)				

Rule 94 in effect between North Jct. and South Jct.  
 Between Springfield and Pritchett, movements will be made in accordance with Rule 93.  
 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.

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

<b>BETWEEN:</b>	<b>MPH</b>
Satanta and Pritchett	40

**(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS**

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

**3. TRACKS BETWEEN STATIONS**

Name	Location	Car Capacity
Columbian Track	M.P. 13.0	73
Magnolia Siding	M.P. 13.6	18
Magnolia Spur	M.P. 13.7	20
Ulysses Irrigation Pipe Co.	M.P. 24.8	4
Pioneer Co-Op. Spur	M.P. 25.8	7
Hugoton Production Track	M.P. 25.9	33
Sullivan Track	M.P. 29.1	18
Julian	M.P. 38.9	20
Bartlett	M.P. 68.6	20

**LAMAR DISTRICT**

WEST- WARD ↓	Ruling Grade Ascending	<b>TIME TABLE No. 1</b>	Mile Post	Communications	EAST- WARD ↑
		January 5, 1975			
	Feet Per Mile	<b>STATIONS</b>			
	0	<b>WILSON JCT.</b> YL 1.0	4.9		
	0	<b>CULP</b> YL 3.9	3.9		
		<b>LAMAR</b> 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.

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

<b>BETWEEN:</b>	<b>MPH</b>
Wilson Jct. and Lamar	20

**(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS**

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH.

**CANON CITY DISTRICT**

WEST- WARD ↓	Capacity of Sidings in Feet	TIME TABLE No. 1 January 5, 1975	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		<b>STATIONS</b>			
		<b>PUEBLO YARD YL</b> 0.6	0.0	Y R C	
		D.&R.G.W. Connection 24.8	0.6		
		<b>PORTLAND YL</b> 6.1	25.4	C	
6800		<b>FLORENCE</b> 8.2	31.5		
		<b>CANON CITY YL</b>	39.7	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.

Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total . . . . . 45 MPH

No switch lights on Canon City District except on west crossover switch, Portland.

**SPECIAL RULES**

**(D) SPEED RESTRICTIONS—STREET CROSSINGS**

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN	MPH
Canon City	Ninth Street M.P. 38.5	6

**SANTA FE DISTRICT**

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 1 January 5, 1975	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		<b>STATIONS</b>				
	Feet Per Mile		Feet Per Mile			
	105.6	<b>LAMY YL</b> 18.1	105.6	0.0	Y R C	
		<b>SANTA FE YL</b>		18.1	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.

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

BETWEEN:	MPH
Lamy and Santa Fe	15

**(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS**

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH.

**SPECIAL RULES**

4. Within Traffic Control System limits, a train, or engine, must not clear the main track through a hand throw 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**

At Pueblo Jet, when rules require communication with control station, both D&RGW and AT&SF dispatchers must be contacted.

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

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

**6. 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. Unless it is known by conductor and engineman that prescribed brake pipe pressure is indicated on gauges, freight trains must stop before passing summit of grade and make air brake test.

D. Passenger trains must not exceed following maximum speeds:

Between Wootton and M.P. 643	— 20 mph
Between M.P. 643 and Jansen	— 30 mph
Between Lynn and M.P. 656	— 20 mph
Between M.P. 656 and Raton	— 30 mph
Between Glorietta and M.P. 833	— 30 mph

**7. 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

**8. MAXIMUM SPEED OF ENGINES.**

Engines	Forward or Dead In Train MPH	Backing or When not Controlled From Leading Unit MPH
AMTRAK 500-539 5687-5714 5930-5948*	90**	45
1150 1218 1260 1418-1441 1500-1537 2322 2394	45	45
All Other Classes	70	45

NOTES \*Units 5930, 5931, 5935 and 5938 restricted to 70 MPH until gear ratio changed to 59:18.  
\*\*Engines without cars must not exceed 70 MPH.

**9. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED.**

Equipment listed below must not be moved through water above top of rail greater than the depth and not in excess of the speed shown:

Engines	Maximum Depth Above Top of Rail (Inches)	Maximum Speed (MPH)
All Classes	4	5

**10. DERRICKS, PILE DRIVERS, 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 AT-199459 Locomotive Crane AT-199720 and Jordan Spreaders MPH	Other Machines Including Pile Drivers AT-199452 AT-199453 AT-199456 MPH
First, Second, Third, Fourth and Pueblo	40	45	30
AV, Boise City, CV, Manter and Santa Fe	20	20	20

**10. DERRICKS, PILE DRIVERS, CRANES, ETC. (Cont'd)**

Garden City, Minnequa, Canon City, Lamar, York Canyon, and Rocky Mountain	15	15	15
Big Bend Industrial Spur	10	10	10

Pile Drivers and Locomotive Crane AT 199720 must be handled in trains next to engine with the boom or leads trailing.

All foreign line scale test cars must be handled in trains immediately ahead of caboose at speed not exceeding 50 MPH.

