

K. C. MAY, Trainmaster.....La Junta, Colorado.
 C. T. HERZOG, Trainmaster.....Pueblo, Colorado.
 L. M. MURPHY, Chief Dispatcher.....Pueblo, Colorado.
 H. J. IMMROTH, Assistant Chief Dispatcher. Pueblo, Colorado.
 W. W. CARROLL, Assistant Chief Dispatcher. Pueblo, Colorado.

TRAIN DISPATCHERS—PUEBLO, COLORADO.

T. C. HIESTAND. G. L. HUPP. J. A. PURCELL.
 W. BERKOVITZ. W. N. WILLIS. E. GILLMORE.
 C. E. HANSEN. M. E. GIBSON. T. E. LEWIS.
 B. E. SPOONEMORE. A. W. JORDAN.

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

R. C. LEHEW, JR.....Dodge City.
 O. M. PATTERSON.....Garden City.
 W. L. GREEN.....Lamar.
 GEORGE SCHACKTERLE.....La Junta.
 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. BAILEY L. DIETRICH.....Boise City.
 DR. JAMES M. BAYLESS.....Boise City.
 DR. J. G. SHOUN.....Canon City.
 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. E. B. SCAGNELLI.....Dodge City.
 DR. THOS. A. DAVIS.....Florence.
 DR. G. E. VAN DER SCHOW.....Fowler.
 DR. G. E. McDONNELL.....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. L. W. NUTTALL.....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.**

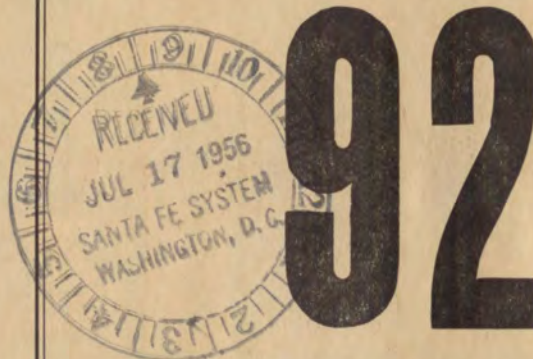
DR. WALTER T. DARDIS (Eye).....Pueblo.
 DR. WM. G. HOPKINS (Eye).....Pueblo.
 DR. HARVEY S. RUSK.....Pueblo.
 DR. WILLIAM H. LAMBERSON.....Colorado Springs.
 DR. GUY W. SMITH.....Denver.
 DR. EDWARD J. SWETS.....Denver.
 DR. ARTHUR M. DOUGHERTY.....Dodge City.

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

**WESTERN LINES
 Northern District**

COLORADO DIVISION

TIME TABLE No.



IN EFFECT

Sunday, July 22, 1956

At 12:01 A. M.

