

The Atchison, Topeka & Santa Fe Railway Co.

WESTERN LINES
NORTHERN DISTRICT



COLORADO DIVISION



EMPLOYEES' TIME TABLE

65

IN EFFECT

Sunday

June 12, 1938

AT 12:01 O'CLOCK A. M.

Mountain Standard Time

65

Superseding Time Table No. 64, Dated February 20, 1938, and any Supplements Thereto.

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

H. B. LAUTZ,
General Manager,
Amarillo, Texas.

J. A. GILLIES,
Asst. General Manager,
La Junta, Colorado.

E. P. DUDLEY,
Superintendent,
Pueblo, Colorado.

SPECIAL RULES AND REGULATIONS.

EFFECTIVE ON THE COLORADO DIVISION AND SUPERSEDING ALL GENERAL RULES INCONSISTENT THEREWITH.

1

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

YARD LIMIT STATIONS

(See Rules 93 and D153, Operating Department):

Dodge City, Garden City, Syracuse, Holly, Lamar, Las Animas, Las Animas Jct. (Boise City District only), La Junta, Scott City, Kornman, Wiley, Waveland, North Junction, Springfield, South Junction, Boise City, Swink, Newdale (Grand Valley District only), Rocky Ford, Pueblo, Portland, Florence and Canon City.

Wiley yard limit on Big Bend District extends to end of track west of Big Bend.

Lamar yard limit on Lamar District extends to include Kornman and to end of track west of May Valley.

Las Animas yard limit on Las Animas District extends to Waveland. Florence yard limit extends to yard limit board west of Clelland, and on Rockvale District to end of track west of Kenwood.

3

First class trains moving against the current of traffic must move within yard limits at restricted speed.

STANDARD CLOCKS

Dodge City Dispatchers' Office and Yard Office.
 Scott City Passenger Station.
 Boise City Passenger Station.
 La Junta { Round House Register Room.
 { Conductors' Register Room.
 Pueblo U. D. D. & R. G. W. Register Room.
 Pueblo 4th St. Block Office.
 Pueblo 8th St. Yard Office.

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 8th St.	Swink
				Syracuse

BULLETIN BOOKS

Dodge City . . . { Passenger Conductors' Register Room.
 { Roundhouse Register Room.
 { Yard Office.
 Scott City Passenger Station.
 Syracuse Passenger Station.
 Lamar Passenger Station.
 Boise City Passenger Station.
 La Junta { Conductors' Register Room.
 { Roundhouse Register Room.
 { Yard Office.
 Pueblo { Union Depot D. & R. G. W. Register Room.
 { Roundhouse Register Room.
 { 8th St., Yard Office.
 Canon City Passenger Station.

FORM 903

Conductors of freight and mixed trains will leave Form 903 at all stations, except register stations, where cars are picked up or set out.

AMENDED RULE 5

That part of Rule 5, Operating Department, reading: "Time applies at point indicated by station sign, conforming to time table designation" is amended to read:

"The time applies to the switch where an inferior train enters a siding; where there is no siding, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signals, it applies to the place where traffic is received or discharged."

RESTRICTED SPEED SIGNALS

Temporary restricted speed signals prescribed by Rule 10-A, Operating Department, will be displayed one mile in advance of the point to be protected.

Permanent slow boards are located approximately 2500 feet in advance of curves, bridges or other locations where speed of trains is permanently restricted. The maximum speed in miles per hour indicated in no wise abrogates or modifies special rules, train orders or instructions further restricting the speed of any train, and does not permit the operation of any locomotive in excess of the maximum speed prescribed in time table Rule 28.

The restricted speed must be observed until the rear of train has passed the "Resume Speed" board, painted green.

Where two or more restricted areas are close together but one slow board will be used, it being understood that the speed indicated thereon applies until the green board is passed.

Permanent slow boards are located:

Westward	Eastward	Westward	Eastward
M.P. 357.1	M.P. 553.3
M.P. 517.2	M.P. 518.4	M.P. 585.8	M.P. 588.0
M.P. 519.6	M.P. 520.7	M.P. 589.4	M.P. 591.6
M.P. 521.7	M.P. 523.0	M.P. 596.8	M.P. 598.1
.....	M.P. 551.2	M.P. 615.4	M.P. 616.5
M.P. 552.3	M.P. 616.7	M.P. 617.5
Second District			
M.P. 88.4	M.P. 89.0		

TORPEDOES

When unattended torpedoes are exploded, trains may resume normal speed at a distance of one mile from that point. (See Rule 15, Operating Department.)

AMENDED RULE 86

Where automatic block is continuous between stations inferior trains in the same direction will only be required to clear superior trains sufficiently to give clear signal indication in the rear. (See Rule 86, Operating Department.)

AMENDED RULE S-83

Rule S-83, Operating Department, as applied to end of double track at Sears and Casa, is amended to read:

"A train must not leave its initial station on any district, or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, have arrived or left."

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.

AMENDED RULE 204

Additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman. (See Rule 204, Operating Department.)

AMENDED RULE 221

Rule 221, Operating Department, is amended to read: "Where a fixed signal is used at a train order office, it must indicate 'stop' when there is an operator on duty, except when changed to 'proceed' to allow a train to pass when there are no train orders for any train in that direction.

When the train order signal cannot be changed to indicate 'proceed' for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in stop position without first receiving clearance card, (Form 902).

Train order signals must be fastened at 'proceed' only when no operator is on duty. When so fastened at night the light must be extinguished.

Operators must have flagman's signals ready for immediate use."

AMENDED RULE 360

Rule 360, Operating Department, is amended to read: "Station announcements will be omitted between the hours of 10 P.M. and 6 A.M. when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers."

OVERHEAD OBSTRUCTIONS (SEE RULE 310 OPERATING DEPARTMENT.)

MILE POSTS	Bridge Number	NAMES
PUEBLO DISTRICT		
.....	C STREET VIADUCT, PUEBLO
.....	MAIN STREET VIADUCT, PUEBLO
.....	ELECTRIC WIRE, BETWEEN UNION AVE. AND MAIN ST., PUEBLO
.....	TROLLEY WIRE, UNION AVE., PUEBLO
MINNEQUA DISTRICT		
125.5	C679	ARKANSAS RIVER

DWARF SIGNALS

In connection with Rules 10-F, 701, 702, 703, and 704, Operating Department, when upper quadrant signals are used as dwarf or low home signals, they will display the same indications as high home signals and have the same names. Red light will be displayed for the stop indication.