**11. YARD LIMITS:**

Alameda	Lamar (extends to and includes Wilson Jct.)	Scott City South Jct. Springfield (Extends to and includes Pritchett)
Albuquerque (extends to and includes Alameda)	Lamy (extends to and includes Santa Fe)	Swink (extends to and includes Cheraw A. V. District)
Boise City	Las Animas Jct. (applies on Boise City District only)	Ulysses Wiley
Canon City	Las Vegas	Wilson Jct. (Extends to and includes Hartman and McClave AV Dist.)
C&S Crossing	Minnequa to Southern Jct.	York Canyon
Dodge City	North Jct.	
Elkhart	Portland	
Garden City	Pritchett	
Hahn	Rocky Ford	
Hebron (Rocky Mountain District only) extends to and includes Koehler	Satanta	
Koehler		
La Junta (extends to and includes Swink)		

**12. BULLETIN BOOKS**

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

**13. STANDARD CLOCKS**

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

**14. TRACK SIDE WARNING DETECTORS**

**(A) 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:

M.P. 355.3 to 356	— Near Sears
Bridge 375.9	— Near Ingalls
Bridge 381.4	— Near Charleston
Bridge 387.1	— Near Pierceville
Bridge 389.5	— Near Pierceville
Bridge 393.1	— Near Pierceville
Bridge 419.7	— Near Deerfield
Bridge 425.3	— Near Lakin
Bridge 433.0	— Near Mansfield
Bridge 433.6	— Near Sutton
Bridge 439.6	— Near Kendall
Bridge 445.7	— Near Kendall

14. TRACK SIDE WARNING DETECTORS (Cont'd.)

Bridge 447.1	— Near Kendall
Bridge 448.3	— Near Syracuse
Bridge 455.4	— Near Syracuse
Bridge 469.8	— Near Coolidge
Bridge 470.8	— Near Coolidge
Bridge 471.1	— Near Coolidge
Bridge 485.8	— Near Granada
Bridge 492.0	— Near Grote
Bridge 500.1	— Near Lamar
Bridge 566.6	— Near Benton
Bridge 576.6	— Near Timpas
Bridge 581.3	— Near Mindeman
Bridge 585.3	— Near Mindeman
Bridge 586.9	— Near Mindeman
Bridge 589.6	— Near Delhi
Bridge 591.6	— Near Delhi
Bridge 594.3	— Near Delhi
Bridge 600.1	— Near Simpson
Bridge 600.5	— Near Simpson

14. TRACK SIDE WARNING DETECTORS (Cont'd.)

Bridge 611.2	— Near Model
Bridge 615.4	— Near Model
Bridge 633.7	— Near C&S Crossing
Bridge 638.3	— At Jansen
Bridge 691	— Near French
Bridge 727.1	— Near Wagon Mound
Bridge 753.7	— Near Watrous
Bridge 852.4	— Near Waldo
Bridge 869.22	— Near Domingo
Bridge 870.8	— Near Domingo
Bridge 872.7	— Near Nueve
Bridge 874.2	— Near Nueve
Bridge 878.28	— 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
Bridge 63.7	— Near Satanta

(B) HOT BOX DETECTORS:

Abnormal heat from hot wheels (sticking brakes) or overheated journals will actuate wayside alarms causing rotating white lights to illuminate at detector and locator locations.

When wayside alarms are actuated, train must be stopped and readout at locator observed. Be governed by instructions in locator cabinet.

Journals of cars designated by locator and three cars on either side must be inspected, placing hand on hub of wheel and/or journals if necessary.

Trains stopped by wayside alarms and crew unable to determine location of suspected abnormal journals, entire train must be thoroughly inspected for hot journals, wheels, and dragging equipment; if nothing found, may proceed at normal speed but must make two stops within the next 60 miles at approximately 30-mile intervals for thorough inspection of train unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not normally made, inbound crew will inform relieving crew of existing condition and where train last inspected.

Freight trains stopped by wayside alarms and the suspected abnormal journal indicated by locator is a roller bearing journal, the car must be set out and the dispatcher notified, unless cause found to be sticking brakes and condition corrected.

When a train is stopped by wayside alarms and after conclusion of inspection, dispatcher must be verbally informed as soon as practicable of condition found, car number, and size of journal if hot box involved.

When a train is stopped by wayside alarms, Form 1572 Std. must be filed at first open office of communication whether or not a hot box is found.

Trains should not exceed speed of 30 MPH while moving over hot box detectors when:

- (a) it is snowing or sleeting; or
- (b) there is snow on ground which can be agitated by a moving train.

Trains are not required to stop if wayside alarms are illuminated before reaching the detector (scanner), unless directed to do so by the dispatcher.

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
CHARLES R. WINCHESTER	..... Pueblo
CARL ARCRESI	..... Pueblo
C. C. PATTON	..... Canon City
A. T. KAPELKE	..... Trinidad
WILLIAM J. TADUS	..... Raton
MRS. GILLIE FLENER	..... Las Vegas
VIRGIL H. HALL	..... Santa Fe
TOM HOWARD	..... Albuquerque
JAMES PECH	..... Albuquerque
W. F. LIKEN	..... Albuquerque



# SANTA FE SAFETY FIRST



Every employee should promptly report any unsafe condition or practice  
to his foreman or other proper company officer.

(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
4	Trinidad	Kansas City and beyond	California and Arizona

## CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS

### WESTWARD

		114 PM	304 AM	408	594	324 PM
Dodge City	LV (MT)	1201	300			600
Boise City	LV				PM	
La Junta	AR		900	PM	1115	
	LV	515	930	130	430	200 AM
Pueblo	AR	800	1230		700	
	LV	1030	PM		1000	
Denver	AR	300			300	
		AM			AM	
Albuquerque	AR			830		
				AM		

### EASTWARD

		804	495	403	473
Albuquerque	LV	AM			
		700			
Denver	LV		AM		
	AR		300		
Pueblo	LV		615	AM	PM
	AR		1145	630	300
La Junta	AR	700	130	845	445
	LV		330	930	500
		PM			
Boise City	AR		1030		
			PM		
Dodge City	AR (MT)			245	1000
				PM	PM

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