

W. R. HENRY, Trainmaster.....La Junta, Colorado.
 C. T. HERZOG, Trainmaster..... Pueblo, Colorado.
 G. A. BIGELOW, Chief Dispatcher..... Pueblo, Colorado.
 R. HARTLEY, Assistant Chief Dispatcher... Pueblo, Colorado.
 H. J. IMMROTH, Assistant Chief Dispatcher.. Pueblo, Colorado.

TRAIN DISPATCHERS—PUEBLO, COLORADO.

T. C. HIESTAND.	B. E. SPOONEMORE.	M. E. GIBSON.
W. BERKOVITZ.	G. L. HUPP.	A. W. JORDAN.
W. W. CARROLL.	W. H. SNIFF.	D. R. AYRES.
C. E. HANSEN.	W. N. WILLIS.	E. GILLMORE.

A. J. STROBEL, General Watch Inspector.....Topeka.
LOCAL TIME INSPECTORS—COLORADO DIVISION.

MRS. HELEN S. BANGS..... Dodge City.
 R. C. LEHEW, JR. (ASST.)..... Dodge City.
 GEO. A. RAPLEE..... Dodge City.
 O. M. PATTERSON..... Garden City.
 ED H. APLEGATE, JR..... Lamar.
 A. J. BRADLEY..... La Junta.
 W. B. FARABEE..... Pueblo.
 C. C. PATTON..... Canon City.

**SURGEONS OF
 THE A.T.&S.F. HOSPITAL ASSOCIATION.**

DR. GEORGE S. HOPKINS, Chief Surgeon.....Topeka.

LOCAL SURGEONS

DR. HARRY HALL..... Boise City.
 DR. J. G. SHOUN..... Canon City.
 DR. GEORGE W. THATCHER..... Castle Rock.
 DR. G. H. JACKMAN..... Cimarron.
 DR. HARRY C. BRYAN..... Colorado Springs.
 DR. W. A. CAMPBELL..... Colorado Springs.
 DR. J. F. PRINZING..... Denver.
 DR. C. M. ALDERSON..... Dodge City.
 DR. R. G. KLEIN..... Dodge City.
 DR. N. E. MELLENCAMP..... Dodge City.
 DR. RICHARD J. OHMAN..... Dodge City.
 DR. THOS. A. DAVIS..... Florence.
 DR. G. E. VAN DER SCHOW..... Fowler.
 DR. G. R. HASTINGS..... Garden City.
 DR. O. W. MINER..... Garden City.
 DR. M. R. FOX..... Holly.
 DR. R. L. DAVIS..... La Junta.
 DR. J. A. SHAND..... La Junta.
 DR. W. R. SISSON..... La Junta.
 DR. G. H. VANDIVER..... La Junta.
 DR. F. G. DEITRICH..... Lakin.
 DR. GEORGE WILLIAMS..... Lamar.
 DR. S. V. HAGEMAN..... Las Animas.
 DR. G. C. MOORE..... Littleton.
 DR. W. N. BAKER..... Pueblo.
 DR. D. B. SHAW..... Pueblo.
 DR. B. F. BLOTZ..... Rocky Ford.
 DR. R. T. SHIMA..... Rocky Ford.
 DR. H. P. PALMER..... Scott City.
 DR. GERALD DUFFY..... Springfield.
 DR. C. B. GRISSOM..... Syracuse.

**EYE, EAR, NOSE AND THROAT SPECIALISTS
 AT LOCAL POINTS.**

DR. HARVEY S. RUSK..... Pueblo.
 DR. WILLIAM H. LAMBERSON..... Colorado Springs.
 DR. J. LEONARD SWIGERT..... Denver.
 DR. ARTHUR M. DOUGHERTY..... Dodge City.

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

**WESTERN LINES
 Northern District**

COLORADO DIVISION

TIME TABLE No.

83



IN EFFECT

Sunday, April 27, 1952

**At 12:01 A. M.
 Mountain Standard Time**

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

**G. R. BUCHANAN,
 General Manager,
 Amarillo, Texas.**

**L. M. OLSON,
 Asst. General Manager,
 La Junta, Colorado.**

**J. E. LESTER,
 Superintendent,
 Pueblo, Colorado.**

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
3	Nickerson to Dodge City	La Junta and beyond	Newton and beyond	141-14	Denver to La Junta	Beyond La Junta	
4	Los Cerrillos	La Junta and beyond		21	Hutchinson	La Junta and beyond	Kansas City and beyond
	Glorieta Wagon Mound Thatcher	Beyond La Junta	Albuquerque and beyond		Trinidad	Raton and beyond	
	Deerfield Holcomb }	Dodge City and beyond	Beyond La Junta		Lamy	Gallup and beyond	Trinidad and beyond
	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond	22	Lamy	Trinidad and beyond	Gallup and beyond
123	St. John Stafford Macksville Kinsley	Albuquerque-Pueblo and beyond	Kansas City and beyond and South of Newton		Trinidad	Kansas City and beyond	Any station
	Lakin Syracuse Las Animas	Albuquerque-Pueblo and beyond	Kansas City and beyond and South of Newton	Hutchinson	Kansas City and beyond	La Junta and beyond	
	Glorieta	Gallup and beyond	Trinidad and beyond	19	Garden City	Albuquerque and beyond Barstow and beyond	Kansas City and beyond Kansas City and beyond
1-102	La Junta to Pueblo		Beyond Las Animas		20	Glorieta Valmora Garden City	Kansas City and beyond Kansas City and beyond
	Pueblo to Denver		Beyond La Junta	23		Ft. Sumner Vaughn Mountainair }	Belen and beyond
	101-2	Denver to Pueblo	Las Animas and beyond			24	Mountainair Vaughn Ft. Sumner }
Littleton		Colorado Springs, Pueblo and beyond		27- (C&S)	Littleton Castle Rock Larkspur Fountain }		Beyond Pueblo
Pueblo to La Junta		Beyond Las Animas			Palmer Lake	Any station	Any station
124	Las Animas Syracuse Lakin	Kansas City and beyond and South of Newton	Albuquerque-Pueblo and beyond	28- (C&S)	Palmer Lake	Any station	Any station
	Kinsley Macksville St. John Stafford	Kansas City and beyond and South of Newton	Albuquerque-Pueblo and beyond	105	Milan Argonia Danville	Beyond Kiowa	Wichita and beyond
					106	Danville Argonia Milan	Wichita and beyond
13-130	La Junta to Denver		Beyond La Junta				