AMENDED RULE 711

Rule 711, Operating Department, is amended to read: "Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the timetable or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits."

AMENDED RULE 872

Rule 872, Operating Department, is amended to read: "When the engine has been coupled on and gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employees making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released."

AUTOMATIC BLOCK

On single track trains in clear on siding or other tracks will not use siding switches (or other switches not equipped with switch indicators) until indication of signals in both directions have been observed.

Trains moving from siding to main track will foul the circuit and set signal before lining switch.

REMOTE CONTROL SWITCHES AND INTERLOCKING PLANTS

Interlocked remote control switches, Pueblo 4th St.—M.P. 619.2 north end Loop Line, Transfer Yard and Missouri Pacific connection and M.P. 620.7.

These switches are equipped with switch targets indicating GREEN for Main Track, and YELLOW for turnout, facing point direction only. Interlocked signals governing movement over these switches indicate PROCEED for Main Track and RESTRICTED SPEED for Main Track or turnout.

Telephones connecting with Pueblo 4th St. are located on signal mast near all remote control switches.

Should a remote control switch or the signal governing movement over such a switch be out of order, communicate with the signalman by telephone and be governed by his instructions. If telephone out of order, see that switch is properly lined for your movement, spike same and proceed under flag protection to next governing signal. If switch is spiked for movement to or from siding, a member of the crew must remain at the switch and see that the switch is restored to its normal position and left spiked, making report of same at first office of communication.

The following addition is made to Rule 782: "When an interlocking plant is out of order and signals cannot be operated and the operator or towerman desires an engine or train to move through the plant he may give this permission by signal with yellow flag or light. A member of the crew must then flag over each interlocked switch and derail."

SPEED RESTRICTIONS.

Trains moving against the current of traffic on double track must not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile, around curves and where view is obscure, and use whistle freely as warning signal.

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear, must not exceed speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile.

LOCOMOTIVES HANDLED DEAD IN TRAINS

With side rods in position are not to be run faster than twenty (20) miles per hour, or three (3) minutes for each mile.

With side rods all removed and all drivers on rail, fifteen (15) miles per hour, or four (4) minutes for each mile.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour or six (6) minutes for each mile.

Gas-electric motor cars being towed, sixty (60) miles per hour, or one (1) minute for each mile.

Locomotives operating under their own steam with all side rods in place and one main rod removed must not exceed following speeds: All freight and switch, including 0-4-0 to 2-10-4, twenty (20) miles per hour, or three (3) minutes for each mile.

Passenger locomotives, Mountain type, including 4-8-2 and 4-8-4, twenty-five (25) miles per hour, or two (2) minutes and twenty-four (24) seconds for each mile. All except Mountain type, including 4-4-0 to 4-6-2, thirty-five (35) miles per hour, or one (1) minute and forty-three (43) seconds for each mile.

SPRING SWITCHES, TURNOUTS AND CROSSOVERS.

In heading in or out over the following spring switches, turnouts or crossovers, all trains or engines must not exceed the 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 or crossovers, trains or engines must not exceed a speed of ten (10) miles per hour.

Trailing movements through spring switches must not be reversed until switch has been properly lined.

Station	Type	Location	Miles per Hour	
			Passenger	Freight
Sears	Spring	End of double track	25	25
Holcomb	Spring	East end of siding	15	15
Deerfield	Spring	East end of siding	15	15
Lakin	Spring	West end of siding	15	15
Sutton	Spring	East end of siding	15	15
Barton	Spring	East end siding	15	15
Caddoa	Spring	East end of siding	15	15
Hilton	Spring	West end of siding	15	15
Keller	Spring	East end siding	15	15
Hadley	Spring	East end of siding	15	15
Casa	Spring	End of double track	25	25
Rocky Ford	Spring	East and west ends of siding	15	15
Manzanola	Spring	East and west ends of siding	15	15

HIGHWAY CROSSINGS

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

Dodge City—2nd Avenue, six (6) miles per hour.
 Cimarron—Main Street, fifty (50) miles per hour.
 Lakin—Main Street, fifty (50) miles per hour.
 Syracuse—Main Street, forty (40) miles per hour.
 Holly—Main Street, forty (40) miles per hour.
 Lamar—Main and 3rd Streets, thirty (30) miles per hour.
 Rocky Ford—Main Street, twelve (12) miles per hour.
 Manzanola—Park Street, twenty-five (25) miles per hour.
 Fowler—Main Street, twenty (20) miles per hour.
 Pueblo—Santa Fe Avenue, Main Street, Union Avenue, Grand Avenue and 4th Street, five (5) miles per hour.
 Canon City—9th Street, six (6) miles per hour.

Gas-electric motor cars shall not be operated through water deeper than four (4) inches, and Diesel-electric cars through water deeper than five (5) inches above ball of the rail. When such movement is necessary, they must not exceed a speed of two (2) miles per hour or thirty (30) minutes for each mile. (This does not amend or modify Rule 317-A, Operating Department.)

MAXIMUM SPEED FOR ENGINES

ENGINES	PASSENGER		FREIGHT, MIXED AND LIGHT	
	MILES PER HOUR	TIME PER MILE MIN. SEC.	MILES PER HOUR	TIME PER MILE MIN. SEC.
512-559; 1200-1388 (EXCEPT)	82	0 44	50	1 12
1207, 1210, 1214 AND 1215	45	1 20	45	1 20
1413-1556; 3500-3534	82	0 44	50	1 12
3400-3459 (EXCEPT)	90	0 40	50	1 12
3420, 3425, 3438, 3448, 3456, 3457	100	0 36	50	1 12
3460-3465	100	0 36	50	1 12
3700-3750	70	0 51	50	1 12
3751-3764 (EXCEPT)	77	0 47	50	1 12
3751-3753	90	0 40	50	1 12
789-825; 870-874	30	2 00	30	2 00
885-999; 1600-1705; 1950-1989	35	1 43	35	1 43
1000-1152	50	1 12	45	1 20
1788-1799	40	1 30	40	1 30
1800-1887	45	1 20	45	1 20
2504-2506; 2535-2556; 2565-2569	35	1 43	35	1 43
2507-2534	50	1 12	45	1 20
3010-3020; 3129-3158	35	1 43	35	1 43
3160-3287; 3800-3940;				
4000-4115; 5000	50	1 12	50	1 12
GAS-ELECTRIC MOTORS	60	1 00	45	1 20*
DIESEL-ELECTRICS	100	0 36	45	1 20*
REGULARLY ASSIGNED TO SWITCHING SERVICE	20	3 00	20	3 00
ALL OTHER CLASSES	20	3 00	20	3 00
ALL CLASSES BACKING UP	20	3 00	20	3 00

