

The Atchison, Topeka & Santa Fe Railway Co.



WESTERN LINES.
NORTHERN DISTRICT.



COLORADO DIVISION.

EMPLOYEES' TIME TABLE No. 39.

IN EFFECT

SUNDAY, FEBRUARY 7, 1915,

AT 12:01 O'CLOCK A. M.

MOUNTAIN STANDARD TIME.

Superseding Time Table No. 38, Dated November 8, 1914, and any Supplements thereto.

This Time Table is for the Government and Information of Employees of this Company only.

F. C. FOX,
General Manager,
AMARILLO, TEXAS.

C. H. BRISTOL,
General Superintendent,
LA JUNTA, COLORADO.

C. B. STROHM,
Supt. Transportation,
CHICAGO, ILLINOIS.

J. E. McMAHON,
Superintendent,
PUEBLO, COLORADO.

SPECIAL RULES AND REGULATIONS.

Effective on the Colorado Division and Superseding all General Rules Inconsistent Therewith.

A book of The Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1909, and the current Time Table, must be in the hands of all employes of the Operating Department.

Substitute for note under Rule 221-A of Current Rules and Regulations, Operating Department: This rule not applicable to double track where separate signals are provided for trains on sidings.

Audible signal "C," Rule 14, is not intended for use in ordinary operations of a train, such as stops at regularly designated stations, water or fuel stations, railroad crossings, etc., but only as a means of communicating to train crews an unusual situation which might not be obvious to the train crew, such as difficulty with, partial or total disability of engine, something evident to the crew on the head end that might not be known at the rear, under which it would be advisable or necessary to send a flagman out for the protection of the train.

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

At stations shown in full-faced type, all Conductors must personally register their trains.

Conductors of freight and accommodation trains will fill out Telegraph Train Reports (Form 903), and leave them at all stations except registering stations. Operators will send these reports by wire promptly to the Trainmaster's office.

All trains must stop at the head of heavy grades and make service test of air-brakes.

The following stations have Yard Limits (see No. 93, General Rules): La Junta, Swink, Rocky Ford, Nepesta, Pueblo, Colorado Springs, Pikeview, Palmer Lake, Castle Rock, Denver, South Denver, Florence, Portland, and Cañon City. At all other stations trains must be protected as per Nos. 99 and D-99 of General Rules.

Time signals will be sent daily at 10:00 A. M., "Mountain" time, from the Master Clock of the Washington, D. C., U. S. Naval Observatory, to all telegraph stations on this road. These signals are automatic clock-beats, repeated over the wires by the Master Clock. All repeater switches should be thrown. The following programme will be observed:

<p>H. M. S. 9 57 00 A. M., 9 57 30 A. M., 9 58 00 A. M., 9 58 30 A. M., 9 59 00 A. M., 9 59 30 A. M., 10 00 00 A. M.,</p>	<p>Second beats commence and continue until the 28th second, inclusive, when circuit opens until When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until When second beats commence again, continuing until the 28th second, inclusive, when circuit opens until When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until When second beats commence and continue until the 28th second, inclusive, when circuit opens until When second beats commence again, continuing to the 50th second, inclusive, when circuit opens until When the circuit closes one dot, and then opens again, when all repeater switches should be thrown back to original position.</p>
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This programme affords ample opportunity to identify the minute and second. If from interruption of wires, or other causes, the time should fail to be transmitted from the Master Clock at Washington, the time will be struck by the Master Clock at Topeka, from Standard Time in the General Watch

Inspector's office, as per above programme; or should there be a failure from any cause in receiving time each day, Operators will get time from the Dispatcher's Office of their division.

It is important that every Station shall have absolutely correct time, and Operators receiving time will, if necessary, correct the Station Clock to agree with time signals as received.

Standard Clocks are located at La Junta, Pueblo, Colorado Springs, and Denver.

While running through the corporate limits of cities and towns named below, trains must not exceed the speed shown, and the engine bell must be rung constantly until without the limits:

Fowler: ten (10) miles per hour.
Pueblo: five (5) miles per hour.
Cañon City: six (6) miles per hour.
Colorado Springs: seven (7) miles per hour.
Palmer Lake and Rocky Ford: eight (8) miles per hour.
Fountain: twenty (20) miles per hour.
Littleton: Eight (8) miles per hour.
Denver, north of Colfax Avenue, Manzanola: twelve (12) miles per hour.
Denver, between Kentucky Street and Colfax Avenue: fifteen (15) miles per hour.
Denver, south of Kentucky Street: twenty (20) miles per hour.

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 point on the line of the road, whether at a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling-house or town, or the weather is so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected at a 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 place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

All employes are hereby notified that there are coal chutes platforms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that **WILL NOT CLEAR** a man riding on the side of a car; and all employes must **PROTECT** themselves from injury in passing such structures.

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through or under the following-named bridges or viaducts, and necessary precautions must be used by all employes to protect themselves

from injury from overhead structures at said points while riding on top of cars.

COLORADO DIVISION.

MILE POSTS.	BRIDGE NUMBER.	NAMES.
.....	.....	C Street Viaduct, Pueblo.
.....	.....	Main st. Viaduct, Pueblo.
.....	.....	Electric Wire, between Union ave. and Main st., Pueblo.
.....	.....	Trolley Wire, between Union ave. and Main st., Pueblo.
.....	.....	Trolley Wire, Platt avenue, Colorado Springs.
.....	.....	Trolley Wire, Fontanero St., Colorado Springs.
.....	.....	Trolley Wire, Center ave., Denver.
.....	.....	Electric Wire, Third st. Viaduct, Denver.
.....	.....	Thirteenth st. Viaduct, Denver.
.....	.....	Fourteenth st. Viaduct, Denver.
Minnequa District.		
125.5	C679	Arkansas River.
Canon City District.		
4.3	4C	Arkansas River.
7.8	7B	Arkansas River.

RAILROAD CROSSINGS, INTERLOCKINGS AND AUTOMATIC SIGNALS.

La Junta.—All trains arriving at La Junta from the west will be governed by the Hall Automatic Signal.

Rocky Ford.—Both ends of yard are protected by automatic signals. All trains will be governed as prescribed in the book of rules.

Pueblo Stock Yards and Brewery Spur are protected by automatic signals in both directions, and intermediate switches are provided with indicators. All trains will be governed by signals and indicators as prescribed in book of rules.

Pueblo.—A crossing-gate has been placed at Colorado & Southern crossing, just east of Pueblo Junction, the normal position of which is against trains on Colorado & Southern track. Trains on A. T. & S. F. track will approach this crossing under control, expecting to find crossing occupied. Trains on C. & S. track will stop and open gate, and will close and lock the same after clearing the crossing.

The D. & R. G. Crossing, Smelter and Foundry Tracks, are protected by standard interlocking system. When the proper signals are clear, trains may cross at speed not exceeding fifteen (15) miles per hour.

Pueblo Loop Line.—Between 4th Street and Union Depot, is protected by automatic signals. All trains will be governed by these as prescribed in book of rules.

Canon Junction.—All tracks leading to passenger main line and freight yard, from 2nd District and Cañon City District, are protected by standard interlocking system.

When the proper signals are clear, trains may proceed at speed not exceeding six (6) miles per hour.

Railroad crossing on Cañon Branch with Colorado-Kansas Railway Company, one-fourth (¼) mile west of Cañon Junction, is protected by standard crossing-gates and signals, the normal position of which is against the Colorado-Kansas Railway Company tracks. When signals are clear, trains may pass at maximum speed.

Portland.—D. & R. G. Crossing is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed of fifteen (15) miles per hour.

Brewster.—D. & R. G. crossing is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed of fifteen (15) miles per hour.

Colorado Springs.—West end of yard is protected by automatic signals. All trains will be governed by these as prescribed in book of rules.