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation

PUEBLO DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.				Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 83, April 27, 1952.	Ruling Grade Ascending.	Fuel Water, Turn Tables and Wyes.	Communications.	EASTWARD.			
		First Class.										First Class.			
		13	27	1	21							14	22	2	28
Other Tracks.	Sidings.	Chicago and California Express.	Gulf Coast Special. C. & S.	Centennial State.	Texas Zephyr. C. & S.						California and Chicago Express.	Texas Zephyr. C. & S.	Centennial State.	Gulf Coast Special C. & S.	
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.						Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
	Yard	PM 6.40		AM 8.00		554.9	28.0				W F T Y C s	AM 5.00		PM 6.10	
158	62	6.45		s 8.08		559.8	20.0				Y C	4.30		6.00	
82	82	6.48		8.12		562.6	19.5				B	4.19		5.57	
421	100	s 6.53		s 8.20		565.6	31.7				W C s	4.03		s 5.44	
75	82	6.59		8.28		571.0	31.7				B	3.58		5.40	
121	111	7.02		s 8.33		574.5	33.3				C f	3.49		5.37	
129	67	7.09		s 8.49		583.1	19.0				C s	3.39		5.28	
11	70	7.13		8.55		587.5	22.2				B	3.29		5.24	
29	69	7.16		8.58		590.2	33.0				W B	3.24		5.21	
						591.6	30.0				C				
	82	7.19		9.02		593.6	33.0				B	3.17		5.17	
78	58	7.24		f 9.08		598.6	31.2				C	3.10		5.12	
55	84	7.28		s 9.17		603.6	30.0				W Y C	2.59		5.07	
40	58	7.31	Via Minnequa District.	9.20	Via Minnequa District.	605.7	24.6				B	2.55	Via Minnequa District.	5.05	Via Minnequa District.
13	39	7.34		f 9.27		609.6	34.4				C	2.45		5.02	
27	76	7.36		9.29		611.8	31.7				B	2.40		4.59	
		7.41	PM 5.00	9.40	AM 4.06	617.8	31.7				C	2.23	PM 2.34	4.53	PM 10.23
						618.2	0								
						618.5	0								
		s 7.45	s 5.05	s 9.45	s 4.10	618.8	0				C	2.20	2.31	4.50	10.20
		PM	PM	AM	AM										
						619.0	52.8								
	Yard					619.5					W F T Y C				
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.							Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
		58.9	12.0	36.5	15.0							23.9	20.0	47.9	20.0

Average speed per hour.

SIGNAL SYSTEM TWO:

In effect La Junta to and including Pueblo Jct.

Between Bridge 554-B and Signal Bridge carrying signals 5556 and 5556-A, La Junta, and between north end Pueblo U.D. tracks and first northbound CTC signal, M.P. 619.1, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

Trains must get numbered clearance card before leaving La Junta and Pueblo U.D.

Trains originating Pueblo Yard must register and get numbered clearance card before leaving.

Trains or engines between Pueblo Jct. and Block 2 will be governed by manual block signals whose indications supersede time table superiority.

Track south of Pueblo U.D. tracks between Block 2 and D&RGW crossing, M.P. 619.0, is known as Loop Line.

Trains or engines while on The Pueblo Union Depot and Railroad Co. tracks, Pueblo, are governed by rules and regulations of The Pueblo Union Depot and Railroad Co. time table.

Track Capacity 50 ft. Per Car.		WESTWARD.							TIME TABLE No. 83, April 27, 1952.	Mile Post.	Ruling Grade Ascending.
		First Class.									
		3	7	125	17	21	123	19			
Other Tracks.	Sidings.	California Limited.	Fast Mail Express.	Motor. Passenger.	The Super Chief.	El Capitan.	The Grand Canyon.	The Chief.	STATIONS.		
	Yard	PM 4.40	PM 1.50	AM 8.50	AM 7.06	AM 5.32	AM 3.40	AM 3.20	Dodge City. YL	352.5	
13	80	4.47	1.56	8.58	7.12	5.38	3.46	3.26	5.1 SEARS. } 2 3.9 HOWELL. } Trks	357.6	
39	81	4.51	2.00	9.03	7.16	5.42	3.50	3.29	4.8 WETTICK.	361.5	
	82	4.56	2.04	9.09	7.20	5.46	3.54	3.33	4.9 CIMARRON.	366.3	
94	82	s 5.03	2.08	s 9.15	7.23	5.49	3.59	3.38	6.1 INGALLS.	371.2	
48	82	5 10	2.13	s 9.24	7.28	5.54	4.04	3.43	6.7 CHARLESTON.	377.3	
26	81	5.17	2.18	f 9.33	7.33	6.00	4.09	3.49	6.1 PIERCEVILLE.	384.0	
39	81	5.24	2.23	s 9.42	7.37	6.05	4.14	3.55	5.7	390.1	
8	81	5.30	2.27	9.54 ⁸	7.41	6.09	4.19	4.00	MANSFIELD.	395.8	
838	247	s 5.40	2.32	s 10.05 ⁴	7.48	6.15	s 4.25	4.06	6.6 GARDEN CITY. YL	402.4	
40	81	5.49	2.37	s 10.14	7.54	6.21	4.31	4.12	8.0 HOLCOMB.	409.0	
75	81	5.57	2.43	s 10.24	7.59	6.26	4.37	4.18	7.3 DEERFIELD.	417.0	
101	90	f 6.07 ²⁰	2.48	s 10.35	8.04	6.31	4.43	4.24	LAKIN.	424.3	
31	81	6.18 ¹²⁶	2.54	f 10.47	8.09	6.36	4.49	4.29	7.3 HARTLAND.	431.6	
8	81	6.26	2.58	10.56	8.14	6.40	4.55	4.34	5.7 SUTTON.	437.3	
36	80	6.33	3.02	s 11.03	8.18	6.44	4.59	4.38	4.9 KENDALL.	442.2	
11	81	6.40	3.07	11.13	8.23	6.48	5.05	4.43	6.5 MAYLINE.	448.7	
638	226	s 6.50	3.13 ²²	s 11.23	8.29	6.53	5.11	4.48	5.2 SYRACUSE. YL	453.9	
9	81	6.59	3.20	11.33	8.35 ⁴	6.59	5.18	4.55	7.5 MEDWAY.	461.4	
56	82	7.08	3.26	s 11.44	8.40 ⁸	7.04	5.25	5.01	7.4 COOLIDGE.	468.8	
281	74	s 7.16	3.31	s 11.54 ^{PM}	8.45	7.09	5.31	5.07	6.1 HOLLY.	474.9	
53	80	7.25	3.36	12.04	8.50	7.14	5.38	5.13	6.6 BARTON.	481.5	
65	80	7.31	3.39	s 12.10	8.53	7.17	5.42	5.16	3.8 GRANADA.	485.3	
19	81	7.41 ¹²⁴	3.43	f 12.20	8.57	7.22	5.47	5.21	6.1 GROTE.	491.4	
16	80	7.51	3.47	12.28	9.01	7.26	5.53	5.26	5.5 CLUCAS.	496.9	
657	E 78 W 99	s 8.01	3.51	s 12.37	9.05	7.31 ⁴	s 6.00	5.32	5.4 LAMAR. YL	502.3	
13	62	8.06	3.54	12.43	9.08	7.34	6.05	5.36	3.9 BETA.	506.2	
26	88	8.11	3.57 ¹²⁶	f 12.50	9.11	7.37 ⁸	6.10	5.40	4.2 PROWERS.	510.4	
7	80	8.17	4.01	12.59	9.15	7.41	6.16	5.44	5.9 ABLE.	516.3	
33	80	8.23	4.05	f 1.07	9.19	7.45	6.22	5.49	5.2 CADDOA.	521.5	
13	80	8.29	4.09	1.16	9.23	7.49	6.28	5.53	5.9 HILTON.	527.4	
59	81	8.39	4.13	1.23	9.27	7.53	6.35	5.57	4.6 KELLER.	532.0	
282	81	s 8.48 ¹⁸	4.16	s 1.31	9.30	7.56	6.40	6.01	1.6 LAS ANIMAS JCT.	533.6	
24	81	9.00	4.20	1.38	9.34	8.00	6.46 ⁴	6.06	2.4 LAS ANIMAS.	536.0	
25	75	9.09	4.24 ²⁰	1.45	9.38	8.04	6.51	6.11	5.1 RIVERDALE.	541.1	
13	82	9.19	4.29	1.52	9.42	8.08	6.56	6.16	4.8 HADLEY.	545.9	
	Yard	s 9.35 PM	s 4.40 PM	s 2.00 PM	s 9.52 AM	s 8.17 AM	s 7.05 AM	s 6.25 AM	4.8 CASA. } 2 4.2 La Junta. YL } Trks	550.7	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		554.9	
		41.2	71.4	39.2	73.2	73.6	59.2	65.6	(202.4)		
		Average speed per hour.									