A tolerance of ten (10) per cent is allowed on the above, excepting Diesel-electrics, 3400-3459; 3460-3465; 3700-3750; 3751-3764 and 3800-3940 engines.

*When running light, maximum speed for Diesel-electric engines is 75 miles per hour, or 48 seconds per mile, and for gas-electric motor cars, 60 miles per hour, or one minute per mile.

TRAIN SPEED RESTRICTIONS.

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances. Maximum speed for engines prescribed in Rule 28 must not be exceeded.

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.

TRAIN INSPECTION

Freight trains must not be operated in excess of sixty-five miles without a stop being made for inspection of equipment. Except this distance may be exceeded between La Junta and Granada, provided stop and inspection is made at Granada.

MAXIMUM SPEED FOR TRAINS

LOCATION	PASSENGER		FREIGHT, MIXED AND LIGHT	
	MILES PER HOUR	TIME PER MILE MIN. SEC.	MILES PER HOUR	TIME PER MILE MIN. SEC.
FIRST DISTRICT			50	1 12
PUEBLO DISTRICT			50	1 12
SECOND DISTRICT	30	2 00	30	2 00
GARDEN CITY DISTRICT	25	2 24	25	2 24
LAMAR DISTRICT	25	2 24	25	2 24
LAS ANIMAS DISTRICT	25	2 24	25	2 24
BOISE CITY DISTRICT	40	1 30	40	1 30
MAY VALLEY DISTRICT	15	4 00	15	4 00
BIG BEND DISTRICT	15	4 00	15	4 00
MINNEQUA DISTRICT	30	2 00	20	3 00
GRAND VALLEY DISTRICT	20	3 00	20	3 00
CANON CITY DISTRICT	30	2 00	30	2 00
ROCKVALE DISTRICT	20	3 00	20	3 00

The use of retainers on trains descending grades will be left to the judgment of conductor and engineman.

SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE

LOCATION	Miles from Atchison	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Amity	479.2	43	East & West	No. 15 and Freight
Koen	487.0	26	East & West	Freight Only
Melon	539.0	23	East & West	Freight Only
PUEBLO DISTRICT				
Krammes	563.7	15	East & West	Freight Only
Fayette	568.5	27	East & West	Freight Only
Elder	580.0	42	East & West	Freight Only
Rileys	584.2	27	East & West	Freight Only
Dinsmore	606.6	43	East & West	Freight Only
Gas Spur	608.5	13	East	Freight Only
SECOND DISTRICT				
Gauger	550.3	3	West	Freight Only
GARDEN CITY DISTRICT				
Oil Spur	132.2	17	West	Freight Only

INTERLOCKED RAILROAD CROSSINGS AND JUNCTIONS.

Las Animas: Interlocked signals operated from depot govern all movements between Las Animas Junction and extreme east switch Las Animas, and supersede time table and train order superiority between these limits.

Westward trains from Boise City District will clear main track at extreme east switch Las Animas.

La Junta: Automatic block west end of yard. Signal indication will supersede time table superiority between signals No. 5552 eastward and No. 5551 westward.

Newdale: Light indicators are located in telephone boxes at each end of industry track and are so arranged that when door of telephone box is opened the indicator is lighted.

Trains must be into clear of main track to get proceed signal on indicator.

When train from Grand Valley District is ready to leave Newdale, conductor will call operator at Swink from east indicator when movement is to Swink, and from west indicator when movement is to Rocky Ford. Operator will, after being instructed by train order, display proceed indication, which will supersede time table and train order superiority, and authorize movement from Newdale to Rocky Ford or Swink, subject to indication of automatic signals. Train so advanced will take siding at Rocky Ford or Swink.

N.A. Tower: Mo. Pac. Crossing M.P. 591.6 standard interlocking.

Pueblo Junction: D. & R. G. W. Crossing protected by interlocking plant. Trains or engines moving through this plant must not exceed a speed of fifteen (15) miles per hour.

Following whistle signals indicate routes:

A. T. & S. F. trains to or from Union Depot	0	00
A. T. & S. F. trains to or from Stone Depot	0	00
Trains to or from Stone Depot and Minnequa	0	00
Trains to or from Union Depot and Minnequa	0	00
Trains to or from Stone Depot and P. S. R. Yards	0	00
Trains to or from Union Depot and P. S. R. Yards	0	0000

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.

Pueblo: D. & R. G. W. switch track crossing, A. T. & S. F. main track and loop line, M.P. 619.0 (See Rule 98-A, Operating Department).

Pueblo: M.P. 618.1 Minnequa Dist.: Mo. Pac. Crossing protected by automatic interlocker.

Governing signals cleared by approaching train or engine, or when switches properly lined for main track and opposing routes not occupied.

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

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

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

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

Trains or engines must not exceed a speed of twenty-five (25) miles per hour over this crossing.

M.P. 33.6, Canon City District: D. & R. G. W. crossing protected by automatic interlocker. Governing signals cleared by approaching trains when opposing routes not occupied. When a train is stopped by home signals, and no train or engine movement in evidence on opposing routes, member of crew will go to crossing and open box marked "A. T. & S. F." and operate clockwork time release in this box, being governed by instructions posted therein. If, after operating clock work time release, home signal continues to indicate stop, see that light indicator in box is burning, give proceed hand signals to train from crossing, and train will then proceed at restricted speed over crossing. If light indicator is not burning, train will move one rail length inside home signal, stop, wait one minute, then proceed as instructed above.