C. S. & I. Street Railway crossing at Fontanero Street is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed of fifteen (15) miles per hour.

All trains operating between South Denver and Union Depot will be governed by Denver Terminal Time Table and Rules.

Standard thermometers are located at Denver, Castle Rock, Palmer Lake, Colorado Springs, Pueblo, Nepesta, La Junta, and Canon City.

WHISTLE SIGNALS AT INTERLOCKING.

The whistle signal indicating which route a train desires to take must be sounded when approaching an interlocking, a sufficient time in advance to allow of the route being set and the proper signals cleared before the train reaches them. The following code of whistle signals will be used:

PUEBLO INTERLOCKING.

A. T. & S. F. trains from or to Union Depot, one short blast, thus (—).

A. T. & S. F. trains from or to Stone Depot line, one long blast, thus (—).

Trains from Stone Depot line on westward track to A. T. & S. F., one long, three short blasts, thus (— — —).

A. T. & S. F. trains to Stone Depot line on eastward track, one long, three short blasts, thus (— — —).

Trains to or from Stone Depot line for Minnequa District, two long, one short blast, thus (— — —).

Trains to or from Union Depot line to Minnequa District, three long, two short blasts, thus (— — — —).

Trains moving from Minnequa District via Stone Depot line on eastward track, two long, three short blasts, thus (— — — —).

From Stone Depot line to Minnequa District on westward track, two long, three short blasts, thus (— — — —).

Trains from and to Stone Depot line for P. S. & R. Yard, one long, one short blast, thus (— —).

Trains from and to Union Depot line for P. S. & R. Yard one short, one long blast, thus (— —).

From and to Stone Depot line for Fountain, one long, two short blasts, thus (— — —).

From and to Union Depot line for Fountain, two short, one long blast, thus (— — —).

CANON JUNCTION INTERLOCKING.

From and to Passenger Main Line, one long blast, thus (—).

From and to Cañon City District, for Passenger Main Line, two long blasts, (— —).

Second District Main Line, from and to Freight Yard, one short blast, thus (—).

Cañon City District, from and to Freight Yard, two short and one long blast, thus (— — —).

FONTANERO STREET INTERLOCKING.

A. T. & S. F. main line eastward or westward one long blast, thus (—).

SOUTH DENVER INTERLOCKING.

Westward.

To Denver or Denver U. D.: One long blast, thus (—).
To South Denver Yard, South end: One short blast, thus (—).
To South Denver Yard, North end: One long and one short blast, thus (— —).

Eastward.

To A. T. & S. F. Main Line, East: One long blast, thus (—).
To C. & S. Main Line, East: Two long blasts, thus (— —).
To passing track: Two short and one long blast, thus (— — —).

Switching Moves.

To and from Switching Track at south end of South Denver Yard: Two short blasts, thus (— —).

Revised Time Table Note.

Where upper quadrant three-position signals are installed, the following indications will be provided:

Stop—Arm horizontal, or red light.
Proceed under control—Arm 45 degrees upward, or yellow light.

Proceed—Arm vertical, or green light.
Signals operated under automatic signal rules will be designated by a number plate.

J. C. BARTON,
Trainmaster,
PUEBLO, COLO.

E. J. LODGE,
Chief Dispatcher,
PUEBLO, COLO.

COLORADO DIVISION.—FIRST DISTRICT.

WESTWARD.											Capacity of Siding.	Fuel, Water, Turn Tables and Wyes.	TIME TABLE No. 39, February 7, 1915.	Ruling Grade Ascending.	Distance from Atchison.
Third Class.	Second Class.	First Class.								No. Cars.						STATIONS.	Miles.
85	631	603	3	605	583	11	607	5	7						
Way Freight.	Colorado Fast Freight.	Fast Mail.	Denver Express. C. & S.	Pueblo and Denver Express.	Mixed.	Colorado Flyer.	Pueblo and Denver Express.	Colorado and Utah Express.	Denver Express. C. & S.						
Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.						
AM 6.30	PM 3.40	PM 10.20		PM 3.30	PM 2.40	AM 11.35	AM 7.45	AM 3.35		1875	W F T Y	LA JUNTA.	554.9		
7.05 ⁶³²	3.57	10.28		\$ 3.39	2.55 ¹² PM	\$ 11.44 ⁵⁸⁴	\$ 7.55	3.44		280	Y	4.9 SWINK.	28.0 559.8		
7.25	4.04	10.32		f 3.44		11.48	8.00	3.48		125		2.4 NEWDALE.	20.0 562.2		
7.45 ⁶⁰⁷ 9.58 ⁶⁰²	4.15	f 10.38		\$ 3.50		\$ 11.54 ⁸⁶	\$ 8.07 ⁸⁵	\$ 3.55		697	W	3.4 ROCKY FORD.	19.5 566.6		
10.20 ⁸⁶	4.33	10.45		f 4.00		PM 12.04	f 8.15	4.03		63		5.4 WIETZER.	31.7 571.0		
10.46	4.45	10.50		\$ 4.07		\$ 12.10	\$ 8.20	4.09		134		3.5 MANZANOLA.	31.7 574.5		
11.05	5.00	10.57		f 4.17		12.18	8.28	4.17		20		5.5 ELDER.	33.3 580.0		
11.18	5.10	11.01	Via Minnequa District.	\$ 4.23		\$ 12.23	\$ 8.33 ⁸⁶	4.22	Via Minnequa District.	137		3.1 FOWLER.	33.3 583.1		
11.35	5.25	11.07		f 4.30		12.29	8.41	4.28		83		4.4 GRAVEL PIT.	19.0 587.5		
11.45	5.43 ⁶⁰⁴	11.10		\$ 4.35		12.33	f 8.46	4.32		108	W	2.7 NEPESTA.	22.2 590.2		
												1.4 Mo. Pac. Crossing.	33.0 591.6		
PM 12.20	6.11	11.21		f 4.50		12.45	\$ 9.03 ⁶⁰²	4.45 ⁶³²		97	W	7.0 BOONE.	30.0 596.6		
12.45 12.56 ¹¹	6.26	11.27		f 4.59		12.52 ⁸⁵	f 9.11	4.53		33		5.0 AVONDALE.	31.2 603.6		
1.18	6.33	11.30		f 5.03		12.56	f 9.15	4.56		111		2.1 NYBERG.	30.0 605.7		
1.42 ¹²	6.44	11.35		f 5.10 ⁶⁰⁴		1.03	f 9.22	5.03		28		3.9 DEVINE.	24.6 609.6		
2.10	6.53	11.38		f 5.15		1.08	f 9.26	5.07		76		2.5 BAXTER.	34.4 612.1		
												5.5 Colo. So. Crossing.	31.7 617.6		
2.30	7.10	11.45		PM 5.30	5.25	1.15	9.33	5.15	AM 2.20			0.1 PUEBLO JUNCT.	31.7 617.7		
												0.2 D. & B. G. Crossing.	31.7 617.9		
												0.3 Mo. Pac. Crossing.	0 618.2		
		11.50 ⁸ PM		5.35 ⁶⁰⁵ PM	5.30 ⁸ PM ⁶²⁸	f 1.20 ¹² PM	9.38 AM	5.20 AM	2.25 AM			0.6 PUEBLO U. D.	0 618.8		
2.45 PM	7.20 PM									2382	W F T Y	0.8 PUEBLO, 4TH ST.	52.8 619.6		
Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(64.7) (Via Union Depot.)			
(10.2)	(17.8)	(42.6)	(13.2)	(31.9)	(19.6)	(36.5)	(33.0)	(36.5)	(13.02)	Average speed per hour.					