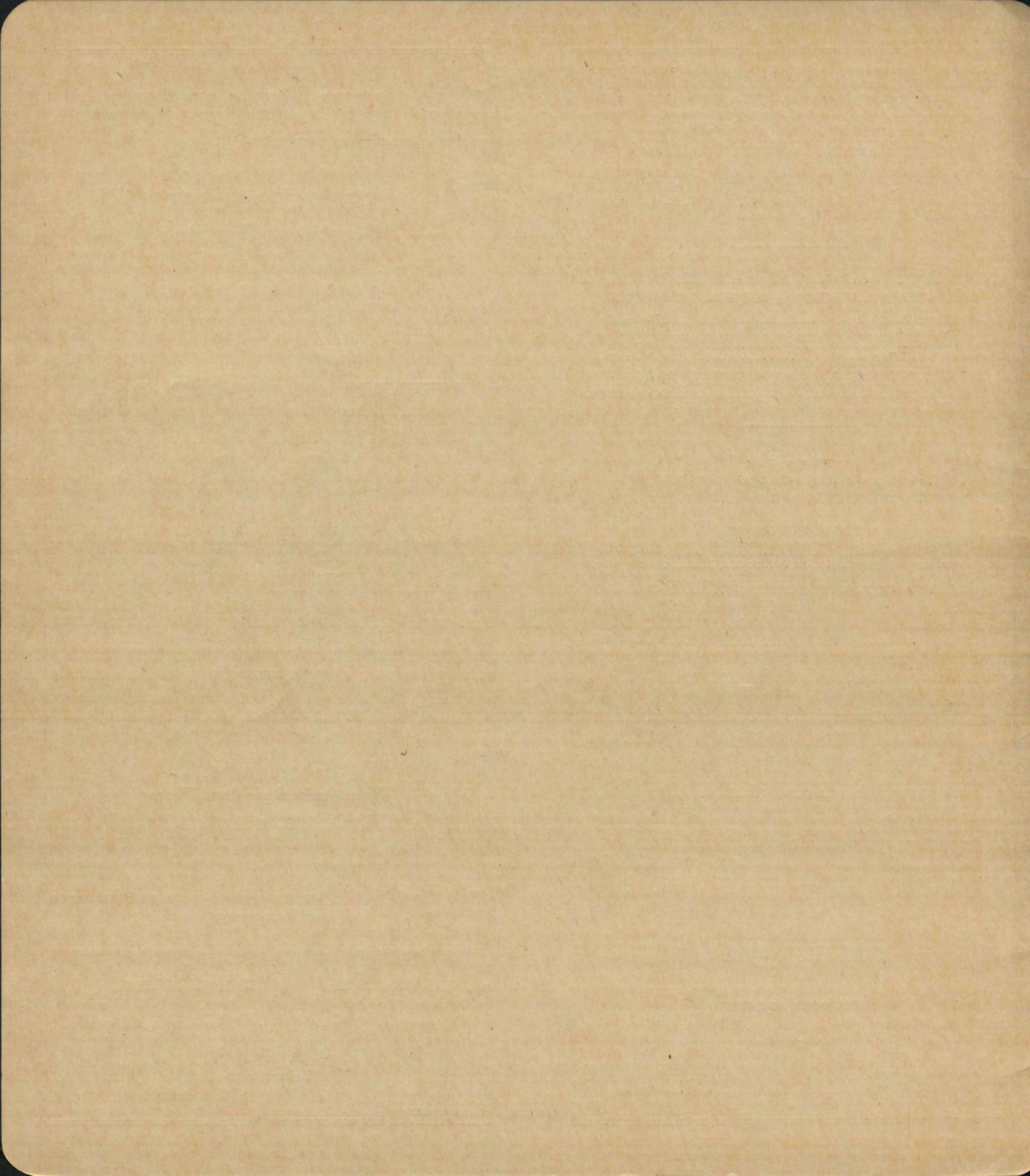
Mountain Standard Time

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

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

**T. J. ANDERSON,
 Asst. General Manager,
 La Junta, Colorado.**

**J. P. SPEARS,
 Superintendent,
 Pueblo, Colorado.**



Track Capacity 50 ft. Per Car.		WESTWARD.			Mile Post.	Rolling Grade Ascending.	TIME TABLE No. 92, July 22, 1956.	Rolling Grade Ascending.	Fuel, Water, Tuna Tables and Wys.	Communications.	EASTWARD.		
		First Class.									First Class.		
		27	21	191							22	200	28
Other Tracks.	Sidings.	Gulf Coast Special. C. & S. Leave Daily.	Texas Zephyr. C. & S. Leave Daily.	Passenger. Leave Daily.							Texas Zephyr. C. & S. Arrive Daily.	Passenger. Arrive Daily.	Gulf Coast Special. C. & S. Arrive Daily.
	Yard			AM 3.00	554.9	28.0	LA JUNTA. YL 4.9	0	W F T Y	C		PM 9.30	
158	62			f 3.08	559.8	20.0	SWINK. YL 2.8	0	Y	C		9.10	
82	82			3.12	562.6	19.5	NEWDALE. 3.0	0		B		9.06	
421	100			s 3.24	566.6	31.7	ROCKY FORD. YL 5.4	0		C		s 8.56	
75	82			3.32	571.0	31.7	VROMAN. 3.5	0		B		8.51	
121	111			s 3.38	574.5	33.8	MANZANOLA. 8.6	0		C		f 8.47	
129	67			s 3.53	583.1	19.0	FWLER. 4.4	14.0		C		f 8.37	
11	70			4.02	587.5	22.2	HAMLET. 2.7	0		B		8.33	
29	69			4.07	590.2	33.0	NEPESTA. 1.4	0		B		8.30	
					591.6	30.0	NA. TOWER. Mo. Pac. Crossing. 2.0	0		C			
	82			4.13	593.6	33.0	HAIG. 5.0	0		B		8.25	
78	58			f 4.20	598.6	31.2	BOONE. 5.0	0		C		8.20	
55	128			f 4.29	603.6	30.0	AVONDALE. YL 2.1	0	Y	C		s 8.15	
40	58	Via Minnequa District.	Via Minnequa District.	4.32	605.7	24.6	NYBERG. 3.9	0		B	Via Minnequa District.	8.10	Via Minnequa District.
13	39			f 4.38	609.6	34.4	DEVINE. 2.2	0		C		8.07	
27	78			4.41	611.8	31.7	BAXTER. 6.0	0		B		8.05	
		PM 2.54	AM 4.06	4.48	617.8	31.7	PUEBLO JCT. YL D. & R. G. W. Crossing. 0.4	31.7		C	PM 2.34	7.59	PM 11.10
					618.2	0	Mo. Pac. Crossing. 0.3	22.0					
					618.5	0	BLOCK 2. 0.3	22.0					
		s 2.57 PM	s 4.10 AM	s 5.00 AM	618.8	0	PUEBLO U.D. YL 0.2	22.0		C	2.31 PM	7.55 PM	11.07 PM
					619.0	0	D. & R. G. W. Crossing. 0.5	0					
	Yard				619.5	52.8	PUEBLO YARD. YL		W F Y	C			
		Arrive Daily.	Arrive Daily.	Arrive Daily.			(64.6) Via Union Depot.				Leave Daily.	Leave Daily.	Leave Daily.
		20.0	15.0	32.0			Average speed per hour.				20.0	40.4	30.0

SIGNAL SYSTEM TWO:

In effect La Junta to and including Pueblo Jct.

Between M.P. 554.3 (Bradish St. Underpass) 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.