Trains must not exceed a speed of twenty-five (25) miles per hour over this crossing.

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.

GATE PROTECTED RAILROAD CROSSINGS.

Pueblo: Mo. Pac. crossing 1750 feet east of block 2 is protected by gate set normally against Mo. Pac. trains. Position of gate is indicated by lights at night. When gate is set normally trains or engines may proceed not exceeding a speed of fifteen (15) miles per hour over crossing.

Pueblo, M.P. 5, Canon City Dist.: D. & R. G. W.-A. T. & S. F. connection, trains governed by The Denver & Rio Grande Western Railroad Co. timetable.

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BETWEEN PUEBLO JUNCTION AND M.P. 620.7

Via Pueblo Union Depot between Block Two and M.P. 619.2 trains or engines will be governed by timetable schedules.

Via Loop Line trains or engines between Block Two and M.P. 619.2

will be governed by manual block signal indication at Block Two, and interlocked signal at M.P. 619.2.

Trains or engines must move at restricted speed between Pueblo Junction and M.P. 619.2.

Between the hours of midnight and 6:00 A.M., freight trains move via Stone Depot.

M.P. 619.2 to M.P. 620.7 controlled by interlocked signals whose indication supersedes timetable superiority and protect rear of trains within these limits.

Before trains or engines enter main track at Pueblo 4th St., Mo. Pac. connection or transfer yards, signalman at Pueblo 4th St. must be consulted.

All hand thrown switches within interlocking limits are equipped with switch indicators. Telephones connecting with Pueblo 4th St. are located near all of these switches. Trains or engines entering main track at these switches must consult signalman at Pueblo 4th St. before fouling circuit.

Train sign located at Pueblo 4th St. interlocking station. When "TRAIN" is displayed main track must be cleared promptly.

The train sign near crossover switch west end of freight yard is connected with interlocking signals, and when "TRAIN" is displayed, it indicates approaching train is to head in, and lead must be cleared promptly and hand thrown inside crossover switch must be lined for crossover. Normal position of this switch is for Canon City District main track.

Manual block office, known as Block Two, is located at M.P. 618.5 east of Pueblo Union Depot.

Trains or engines between Pueblo Junction and Block Two will be governed by manual block signals whose indication supersedes timetable superiority.

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FOOTBOARD RULE.

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

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STATUTORY REGULATIONS.

In Kansas, a railroad company has a right to eject from its trains

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 at which there is a station where the person ejected may at least get lodging.

Attention is also called to the following Kansas statute on the subject of gambling and confidence games:

[Chapter 81 of the Laws of 1876.]

Section 1. Whoever shall, in this State, deal, play or practice, or be in any manner accessory to the dealing, playing or practicing of the confidence game or swindle known as three-card monte, or of any such game, play or practice, shall be deemed guilty of a felony, and upon conviction thereof shall be punished by a fine not to exceed five thousand dollars, and by confinement in the penitentiary not less than two nor more than five years.

Sec. 2. Whoever shall, in this State, on any railroad car, coach or train, practice any confidence game not mentioned in the preceding section, or shall sell any prize package or other prize, shall be deemed guilty of a misdemeanor.

Sec. 3. It is hereby made the duty of railroad conductors, brakemen on railroad trains, to immediately arrest the person so offending without warrant or other process, and to call upon all bystanders and others for assistance, when the same may be necessary, to enable them to make such arrest. And when such offense is committed on any railroad car, coach or train, the venue shall lie, and the person be tried, in any county through which such railroad may run, not outside of the judicial district in which the offense was committed, any law to the contrary notwithstanding.

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.

J. E. AGEE,
Trainmaster,
PUEBLO, COLO.

J. E. Copeland,
W. T. Fryback,

W. S. CUMMINGS,
Trainmaster,
LA JUNTA, COLO.

F. S. Row,
R. Hartley,

C. H. EVANS,
Chief Dispatcher,
PUEBLO, COLO.

Train Dispatchers:

H. J. Immroth,
T. C. Heistand,

PUEBLO, COLO.

G. A. BIGELOW,
Night Chief Dispatcher,
PUEBLO, COLO.

W. W. Carroll,

Surgeons of The Atchison, Topeka and Santa Fe Railway Company and The A. T. & S. F. Hospital Association

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

Dr. M. L. BISHOFF, Asst. Chief Surgeon, Topeka.

COLORADO DIVISION.

LA JUNTA HOSPITAL.
Dr. R. S. JOHNSTON, Surgeon in Charge.
Dr. A. P. CASH, Assistant Surgeon.
Dr. C. C. WEBER, Assistant Surgeon.
Dr. C. J. BROWN, Consulting Dentist.
LOCAL SURGEONS.
Dr. B. F. BLOTZ, Rocky Ford.

Dr. G. E. VAN DER SCHOW, Fowler.
Dr. V. A. HUTTON, Florence.
Dr. R. E. HOLMES, Canon City.
Dr. C. E. MCCARTY, Dodge City.
Dr. N. E. MELLENCAMP, Dodge City.
Dr. J. W. SPEARING, Cimarron.
Dr. O. W. MINER, Garden City.

Dr. H. P. PALMER, Scott City.
Dr. G. R. HASTINGS, Lakin.
Drs. HARRISON & GRISSOM, Syracuse.
Dr. C. F. KNUCKEY, Lamar.
Dr. S. V. HAGEMAN, Las Animas.
Dr. J. E. NEINHUIS, Holly.
Dr. D. W. SHAW, Pueblo.

**EYE, EAR, NOSE AND THROAT
SPECIALISTS AT LOCAL POINTS.**
Dr. J. J. PATTEE, Pueblo.
Dr. M. A. FARNSWORTH, La Junta.
Dr. C. L. WILLIAMS, Dodge City

R. D. MONTGOMERY, General Watch Inspector, Topeka.
J. H. MACE, Assistant General Watch Inspector. (Roadway and Station Service) Kansas City, Mo.

LOCAL WATCH INSPECTORS, COLORADO DIVISION.