All trains must get clearance cards before leaving La Junta and Pueblo Union Depot.
 No. 583 and No. 584 will register at Swink.
 No. 584 will not leave Swink without obtaining clearance card.
 All freight trains will register and get clearance card at yard office, Pueblo.
 All trains going to or coming from Union Depot will register by Form 903 at Pueblo Junction.
 All trains will approach Fourth St., Pueblo, prepared to stop, and will not proceed until signaled by switch-tender or trainman to go ahead, and must not exceed speed of six miles per hour over switches.
 Kremis Siding, M. P. 563.7—15 cars.
 Fayette Siding, M. P. 568.5—15 cars.
 Riley's Siding, M. P. 584.2—23 cars.
 Dinsmore Siding, M. P. 606.6—24 cars.

Grand Valley Branch connection, M. P. 561.7.
 All trains will reduce speed to 5 miles per hour over Santa Fe Avenue, Main Street, Union Avenue, and Grand Avenue Crossings, Pueblo.
 Three-arm semaphore located at Pueblo Junction. Upper eastward arm by day and upper light by night will govern eastward trains via First District. Lower eastward arm by day and lower light by night will govern eastward trains via Minnequa District. Westward arm by day and light by night will govern all trains moving Pueblo Junction to Union Depot.
 All trains between Union Depot and Pueblo Junction, via Union Depot Loop Line, will move under block-signal rules without rights or train orders. Eastward trains must secure clearance card from operator Union Depot. Westward trains will proceed from Pueblo Junction when receiving clear signal. Trains which do not receive clear signal must stop clear of the Junction tracks.

COLORADO DIVISION.—FIRST DISTRICT.

Ruling Grade Ascending.	TIME TABLE No. 39, February 7, 1915.	Telegraph and Telephone Offices.	EASTWARD.										
			First Class.							Second Class.	Third Class.		
			8	602	584	12	2	604	610	6	632	86	
			Texas Express. C. & S.	California and Chicago Express.	Mixed.	Missouri River Flyer.	Trinidad Express. C. & S.	Arkansas Valley Express.	California and Chicago Express.	Kansas City and Chicago Express.	Freight.	Way Freight.	
			Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	
				AM	AM	PM		PM	PM	AM	AM	PM	
	LA JUNTA.	N P		10.20	11.55	3.15		6.45	10.10	1.30	7.30	1.50	
0	4.9												
	SWINK.	N P		\$10.10	11.44 ¹¹	3.03 ⁵⁸³		\$ 6.36	\$10.00	1.20	7.05 ⁸⁵	1.15	
0	2.4												
	NEWDALE.	T		f 10.04		2.57		f 6.31	9.53	1.16	6.50	12.52	
0	3.4												
	ROCKY FORD.	N P		\$ 9.58 ⁸⁵		\$ 2.52		\$ 6.25	\$ 9.45	\$ 1.12	6.37	12.15 ¹¹	
0	5.4											PM 10.45	
	WIETZER.	T		f 9.49		2.42		f 6.15	f 9.31	1.05	6.18	10.20 ⁸⁵	
0	3.5												
	MANZANOLA.	N P		\$ 9.43 ⁸⁶		\$ 2.35		\$ 6.09	\$ 9.23	1.00	6.05	9.49 ⁶⁰²	
0	5.5											9.28	
	ELDER.			f 9.34		2.25		f 6.00	9.11	12.52	5.45	8.50	
0	8.1												
	FOWLER.	N P		\$ 9.28		\$ 2.20		\$ 5.54	\$ 9.05	12.47	5.35	8.33 ⁶⁰⁷	
14.0	4.4												
	GRAVEL PIT.			f 9.20		2.14		f 5.47	8.55	12.41	5.20	8.10	
0	2.7												
	NEPESTA.	D P		\$ 9.16		2.10		\$ 5.43 ⁶³¹	\$ 8.50	12.37	5.10	8.00	
0	1.4												
	Mo. Pac. Crossing.												
0	7.0												
	BOONE.	D P		f 9.03 ⁶⁰⁷		1.58		f 5.29	\$ 8.34	12.24	4.45 ⁵	7.30	
0	5.0												
	AVONDALE.	D T		f 8.55		1.51		f 5.21	f 8.25	12.16	4.20	7.11	
0	2.1												
	NYBERG.	P		f 8.52		1.48		f 5.17	f 8.21	12.13	4.13	7.05	
0	3.9												
	DEVINE.	D T		f 8.47		1.42 ⁸⁵		f 5.10 ⁶⁰⁵	f 8.14	12.08	4.02	6.50	
0	2.5												
	BAXTER.	N P		f 8.43		1.38		f 5.04	f 8.10	12.04 AM	3.55	6.30	
0	5.5												
	Colo. So. Crossing.												
0	0.1												
	PUEBLO JUNCT.	N P		AM 3.35	8.35	1.30	PM 4.20	4.55	8.00	11.55	3.40	6.10	
31.7	0.2												
	D. & E. G. Crossing.												
22.0	0.3												
	Mo. Pac. Crossing.												
22.0	0.6												
	PUEBLO U. D.	N P		3.30 AM	9.30 AM	1.25 ¹¹	4.15 PM	4.50 PM	7.55 PM	11.50 ⁶⁰³			
0	0.8												
	PUEBLO, 4TH ST.	N P									3.30 AM	6.00 AM	
	(64.7) (Via Union Depot.)			Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	
	Average speed per hour.....			(13.2)	(34.8)	(26.7)	(31.9)	(13.2)	(33.3)	(28.4)	(38.3)	(16.3)	(10.5)

All trains must get clearance cards before leaving La Junta and Pueblo Union Depot.
 No. 583 and No. 584 will register at Swink.
 No. 584 will not leave Swink without obtaining clearance card.
 All freight trains will register and get clearance card at yard office, Pueblo.
 All trains going to or coming from Union Depot will register by Form 903 at Pueblo Junction.
 All trains will approach Fourth St., Pueblo, prepared to stop, and will not proceed until signaled by switch-tender or trainman, and must not exceed speed of six miles per hour over switches.
 Kremis Siding, M. P. 563.7—15 cars.
 Fayette Siding, M. P. 568.5—15 cars.
 Riley's Siding, M. P. 584.2—23 cars.
 Dinsmore Siding, M. P. 606.6—24 cars.

Grand Valley Branch connection, M. P. 561.7.
 All trains will reduce speed to 5 miles per hour over Santa Fe Avenue, Main Street, Union Avenue, and Grand Avenue Crossings, Pueblo.
 Three-arm semaphore located at Pueblo Junction. Upper eastward arm by day and upper light by night will govern eastward trains via First District. Lower eastward arm by day and lower light by night will govern eastward trains via Minnequa District. Westward arm by day and light by night will govern all trains moving Pueblo Junction to Union Depot.
 All trains between Union Depot and Pueblo Junction, via Union Depot Loop Line, will move under block-signal rules without rights or train orders. Eastward trains must secure clearance card from operator Union Depot. Westward trains will proceed from Pueblo Junction when receiving clear signal. Trains which do not receive clear signal must stop clear of the Junction tracks.

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COLORADO DIVISION.—SECOND DISTRICT.

WESTWARD.