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. 92, July 22, 1956.	Mile Post.	Ruling Grade Ascending
		First Class.							
		19	7	17	21	123			
Other Tracks.	Sidings.	The Chief.	Fast Mail Express.	The Super Chief.	El Capitan.	The Grand Canyon.	STATIONS.		
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
	Yard	PM 8.50	PM 1.40	AM 7.03	AM 5.28	AM 4.25			
13	80	8.55	1.45	7.09	5.34	4.32	Dodge City. YL ^{2 Trks}	352.5	20.9
39	81	8.58	1.49	7.12	5.37	4.36	5.1 SEARS.	357.6	22.8
	82			7.16	5.41	4.40	3.9 HOWELL.	361.5	28.0
94	125	¹²⁴ 9.05	1.56	7.20	5.45	4.45	4.8 WETTICK.	366.3	22.4
48	82	9.10	2.01	7.25	5.50	4.50	6.1 CIMARRON.	371.2	25.7
26	81	9.15	2.06	7.30	5.55	4.55	6.7 INGALLS.	377.3	21.5
39	81	9.20	2.11	7.35	6.00	5.00	6.1 CHARLESTON.	384.0	25.2
8	81	9.24	2.16	7.39	6.04	5.04	5.7 PIERCEVILLE.	390.1	23.7
838	247	¹⁸ 9.30	2.20	7.44	6.09	5.20	6.6 MANSFIELD.	395.8	10.4
40	81	9.36	2.25	7.49	6.14	5.27	7.3 GARDEN CITY. YL	402.4	11.4
75	81	9.42	2.31	7.55	6.20	5.33	8.0 HOLCOMB.	409.0	21.6
101	90	9.48	2.37	8.00	6.25	5.43	7.3 DEERFIELD.	417.0	28.1
31	81	9.53	2.43	8.05	6.30	5.50	7.3 LAKIN.	424.3	31.7
8	81	9.58	2.47	8.09	6.34	5.55	5.7 HARTLAND.	431.6	29.2
36	80	10.02	2.51	8.13	6.38	5.59	4.9 SUTTON.	437.3	21.6
11	81	10.07	2.56	8.18	6.43	6.04	6.5 KENDALL.	442.2	28.3
638	226	10.11	3.00	8.22	6.47	6.14	5.2 MAYLINE.	448.7	23.7
9	81	10.17	²² 3.06	8.27	6.52	6.21	7.5 SYRACUSE.	453.9	21.8
56	82	10.23	3.12	8.32	6.57	6.26	7.4 MEDWAY.	461.4	35.0
246	74	10.28	3.17	8.37	7.02	6.35	6.1 COOLIDGE.	468.8	21.9
53	80	10.33	3.22	8.42	7.07	6.41	6.6 HOLLY.	474.9	22.8
65	80	10.36	3.25	8.45	7.10	6.44	3.8 BARTON.	481.5	29.0
19	81	10.41	3.30	⁸ 8.50	7.15	6.49	6.1 GRANADA.	485.3	38.8
16	80	10.45	3.34	8.54	7.19	6.53	5.5 GROTE.	491.4	17.6
657	^E 78 ^W 99	²⁰ 10.50	3.38	8.58	7.23	7.00	5.4 CLUCAS.	496.9	37.0
13	62	10.53	3.42	9.01	7.26	7.05	3.9 LAMAR. YL	502.3	14.1
26	88	10.57	3.45	9.04	7.29	7.10	4.2 BETA.	506.2	17.3
7	80	11.01	3.49	9.08	7.33	7.15	5.9 PROWERS.	510.4	21.1
33	80	11.05	3.53	9.12	7.37	7.19	5.2 ABLE.	516.3	21.1
13	80	11.09	3.57	9.16	7.41	7.23	5.9 CADDOA.	521.5	10.6
43	81	11.13	4.01	9.20	7.45	7.27	4.6 HILTON.	527.4	20.1
282	81	11.16	4.04	9.23	7.48	7.34	1.6 KELLER.	532.0	0
24	81	11.20	4.09	9.27	⁸ 7.52	7.40	2.4 LAS ANIMAS JCT.	533.6	16.4
25	75	11.24	4.13	9.31	7.56	7.44	5.1 LAS ANIMAS.	536.0	18.8
13	82	11.28	4.17	9.35	8.00	7.48	4.8 RIVERDALE.	541.1	41.2
	Yard	^s 11.40 PM	^s 4.35 PM	^s 9.45 AM	^s 8.10 AM	^s 8.00 AM	4.8 HADLEY.	545.9	29.6
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	4.2 CASA.	^{2 Trks} 550.7	26.4
		71.4	69.4	74.9	74.9	56.5	La Junta. YL ^{2 Trks}	554.9	
							(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. 92, July 22, 1956.	EASTWARD.				
				First Class.				
				8	22	124	18	20
				Fast Mail Express.	El Capitan.	The Grand Canyon.	The Super Chief.	The Chief.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
0	WF TY	C	Dodge City. YL	AM 11.05	PM 4.40	PM 9.35	PM 10.15	AM 12.55
0		B	SEARS. 5.1	10.50	4.28	9.19	10.05	12.44
28.0		B	HOWELL. 4.8	10.47	4.25	9.16	10.02	12.41
26.4		B	WETTICK. 4.9	10.43	4.21	9.11	9.58	12.37
18.0		C	CIMARRON. 6.1	10.38	4.17	9.05	9.54	12.33
20.0		C	INGALLS. 6.7	10.33	4.12	8.57	9.49	12.28
4.3		B	CHARLESTON. 6.1	10.27	4.07	8.51	9.44	12.23
19.0		C	PIERCEVILLE. 5.7	10.22	4.02	8.46	9.39	12.18
0		B	MANSFIELD. 6.6	10.17	3.58	8.42	9.35	12.14
0	Y	C	GARDEN CITY. YL 6.6	10.10	3.52	8.35	9.30	12.08
5.3		C	HOLCOMB. 8.0	10.01	3.46	8.26	9.24	12.02
23.1		C	DEERFIELD. 7.3	9.54	3.40	8.20	9.17	11.56
31.7		C	LAKIN. 7.3	9.48	3.34	8.14	9.11	11.50
7.1		B	HARTLAND. 5.7	9.42	3.29	8.06	9.05	11.44
22.1		B	SUTTON. 4.9	9.38	3.25	8.02	9.01	11.40
26.4		C	KENDALL. 6.5	9.34	3.21	7.58	8.57	11.36
11.1		B	MAYLINE. 5.2	9.29	3.16	7.53	8.52	11.31
9.9		C	SYRACUSE. 7.5	9.25	3.12	7.47	8.48	11.27
24.8		B	MEDWAY. 7.4	9.19	3.06	7.38	8.42	11.22
18.5		C	COOLIDGE. 6.1	9.13		7.33	8.36	11.17
0		C	HOLLY. 6.6	9.06	2.55	7.26	8.31	11.12
26.4		B	BARTON. 3.8	8.59	2.50	7.18	8.26	11.07