AUTOMATIC BLOCK SYSTEM
AUTOMATIC TRAIN STOP SYSTEM

FIRST DISTRICT.

Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	TIME TABLE No. 83, April 27, 1952.	EASTWARD.						
				First Class.						
				4	8	22	126	20	124	18
				California Limited.	Fast Mail Express.	El Capitan.	Motor Passenger.	The Chief.	The Grand Canyon.	The Super Chief.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
			Dodge City. YL ² / ₇ hrs	AM 11.30	AM 10.55	PM 4.40	PM 8.10	PM 7.15	PM 9.55	PM 11.15
0	WF TY	C	SEARS. ^{5.1}	11.19	10.39	4.30	8.01	7.05	9.46	11.07
0		B	HOWELL. ^{3.9}	11.15	10.35	4.27	7.56	7.02	9.42	11.04
28.0		B	WETTICK. ^{4.8}	11.05	10.30	4.23	7.51	6.58	9.37	11.00
26.4	W	C	CIMARRON. ^{4.9}	10.55	10.24	4.19	7.44	6.54	9.33	10.55
18.0		C	INGALLS. ^{6.1}	10.45	10.17	4.14	7.36	6.49	9.26	10.49
20.0		B	CHARLESTON. ^{6.7}	10.35	10.09	4.09	7.26	6.43	9.20	10.43
4.3		C	PIERCEVILLE. ^{6.1}	10.25	10.01	4.04	7.16	6.37	9.15	10.38
19.0		B	MANSFIELD. ^{5.7}	10.15	¹²⁵ 9.54	3.59	7.07	6.32	9.10	10.33
0	WY	C	GARDEN CITY. YL ^{6.6}	¹²⁵ 10.05	9.45	3.54	6.58	6.26	9.03	10.27
0		C	HOLCOMB. ^{6.6}	9.49	9.37	3.49	6.48	6.20	8.56	10.22
5.3		C	DEERFIELD. ^{8.0}	9.38	9.30	3.43	6.38	6.13	8.48	10.17
23.1	W	C	LAKIN. ^{7.3}	9.27	9.22	3.37	6.28	³ 6.07	8.41	10.12
31.7		B	HARTLAND. ^{5.7}	⁸ 9.16	⁴ 9.16	3.31	³ 6.18	6.01	8.35	10.07
7.1		B	SUTTON. ^{4.9}	9.06	9.11	3.27	6.08	5.55	8.30	10.03
22.1		C	KENDALL. ^{6.5}	9.00	9.06	3.23	6.00	5.51	8.26	9.59
26.4		B	MAYLINE. ^{5.2}	8.53	9.00	3.17	5.50	5.45	8.20	9.54
11.1	WFT	C	SYRACUSE. YL ^{7.5}	8.45	8.55	⁷ 3.13	²⁰ 5.40	¹²⁶ 5.40	8.15	9.49
9.9		B	MEDWAY. ^{7.4}	¹⁷ 8.35	8.48	3.07	5.25	5.34	8.07	9.43
24.8		C	COOLIDGE. ^{6.1}	8.24	¹⁷ 8.40	3.01	5.14	5.28	8.00	9.37
18.5	Y	C	HOLLY. ^{6.6}	8.16	8.29	2.56	5.02	5.23	7.55	9.32
0		B	BARTON. ^{3.8}	8.06	8.21	2.52	4.50	5.18	7.49	9.28
26.4	W	C	GRANADA. ^{6.1}	8.00	8.16	2.49	4.43	5.15	7.46	9.25
26.4		B	GROTE. ^{5.5}	7.50	8.08	2.45	4.31	5.10	³ 7.41	9.21
11.1		B	CLUCAS. ^{5.4}	7.39	7.59	2.41	4.21	5.05	7.36	9.17
7.9	WY	C	LAMAR. YL ^{3.9}	²¹ 7.31	7.52	2.37	4.11	5.00	7.31	9.13
0		B	BETA. ^{4.2}	7.20	7.43	2.33	4.03	4.57	7.26	9.10
0		B	PROWERS. ^{5.9}	7.16	²¹ 7.37	2.30	⁷ 3.57	4.54	7.22	9.07
0		B	ABLE. ^{5.2}	7.11	7.29	2.26	3.49	4.50	7.16	9.03
15.8		C	CADDOA. ^{5.9}	7.07	7.25	2.22	3.43	4.46	7.12	8.59
10.6		B	HILTON. ^{4.6}	7.02	7.20	2.18	3.36	4.41	7.07	8.55
0		B	KELLER. ^{1.6}	6.57	7.16	2.14	3.30	4.37	7.03	8.51
0			LAS ANIMAS JCT. ^{2.4}							
0	WY	C	LAS ANIMAS. ^{5.1}	6.53	7.13	2.11	3.25	4.33	6.59	³ 8.48
0		B	RIVERDALE. ^{4.8}	¹²³ 6.46	7.09	2.07	3.17	4.29	6.54	8.43
28.9		B	HADLEY. ^{4.8}	6.40	7.05	2.04	3.12	⁷ 4.24	6.50	8.40
21.1	WF TY	C	CASA. ^{4.2}	6.35	7.01	2.00	3.06	4.16	6.45	8.36
			La Junta. YL ³ / ₇ hrs	6.30 AM	6.55 AM	1.55 PM	3.00 PM	4.10 PM	6.40 PM	8.30 PM
			(202.4)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	40.5	50.6	73.6	39.1	65.6	62.2	73.6

Time of trains at Sears and Casa applies at end of two tracks.

Trains must get numbered clearance card before leaving Dodge City and La Junta.

Between MP 352.1 and MP 353 Dodge City there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

Between Bridge 554-B and Signal Bridge carrying signals 5556 and 5556-A, La Junta, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

SIGNAL SYSTEM TWO:
In effect Dodge City to La Junta

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 85		Ruling Grade Ascending.	TIME TABLE No. 83, April 27, 1952.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. 86
Other Tracks.	Sidings.	Leave Tues., Thurs. and Sat.	Mile Post.		STATIONS.				Arrive Mon., Wed. and Fri.
	Yard	AM 6.40			HOLLY. YL		W Y C		PM 2.05
17		f 6.54	6.0	52.8	6.0 MILLWOOD.	0			f 1.45
58	55	s 6.59	7.8	50.3	1.8 HARTMAN.	0		C	s 1.38
20		f 7.06	10.8	52.8	3.0 WARWICK.	52.8			f 1.27
71	42	s 7.13	13.1	52.8	2.3 BRISTOL.	52.8		C	s 1.22
11		f 7.21	17.2	52.8	4.1 PARRISH.	52.8			f 1.13
14		f 7.28	19.9	38.7	2.7 GOODALE.	52.8			f 1.07
14		f 7.39	25.1	52.8	5.2 KARL.	0			f 12.56
33		f 7.42	26.8	52.8	1.7 CHANNING.	34.6			f 12.53
		7.50		79.2	3.6	52.8			12.45
38		9.15	30.4		WILSON JCT. YL			B	PM 11.40
17		f 9.25	33.6	44.3	3.2 SUGAR.	44.9			f 11.30
72		s 10.18	36.3	51.2	2.7 WILEY. YL	44.9		C	s 11.20
19		f 10.28	39.7	41.2	3.4 KEESEE.	0			f 11.10
50	42	s 10.40	43.6	79.2	3.9 McCLAVE.	79.2		C	s 10.58
17		f 10.55	47.9	53.0	4.3 LUBERS.	52.8			f 10.45
51	51	s 11.00	50.0	48.6	2.1 HASTY.	39.6		C	s 10.40
13		f 11.12	54.0	52.8	4.0 BEETHURST.	52.8			f 10.30
17	31	f 11.20	57.8	79.2	3.8 KREYBILL.	77.1			f 10.20
69		s 11.30	61.2	52.8	3.4 FORT LYON.	61.8		C	s 10.10
19		f 11.36	63.2	47.0	2.0 MELINA.	0			f 10.04
				9.1	1.1	32.6			10.00
	28	11.40 PM 12.25	64.3		WAVELAND. YL		Y B		9.25
28		f 12.37	68.6	32.3	4.3 CORNELIA.	17.9			f 9.15
36		f 12.48	72.2	52.8	3.6 MARLMAN.	52.4		B	f 9.07
23		f 1.08	79.6	51.7	7.4 CASTIEL.	30.2			f 8.50
23	51	s 1.15	82.2	8.8	2.6 CHERAW.	8.2		C	s 8.43
17		f 1.20	84.0	38.6	1.8 ORR.	0			f 8.38
22		f 1.27	86.3	38.6	2.3 RANDALL.	0			f 8.34
	34	f 1.32	87.8	7.5	1.5 SHELTON.	12.5			f 8.30
14		f 1.35	88.9	0	1.1 HAYS.	52.8			f 8.27
	Yard	s 1.50 PM	93.5	35.6	4.6 SWINK. YL	59.4	Y C		8.15 AM
		Arrive Tues., Thurs. and Sat.			(93.5)				Leave Mon., Wed. and Fri.
		11.0			Average speed per hour.				16.3