R. H. BANGS, Dodge City.
F. E. REYNOLDS, Dodge City.
C. E. DICKINSON, Garden City.

A. J. BRADLEY, Syracuse. (On dates bulletined)
A. J. BRADLEY, Lamar. (On dates bulletined)
N. S. LARSEN, La Junta.

GEORGE A. SCHRODY, Pueblo.
C. C. PATTON, Canon City.

COLORADO DIVISION—FIRST DISTRICT.

WESTWARD.							Capacity of Other Tracks.	Capacity of Sidings.	Distance from Archaica.	Ruling Grade Ascending.	TIME TABLE No. 65, June 12, 1938.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.						
First Class.															First Class.						
9	3	7	15	17	21	19									10	4	8	16	22	20	18
The Navajo.	California Limited.	Fast Mail Express.	Passenger.	The Super Chief.	El Capitan.	The Chief.	No. Cars.	No. Cars.	Miles.	STATIONS.					The Navajo.	California Limited.	Fast Mail Express.	Passenger.	El Capitan.	The Chief.	The Super Chief.
Leave Daily	Leave Daily.	Leave Daily.	Leave Daily.	Leave Sunday and Wednesday.	Leave Sunday and Wednesday.	Leave Daily.								Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Wednesday and Saturday.	
PM 10.35	PM 5.00	PM 2.05	AM 8.50	AM 6.33	AM 4.53	AM 3.45		Yard	352.5	DODGE CITY.				AM 6.20	AM 8.30	AM 10.55	PM 6.40	PM 5.20	PM 8.30	PM 11.55	
10.42	5.05	2.11	8.59	6.38	4.58	3.51	14	92	357.6	5.1	0			6.10	8.21	10.47	6.30	5.13	8.22	11.48	
10.47	5.10 ²²	2.15	9.05	6.42	5.02	3.55	31	95	361.4	SEARS.	0			6.01	8.15	10.42	6.23	5.10 ³	8.18	11.45	
10.53	5.16	2.20	9.13	6.46	5.06	4.00	3	94	366.3	HOWELL.	28.0			5.52	8.07	10.37	6.13	5.06	8.13	11.41	
10.58	5.22	2.25	9.23	6.50	5.10	4.05	49	94	371.2	WETTICK.	26.4			5.43	8.00	10.32	6.02	5.02	8.08	11.37	
11.07	5.29	2.31	9.34	6.55	5.15	4.11	38	95	377.3	CIMARRON.	18.0	W	C	5.32	7.51	10.25	5.50	4.57	8.02	11.32	
11.14	5.38 ¹⁰	2.37	9.43	7.00	5.20 ¹⁰	4.17	17	95	384.0	INGALLS.	20.0			5.20 ²¹	7.41	10.18	5.38 ³	4.52	7.55	11.27	
11.22 ¹⁸	5.45	2.42	9.55	7.04	5.24	4.23	33	95	390.1	CHARLESTON.	4.8			5.09	7.32	10.12	5.25	4.47	7.49	11.22 ⁹	
11.27	5.51	2.46	10.07 ⁸	7.08	5.28	4.28	9	94	395.3	PIERCEVILLE.	19.0			5.03	7.23	10.07 ¹⁵	5.16	4.43	7.43	11.17	
11.34	6.00	2.52	10.20	7.13 ⁴	5.33	4.35	754	285	402.4	MANSFIELD.	0	W	C	4.55	7.13 ¹⁷	10.00	5.07	4.38	7.38	11.12	
11.42	6.08	2.58	10.33	7.18	5.38	4.42 ¹⁰	36	94	408.9	GARDEN CITY.	0	Y	C	4.42 ¹⁹	6.58	9.52	4.54	4.38	7.32	11.07	
11.51	6.18	3.05	10.50	7.24	5.44	4.51	82	94	417.0	HOLCOMB.	5.8			4.29	6.47	9.44	4.41	4.27	7.24	11.01	
11.58	6.26	3.12	11.02	7.29	5.49	4.59	69	95	424.3	DEERFIELD.	23.1			4.16	6.37	9.37	4.30	4.22	7.17	10.56	
AM 12.06	6.35	3.18	11.14	7.34	5.54	5.06	35	94	431.6	LAKIN.	31.7	W	C	4.07	6.27	9.30	4.17 ²²	4.17 ¹⁶	7.10	10.51	
12.13	6.42	3.23	11.23	7.38	5.58	5.12	10	94	437.3	HARTLAND.	7.1			4.00	6.20	9.24	4.03	4.13	7.06	10.47	
12.19	6.48	3.28	11.30	7.42	6.02	5.17	82	94	442.2	SUTTON.	22.1			3.55	6.15	9.19	3.56	4.09	7.02	10.43	
12.27	6.57 ²⁰	3.33	11.40	7.46	6.06 ⁴	5.23	18	94	448.7	KENDALL.	26.4			3.48	6.06 ²¹	9.12	3.48	4.04	6.57 ³	10.39	
12.35 AM	7.05 PM	3.40 ¹⁶ PM	11.50 AM	7.50 AM	6.10 AM	5.30 AM	710	258	453.9	MAYLINE.	11.1	W	F T	3.40 AM	5.55 AM	9.05 AM	3.40 ⁷ PM	4.00 PM	6.50 PM	10.35 PM	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Sunday and Wednesday.	Arrive Daily.				SYRACUSE.				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Wednesday and Saturday.	Leave Daily.	Leave Wednesday and Saturday.	
(60.7)	(48.7)	(64.0)	(33.8)	(79.0)	(79.0)	(67.9)	Average speed per hour.....							(38.0)	(39.3)	(55.3)	(33.8)	(76.1)	(60.8)	(76.1)	

Double track between Dodge City and Sears.
 Time of trains at Sears applies at end of double track.
 Automatic block M.P. 352.5 to M.P. 453.9.
 Freight trains register at yard office Dodge City.
 Trains must get numbered clearance card (Form 902) before leaving Dodge City.
 Trains have no timetable superiority between M.P. 352 and M.P. 353, Dodge City, and must run at restricted speed, expecting to find tracks occupied by other trains. Responsibility for accident rests with the approaching train.
 The time of Nos. 17, 18, 21 and 22, must be cleared not less than five minutes by other first-class trains, and not less than ten minutes by all other trains and engines.

COLORADO DIVISION—FIRST DISTRICT.