26.4		C	GRANADA. 6.1	8.56		7.15	8.23	11.04
11.1		B	GROTE. 5.5	8.50	2.43	7.10	8.18	10.59
7.9		B	CLUCAS. 5.4	8.42	2.39	7.06	8.14	10.55
0	Y	C	LAMAR. YL 3.9	8.35	2.35	7.00	8.10	10.50
0		B	BETA. 4.2	8.28	2.32	6.52	8.07	10.47
0		B	PROWERS. 5.9	8.25	2.29	6.49	8.04	10.44
0		B	ABLE. 5.2	8.20	2.25	6.45	8.00	10.40
15.8		C	CADDOA. 5.9	8.15	2.21	6.41	7.56	10.36
10.6		B	HILTON. 4.6	8.10	2.17	6.36	7.52	10.32
0		B	KELER. 1.6	8.06		6.32		
0		Y	LAS ANIMAS JCT. 2.4					
0		C	LAS ANIMAS. 5.1	8.00	2.11	6.27	7.46	10.26
0		B	RIVERDALE. 4.8	7.52		6.21		
28.9		B	HADLEY. 4.8	7.44	2.04	6.17	7.39	10.19
21.1	WF TY	C	CASA. 4.2	7.38	2.00	6.12	7.35	10.15
			La Junta. YL	7.30 AM	1.55 PM	6.05 PM	7.30 PM	10.10 PM
			(202.4)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	50.4	73.6	57.8	73.6	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 M.P. 352.1 and M.P. 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 M.P. 554.3 (Bradish St. Underpass) 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. 92, July 22, 1956.			Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications	EAST- WARD. Second Class. 86
Other Tracks.	Sidings.	Mixed.			STATIONS.		Mixed.				
	Yard	Leave Tues., Thurs. and Sat. AM 6.40	Mile Post.							Arrive Mon., Wed. and Fri. PM 2.05	
17		f 6.54	6.0	52.8	HOLLY. YL 6.0	0				f 1.45	
58	55	s 6.59	7.8	50.3	MILLWOOD. 1.8	0				s 1.38	
20		f 7.06	10.8	52.8	HARTMAN. 3.0	52.8				f 1.27	
71	42	s 7.13	18.1	52.8	WARWICK. 2.3	52.8				s 1.22	
11		f 7.21	17.2	52.8	BRISTOL. 4.1	52.8				f 1.13	
14		f 7.28	19.9	38.7	PARRISH. 2.7	52.8				f 1.07	
14		f 7.39	25.1	52.8	GOODALE. 5.3	0				f 12.56	
83		f 7.42	26.8	52.8	KARL. 1.7	34.6				f 12.53	
				79.2	CHANNING. 3.6	52.8					
38		7.50 9.15	30.4		WILSON JCT. YL					12.45 PM 11.40	
17		f 9.25	38.6	44.3	3.2	44.9				f 11.30	
72		s 10.18	36.3	51.2	SUGAR. 2.7	44.9				s 11.20	
19		f 10.28	39.7	41.2	WILEY. YL 3.4	0				f 11.10	
50	42	s 10.40	48.6	79.2	KEESEE. 3.9	79.2				s 10.58	
17		f 10.55	47.9	53.0	McCLAVE. 4.3	52.8				f 10.45	
51	51	s 11.00	50.0	48.6	LUBERS. 2.1	39.6				s 10.40	
13		f 11.12	54.0	52.8	HASTY. 4.0	52.8				f 10.30	
17	81	f 11.20	57.8	79.2	BEETHURST. 3.8	77.1				f 10.20	
69		s 11.30	61.2	52.8	KREYBILL. 3.4	61.8				s 10.10	
19		f 11.36	63.2	47.0	FORT LYON. 2.0	0				f 10.04	
				9.1	MELINA. 1.1	32.6					
	28	11.40 PM 12.25	64.3		WAVELAND. YL		Y	B		10.00 9.25	
28		f 12.37	68.6	32.3	4.3	17.9				f 9.15	
36		f 12.48	72.2	52.8	CORNELIA. 3.6	52.4				f 9.07	
23		f 1.08	79.6	51.7	MARLMAN. 7.4	30.2				f 8.50	
23	51	s 1.15	82.2	8.8	CASTIEL. 2.6	8.2				s 8.43	
17		f 1.20	84.0	38.6	CHERAW. 1.8	0				f 8.38	
22		f 1.27	86.3	38.6	ORR. 2.3	0				f 8.34	
	34	f 1.32	87.8	7.5	RANDALL. 1.5	12.5				f 8.30	
14		f 1.35	88.9	0	SHELTON. 1.1	52.8				f 8.27	
	Yard	s 1.50 PM	93.5	35.6	HAYS. 4.6	59.4			Y	C	
		Arrive Tues., Thurs. and Sat.			SWINK. YL					8.15 AM	
		11.0			(93.5)					Leave Mon., Wed. and Fri.	
					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. 92, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		37							
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Daily.	Mile Post.		STATIONS.				Arrive Daily.
	Yard	AM 11.45	122.6		BOISE CITY. YL				PM
		PM		52.8	12.7	52.8	FY	C	s 2.00
14	75	f 12.05	185.3	52.8	CATANEDA.	52.8		B	f 1.00
				52.8	16.3	52.8			
36	45	f 12.30	151.6	24.8	CAMPO.	24.8		B	f 12.30
	44	f 12.47	162.5	52.8	10.9	52.8		B	f 12.11
				52.8	BISONTE.	52.8			PM
		1.03	172.6	39.6	10.1	0	Y	B	11.53
97	40	s 1.07	173.1	42.2	SOUTH JCT. YL	0		C	s 11.50
		1.10	174.4	52.8	0.5	0		B	11.22
	44	f 1.30	186.0	52.8	1.3	52.8		B	f 11.02
20	42	f 1.48	196.6	52.8	NORTH JCT. YL	52.8		B	f 10.40
16	42	f 2.14	212.9	50.1	11.6	52.8		B	f 10.15
	44	f 2.35	226.6	52.8	HARBORD.	52.8		B	f 9.53
		2.50	235.5	10.5	10.6	52.8		B	f 9.35
		PM			FRICK.	52.8			AM
		Arrive Daily.			16.3	50.2			Leave Daily.
		36.6			RUXTON.	52.8			35.5
					13.7	52.8			
					GILPIN.	52.8			
					8.9	52.8			
					LAS ANIMAS JCT. YL				
					(113.9)				
					Average speed per hour.				25.5