No switch lights on Second District.

Trains must get numbered clearance card before leaving Swink and Holly.

Normal position of junction switches Wilson Jct. and Waveland is for second district trains.

BOISE CITY DISTRICT.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 83, April 27, 1952.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes	Communications.	EAST- WARD. Second Class.
		37						38	
		Mixed.						Mixed.	
Other Tracks.	Sidings.	Leave Daily.	Mile Post.		STATIONS.			Arrive Daily.	
	Yard	PM 1.00	122.6	52.8	BOISE CITY. YL 12.7	52.8	WFY	C s PM 2.30	
14	40	f 1.30 ³⁸	135.3	52.8	CASTANEDA. 16.5	52.8		B f 1.30 ³⁷	
36	45	s 2.00	151.8	24.8	CAMPO. 10.7	24.8	W	B s 12.55	
	44	f 2.20	162.5	52.8	BISONTE. 10.1	52.8		B f 12.30	
		2.37	172.6	39.6	SOUTH JCT. YL 0.5	0	Y	B 12.08	
97	40	s 2.47	173.1	42.2	SPRINGFIELD. YL 1.3	0		C s 12.05	
		2.50	174.4	52.8	NORTH JCT. YL 11.6	52.8		B PM - 11.53	
	44	f 3.10	186.0	52.8	HARBORD. 10.6	52.8	W	B f 11.30	
20	42	f 3.30	196.6	50.1	FRICK. 16.3	52.8		B f 11.05	
16	42	f 3.58	212.9	52.8	RUXTON. 13.7	50.2	W	B f 10.27	
	44	f 4.20	226.6	10.5	GILPIN. 8.9	52.8		B f 9.59	
		4.35 PM	235.5		LAS ANIMAS JCT. YL			9.35 AM	
		Arrive Daily.			(112.9)			Leave Daily.	
		31.5			Average speed per hour.			23.0	

See Sup 'A'

Trains must get numbered clearance card before leaving Boise City and Las Animas.

No switch lights on Boise City District.

Main track between North Junction and South Junction is used by Western Division, Manter District and Colorado Division, Boise City District trains.

Boise City District trains use Western Division, Cimarron Valley District tracks at Boise City.

Normal position of switches North Junction and South Junction is for Colorado Division trains.

Garden City District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Ruling Grade Ascending.	TIME TABLE No. 83, April 27, 1952.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes	Communications.	EAST- WARD. Second Class.
		69						70	
		Mixed.						Mixed.	
Other Tracks.	Sidings.	Leave Mon., Wed. and Fri.	Mile Post.		STATIONS.			Arrive Tues., Thurs. and Sat.	
	Yard	AM 10.30	157.6	52.8	GARDEN CITY. YL 5.8	0	WFY	C s AM 9.30	
12		f 10.45	151.8	30.6	GILLESPIE. 2.9	26.4		f 9.15	
19		f 10.53	148.9	31.6	ALFALFA. 6.3	38.0		f 9.07	
12		f 11.12	142.6	50.7	TENNIS. 6.9	50.2		f 8.47	
24		s 11.32	135.7	47.5	FRIEND. 7.7	37.1		C s 8.27	
51		PM s 12.05	128.0	29.0	SHALLOW WATER. 7.9	21.1		C s 7.52	
			120.1	0	A.T.& S.F. Crossing. 0.0	0			
			120.1	30.6	Mo. Pac. Crossing. 0.3	0			
78		s 12.30 PM	119.8		SCOTT CITY. YL		W Y	C 7.30 AM	
		Arrive Mon., Wed. and Fri.			(37.8)			Leave Tues., Thurs. and Sat.	
		18.9			Average speed per hour.			18.9	

See Supplement 'A'

Trains must get numbered clearance card before leaving Garden City and Scott City.

No switch lights on Garden City District.

7 COLORADO DIVISION.

MINNEQUA DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD. First Class.			Ruling Grade Ascending.	TIME TABLE No. 83, April 27, 1952.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class.	
		27	21							22	28
Other Tracks.	Siding.	Leave Daily.	Leave Daily.	Mile Post.	STATIONS	Arrive Daily.	Arrive Daily.				
		Gulf Coast Special. C. & S.	Texas Zephyr. C. & S.	PM 4.49				AM 3.56	PM 2.44	PM 10.37	
	96			124.3	SOUTHERN JCT. YL 1.7						
	Yard	4.53	4.00	122.6	MANUAL BLOCK { MINNEQUA. YL 2.5 Mo. Pac. Crossing. 0.3 PUEBLO JCT. YL 1.0 PUEBLO U.D. YL	31.0	W C				
				120.1		97.2	C	2.40 10.31			
		5.00 PM	4.06 AM	119.8		31.7	C	2.34 10.23 PM PM			
		Via Pueblo District.		118.8			C	Via Pueblo District.			
		Arrive Daily.	Arrive Daily.		(5.5)			Leave Daily.	Leave Daily.		
		24.5	27.0		Average speed per hour.			27.0	19.3		

Trains or engines between Minnequa and Southern Jct. will be governed by the rules and regulations of The Colorado & Southern Railway Co. Southern Division Time Table.

Track No. 4 extending from office of communication Minnequa to crossover south end of Minnequa yard is known as Minnequa siding.

The Colorado & Southern Railway Co. markers will display green instead of yellow discs and will be considered the same indication as yellow.

Manual Block rules in effect between Pueblo Jct. and Minnequa.

Trains or engines will move on receipt of numbered clearance card. Trains not authorized by Time Table will display signals prescribed by Operating Rule 21.

Amended Rule 315 and Rule 317 are modified to permit a freight train or an engine to enter the block while occupied by another freight train or an engine upon receipt of train order authorizing such move.

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

Track No. 9 P.S. & R. yard is used as siding. First class trains will register at Minnequa by Form 903.

Grand Valley District.

Rockvale District.