Way Freight.	Third Class.	Second Class.			First Class.						Capacity of Stings.	Fuel, Water, Turb Tables and Wyes.	TIME TABLE No. 39, February 7, 1915.	Ruling Grade Ascending.	Distance from Atchison.
	87	19	631	627	605	3	11	607	5	7						No. Cars.	STATIONS.	Miles.
Leave Daily Ex. Sunday.	Colorado Fast Freight. C. & S.	Colorado Fast Freight.	Mixed.	Passenger.	Denver Express. C. & S.	Colorado Flyer.	Pueblo and Denver Express.	Colorado and Utah Express.	Denver Express. C. & S.						
	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.					
				AM 8.10	PM 5.45 ³	PM 5.40 ⁶⁰⁵	PM 1.45 ¹²	AM 9.45	AM 5.30	AM 2.35					
				8.20 ⁶⁰²	5.50	5.45	1.50	9.50	5.35	2.40	2382	W F T Y	PUEBLO U. D. 0.8	0	618.7
	AM 6.15	PM 9.00	PM 8.10	8.23 AM	5.53 PM	5.48	1.53	9.53	5.40	2.43			PUEBLO 4TH ST. 0.9	31.7	619.6
	6.40	9.20	8.33			5.54	2.00 ²⁰	10.02	5.48	2.50	67		CAÑON JUNCT. 3.3	52.8	620.5
	7.00	9.37	8.50			6.00 ⁸⁸	2.10	11.01	5.56	2.58 ⁸	67		HERRICK. 5.4	52.8	623.8
	7.19	9.50	9.00			6.07	2.15	11.01	6.02	3.04	61	W	BRAGDON. 3.5	52.8	629.2
	7.50	10.12	9.20			6.14	2.24	11.02	6.11	3.13	56		PINON. 5.4	52.8	632.7
	8.05	10.30	9.40			6.21	2.32	11.03	6.20	3.22	76		HENKEL. 5.2	52.8	636.1
	8.25	10.55 ⁶	9.53			6.27	2.38	11.04	6.27	3.27	80		BUTTES. 3.6	44.0	643.3
	8.45	11.07	10.15			6.32	2.45	11.05	6.34	3.34	99	W	HOLMES. 3.6	52.8	646.9
	9.00	11.18	10.44 ⁶			6.40 ⁶¹⁰	2.52	11.06	6.40	3.39	69		FOUNTAIN. 3.0	52.8	650.5
	9.15	11.30	11.00			6.45	3.00 ²	11.08	6.48	3.45	67		CREWS. 3.9	43.0	653.5
													SKINNERS. 5.3	52.8	657.4
													Colo. & So. Crossing. 0.6	52.8	662.7
	9.45 ²⁰ AM	11.50 ⁶³¹ PM	11.30 ¹⁹ PM			6.55 PM	3.10 ⁸⁸ PM	11.20 ²⁰ AM	7.00 AM	3.55 AM	612	W F Y	COLO. SPRINGS. 0.6	52.8	663.3
Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(44.6)		
	(12.2)	(15.1)	(12.9)	(8.0)	(12.8)	(35.7)	(31.5)	(28.2)	(29.7)	(33.4)	Average speed per hour.				

DOUBLE TRACK through Colorado Springs yard extends from Pike's Peak avenue, just west of passenger depot, to Coal Chute. Switch at west end will be set for eastward trains. Switch at east end will be handled by switch tender.

All trains shall keep to the right.

Safety switch at Colorado Springs, 75 feet south of south leg of Wye, will be set for derailment at all times, except during the passage of trains. Trainmen will govern themselves accordingly.

All Colorado Midland and C. S. & C. C. D. trains must receive signal from switch tender before entering Colorado Springs Yard.

At Pueblo all passenger trains eastward leave the main track at Fourth Street and run to Union Depot around right leg of Wye.

All trains will approach Fourth Street Pueblo, prepared to stop, and will not proceed until signaled by switch tender or trainman, and must not exceed speed of six miles per hour over switches.

Trains while on Union Depot tracks, Pueblo, will be governed by Rules and Regulations of Union Depot Time Table.

All trains must get clearance cards before leaving Pueblo Union Depot and Colorado Springs.

All First-Class trains will register by Form 903 at Cañon Junction.

All Freight Trains will register and get clearance cards at yard office, Pueblo.

COLORADO DIVISION.—SECOND DISTRICT.

EASTWARD.

Trailing Grade Ascending.	TIME TABLE No. 39, February 7, 1915.	Telegraph and Telephone Offices.	First Class.						Second Class.				Third Class.	
			8	602	12	2	610	6	632	20	628	50	88	
			Texas Express. C. & S.	Passenger.	Missouri River Flyer.	Trinidad Express. C. & S.	California and Chicago Express.	Kansas City and Chicago Express.	Freight.	Texas Fast Freight. C. & S.	Mixed.	Fast Freight. C. & S.	Way Freight.	
	STATIONS.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	
0	PUEBLO U. D. 0.8	N P	AM 3.20	AM 8.25	PM 1.00 ¹¹	PM 4.05	PM 7.45	PM 11.40			PM 5.30 ⁶⁰⁵			
0	PUEBLO, 4TH ST. 0.9	N P	3.15	8.20 ⁶²⁷	12.55	4.00	7.40	11.35			5.25			
0	CAÑON JUNCT. 3.3	N P	3.12	8.17 AM	12.52	3.57	7.37	11.32	AM 2.10	PM 2.30	5.20 PM	AM 1.45	PM 6.30	
26.4	HERRICK. 5.4	P	3.05		12.46	3.51	7.30	11.25	1.55	2.00 ¹¹		1.28	6.17	
0	BRAGDON. 3.5	P	2.58 ⁷		12.39	3.44	7.21	11.18	1.44	1.42		1.16	6.00 ⁸	
0	PINON. 5.4	N P	2.52	Via Cañon City District.	12.34	3.38	7.15	11.13	1.35	1.30	Via Cañon City District.	1.06	5.40	
0	HENKEL. 5.2	P	2.44		12.26	3.30	7.06	11.06	1.23	1.12		12.53	5.15	
0	BUTTES. 3.6	P	2.36		12.18	3.22	6.58	11.00	1.12	12.52		12.41	4.50	
0	HOLMES. 3.6	P	2.31		12.13	3.16	6.52	10.55 ¹⁹	1.02	12.40		12.31	4.28	
0	FOUNTAIN. 3.0	D P	2.25		12.07	3.10	6.46	10.48	12.53	12.27		12.22	4.10	
0	CREWS. 3.9		2.20		12.01 PM	3.06	6.40 ⁸	10.44 ⁶³¹	12.45	12.15		12.14	3.55	
0	SKINNERS. 5.3	P	2.15		11.55 ²⁰	3.00 ¹¹	6.34	10.39	12.36	12.01 ¹² PM 11.45		12.05 AM	3.35	
0	Colo. & So. Crossing. 0.6													
0	COLO. SPRINGS. (44.6)	N P	2.05 AM		11.45 AM	2.50 ⁸⁸ PM	6.25 PM	10.30 PM	12.20 ⁶³¹ AM ¹⁹	11.20 ⁸⁷ AM ⁶⁰⁷		11.50 ¹⁹ PM ⁶³¹	3.10 ² PM ¹¹	
			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	
	Average speed per hour.....		(35.7)	(12.8)	(35.7)	(35.7)	(33.4)	(38.3)	(23.4)	(14.8)	(10.2)	(22.4)	(12.8)	

DOUBLE TRACK through Colorado Springs yard extends from Pike's Peak avenue, just west of passenger depot, to Coal Chute. Switch at west end will be kept set for eastward trains. Switch at east end will be handled by switch tender.

All trains shall keep to the right.

Safety switch at Colorado Springs, 75 feet south of south leg of Wye, will be set for derailment at all times, except during the passage of trains. Trainmen will govern themselves accordingly.

All Colorado Midland and C. S. & C. C. D. trains must receive signal from switch tender before entering Colorado Springs Yard.

All trains must get clearance cards before leaving Colorado Springs and Pueblo Union Depot.

All First-class Trains will register by Form 903 at Cañon Junction.

All Freight Trains will register and get clearance cards at yard office, Pueblo.

All trains will approach Fourth Street, Pueblo, prepared to stop, and will not proceed until signaled by switch tender or trainman, and must not exceed speed of six miles per hour over switches.

COLORADO DIVISION.—SECOND DISTRICT.

WESTWARD.