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.

Between North Junction and South Junction 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.

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. 92, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		69							
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Mon., Wed. and Fri.	Mile Post.		STATIONS.				Arrive Tues., Thurs. and Sat.
	Yard	AM 10.30	157.6		GARDEN CITY. YL				AM
12		f 10.45	151.8	52.8	5.8	0	Y	C	s 9.30
19		f 10.53	148.9	30.6	GILLESPIE.	26.4			f 9.15
30		f 11.12	142.6	31.6	2.9	38.0			f 9.07
24		s 11.32	135.7	50.7	ALFALFA.	50.2			f 8.47
51		s 12.05	128.0	47.5	6.3	37.1		C	s 8.27
				29.0	TENNIS.	21.1		C	s 7.52
			120.1	0	FRIEND.	0			
			120.1	30.6	7.7	0			
113		s 12.30	119.8		SHALLOW WATER.	0	Y	C	7.30
		PM			7.9	0			AM
		Arrive Mon., Wed. and Fri.			A.T. & S.F. Crossing.	0			Leave Tues., Thurs. and Sat.
		18.9			0.0	0			18.9
					Mo. Pac. Crossing.	0			
					0.3	0			
					SCOTT CITY. YL				
					(37.8)				
					Average speed per hour.				

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.		Mile Post.	Ruling Grade Ascending.	TIME TABLE No. 92, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class.	
		27	21							22	28
Other Tracks.	Sliding.	Gulf Coast Special. C.&S.	Texas Zephyr. C.&S.							Arrive Daily.	Arrive Daily.
			96							PM 2.45	AM 3.56
	Yard	2.48	4.00	122.6	0	MINNEQUA. YL 2.5	97.2		C	2.40	11.16
				120.1	31.7	Mo. Pac. Crossing. 0.3	31.7				
		2.54 PM	4.06 AM	119.8	31.7	PUEBLO JCT. YL 1.0	31.7		C	2.34 PM	11.10 PM
		Via Pueblo District.		118.8		PUEBLO U.D. YL			C	Via Pueblo District.	
		Arrive Daily.	Arrive Daily.			(5.5)				Leave Daily.	Leave Daily.
		24.5	27.0			Average speed per hour.				27.0	27.0

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.