Track Capacity 50 ft. Per Car.			Ruling Grade Ascending.	TIME TABLE No. 83, April 27, 1952.	Ruling Grade Ascending.	Communications.	Track Capacity 50 ft. Per Car.			Ruling Grade Ascending.	TIME TABLE No. 83, April 27, 1952.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.
Other Tracks.	Sidings.	Mile Post.		STATIONS.			Other Tracks.	Sidings	Mile Post.		STATIONS.			
82			24.5	NEWDALE. YL 2.9	24.5	B	D. & R. G. W. Connection. YL							
35		2.9		ROBERTA. YL 3.0				0.2	150.5	ROCKVALE. YL				
48		5.9		HAWLEY. YL							(2.9)	Average speed per hour.		
				(5.9)				Average speed per hour.						

Engines other than 789-825 and 1000 class must not enter Grand Valley District at Newdale.

No switch lights on Grand Valley District.

Canon City District.

Track Capacity 50 ft. Per Car.			TIME TABLE No. 83, April 27, 1952.	Fuel, Water, Turn Tables and Wyes.	Communications.
Other Tracks.	Sidings.	Mile Post.	STATIONS.		
	Yard		PUEBLO. YL 0.6		C
		0.6	D.&R.G.W. Connection. 24.8	Via D. & R. G. W. Ry.	C
	82	25.4	Portland. YL 6.1		
146	44	31.5	Florence. YL 8.2		
115		39.7	Canon City. YL (39.7)	W Y	C
			Average speed per hour.		

Canon City District trains must register and get D. & R. G. W. clearance card before leaving Yard Office, Pueblo.

Trains or engines between D. & R. G. W. connection, M.P. 0.6 and Canon City, are subject to the Denver and Rio Grande Western Railroad Co. timetable and Operating Department Rules and Regulations.

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

Derail on main track 50 feet east of Bridge 2-B Rockvale District must be left in normal position.

No switch lights on Rockvale District.

Cars must not be handled ahead of engine descending grade on Rockvale District.

Lamar District.

Track Capacity 50 ft. Per Car.			Ruling Grade Ascending.	TIME TABLE No. 83, April 27, 1952.		Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	
				Other Tracks.	Sidings.				Mile Post.
No switch lights on Lamar District. Normal position of junction switch at Wilson Jct. is for Second District trains.			0	38	4.9	35.2		B	
				9	3.9				29.0
				17	2.6				29.0
					Yard		W Y	C	
				(4.9)					
			Average speed per hour.						
Trains must get numbered clearance card before leaving Lamar.									

Las Animas District.

Track Capacity 50 ft. Per Car.			Ruling Grade Ascending.	TIME TABLE No. 83, April 27, 1952.		Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.
				Other Tracks.	Sidings.			
No switch lights on Las Animas Dis- trict. Normal position of junction switch at Waveland is for Second District trains.			0	28	2.9	51.7	Y	B
					Yard			
				(2.9)				
			Average speed per hour.					
Trains must get numbered clearance card before leaving Las Animas.								

May Valley District.

Big Bend District.

Track Capacity 50 ft. Per Car.			Ruling Grade Ascending.	TIME TABLE No. 83, April 27, 1952.		Ruling Grade Ascending.	Communications.		
				Other Tracks.	Sidings.			Mile Post.	STATIONS.
No switch lights on May Valley District.			48.6	38	30.4	52.8	O	B	
				47	34.1				4.2
				(3.7)					4.2
				Average speed per hour.		Average speed per hour.			
				No switch lights on Big Bend District.					

No switch lights on May Valley District.

No switch lights on Big Bend District.

Rules Nos. 10(A), 17, 315, 509, 511, D-514, 660, 1000(C), and Definitions of Medium Speed and Restricted Speed, Pages 106, 111, 114 and 115, Operating Department, are amended as follows:

Rule 10(A). Second paragraph amended to read:

Permanent signs, yellow with numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track, or those at the top of the sign, indicate the maximum speed for passenger trains, and the other numerals the maximum speed for freight trains, except that where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent green resume speed sign. There may be more than one yellow sign in advance of a green sign, in which case the reduced speed shown on each yellow sign must be observed in succession until rear of train has passed the green sign.

Rule 17. First paragraph amended to read:

The headlight will be displayed to the front of every train by day and night. It must be extinguished when a train turns out to meet another train and has stopped clear of main track. In case of headlight failure enroute at night, if repairs cannot be made promptly, a white lantern must be placed on the front or leading end of train and the train should proceed at restricted speed while the head end is passing through stations and over street and highway crossings. The whistle must be sounded frequently and the bell must be rung continuously. The train dispatcher should be notified at first opportunity.

Rule 315. Amended to read:

A train, other than a passenger train, will not be permitted to follow a train, other than a passenger train, into a block, except when authorized by train order or permissive signal, and when such movement is authorized the following train must proceed through the block prepared to stop short of train or obstruction, but not exceeding twenty miles per hour.

Rule 509. Amended to read:

When a train or engine is stopped by a "stop and proceed" signal, it may:

(a) On single track, where block can be seen to be clear of opposing movement, proceed at once at restricted speed. Where block cannot be seen to be clear of opposing movement, wait five minutes and then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

(b) Where facing point switch is located immediately beyond signal and switch is lined for turnout, train may, without stopping, pass such signal at restricted speed to enter turnout, provided main track is clear to fouling point.

(c) On two or more tracks, proceed at once at restricted speed.

Rule 511. Amended to read:

A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule D-514 changed to Rule 514. Amended to read:

Where separate signal governing train movements from siding or other track to main track indicates "stop" and train has other authority to enter main track, the main track switch may be opened and after the expiration of five minutes, train may proceed, complying with Rules 99 and 509(a) on single track, and Rules 99 and 509(c) on two or more tracks.

When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal.

This rule will also apply where such signals are located at non-continuous interlocking stations and are set for automatic operation during hours office is closed.

Rule 660. Amended to read:

A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 1000(C). Amended to include:

In the application of Operating Rule 1000(C) the Federal Communication Commission has modified its rules to permit an employee, authorized by the Railway Company to do so, to operate a mobile radio unit without having passed an examination on the rules; but an employee must pass an examination before operating a fixed or base radio station.

MEDIUM SPEED—A speed not exceeding 40 miles per hour.

RESTRICTED SPEED—A speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

Definitions, Page 104, amended to include:

AUTOMATIC TRAIN STOP SYSTEM (ATS).

A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

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

2. YARD LIMITS:

Avondale.	Newdale (Grand Valley District only, extends to and includes Hawley.)
Boise City.	North Junction.
Canon City.	Portland.
Dodge City.	Pueblo (extends to and includes Rockvale.)
Florence (extends to and includes Rockvale.)	Pueblo (extends to and includes Minnequa.)
Garden City.	Rocky Ford.
Holly (Second Dist. Only).	Scott City.
La Junta.	South Junction.
Lamar (extends to and includes Wilson Jct. and May Valley.)	Springfield.
Las Animas (Las Animas Dist. only) (extends to and includes Waveland.)	Syracuse.
Las Animas Jct. (Boise City Dist. only.)	Swink (extends to and includes La Junta Air Base, M.P. 91.4 Second District.)
	Wiley (extends to and includes Big Bend.)

3. SPEED REGULATIONS.

(A) Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT	100	55
PUEBLO DISTRICT	79	50
SECOND DISTRICT	30	30
GARDEN CITY DISTRICT	25	25
LAMAR DISTRICT	25	25
LAS ANIMAS DISTRICT	25	25
BOISE CITY DISTRICT	40	40
MAY VALLEY DISTRICT	15	15
BIG BEND DISTRICT	15	15
MINNEQUA DISTRICT	30	20

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd.)

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
GRAND VALLEY DISTRICT	20	20
ROCKVALE DISTRICT	20	20

Speed Limit ninety (90) miles per hour for passenger trains handling heavy weight equipment.