Third Class.	Second Class.		First Class.					Capacity of Stinger.	Fuel, Water, Turn Tables and Wagon.	TIME TABLE No. 39, February 7, 1915.	Baling Grade Ascending.	Distance from Alchison.
87	19	631	3	11	607	5	7						No. Cars.	Miles.
Way Freight.	Colorado Fast Freight. C. & S.	Colorado Fast Freight.	Denver Express. C. & S.	Colorado Flyer.	Pueblo and Denver Express.	Colorado and Utah Express.	Denver Express. C. & S.					
Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.					
AM 10.30 ²⁰	AM 12.25 ⁵⁰	AM 12.01 ⁵⁰	PM 7.00	PM 8.15	AM 11.40 ¹²	AM 7.25	AM 4.05	612	WFY	COLO. SPRINGS.	663.3	
										2.0	52.8	
										C. S. & I. Crossing.	665.3	
10.53	12.45	12.23						142		1.7	52.8	
11.25 ¹²	1.00	12.40						87		PIKEVIEW.	667.0	
										4.1	52.8	
11.40	1.15	12.50						75		BREED.	671.1	
										2.6	52.8	
11.52	1.36 ⁸	1.05						70		SOMMERS.	673.7	
										3.0	52.8	
PM 12.08 ⁶⁰⁷	2.00	1.31 ⁸								HUSTED.	676.7	
12.23										2.7	52.8	
1.00 ⁸⁸	2.15	1.50						95	W	PRING.	679.4	
										3.1	73.9	
1.30	2.40	2.15						94		MONUMENT.	682.5	
										3.5	73.9	
1.55 ²	2.48	2.23						173	Y	PALMER LAKE.	686.0	
										2.8	0	
2.10	2.57	2.32						69		SPRUCE.	688.3	
										2.7	0	
2.23	3.07	2.40						74		GREENLAND.	691.5	
										3.4	0	
2.40	3.22	3.01						86	W	LARKSPUR.	694.9	
										5.3	0	
3.00	3.37	3.15						79		TOMAH.	700.2	
										5.0	0	
3.15	3.50	3.28						116	Y	CASTLE ROCK.	705.2	
										4.3	0	
3.27	4.00	3.43						75		ORSA.	709.5	
										3.3	0	
3.39	4.10	3.53						83	W	SEDALIA.	712.8	
										3.2	0	
3.52	4.28	4.05						75		GANN.	716.0	
										3.5	0	
4.05 ⁶¹⁰	4.45	4.23						74		ACEQUIA.	719.5	
										2.5	0	
4.20	5.05	4.45						79	W	STRUBY.	722.0	
										4.6	0	
4.28	5.20 ²⁰	5.10 ²⁰						113		LITTLETON.	726.6	
										2.8	0	
4.40	5.30	5.20						79		MILITARY POST.	729.4	
										3.8	0	
										SOUTH DENVER.	733.2	
										0.1	0	
										Colo. & So. Crossing.	733.3	
										0.1	0	
										D. & B. G. Crossing.	733.4	
										1.7	0	
										South Park Jct. E. B. Crossing.	735.1	
										0.6	0	
										D. L. & G. Crossing.	735.7	
										0.5	0	
5.10 PM	6.00 AM	5.50 AM						1000	WFT	DENVER.	736.2	
										0.6	0	
										B. & M. E. Crossing.	736.3	
										0.4	0	
										DENVER U. D.	737.2	
Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(73.9)		

(11.3) (13.0) (12.5) (29.6) (28.6) (28.6) (28.6) (25.4) Average speed per hour.

DOUBLE TRACK between South Denver and Denver U. D.
DOUBLE TRACK through Colorado Springs yard extends from Pike's Peak avenue, just west of passenger depot, to Coal Chute. Switch at west end will be kept set for eastward trains. Switch at east end will be handled by switch tender.
All trains shall keep to the right.

Trains while on Union Depot tracks, Denver, will be governed by Rules and Regulations of Union Depot Time Table.
 Passenger trains not carded to stop, will register by Form 903 at South Denver.
 All trains must get clearance cards before leaving Colorado Springs and Palmer Lake.
 All trains will be governed by Denver Terminal Time Card between South Denver and Denver Union Depot.
 Geddes Spur, M. P., 697.6—7 cars.

COLORADO DIVISION.—SECOND DISTRICT. EASTWARD.

Ruling Grade Ascending.	TIME TABLE No. 39, February 7, 1915.	Telegraph and Telephone Offices.	First Class.					Second Class.			Third Class.						
			12	2	610	6	8	20	50	632	88						
			Missouri River Flyer.	Trinidad Express. C. & S.	California and Chicago Express.	Kansas City and Chicago Express.	Texas Express. C. & S.	Texas Fast Freight. C. & S.	Fast Freight C. & S.	Freight.	Way Freight.						
			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.					
	COLO. SPRINGS.	N P	AM 11.40 ⁶⁰⁷	PM 2.45 ⁸⁸	PM 6.05	PM 10.20	AM 2.00				AM 10.10 ⁸⁷	PM 11.33 ⁶⁸¹	PM 11.59 ⁶⁸¹	PM 2.15 ²			
	2.0 C. S. & I. Crossing.																
	PIKEVIEW.	P	11.32	2.37	5.57	10.12	1.52				9.52	11.23	11.49	2.00			
	4.1 BREED.	P	11.25 ⁸⁷	2.30	5.50	10.06	1.45				9.35	11.14	11.40	1.45			
	2.6 SOMMERS.	P	11.20	2.26	5.45	10.02	1.41				9.23	11.08	11.33	1.35			
	3.0 HUSTED.	P	11.16	2.21	5.40	9.58	1.36 ¹⁹				9.10	11.02	11.27	1.22			
	2.7 PRING.	P	11.12	2.16	5.35	9.54	1.31 ⁶³¹				8.55	10.56	11.21	1.10			
	3.1 MONUMENT.	D P	11.07	2.11	5.29	9.49	1.26				8.37	10.49	11.14	1.00 ⁸⁷			
	3.5 PALMER LAKE.	N P	11.00	2.05	5.22	9.43	1.20				8.15 ⁵	10.40	11.05	12.33 ⁶⁰⁷			
73.9	2.8 SPRUCE.	V	10.52	1.55 ⁸⁷	5.14	9.30	1.10				7.50	10.20	10.50	12.10 PM			
73.9	2.7 GREENLAND.	D T	10.46	1.48	5.08	9.23	1.03				7.40	10.08	10.38	11.55			
73.9	3.4 LARKSPUR.	D P	10.38	1.42	5.00	9.15	12.57				7.21	9.55	10.25	11.38			
73.9	5.3 TOMAH.	P	10.25	1.32	4.50	9.04	12.46				7.00	9.38	10.02	11.00			
73.9	5.0 CASTLE ROCK.	D P	10.13 ⁸⁸	1.23	4.42 ¹¹	8.54	12.37				6.48	9.22	9.43	10.30 ¹² 10.00			
73.9	4.3 ORSA.	P	10.02	1.15 ⁶⁰⁷	4.32	8.44	12.27				6.37	9.09	9.25	9.30			
73.9	3.3 SEDALIA.	D P	9.55	1.07	4.25	8.37 ³	12.21				6.23	8.55	9.12	9.05 ⁵			
52.8	3.2 GANN.	P	9.48	12.59	4.17	8.30	12.15				6.08 ⁷	8.44 ⁸	9.00	8.35			
52.8	3.5 ACEQUIA.	V	9.42	12.53	4.10	8.23	12.08				5.50	8.31	8.50 ⁸	8.20			
52.8	2.5 STRUBY.	P	9.38	12.48	4.05 ⁸⁷	8.18 ⁵⁰	12.03 AM				5.40	8.23 ⁶ 8.10	8.38	8.05			
52.8	4.6 LITTLETON.	N P	9.30 ⁵	12.41	3.56	8.10	11.56				5.30	7.40	8.25	7.40			
50.2	2.8 MILITARY POST.	P	9.24	12.37	3.51	8.06	11.52				5.20 ¹⁹ 5.10 ⁶⁸¹	7.25	8.18	7.27			
33.3	3.8 SOUTH DENVER.	N P	9.15	12.30	3.45	8.00	11.45				4.50	7.10	8.06	7.10			
0	0.1 Colo. & So. Crossing.																
33.1	0.1 D. & E. G. Crossing.																
39.6	1.7 South Park Jct. E. E. Crossing.																
21.1	0.6 D. L. & G. Crossing.																
31.7	0.5 DENVER.										4.30 AM	6.50 PM	7.50 PM	6.45 AM			
0	0.6 E. & M. E. Crossing.																
0	0.4 DENVER U. D.	N P	9.00 AM	12.15 PM	3.30 PM	7.45 PM	11.30 PM										
	(73.9)		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.			
	Average speed per hour.....		(27.7)	(29.6)	(28.6)	(28.6)	(29.6)				(13.2)	(16.2)	(17.6)	(10.4)			