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.

Signal System Two:

In effect Pueblo Jct. and Missouri Pacific Crossing

Grand Valley District.

Rockvale District.

Track Capacity 50 ft. Per Car.		Ruling Grade Ascending.	TIME TABLE No. 92, July 22, 1956.	Ruling Grade Ascending.	Communications.	Track Capacity 50 ft. Per Car.		Ruling Grade Ascending.	TIME TABLE No. 92, July 22, 1956.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.
Other Tracks.	Sidings.					Mile Post.	Other Tracks.					
82		24.5	NEWDALE. YL 2.9	24.5	B			150.5	D. & R. G. W. Connection. YL	0		
85			ROBERTA. YL 3.0			0.2	281		2.9		ROCKVALE. YL	
48			HAWLEY. YL 5.9								(2.9)	
			(5.9)									
Average speed per hour.						Average speed per hour.						

No switch lights on Grand Valley District.

Canon City District.

Track Capacity 50 ft. Per Car.		Ruling Grade Ascending.	TIME TABLE No. 92, July 22, 1956.	Ruling Grade Ascending.	Communications.	Fuel, Water, Turn Tables and Wyes.
Other Tracks.	Sidings.					
	Yard		PUEBLO. YL 0.6		C	
		0.6	D.&R.G.W. Connection.			
	77	25.4	Portland. YL 6.1		C	
146	44	31.5	Florence. YL 8.2		C	
115		39.7	Canon City. YL (39.7)	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 M.P. 2.4 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.

No switch lights on Lamar District. Normal position of junction switch at Wilson Jct. is for Second District trains.			Track Capacity 50 ft. Per Car.		Ruling Grade Ascending.	TIME TABLE No. 92, July 22, 1956.		Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Trains must get numbered clearance card before leaving Lamar.
			Other Tracks.	Sidings.		Mile Post.	STATIONS.				
38		4.9	0	WILSON JCT. YL 1.0	35.2	B					
9		3.9		CULP. YL 1.3							
17		2.6		MARKHAM. YL 2.6							
	Yard			LAMAR. YL							
				(4.9)		Y C					
				Average speed per hour.							

Las Animas District.

No switch lights on Las Animas District. Normal position of junction switch at Waveland is for Second District trains.			Track Capacity 50 ft. Per Car.		Ruling Grade Ascending.	TIME TABLE No. 92, July 22, 1956.		Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Trains must get numbered clearance card before leaving Las Animas.
			Other Tracks.	Sidings.		Mile Post.	STATIONS.				
	28	2.9	0	WAVELAND. YL 2.9	51.7	Y B					
	Yard			LAS ANIMAS. YL							
				(2.9)				Y C			
				Average speed per hour.							

May Valley District.

Big Bend District.

Track Capacity 50 ft. Per Car.			Ruling Grade Ascending.	TIME TABLE No. 92, July 22, 1956.		Ruling Grade Ascending.	Communications.	Track Capacity 50 ft. Per Car.			Ruling Grade Ascending.	TIME TABLE No. 92, July 22, 1956.		Ruling Grade Ascending.	Communications.
Other Tracks.	Sidings.	Mile Post.		STATIONS.				Other Tracks.	Sidings.	Mile Post.		STATIONS.			
38		30.4	48.6	WILSON JCT. YL 3.7	0	B	72		36.3	52.8	WILEY. YL 4.2	0	C		
47		34.1		MAY VALLEY. YL			17		40.5		BIG BEND. YL				
				(3.7)							(4.2)				
				Average speed per hour.							Average speed per hour.				

No switch lights on May Valley District.

No switch lights on Big Bend District.

9 COLORADO DIVISION.

SPECIAL RULES.

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

Rule 16 of the Rules, Operating Department, revised 1953, is amended as follows:

- (e): Canceled.
- (l): _____ When standing — apply or release air brakes.
- (m): _____ When running — brakes sticking; look back for hand signals.

NOTE:—Hand or lamp signals must be given in addition to communicating signals (a), (c) and (l).

2. YARD LIMITS:

Avondale.	Newdale (Grand Valley District only, extends to and includes Hawley.)
Boise City.	
Canon City.	
Dodge City.	North Junction.
Florence (extends to and includes Rockvale.)	Portland.
Garden City.	Pueblo (extends to and includes Minnequa.)
Holly (Second Dist. Only).	Rocky Ford.
La Junta.	Scott City.
Lamar (extends to and includes Wilson Jct. and May Valley.)	South Junction.
Las Animas (Las Animas Dist. only) (extends to and includes Waveland.)	Springfield.
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	50	40
MAY VALLEY DISTRICT	15	15
BIG BEND DISTRICT	15	15
MINNEQUA DISTRICT	30	20
GRAND VALLEY DISTRICT	20	20
ROCKVALE DISTRICT	20	20

Speed Limit ninety (90) miles per hour for passenger trains handling cars equipped with friction bearings.