FIRST DISTRICT.

Curve, M.P. 355.5 to 356.1 Westward	95	55
Curve, M.P. 355.5 to 356.1 Eastward	90	55
Curve, M.P. 357.0 to 357.5 Westward	95	55
Curve, M.P. 357.0 to 357.5 Eastward	90	55
Curve, M.P. 358.0 to 358.7	90	55
2 Curves, M.P. 362.7 to 364.0	95	55
Curve, M.P. 373.4 to 373.5	90	55
Curve, M.P. 374.0 to 374.2	85	55
Curve, M.P. 375.0 to 375.3	90	55
Curve, M.P. 376.1 to 376.5	90	55
Curve, M.P. 378.3 to 378.6	90	55
Curve, M.P. 379.1 to 379.3	90	55
Curve, M.P. 381.5 to 381.9	85	55
Curve, M.P. 393.1 to 393.5	90	55
Curve, M.P. 399.3 to 400.2	85	55
3 Curves, M.P. 421.2 to 422.2	95	55
Curve, M.P. 430.0 to 430.7	95	55
Curve, M.P. 432.6 to 433.2	85	55
2 Curves, M.P. 435.0 to 436.5	85	55
Curve, M.P. 438.4 to 438.6	95	55
Curve, M.P. 443.3 to 443.7	95	55
Curve, M.P. 452.8 to 453.0	95	55
Curve, M.P. 463.3 to 463.6	95	55
Curve, M.P. 470.9 to 471.3	95	55
3 Curves, M.P. 479.9 to 481.9	70	55
Curve, M.P. 492.4 to 492.6	95	55
Curve, M.P. 528.3 to 529.5	95	55
Curve, M.P. 530.2 to 531.0	95	55
Curve, M.P. 533.1 to 533.3	95	55
2 Curves, M.P. 535.5 to 536.5	95	55
2 Curves, M.P. 543.1 to 543.9	80	55
2 Curves, M.P. 544.8 to 545.8	95	55
Curve, M.P. 547.8 to 548.1	95	55
2 Curves, M.P. 550.5 to 550.7	90	55
Curve, M.P. 551.4 to 551.6 Westward	90	55
Curve, M.P. 551.4 to 551.6 Eastward	65	55
Curve, M.P. 552.8 to 553.1	65	55
2 Curves, M.P. 553.6 to 554.2 Westward	70	55
2 Curves, M.P. 553.6 to 554.2 Eastward	50	50

PUEBLO DISTRICT.

Curve, M.P. 555.7 to 556.1 Westward	70	50
Curve, M.P. 555.7 to 556.1 Eastward	45	45
Curve, M.P. 573.3 to 573.5	70	50
Curve, M.P. 575.3 to 575.6	70	50
Curve, M.P. 583.7 to 584.0	65	50
2 Curves, M.P. 586.3 to 586.8	65	50
2 Curves, M.P. 587.1 to 587.8	50	50
3 Curves, M.P. 590.0 to 591.1	55	50
Curve, M.P. 597.3 to 597.6	75	50
Curve, M.P. 615.9 to 616.0	65	50
2 Curves, M.P. 617.2 to 617.6	30	30

3. SPEED REGULATIONS—(Cont'd.)

(C) While head of train is passing the street crossings of cities and towns named below, indicated speed must not be exceeded:

STATION	STREETS	MILES PER HOUR
Cimarron.....	Main Street.....	50
Lakin.....	Main Street.....	50
Holly.....	Main Street.....	40
Lamar.....	Main and Third Streets.....	30
Rocky Ford.....	Main Street.....	12
Manzanola.....	Park Street.....	25
Fowler.....	Main Street.....	20
Canon City.....	Ninth Street.....	6

(D) MAXIMUM LOCOMOTIVE SPEEDS

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
1-90, 300-305	100	45	45	90
306-316	85	45	45	80
100-287, 400-430, 2100-2109, 2611, 2650-2722, 2800-2809	65	45	45	60
2110	65	45	65	60
450-451	30	30	30	20
460-468	35	35	35	20
500-516, 625-633, 1500-1519, 2200-2299, 2303-2304, 2310- 2391, 2394-2399, 2403-2419, 2600-2606	45	45	45	45
2150-2153, 2300-2302, 2400-2402	40	40	40	30
M-110 - M-187	60	60	25	60
M-190	75	60	25	75
Steam				
6-wheel and 8-wheel switch	20	20	20	
643, 664-665, 735, 761-768, 777, 804-816, 856, 900-984, 1600- 1702, 1900-1983, 2542-2569, 3016-3027	35	35	25	
885-898, 3102-3158	45	35	25	
1001-1214, 1801-1882, 3160- 3286, 4000-4115, 4197, 5000- 5035	60	40	25	
1316, 1319, 1385, 1487-1550, 3445, 3516-3520, 3751-3775	90	40	25	
1473, 2900-2929, 3403-3442, 3446-3448, 3450-3465, 3776- 3785	100	40	25	
2507-2525	55	40	25	
3700-3749	70	40	25	
3800-3940	50	40	25	

3. SPEED REGULATIONS—(Cont'd).

(E) Movements Over Submerged Track.

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

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
Passenger.....	3	5	5
Freight.....	5	5	5
44-Ton Yard.....	2	5	5
Other Yard.....	5	5	5
Diesel-Electric and Gas-Electric Motor Cars.....	3	5	5
Steam Engines:			
Roller Bearing.....	9	5	5
Passenger Cars:			
Roller Bearing.....	8	5	—
Friction Bearing.....	12	5	—

(F) Steam Wrecking Cranes, etc.

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear, must not exceed speed of thirty (30) miles per hour at any point on First and Pueblo Districts; twenty (20) miles per hour at any point on Second and Boise City Districts, and fifteen (15) miles per hour at any point on other districts.

(G) Locomotives Handled Dead in Trains.

Locomotives handled dead in trains with side rods in position are not to be run faster than twenty (20) miles per hour.

With side rods all removed and all drivers on rail fifteen (15) miles per hour.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour.

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH			25 MPH	35 MPH
All Freight and Switch Locomotives include types:			Passenger Locomotives	
0-4-0	2-6-2	2-10-0	Mountain Type	All Locomotives Except Mountain Type Include
0-6-0	2-8-0	2-10-2	4-8-2	4-4-0
0-8-0	2-8-2	2-10-4	4-8-4	4-4-2
2-6-0	2-8-4			4-6-0
				4-6-2
				4-6-4

(H) Spring Switches, Turnouts and Crossovers.

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein on First and Pueblo Districts, trains or engines must not exceed speed of fifteen (15) miles per hour. On all other turnouts and crossovers, trains or engines must not exceed speed of ten (10) miles per hour.

3. SPEED REGULATIONS—(Cont'd).

(H) Spring Switches, Turnouts and Crossovers—(Cont'd).