DOUBLE TRACK between Denver U. D. and South Denver.
DOUBLE TRACK through Colorado Springs yard extends from Pike's Peak avenue, just west of passenger depot, to Coal Chute. Switch at west end will be kept set for eastward trains. Switch at east end will be handled by switch tender.
 All trains shall keep to the right.
 Safety switch at Colorado Springs, 75 feet south of south leg of Wye, will be set for derailment at all times, except during the passage of trains. Trainmen will govern themselves accordingly.

All trains must get clearance cards before leaving Colorado Springs and Palmer Lake.
 Trains while on Union Depot tracks, Denver, will be governed by rules and regulations of Union Depot Time Table.
 Passenger trains not carded to stop, will register by Form 903 at South Denver.
 All trains will be governed by Denver Terminal Time Table between Denver Union Depot and South Denver. Geddes Spur, M. P. 697.6—7 cars.

COLORADO DIVISION.—CANON CITY DISTRICT.

WESTWARD.					Capacity of Sidings.	Fuel, Water, Turb Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 39, February 7, 1915.	Ruling Grade Ascending.	Distance from Canon Jct.	Telegraph and Telephone Offices.	EASTWARD.				
Third Class.	Second Class.			First Class.								First Class.	Second Class.			Third Class.
629 Way Freight.	637 Mixed.	635 Mixed.	627 Mixed.	605 Passenger.								602 Passenger.	634 Mixed.	636 Mixed.	628 Mixed.	630 Way Freight.
Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	No. Cars.		STATIONS.		Miles.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	
AM 6.00			AM 8.23	PM 5.53			CAÑON JUNCT.			N P	AM 8.17			PM 5.20	PM 2.45	
6.25			f 8.41	f 6.08	49		7.4 LIVESEY.	0	7.4		f 8.00			f 5.00	2.18	
			f 8.49	f 6.14	34		2.8 CARTER'S.	0	10.2		f 7.54			f 4.53		
6.55			f 8.57	f 6.20	35	W	2.9 TAYLOR'S.	0	13.1		f 7.48			f 4.45	2.00	
7.33 ⁶⁰²			f 9.15	f 6.35	43		6.5 WOODRUFF.	31.7	19.6		f 7.33 ⁶²⁹			f 4.25	1.37	
8.00			s 9.30	f 6.48	145		5.8 PORTLAND. D. & E. G. Crossing.	0	25.4	D	f 7.20			s 4.07	1.15 12.15 PM	
			f 9.40	f 6.57	No Sid'g		3.6 DEAN.	0	29.0		f 7.12			f 3.55		
8.35	PM 12.25	AM 11.10 ⁶³⁰	s 9.46	s 7.04	317		2.1 FLORENCE.	0	31.1	D	s 7.07	AM 10.50	PM 12.01 PM	s 3.48	11.30 11.10 ⁶³⁵	
							0.6 F. & C. C. Crossing.	0	31.7							
8.45	f 12.30	11.20 AM	f 9.50	f 7.09	94	W Y	0.3 CLELLAND.	0	32.0		f 7.03	f 10.45	11.55 AM	s 3.43	10.58	
	f 12.35		9.55	f 7.14			1.6 D. & E. G. Crossing. BREWSTER.	0	33.6	D	f 6.59	f 10.38		f 3.38		
9.00	12.41		9.59	f 7.19	41		1.7 BROOKSIDE JCT.	0	35.3		f 6.55	f 10.32		f 3.32	10.45	
9.25 AM	12.55 PM		10.10 AM	7.30 PM	175	W Y	3.6 CAÑON CITY.	0	38.9	D	6.45 AM	10.20 AM		3.20 PM	10.30 AM	
Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(38.9)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	
(11.4)	(21.8)	(5.4)	(15.6)	(24.4)	Average speed per hour.....			(25.3)	(15.6)	(19.4)	(19.1)	(13.3)				

All Cañon City District trains must register and get clearance cards before leaving Pueblo Union Depot and Cañon Junction. First-class trains will register by Form 903 at Cañon Junction. No. 627 has right to Cañon City over No. 634. Florence Yard Limits extend to one-fourth mile west of Y at Clelland.

Celery Spur, milepost 1.6. 3 cars.
Riverside Park, " 2.4. No siding.
Manner's Spur, " 5.7. 5 cars.
Carter's Spur, " 10.2. 6 cars.
Cabin Springs Spur, " 14.9. 9 cars.
Quarry Siding, " 22.7. 32 cars.
Union Depot to Cañon Junction, 1.8 miles.

ROCKVALE DISTRICT.

WESTWARD.				Capacity of Sidings.	Fuel, Water, Turb Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 89, February 7, 1915.	Ruling Grade Ascending.	Distance from Clelland.	Telegraph and Telephone Offices.	EASTWARD.	
Second Class.		Second Class.										
635 Mixed.	636 Mixed.											
Leave Daily.	No. Cars.		Arrive Daily.				STATIONS.		Miles.			
AM 11.20	94	W Y	AM 11.55			150.5	CLELLAND.	0		D		
11.30 AM	337		11.45 AM			158.4	ROCKVALE.	47.6	3.2			
	163	Y					RADIANT.		7.2			
Arrive Daily.			Leave Daily.				(7.2)					
(19.2)				Average speed per hour.....				(19.2)				

Derail located on east leg of wye at Clelland, 415 feet from Junction switch. No. 635 has right to Rockvale over No. 636. No Switch Lights on Cañon and Rockvale District, except on east Y Switch, Clelland. Chandler Branch Connection, milepost 0.6.

COLORADO DIVISION.—MINNEQUA DISTRICT.

WESTWARD.			Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ealing Grade Ascending.	TIME TABLE No. 39, February 7, 1915.	Railing Grade Ascending.	Distance from Atchison.	Telegraph and Telephone Offices.	EASTWARD.				
Second Class.	First Class.									First Class.		Second Class.		
19	3	7								8	2	50	20	
Fast Freight. C. & S.	Denver Exp. C. & S.	Denver Exp. C. & S.								Texas Exp. C. & S.	Trinidad Exp. C. & S.	Fast Freight. C. & S.	Texas Frt. C. & S.	
Leave Daily.	Leave Daily.	Leave Daily.								Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
PM 7.00 ²⁰	PM 5.15	AM 2.05	42		0					AM 3.50	PM 4.35	AM 3.40	PM 7.00 ¹⁹	
7.15	5.20	2.10	1487		36.96		622.3	N P		3.45	4.30	3.25	6.45	
					36.96		620.6	N P						
7.50	5.30 PM	2.20 AM			31.7		618.1							
8.00 PM	Via Union Depot Loop Line.		2382	W F T Y			617.7	N P		3.35 AM	4.20 PM	2.55	6.08	
Arrive Daily.	Arrive Daily.	Arrive Daily.						N P		Via Union Depot Loop Line.		2.45 AM	6.00 PM	
(5.5)	(18.4)	(18.4)	Average speed per hour.....				(18.4)	(18.4)	(6.0)	(5.5)				

Passenger trains run via Loop Line between Union Depot and Pueblo Junction.