WESTWARD.							EASTWARD.														
First Class.							First Class.														
3	7	15	17	21	19	9	Capacity of Other Trains.	Capacity of Sidings.	Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 65, June 12, 1938.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	10	4	8	16	22	20	18
California Limited.	Fast Mail Express.	Passenger.	The Super Chief.	El Capitan.	The Chief.	The Navajo.									The Navajo.	California Limited.	Fast Mail Express.	Passenger.	El Capitan.	The Chief.	The Super Chief.
Leave Daily.	Leave Daily.	Leave Daily.	Leave Sunday and Wednesday.	Leave Sunday and Wednesday.	Leave Daily.	Leave Daily.	No. Cars.	No. Cars.	Miles.	STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Wednesday and Saturday.				
PM 7.10	PM 3.45	AM 11.55	AM 7.50	AM 6.10	AM 5.35	AM 12.40	710	258	459.9	21.8	SYRACUSE.	9.9	W F T C	\$ 3.35	\$ 5.50	\$ 9.00	\$ 3.35	PM 4.00	\$ 6.45	PM 10.35	
7.20	3.55 ²²	PM 12.06	7.56	6.16	5.42 ⁴	12.49	12	94	461.4	35.0	7.5 MEDWAY.	24.8	B	3.25	5.42 ¹⁹	8.51	3.22	3.55 ⁷	6.37	10.30	
7.28	4.02	\$12.16	8.01	6.21	5.49	12.58	40	109	468.8	21.9	7.4 COOLIDGE.	18.5	C	3.17	5.33	8.43	\$ 3.10	3.50	6.28	10.25	
7.36	4.08	\$12.26	8.06	6.26	5.56	\$ 1.07	325	85	474.9	22.8	6.1 HOLLY.	0	W Y C	\$ 3.09	5.24	8.37	\$ 2.59	3.46	6.22	10.21	
7.44	4.14	12.35	8.12	6.31	6.04	1.15	54	94	481.5	22.8	6.6 BARTON.	0	B	3.00	5.15	8.30	2.48	3.41	6.15	10.16	
7.48	4.18	\$12.41	8.15	6.34	6.09	1.21	68	94	485.9	29.0	3.8 GRANADA.	26.4	W C	2.55	5.10	8.26	\$ 2.42	3.39	6.10	10.14	
7.55	4.23	\$12.50	8.19 ⁸	6.38	6.15	1.28	28	94	491.8	38.8	6.0 GROTE.	26.4	B	2.48	5.02	8.19 ¹⁷	2.33	3.35	6.03	10.10	
8.02	4.28	12.59	8.23	6.43	6.20	1.35	19	93	496.9	17.6	5.6 OLUCAS.	11.1	B	2.42	4.55	8.13	2.25	3.31	5.58	10.06	
\$ 8.10	4.33	\$ 1.10	8.28	6.48	6.26	\$ 1.45	733	H 90 W 110	502.3	37.0	5.4 LAMAR.	7.9	W Y C	\$ 2.35	\$ 4.48	8.07	\$ 2.16	3.27	5.53	10.02	
8.15	4.36	1.15	8.31	6.51	6.30	1.50	15	72	506.2	14.1	3.9 BETA.	0	B	2.28	4.42	8.02	2.07	3.24	5.48	9.59	
8.20	4.40	1.23	8.34	6.55	6.35	1.55	29	101	510.4	17.3	4.2 PROWERS.	0	B	2.24	4.36	7.57	2.00	3.21	5.43	9.56	
8.26	4.45	1.31	8.38	7.00	6.41	2.01	7	94	515.5	19.7	5.1 ABLE.	0	B	2.18	4.30	7.51	1.51	3.17	5.37	9.52	
8.33	4.51	\$ 1.42 ¹⁶	8.42	7.05	6.47	2.12 ¹⁰	39	94	521.2	31.7	5.7 CADDOA.	26.4	B	2.12 ⁹	4.22	7.45	\$ 1.42 ¹⁵	3.13	5.31	9.48	
8.39	4.57	1.52	8.46	7.10	6.53	2.21	13	94	526.8	21.1	6.6 HILTON.	0	B	2.03	4.15	7.39	1.33	3.09	5.25	9.44	
8.45	5.02	2.00	8.50	7.14	6.59	2.28	66	96	532.0	24.1	5.2 KELLER.	37.7	B	1.56	4.08	7.33	1.25	3.05	5.19	9.40	
									533.5	26.4	1.5 LAS ANIMAS JCT.	26.4									
f 8.50	5.06	\$ 2.11	8.53	7.18	7.04	\$ 2.35	570	94	536.0	26.4	2.5 LAS ANIMAS.	7.7	W Y C	\$ 1.50	f 4.02	7.27	\$ 1.18	3.02	5.15	9.37	
8.57	5.10 ²⁰	2.21	8.57	7.22 ⁸	7.10	2.43	27	94	541.1	18.8	5.1 RIVERDALE.	0	B	1.42	3.55	7.22 ²¹	1.09	2.58	5.10 ⁷	9.33	
9.04	5.15	2.30	9.01	7.26	7.15 ⁸	2.50	28	89	545.9	41.2	4.8 HADLEY.	0	B	1.37	3.49	7.15 ¹⁹	1.03	2.54	5.06	9.29	
9.11	5.21	2.40	9.05	7.30	7.20	2.56	16	94	550.7	29.6	4.8 CASA.	28.9	B	1.32	3.43	7.04	12.57	2.50	5.02	9.25	
9.20 PM	5.30 PM	m 2.50 PM	9.12 AM	7.37 AM	7.30 AM	3.05 AM		Yard	554.9	26.4	4.2 LA JUNTA.	21.1	W F T Y C	1.25 AM	3.35 AM	6.55 AM	12.50 PM	2.45 PM	4.55 PM	9.20 PM	
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Sunday and Wednesday.	Arrive Daily.	Arrive Daily.					(101.0)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Wednesday and Saturday.	Leave Daily.	Leave Wednesday and Saturday.
(46.6)	(57.7)	(34.6)	(73.9)	(69.7)	(52.7)	(41.8)	Average speed per hour.....							(46.6)	(44.9)	(48.5)	(36.7)	(80.8)	(55.1)	(80.8)	

Double track between Casa and La Junta.
 Time of trains at Casa applies at end of double track.
 Automatic Block M.P. 453.9 to M.P. 554.9.
 Trains must get numbered clearance card (Form 902) before leaving La Junta.
 Trains have no timetable superiority between Bridge 554-B and signal bridge carrying Signal 5552, at La Junta, and must run at restricted speed, expecting to find tracks occupied by other trains. Responsibility for accident rests with the approaching train.
 The time of Nos. 17, 18, 21 and 22, must be cleared not less than five minutes by other first-class trains, and not less than ten minutes by all other trains and engines.