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
Dodge City	Spring	West end crossover between passenger tracks 1 and 2 at Third Avenue.....	25	25
Sears	Spring	End of 2 tracks.....	25	25
Howell	Spring	East and west ends of siding...	15	15
Wettick	Spring	East and west ends of siding...	15	15
Cimarron	Spring	East and west ends of siding...	15	15
Ingalls	Spring	East and west ends of siding...	15	15
Charleston	Spring	East and west ends of siding...	15	15
Pierceville	Spring	East and west ends of siding...	15	15
Mansfield	Spring	East and west ends of siding...	15	15
Garden City	Spring	East and west ends of siding...	15	15
Holcomb	Spring	East and west ends of siding...	15	15
Deerfield	Spring	East and west ends of siding...	15	15
Lakin	Spring	East and west ends of siding...	15	15
Hartland	Spring	East and west ends of siding...	15	15
Sutton	Spring	East and west ends of siding...	15	15
Kendall	Spring	East and west ends of siding...	15	15
Mayline	Spring	East and west ends of siding...	15	15
Syracuse	Spring	East and west ends of siding...	15	15
Medway	Spring	East and west ends of siding...	15	15
Coolidge	Spring	East and west ends of siding...	15	15
Holly	Spring	East and west ends of siding...	15	15
Barton	Spring	East and west ends of siding...	15	15
Granada	Spring	East and west ends of siding...	15	15
Grote	Spring	East and west ends of siding...	15	15
Clucas	Spring	East and west ends of siding...	15	15
Lamar	Spring	East and west ends of east and west sidings.....	15	15
Beta	Spring	East and west ends of siding...	15	15
Prowers	Spring	East and west ends of siding...	15	15
Able	Spring	East and west ends of siding...	15	15
Caddoa	Spring	East and west ends of siding...	15	15
Hilton	Spring	East and west ends of siding...	15	15
Keller	Spring	East and west ends of siding...	15	15
Las Animas	Spring	East and west ends of siding...	15	15
Riverdale	Spring	East and west ends of siding...	15	15
Hadley	Spring	East and west ends of siding...	15	15
Casa	Spring	End of 2 tracks.....	25	25
La Junta	Spring	West end of long tail track... and west crossover between freight yard and New Mexico Division main track.....	15	15
Swink	Spring	East and west ends of siding...	15	15
Rocky Ford	Spring	East and west ends of siding...	15	15
Manzanola	Spring	East and west ends of siding...	15	15
Fowler	Spring	East and west ends of siding...	15	15
Nepesta	Spring	East and west ends of siding...	15	15
Boone	Spring	East and west ends of siding...	15	15
Avondale	Spring	East end of siding.....	15	15
Baxter	Spring	East and west ends of siding...	15	15

(I) Speed Table.

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
-	36	100	-	48	75.0
-	37	97.3	-	49	73.5
-	38	94.7	-	50	72.0
-	39	92.3	-	51	70.6
-	40	90.0	-	52	69.2
-	41	87.8	-	53	67.9
-	42	85.7	-	54	66.6
-	43	83.7	-	55	65.5
-	44	81.8	-	56	64.2
-	45	80.0	-	57	63.2
-	46	78.3	-	59	61.0
-	47	76.6	1	—	60.0

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd.)

(I) Speed Table—(Cont'd.)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
1	02	58.0	1	42	35.3
1	04	56.2	1	44	34.6
1	06	54.2	1	46	34.0
1	08	52.9	1	48	33.3
1	10	51.4	1	50	32.7
1	12	50.0	1	52	32.1
1	14	48.6	1	54	31.6
1	16	47.4	1	56	31.0
1	18	46.1	1	58	30.5
1	20	45.0	2	—	30.0
1	22	43.9	2	05	28.8
1	24	42.9	2	10	27.7
1	26	41.9	2	15	26.7
1	28	40.9	2	30	24.0
1	30	40.0	2	45	21.8
1	32	39.1	3	—	20.0
1	34	38.3	3	30	17.1
1	36	37.5	4	—	15.0
1	38	36.8	5	—	12.0
1	40	36.0	6	—	10.0

4. DANGEROUS OBSTRUCTIONS (See Rule 761).

MILE POSTS	BRIDGE NUMBER	NAME
PUEBLO DISTRICT		
.....	C Street Viaduct, Pueblo.
.....	Main Street Viaduct, Pueblo.
MINNEQUA DISTRICT		
120.44	120.44	Arkansas River.

5. SPECIAL RULES AND FACILITIES.

RULES FOR THE OPERATION OF AUTOMATIC TRAIN STOP (ATS), PASSENGER SERVICE.

Rules for the Operation of Automatic Train Stop do not supersede or dispense with the observance of other rules and instructions.

Except as otherwise provided, an engine in passenger service in Automatic Train Stop territory, as shown in time table, must be equipped with operative Automatic Train Stop device. The engine-man must see that Automatic Train Stop cut-out cock is cut in and sealed and check car card Form 1167-S to assure himself the device has been tested and is operative. Enginemen handling the engine where Automatic Train Stop is not in operation must make same observation and promptly report by wire if cut-out cock not sealed or car card fails to indicate proper test has been made.

When an engine passes over an inductor in approach to a signal indicating other than a "clear" signal, an automatic brake application will occur, unless prior acknowledgment has been made within 15 seconds. When such application has occurred, the brake valve must be lapped immediately and after sixty seconds, an acknowledgment made. Brakes may then be released. If proper acknowledgment has been made approaching other than a "clear" signal, a bell will sound when the receiver of engine passes over inductor.

Engineman may also acknowledge before passing over an inductor to avoid an automatic application of the brakes when running backward at signals governing movements in the opposite direction.

Within or without Automatic Train Stop territory, an automatic brake application may occur when the Automatic Train Stop equipment becomes damaged or defective. If brakes cannot be released as

5. SPECIAL RULES AND FACILITIES—(Cont'd.)

prescribed above, Automatic Train Stop equipment must be cut out and promptly reported.

Seal on cut-out cock must not be broken or Automatic Train Stop cut out, unless device fails to operate properly.

Automatic Train Stop failures and interruptions and removal of seals must be reported by wire from first available point of communication.

When the Automatic Train Stop device on an engine fails or is cut out enroute in Automatic Train Stop territory, train may proceed according to signal indication, not exceeding 79 miles per hour. If the Automatic Block Signal System is out of service, train may proceed at Restricted Speed, except; if Manual Block is established in advance of the train on which the device is inoperative, train may proceed not exceeding 79 miles per hour.

When a train, moving in Automatic Train Stop territory with the device inoperative, is stopped by a "Stop and Proceed" signal, it may proceed in accordance with amended Rule 509.

RULE S-83, as applied at the end of two tracks Sears and Casa is amended to read:

Train register at La Junta will be taken to indicate that trains shown thereon have arrived or left Casa, and, when opposing superior trains are met between La Junta and Casa, eastward trains will consult train dispatcher by telephone from Casa as to their identity.

Train register at Dodge City will be taken to indicate that trains shown thereon have arrived or left Sears. When opposing superior trains are met between Dodge City and Sears, westward trains will consult train dispatcher by telephone from Sears as to their identity.

6. RAILROAD CROSSINGS AND JUNCTIONS.

(A) NAME	TYPE	SPEED
		Miles per hour
NA. Tower.....	Standard..	
Pueblo Jct.....	Standard..	15
Mo. Pac. Crossing M.P. 120.1 Minnequa District.....	Automatic.	20

At Pueblo Jct. Following whistle signals indicate routes:

A.T.& S.F. trains to or from Union Depot	_____
A.T.& S.F. trains to or from Stone Depot	0 _____ 00
Trains to or from Stone Depot and Minnequa	_____ 0
Trains to or from Union Depot and Minnequa	_____ 00
Trains to or from Stone Depot and P.S.R. Yards	_____ 0
Trains to or from Union Depot and P.S.R. Yards	00000

M.P. 120.1 MINNEQUA DISTRICT—Mo. Pac. Crossing governing signals cleared by approaching train or engine, or when switches properly lined for main track and opposing routes not occupied.

Trains or engines receiving stop signal on approaching plant must occupy clearing section to get proceed signal.

Clearing section extending 200 feet in advance of westward signal and 283 feet in advance of eastward signal, identified by signs lettered "CLEARING SECTION" located to right of track, serves as second clearing section for trains which have forfeited home signal due to expiration of time limit in which to accept the signal, and when occupied will cause home signal to clear in seventy-two seconds, if there are no conflicting moves on foreign road.