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

3. SPEED REGULATIONS—(Cont'd.)

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT—(Cont'd.)		
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	85	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	85	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

(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
Garden City.....	Fourth, Sixth, Main, Ninth, Eleventh and Thirteenth Streets.....	45
Lakin.....	Main Street.....	50
Lamar.....	Main and Third Streets.....	30
Rocky Ford.....	Main Street.....	12
Manzanola.....	Park Street.....	25
Fowler.....	Main Street.....	20
Canon City.....	Ninth Street.....	6

3. SPEED REGULATIONS—(Cont'd.)

(D) MAXIMUM SPEED OF LOCOMOTIVES.

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-289, 401-430	65	45	45	60
99, 600-611, 700-731, 2099, 2100-2162, 2650-2893, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-558, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2438, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
1010, 5000-5035	60	40	25	
3751-3775	90	40	25	
2900-2929, 3776-3785	100	40	25	

(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 (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines, Classes			
450 - 451.....	2	5	5
1 - 11 - 50 - 80 - 600 - 2099 - 2100.....	3	5	5
51 - 90 - 650 - 2300 - 2301 - 2310 - 2600 - 3000.....	4	5	5
460 - 2400.....	4½	5	5
16 - 37 - 99 - 100 - 200 - 281 - 300 - 325 - 500 - 501 - 503 - 541 - 625 - 700 - 1500 - 2201 - 2207 - 2260 - 2303 - 2322 - 2394 - 2403 - 2418 - 2650.....	5	5	5
Diesel-Electric and Gas Electric Motor Cars.....	3	5	5
Steam Engines			
Roller Bearings.....	9	5	5
Passenger Cars			
Roller Bearings.....	8	5	0
Friction Bearings.....	12	5	0

3. SPEED REGULATIONS—(Cont'd.)

(F) Steam Derricks, etc.

Trains handling steam derricks, 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	All Locomotives
			Mountain Type	Except Mountain Type
0-4-0	2-6-2	2-10-0	Includes	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.

STATION	TYPE	LOCATION	MPH
Sears	Spring	End of 2 tracks.....	30
Howell	Spring	East and west ends of siding....	15
Wettick	Spring	East and west ends of siding....	15
Cimarron	Spring	East and west ends of siding....	15
Ingalls	Spring	East and west ends of siding....	15
Charleston	Spring	East and west ends of siding....	15
Pierceville	Spring	East and west ends of siding....	15
Mansfield	Spring	East and west ends of siding....	15
Garden City	Spring	East and west ends of siding....	15
Holcomb	Spring	East and west ends of siding....	15
Deerfield	Spring	East and west ends of siding....	15
Lakin	Spring	East and west ends of siding....	15
Hartland	Spring	East and west ends of siding....	15
Sutton	Spring	East and west ends of siding....	15
Kendall	Spring	East and west ends of siding....	15
Mayline	Spring	East and west ends of siding....	15
Syracuse	Spring	East and west ends of siding....	15
Medway	Spring	East and west ends of siding....	15
Coolidge	Spring	East and west ends of siding....	15
Holly	Spring	East and west ends of siding....	15
Barton	Spring	East and west ends of siding....	15
Granada	Spring	East and west ends of siding....	15
Grote	Spring	East and west ends of siding....	15
Clucas	Spring	East and west ends of siding....	15
Lamar	Spring	East and west ends of east and west sidings.....	15
Beta	Spring	East and west ends of siding....	15
Prowers	Spring	East and west ends of siding....	15
Able	Spring	East and west ends of siding....	15
Caddoa	Spring	East and west ends of siding....	15
Hilton	Spring	East and west ends of siding....	15

11 COLORADO DIVISION.

SPECIAL RULES.

3. SPEED REGULATIONS—(Cont'd).

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

STATION	TYPE	LOCATION	MPH
Keller	Spring	East and west ends of siding....	15
Las Animas	Spring	East and west ends of siding....	15
Riverdale	Spring	East and west ends of siding....	15
Hadley	Spring	East and west ends of siding....	15
Casa	Spring	End of 2 tracks.....	30
La Junta	Spring	West end of long tail track.....	15
	Spring	West end crossover between freight yard and New Mexico Division main track.....	10
Swink	Spring	East and west ends of siding....	15
Rocky Ford	Spring	East and west ends of siding....	15
Manzanola	Spring	East and west ends of siding....	15
Fowler	Spring	East and west ends of siding....	15
Nepesta	Spring	East and west ends of siding....	15
Boone	Spring	East and west ends of siding....	15
Avondale	Spring	East and west ends of siding....	15
Baxter	Spring	East and west ends of siding....	15

(I) Speed Table.

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
-	36	100	1	18	46.1
-	37	97.3	1	20	45.0
-	38	94.7	1	22	43.9
-	39	92.3	1	24	42.9
-	40	90.0	1	26	41.9
-	41	87.8	1	28	40.9
-	42	85.7	1	30	40.0
-	43	83.7	1	32	39.1
-	44	81.8	1	34	38.3
-	45	80.0	1	36	37.5
-	46	78.3	1	38	36.8
-	47	76.6	1	40	36.0
-	48	75.0	1	42	35.3
-	49	73.5	1	44	34.6
-	50	72.0	1	46	34.0
-	51	70.6	1	48	33.3
-	52	69.2	1	50	32.7
-	53	67.9	1	52	32.1
-	54	66.6	1	54	31.6
-	55	65.5	1	56	31.0
-	56	64.2	1	58	30.5
-	57	63.2	2	—	30.0
-	59	61.0	2	05	28.8
1	—	60.0	2	10	27.7
1	02	58.0	2	15	26.7
1	04	56.2	2	30	24.0
1	06	54.2	2	45	21.8
1	08	52.9	3	—	20.0
1	10	51.4	3	30	17.1
1	12	50.0	4	—	15.0
1	14	48.6	5	—	12.0
1	16	47.4	6	—	10.0

4. DANGEROUS OBSTRUCTIONS (See Rule 761).

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

5. SPECIAL RULES AND FACILITIES.

RULE S-88, 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 switch properly lined for main track and opposing routes not occupied.