COLORADO DIVISION—PUEBLO DISTRICT.

WESTWARD.					EASTWARD.													
First Class.					First Class.													
67	27	13	21	5	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Archibson.	Ruling Grade Ascending.	TIME TABLE No. 65, June 12, 1938.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications	16	28	14	6	22	
Fast Mail Express.	Texas Fast Mail. C. & S.	Pueblo and Denver Express.	Gulf Coast Special. C. & S.	Colorado Express.									Passenger.	Colorado Express. C. & S.	California and Chicago Express.	Chicago Express.	Gulf Coast Special. C. & S.	
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	No. Cars.	No. Cars.	Miles.		STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
PM 9.40		AM 7.50		AM 3.25			Yard	554.9					PM 12.35		PM 10.30	AM 1.00		
\$ 9.48		\$ 7.57		3.32	172	71		559.8	28.0	0	WF TY	C	\$12.26		\$10.20	12.53		
9.50		8.00		3.35	94	93		562.6	20.0	0	Y	C	12.22		10.13	12.49		
\$ 9.55		\$ 8.05		\$ 3.41	441	100		565.6	19.5	0		B	\$12.15		\$10.05	\$12.41		
10.00 ¹⁴		f 8.12		3.46	71	95		571.0	31.7	0	W	C	f 12.10		f 10.00 ⁶⁷	12.36		
\$10.04		\$ 8.17		f 3.50	90	100		574.5	31.7	0		B	\$12.04 PM		\$ 9.55	f 12.31		
\$10.15		\$ 8.29		f 4.00	177	70		583.1	33.3	0		C	\$11.52		\$ 9.45	f 12.22		
10.21		8.35		4.05	12	81		587.5	19.0	14.0		C	11.45		9.39	12.16		
10.25		8.40		4.08	38	80		590.2	22.2	0		B	11.45		9.39	12.16		
								591.6	33.0	0		B	11.42		9.36	12.13		
10.30		8.44		4.12		93		593.6	30.0	0		C						
10.36		f 8.52		4.18	77	68		598.6	33.0	0		B	11.37		9.31	12.09		
10.42	Via Minnequa District.	f 9.00		4.25	23	96		603.6	31.2	0		C	f 11.31		f 9.25	12.04 AM		
10.46		9.03		4.28	47	67		605.7	30.0	0	W	C	f 11.25	Via Minnequa District.	f 9.20	11.59	Via Minnequa District.	
10.51		f 9.09		4.32	17	46		609.6	30.0	0		B	11.22		9.17	11.57		
10.54		9.13		4.35	30	86		611.8	24.6	0		C	f 11.18		f 9.13	11.53		
								611.8	34.4	0		B	11.15		9.10	11.50		
11.01	PM 4.56	9.22	AM 4.36	4.42				617.8	31.7	0		C	11.08	AM 11.10	9.03	11.43	PM 11.48	
								618.2	31.7	31.7								
11.05 PM	5.00 PM	9.25 AM	4.40 AM	4.45 AM				618.8	0	22.0		C	11.05 AM	11.07 AM	9.00 PM	11.40 PM	11.45 PM	
								619.0	0	22.0								
							Yard	619.6	52.8	0	WF TY	C						
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.									Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
(45.1)	(15.0)	(40.4)	(15.0)	(47.9)	Average speed per hour.....					(42.6)	(20.0)	(42.6)	(47.9)	(20.0)				

Automatic Block M.P. 554.9 to M.P. 617.8.

Trains have no time table superiority between bridge 554-B and signal bridge carrying signal 5552, at La Junta, and must run at restricted speed, expecting to find tracks occupied by other trains. Responsibility for accident rests with the approaching train.

East siding switch Rocky Ford at M.P. 566.2 west of station.

West siding switch Manzanola at M.P. 574.4 east of station.

The Colorado & Southern Railway Co. markers displaying green instead of yellow disks will be considered the same indication as yellow. (See Rule 19, Operating Department.)

Trains must get numbered clearance card (Form 902) before leaving La Junta and Pueblo U. D.

Trains originating at 8th St. Yard Office, Pueblo, must register and get numbered clearance card (Form 902) before leaving.

Trains or engines moving between "C" Street viaduct and Union Avenue viaduct, Pueblo, must move at restricted speed over The Pueblo Union Depot and Railroad Co. and A. T. & S. F. tracks.

Track south of Pueblo U. D. tracks between M.P. 619.2 and Block Office No. 2 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.

3800 Class engines must not be turned on Wye at Swink.

Engines must not be operated on rock and beet trestles at Rocky Ford and Swink Sugar Factories.

COLORADO DIVISION.—MINNEQUA DISTRICT.

WESTWARD.				EASTWARD.						
First Class.		Capacity of Siding.	Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 65, June 12, 1938.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	First Class.	
27	21								28	22
Texas Fast Mail. C. & S.	Gulf Coast Special. C. & S.				June 12, 1938.				Colorado Express. C. & S.	Colorado Special. C. & S.
Leave Daily.	Leave Daily.	No. Cars.	Miles.		STATIONS.				Arrive Daily.	Arrive Daily.
PM 4.44	AM 4.24	42	622.3		SOUTHERN JCT.	31.0	W	B	AM 11.22	PM 11.59
4.48	4.28	Yard	620.6	O	1.7			c	11.18	11.55
			618.1	O	MINNEQUA JCT.	97.2				
					2.5					
					Mo. Pac. Crossing.					
					0.3	31.7				
4.56 PM	4.36 AM		617.8	31.7	PUEBLO JCT.			c	11.10 AM	11.48 PM
				31.7	1.0					
Via Union Depot.		Yard	619.7		PUEBLO.		W F T Y	c	Via Union Depot.	
Arrive Daily.	Arrive Daily.				5.5				Leave Daily.	Leave Daily.
(22.5)	(22.5)	Average speed per hour				(22.5)	(24.5)			

Trains or engines between Minnequa Jct. 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 Jct. to crossover south end of Minnequa Jct. yard is known as Minnequa Jct. siding.