Three-arm semaphore located at Pueblo Junction. Upper eastward arm by day and upper light by night will govern eastward trains via First District. Lower eastward arm by day and lower light by night will govern eastward trains via Minnequa District. Westward arm by day and light by night will govern all trains moving Pueblo Junction to Union Depot.

All trains between Union Depot and Pueblo Junction, via Union Depot Loop Line, will move under block-signal rules without rights or train orders. Eastward trains must secure clearance card from operator Union Depot. Westward trains will proceed from Pueblo Junction when receiving clear signal. Trains which do not receive clear signal must stop clear of the Junction tracks.

Trains will run between Minnequa Junction and Southern Junction on their schedule, and subject to the rules, but must secure clearance card before proceeding.

That part of the Minnequa District between Pueblo Junction and Minnequa Junction will be operated under standard manual block-signal rules without rights or train orders. All trains must secure clearance card before proceeding.

All trains will reduce speed to five (5) miles per hour over Santa Fe Avenue, Main Street, Union Avenue and Grand Avenue crossings, Pueblo.

All trains and engines must run under control between Minnequa Junction and Southern Junction, expecting to find switch engines using main track.

Trains moving from Southern Junction will be regarded as westward trains.

Trains moving from Pueblo will be regarded as eastward trains.

All trains will register at Pueblo Junction by Form 903.

Passengers will be carried on the following Freight Trains only; when more than one section, only the last section will carry passengers. In addition, in Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop. Except exclusive live stock trains on main line.

EASTERN LINES.

ILLINOIS DIVISION.—Trains 49, 50, 53, 54, 55, 56; 47 and 48 between Pekin and Streator; 51 and 52 between Joliet and Streator.
MISSOURI DIVISION.—Trains 44, 45, 59, 60; 57 and 58 between Dumas and Marceline.
EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 135, 136, 145, 146, 147 and 148.
MIDDLE DIVISION.—Trains 71, 72, 310, 311, 351, 352, 387, 388; 94 and 95 between Sand Creek and Arkansas City.
OKLAHOMA DIVISION.—Trains 420, 421, 422, and 423.
SOUTHERN KANSAS DIVISION.—Trains 215, 216, 218, 219, 223, 224, 247, 248, 263, 264, 273, and 274.

Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

THESE SPECIAL RULES APPLY ONLY TO PAYING PASSENGERS.

When stops are authorized for picking up passengers, agents may flag the trains in accordance herewith.

- No. 1.** (a) Will stop at any station Chicago to Kansas City, or at Kansas City, Kan., Argentine Station, to receive passengers ticketed to El Paso, Deming or points south or west thereof; also for passengers ticketed to Arizona or California points.
 (b) Will stop at Strong City or at any station Newton to La Junta for passengers ticketed to California points; will stop at any station west of Kansas City to let off passengers ticketed from points east of Kansas City.
- No. 2.** Will stop at any station La Junta to Chicago, to discharge passengers from Phoenix, Arizona, or from points in California.
- No. 5.** (a) Will stop at any station in Illinois to discharge passengers holding tickets from beyond Chicago.
 (b) Will stop at any station Chicago to Fort Madison to receive passengers ticketed to Kansas City or beyond, or for points on St. Joseph Branch.
 (c) Will stop at stations Coal City to Ransom inclusive to discharge passengers from Chicago or Joliet.
 (d) Will stop at Sheffield to discharge passengers.
 (e) Will stop at any station west of Kansas City to discharge passengers from any line east of Kansas City.
 (f) Will stop at Kansas City, Kan., Argentine Station, for passengers destined to Colorado points, La Junta or beyond.
 (g) Will stop at Nickerson to discharge passengers from Kansas City or east thereof.
 (h) Will stop at stations Ellinwood to Dodge City to discharge passengers from McPherson District.
 (i) Will stop at Offerle to discharge passengers from Kansas City and east thereof.
 (j) Will stop at any station La Junta to Denver to discharge passengers from east or south of La Junta.
- No. 6.** (a) Will stop at Littleton for passengers ticketed to points east or south of Newton, and west and south of Albuquerque.
 (b) Will stop at stations Dodge City to Newton to discharge passengers from west of Dodge City when connection is not made at Dodge City with No. 568.
 (c) Will stop at Speareville, Garfield, Pawnee Rock, Raymond and Alden for passengers ticketed to Chicago or east.
 (d) Will stop at any station Newton to Kansas City to discharge passengers from south of Purcell.
 (e) Will stop at Mazon for passengers for Chicago or east thereof, and for passengers from Kansas City or west thereof.
 (f) Will stop at Bucklin for passengers for Chicago or east.
 (g) Will stop at Norborne and Bucklin to discharge passengers from west of Kansas City.
 (h) Will stop at any station in Missouri or Illinois to discharge passengers from west or south of Newton.
- No. 8.** (a) Will stop at any station on Western, Middle or Eastern Divisions to discharge passengers from west of Dodge City.
 (b) Will stop at Offerle and Garfield for passengers for Newton and east or south.
 (c) Will stop at any station Kansas City to Chicago to discharge passengers from Lawrence, Olathe or points west thereof; also for passengers from connecting lines at Kansas City.
 (d) Will stop at Baring and Wyaconda for passengers for Galesburg or east thereof at points at which this train stops.
 (e) Will stop at Mazon, Williamsfield and Princeville for passengers for Chicago or east.
 (f) Will stop at Gorin for passengers for Chicago or east.
 (g) Will stop at Lebo, Melvern, Quenemo or Pomona for passengers for Kansas City or east.
- No. 9.** (a) Will stop at Dallas City for passengers ticketed to Colorado or beyond, or to Texas, Arizona, or California.
 (b) Will stop at Holliday for passengers from 210 for west of La Junta at which No. 9 is scheduled to stop.
 (c) Leaving Hutchinson Sundays, will stop at any station on the Second District to discharge passengers from Chicago or points east of there using this train from Chicago.

WESTERN LINES.

WESTERN DIVISION.—Trains 73, 74, 77, 78, 79, 80, 578, and 579.
ARKANSAS RIVER DIVISION.—Trains 81, 82, 83, 84, 571, 572, 573, 574, 580 and 581.
COLORADO DIVISION.
NEW MEXICO DIVISION.
RIO GRANDE DIVISION.
PANHANDLE DIVISION.—Trains 506, 510, 519, 520, 521, 522, 530, 531, 535 and 536.
PECOS DIVISION.—Trains 943, 944, 945 and 946.
PLAINS DIVISION.—Trains 913, 914, 915 and 916.