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

Eastward trains or engines receiving stop signal on approaching plant must operate push button located at switch east lead PS&R Yard.

Movements to stockyards will be made over main track PS&R Yard to connecting switch at east end of yard. Movement to Mo. Pac. main track will be governed by signal located at clearance point. If letter "S" is illuminated, switch may be lined for Mo. Pac. main track and movement will be governed by signal indication. If the letter "S" is not illuminated, it will be necessary to call Mo. Pac. Dispatcher for authority to operate switch.

Movement from stockyards to Mo. Pac. main track will be governed by Signal 8949-L located at clearance point. If letter "S" is illuminated, switch may be lined for Mo. Pac. main track and movement will be governed by signal indication. If the letter "S" is not illuminated, it will be necessary to call Mo. Pac. Dispatcher for authority to operate switch. Movements from Mo. Pac. main track to connection will be governed by lower signal on the Mo. Pac. Signal No. 8951. Lunar white will indicate switch is lined for PS&R Yard connection.

When train or engine is stopped by stop indication of a plant signal and no immediate conflicting movement is evident, a member of the crew must operate push button at release box marked "C & S or AT&SF" at the crossing. If signal does not change its indication at the expiration of four minutes time interval after push button has been operated and there is no train or engine on conflicting route and signal on conflicting route indicates stop, train or engine may then proceed on hand signal from member of crew located at the crossing.

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

When indicator lamp marked "MOP" is illuminated, it denotes that signals on the Mo. Pac., the conflicting route, display stop indication.

If train or engine is on conflicting route, hand proceed signal must not be given until such movement is stopped; and if signal on conflicting route does not indicate stop, flag protection must be provided on conflicting routes.

(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. M.P. 618.2. Automatic Interlocking. Maximum speed 15 M.P.H.

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
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
Brookover Feed Yard	154.2	7	West	Freight only

8. BULLETIN BOOKS.

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

9. STANDARD CLOCKS.

- BOISE CITY..... Passenger Station.
- DODGE CITY..... Telegraph Office and Roundhouse Register Room.
- LA JUNTA..... Telegraph Office and Roundhouse Register Room.
- 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.

12. AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY JUDGING SPEED.

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS.

		Car Coupled at	Units of Destructive Force			Car Coupled at	Units of Destructive Force
Safe	}	1 mph	1	Damaging	}	5 mph	25
		2 "	4			6 "	36
		3 "	9			7 "	49
		4 "	16			8 "	64
						9 "	81
						10 "	100

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS
The term "beyond" refers to regular, flag or conditional stops authorized.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1	Alva Woodward Canadian Hereford Fort Sumner Vaughn	North of Barstow	Kansas City and beyond	124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque
2	Vaughn Fort Sumner Hereford Canadian Woodward Alva Kiowa				Kansas City and beyond		
3	Canadian Hereford Vaughn	Barstow and beyond	Kansas City and beyond			Valmora Wagon Mound Maxwell	Raton and beyond
4	Vaughn Hereford Canadian	Kansas City and beyond	Barstow and beyond		Thatcher	La Junta and beyond	Trinidad and beyond
23	Hazelton	Waynoka and beyond	Wellington and beyond	191-190	La Junta to Denver		Beyond La Junta
24	Encino Yeso Taiban	Clovis and beyond	Belen and beyond	17	Hutchinson	Albuquerque and beyond	Kansas City and beyond
	Black Umbarger			Beyond Amarillo	18	Hutchinson	Chicago and beyond
24	Black Umbarger	Beyond Amarillo	Clovis and beyond	201-200	Denver to La Junta	Beyond La Junta	Denver and beyond
	Hazelton	Wellington and beyond	Waynoka and beyond		Littleton	Colorado Springs, Pueblo and beyond	
123	Newton to Las Animas	La Junta and beyond	Newton and beyond	21	Hutchinson	La Junta and beyond	Kansas City and beyond
	Thatcher	Trinidad and beyond	La Junta and beyond		Garden City	Albuquerque and beyond	Kansas City and beyond, and South of Newton
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond	Trinidad	Raton and beyond	Dodge City and beyond	
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond	22	Trinidad	Dodge City and beyond	Any scheduled station stop
				19	St. John Garden City Lamar	Albuquerque and beyond, and North of La Junta	Emporia, Kansas City and beyond, and South of Newton
				20	Lamar Garden City St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond, and North of La Junta
				27-(C&S)	Littleton Castle Rock Larkspur Fountain	Beyond Pueblo	
					Palmer Lake	Any station	Any station
				28-(C&S)	Palmer Lake	Any station	Any station

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



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.)