Train movement from Mo. Pac. yard across main track via stock yards connection governed by lower signal on Mo. Pac. signal No. 8951.

6. RAILROAD CROSSINGS AND JUNCTIONS—(Cont'd).

When a train or engine is stopped by home signals, and no train or engine movement in evidence on opposing routes, member of crew will go to crossing and open box marked "FOR TRAINMEN" and operate clockwork time release marked "C.& S. or A.T.& S.F.," in this box being governed by instructions posted therein. If, after operating clockwork time release, home signal continues to indicate stop, wait one minute then give proceed hand signal to train from crossing and train will then proceed at restricted speed over crossing.

(B) Railroad Junctions:

LAS ANIMAS—Home Signal located on Boise City District at Las Animas Junction, operated from depot, Las Animas, and in conjunction with automatic signals. This signal, displaying proceed indication, authorizes a westward Boise City District train to move from Las Animas Junction to the extreme east switch, Las Animas, regardless of First District trains, and will there clear main track. Before clearing this signal operator at Las Animas must obtain authority, by train order, from the dispatcher.

PUEBLO—A.T.& S.F., D.& R.G.W. and Mo. Pac. Junction, Main Street viaduct, south end Union Depot tracks. All trains entering and leaving Union Depot use same lead. Authority to use this lead governed by The Pueblo Union Depot and Railroad Co. rules and regulations.

(C) Railroad Crossings at Grade:

PUEBLO—Mo. Pac. crossing M.P. 618.2 is protected by gate set normally against Mo. Pac. trains. Position of gate is indicated by lights at night. When gate is set normally trains or engines may proceed not exceeding a speed of fifteen (15) miles per hour over crossing.

PUEBLO—D.&R.G.W. crossings located M.P. 619.0. Stop. See rule 98 (A).

SCOTT CITY—Mo. Pac. Crossing M.P. 120.1 electrically locked signals and derails set normally against A.T.& S.F. track, operated by train crew. Be governed by instructions posted in box at crossing.

7. SIDING, SPURS AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGE OF TIME TABLE.

Location	Mile Post Location	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Amity.....	479.2	43	East & West	Freight only
Koen.....	487.4	26	East & West	Freight only
Melon.....	539.1	17	East & West	Freight only
PUEBLO DISTRICT				
Krammes.....	563.7	15	East & West	Freight only
Fayette.....	568.5	27	East & West	Freight only
Elder.....	580.1	42	East & West	Freight only
Dinsmore.....	606.6	43	East & West	Freight only
Gas Spur.....	608.9	13	East	Freight only
Pueblo Air Base.....	610.7	Yard	East & West	Freight only
SECOND DISTRICT				
La Junta Air Base...	91.4	Yard	West	Freight only
GARDEN CITY DISTRICT				
Hutchins Spur.....	123.5	7	East & West	Freight only
Oil Track.....	132.2	21	East & West	Freight only
Gano.....	140.5	21	East & West	Freight only

8. BULLETIN BOOKS.

- BOISE CITY..... Passenger Station.
- DODGE CITY..... Conductors' Register Room, Roundhouse Register Room, and Reading Room.
- LA JUNTA..... Roundhouse Register Room, Yard Office.
- LAMAR..... Passenger Station.
- PUEBLO..... Roundhouse Register Room, Yard Office.
- PUEBLO U.D..... D.& R.G.W. Telegraph Office.
- SCOTT CITY..... Passenger Station.
- SYRACUSE..... Passenger Station.

9. STANDARD CLOCKS.

- BOISE CITY..... Passenger Station.
- DODGE CITY..... Telegraph Office and Roundhouse Register Room.
- LA JUNTA..... Telegraph Office and Roundhouse Register Room.
- PUEBLO..... Roundhouse.
- PUEBLO..... Yard Office.
- PUEBLO U.D..... D.& R.G.W. Telegraph Office.
- SCOTT CITY..... Passenger Station.

10. STANDARD THERMOMETERS.

- | | | | | |
|-------------|-------------|--------------|--------------|--------------|
| Avondale. | Cimarron. | Fowler. | Las Animas. | Rocky Ford. |
| Boise City. | Dodge City. | Garden City. | Manzanola. | Scott City. |
| Boone. | Florence. | La Junta. | NA. Tower. | Springfield. |
| Canon City. | Fort Lyon. | Lamar. | Pueblo Yard. | Swink. |
| | | | | Syracuse. |

11. STATUTORY REGULATIONS.

In Kansas, it is lawful for the Conductor to eject from the train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay fare to his destination, and he may be expelled at any point on the line of the road at which there is a station where the person ejected may at least get lodging.

The Kansas statutes prohibit gambling and the practice of any confidence games.

Drunken or disorderly persons may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

In Oklahoma a passenger who refuses to pay his fare, or to conform to any lawful regulation of the carrier, may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place, or near some dwelling house. After having ejected a passenger, a carrier has no right to require the payment of any part of his fare.

In Colorado, a railroad company has a right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any station where suitable accommodation can be procured for his safety and comfort.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any station where suitable accommodation can be procured for his safety and comfort; this may be done upon a tender of refund of the unearned portion of the fare.

FREIGHT SCHEDULES.

COLORADO DIVISION.

WESTWARD.								Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	EASTWARD.									
75	45	37	29	35	85	61	91		87	42	76	92	88	38	86	62	30	32
Fast Freight. C. & S.	New Mexico, Colo., Fast Freight.	Mixed.	Way Freight.	Colo- Kansas Fast Freight.	Mixed.	Way Freight.	Way Freight.	Way Freight.	Colo- Chicago and Texas Fast Freight.	Fast Freight C. & S.	Way Freight.	Way Freight.	Mixed.	Mixed.	Way Freight.	Way Freight.	Fast Freight and Stock Express.	
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Mon. Wed. and Fri.	Leave Tues. Thurs. and Sat.	Leave Tues. Thurs. and Sat.	Leave Mon. Wed. and Fri.	Arrive Daily.	Arrive Daily.	Arrive Mon., Wed. and Fri.	Arrive Tues. Thurs. and Sat.	Arrive Daily.	Arrive Tues. Thurs. and Sat.	Arrive Mon., Wed. and Fri.	Arrive Daily Ex. Sun.	Arrive Daily.	
				AM 6.00				AM 7.00										AM 8.00
								11.30 PM										
								AM 7.00 PM 3.00 PM 12.30 PM										
		PM 4.35																
	PM 6.30	5.15 PM		PM 12.10 12.55	AM 8.05	AM 8.00			8.45 8.00					9.00 AM	PM 2.05	PM 10.00		12.30 AM 11.45
					8.15 AM										1.50 PM			
PM 2.45										AM 10.15								
3.15 PM	8.45 PM		AM 8.00	3.20 PM			PM 3.00 PM		5.30 AM	9.45 AM						3.00 PM	PM 4.00	8.30 PM
			11.30 AM														12.30 PM	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily. Ex. Sun.	Arrive Daily.	Arrive Mon., Wed. and Fri.	Arrive Tues., Thurs. and Sat.	Arrive Tues., Thurs. and Sat.	Arrive Mon., Wed. and Fri.	Leave Daily.	Leave Daily.	Leave Mon., Wed. and Fri.	Leave Tues., Thurs. and Sat.	Leave Daily.	Leave Tues., Thurs. and Sat.	Leave Mon., Wed. and Fri.	Leave Daily Ex. Sun.	Leave Daily.	

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.



SANTA FE SAFETY FIRST



Every employe 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.)