- No. 10.** (a) Will stop at any station Albuquerque to La Junta to discharge passengers from west of Albuquerque.
 (b) Will stop at any station La Junta to Kansas City to discharge passengers from west and south of La Junta.
 (c) Will stop at Dillwyn and Zenith for passengers for Hutchinson and points east thereof at which this train is scheduled to stop.
 (d) Will stop at Peabody to discharge passengers from west of Newton.
- No. 11.** Will stop at any station between La Junta and Denver to discharge passengers from points south of La Junta.
- No. 12.** (a) Will stop at Strong City and Osage City to discharge passengers from west of Dodge City.
 (b) Will stop at Macksville, St. John, Stafford and Sylvia for passengers for points at which this train is scheduled to stop.
 (c) Will stop at Holliday to discharge passengers from west of Dodge City for Southern Kansas Division or Leavenworth Districts.
 (d) Will stop at any station between Pueblo and La Junta to discharge passengers from points west of Pueblo.
 (e) Will stop at any station to discharge passengers from Moore, Okla., or from stations south of Purcell.
- No. 16.** Will stop at any station Newton to Kansas City to discharge passengers from west or south of Newton.
- No. 17.** (a) Will stop at any station Kansas City to Newton to discharge passengers from points east of Kansas City.
 (b) Will stop at Holliday for passengers from Southern Kansas Division Train No. 202 destined to points at which train is scheduled to stop, when No. 202 does not make connection with No. 133 at Ottawa.
 (c) Will stop at Holliday for passengers from No. 210, ticketed to points at which No. 17 is scheduled to stop.
 (d) Will stop at Lake View for passengers for Topeka and west at which train is scheduled to stop.
 (e) Will stop at De Soto, Carbondale, Scranton and Reading for passengers for points at which train is scheduled to stop; also to discharge passengers from Kansas City, Topeka or St. Joseph Districts.
 (f) Will stop at any station south of Arkansas City to discharge passengers from points east or west of Newton.
 (g) Will stop at Chilocco for passengers for Ponca City or points south.
 (h) Will stop at any station south of Guthrie to discharge passengers from points on Panhandle Division reaching Guthrie via Enid District.
- No. 18.** (a) Will stop at White Eagle for passengers for Kansas City or east thereof.
 (b) Will stop at any station south of Newton to discharge passengers from south of Purcell.
 (c) Will stop at any station east of Newton to discharge passengers from south of Newton.
 (d) Will stop at Chilocco to discharge passengers from Ponca City or points south.
- No. 21.** Will stop at any station west of Newton to pick up passengers for any point west or south Clovis, including points west of Albuquerque, Deming or El Paso.
- No. 22.** Will stop at any station to discharge passengers from points west or south of Clovis, including points west of Albuquerque, Deming or El Paso.
- No. 210.** Will stop at Holliday to discharge passengers going west on No. 17.
- No. 405.** Will stop at any station south of Wichita to discharge passengers from east or west of Newton.
- No. 406.** (a) Will stop at any station to discharge passengers from south of Purcell.
 (b) Will stop on flag at Bliss for passengers for points on Third District; also for passengers for points at which this train stops.
- No. 809.** Will stop to discharge passengers from east of Albuquerque.

THE FOLLOWING SIGNS INDICATE—

s—Regular stop; f—Stop on signal; ¶—Stop for meals; N—Day and night telegraph office; G—Night telegraph office; D—Day telegraph office; P—Day and night telephone office; T—Day telephone office; V—Night telephone office; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

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

DR. J. P. KASTER, Chief Surgeon, Topeka.

DRS. MINNEY, MAGEE & WILLIAMS, Specialists Eye and Ear, Topeka.

DR. L. H. MUNN, Specialist Diseases Nerves and Spine, Topeka.

DR. C. A. MCGUIRE, Consultant, Topeka.

COLORADO DIVISION.

Dr. W. L. DORLAND, Pueblo.

Dr. O. W. SPICER, Colorado Springs.

Dr. FRANK FINNEY, La Junta Hospital.

Dr. R. S. JOHNSTON, La Junta Hospital.

Dr. F. W. MAIER, Rocky Ford.

Dr. A. L. STUBBS, La Junta.

Dr. R. E. HOLMES, Canon City.

Dr. G. E. VAN DER SCHOW, Fowler.

Dr. W. A. PALMER, Castle Rock.

Dr. W. C. STEPHENSON, Florence.

Dr. GEO. W. MIEL, Denver.

H. S. MONTGOMERY, General Watch Inspector, Topeka.

LOCAL INSPECTORS, COLORADO DIVISION.

GORTON RUSHMER, Pueblo.

W. F. PLAMBECK, 1715 Champa Street, Denver.

J. A. BURWELL, La Junta.

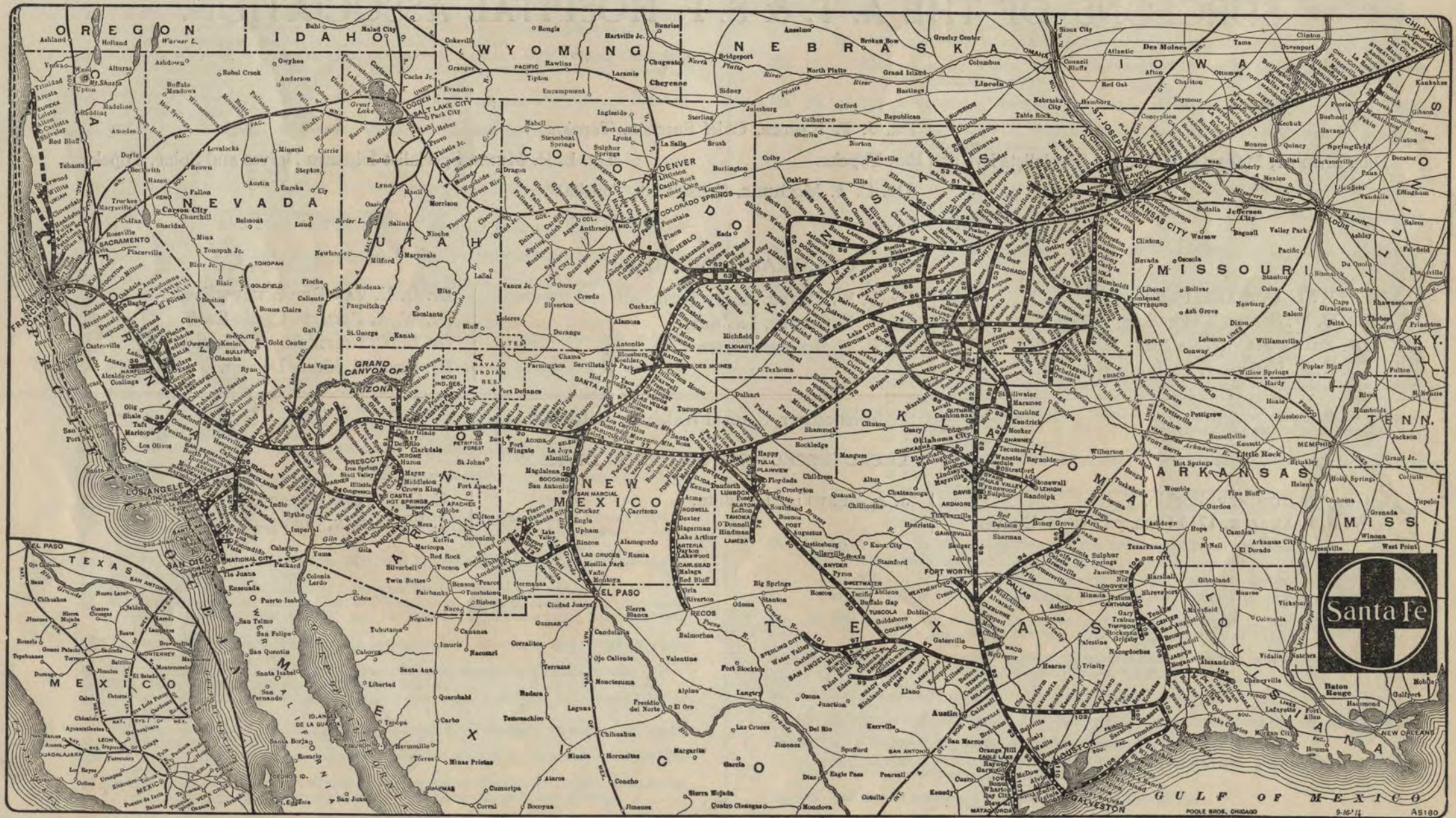
C. C. PATTON, Canon City.

J. W. MAHAN, Colorado Springs.

SANTA FE FIRST

“Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, every unsafe condition.”

(See General Rules E and F, Book of Rules.)



Santa Fe, Through Lines

Lines Under Construction

Double Track



Haton Rouge

New Orleans

MOBILE

NEW ORLEANS

ROOLE BROS., CHICAGO 5-16714 AS180