The Colorado & Southern Railway Co. markers will display green instead of yellow disks and will be considered the same indication as yellow. (See Rule 19, Operating Dept.)

Manual block between Pueblo Jct. and Minnequa Jct. supersedes time table superiority.

Trains not authorized by time table between Pueblo Jct. and Minnequa Jct. will move on receipt of numbered clearance card (Form 902).

Trains or engines must get numbered clearance card (Form 902) before leaving Pueblo Jct.

Westward trains or engines must get numbered clearance card (Form 902) before leaving Minnequa Jct.

Track No. 5 P. S. & R. yard is used as siding.

First-class trains will register at Minnequa Jct. by Form 903.

BOISE CITY DISTRICT.

WESTWARD.				EASTWARD.							
Second Class.		Capacity of Other Tracks.	Capacity of Siding.	Distance from Dumas Jct.	Ruling Grade Ascending.	TIME TABLE No. 65, June 12, 1938.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Second Class.	
53										34	
Mixed.						June 12, 1938.				Mixed.	
Leave Daily.	No. Cars.	No. Cars.	Miles.		STATIONS.					Arrive Daily.	
PM 2.30 54		Yard	122.6	26.4	BOISE CITY.	0.6	0.0	WFY	C	PM 2.30 53	
2.35			123.2	52.8	BOISE CITY JCT.	12.1	52.8			2.10	
2.53	16	48	135.3	52.8	CASTANEDA.	16.5	52.8		B	1.45	
3.23	70	52	151.8	52.8	CAMPO.	10.7	24.8	W	C	1.10	
3.42		48	162.5	24.8	BISONTE.	10.1	52.8		B	12.45	
4.00			172.6	52.8	SOUTH JCT.	0.5	0.0	Y	B	12.20	
4.15	109	45	173.1	39.6	SPRINGFIELD.	1.3	0.0		C	12.15	
4.20			174.4	42.2	NORTH JCT.	11.6	52.8		B	12.01 PM	
4.42		48	186.0	52.8	HARBORD	10.6	52.8	W	B	11.37	
5.03	16	48	196.6	50.1	FRICK.	16.3	52.8		B	11.10	
5.31	45	48	212.9	52.8	RUXTON.	13.7	50.2	W	B	10.30	
5.52		48	226.6	10.5	GILPIN.	8.9	52.8		B	10.01	
6.05			235.5	26.4	LAS ANIMAS JCT.	2.5	7.7		WY	9.35	
6.10 PM		Yard			LAS ANIMAS.				C	9.30 AM	
Arrive Daily.					(115.3)					Leave Daily.	
(31.4)	Average speed per hour				(23.0)						

Trains must get numbered clearance card (Form 902) 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 these points trains have no time table superiority.

Boise City District trains use Western Division, Cimarron Valley District tracks at Boise City. Trains have no time table superiority at Boise City.

Normal position of switches North Junction, South Junction and Boise City Junction is for Boise City District.

MAY VALLEY DISTRICT.

WESTWARD.		EASTWARD.	
Capacity of Other Tracks.	Capacity of Siding.	Distance from Holly.	Ruling Grade Ascending.
No. Cars.	No. Cars.	Miles.	
45		30.4	
46		34.1	48.6
TIME TABLE No. 65, June 12, 1938.			
STATIONS.			
KORNMAN.			B
8.7			O
MAY VALLEY.			
(3.7)			
Average speed per hour			

No switch lights on May Valley District.

BIG BEND DISTRICT.

WESTWARD.		EASTWARD.	
Capacity of Other Tracks.	Capacity of Siding.	Distance from Holly.	Ruling Grade Ascending.
No. Cars.	No. Cars.	Miles.	
89		36.3	
19		40.5	52.8
TIME TABLE No. 65, June 12, 1938.			
STATIONS.			
WILEY.			O
4.2			
BIG BEND.			
(4.2)			
Average speed per hour			

No switch lights on Big Bend District.

COLORADO DIVISION.—SECOND DISTRICT.

LAMAR DISTRICT.

WESTWARD.		Capacity of Other Trachs.	Capacity of Sidings.	Distance from Holly.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.		
Second Class.						No. 65,						Second Class.		
85	89					June 12, 1938.						86	90	
Mixed.	Mixed.	No. Cars.	No. Cars.	Miles.	STATIONS.	Mixed.	Mixed.							
Lv. Tuesday, Thursday and Saturday.	Leave Daily Ex. Sunday.					Ar. Monday, Wednesday and Friday.	Arrive Daily Ex. Sunday.							
	AM 7.40		Yard	0	HOLLY.		PM 3.55							
	f 7.54	20		6.0	6.0		f 3.35							
	s 7.59	65	62	7.8	MILLWOOD.		s 3.28							
	f 8.06	23		10.8	1.8		f 3.17							
	s 8.13	76	49	18.1	HARTMAN.		s 3.12							
	f 8.21	12		17.2	3.0		f 3.03							
	f 8.28	15	39	19.9	2.3		f 2.57							
	f 8.39	16		25.1	52.8		f 2.46							
	f 8.42	37		26.8	52.8		f 2.43							
AM 11.55	s 8.50 AM	45		30.4	WARWICK.		AM 2.35 PM							
f 12.05		19		33.6	2.3		f 11.30							
s 12.13		89		36.3	52.8		s 11.20							
f 12.23		22		39.7	BRISTOL.		f 11.10							
s 12.35		57	48	43.6	4.1		s 10.58							
f 12.50		15		47.9	52.8		f 10.45							
s 12.55		58	58	50.0	PARRISH.		s 10.40							
f 1.07		15		54.0	2.7		f 10.30							
f 1.15		19	87	57.8	0		f 10.20							
s 1.25		65		61.2	52.8		s 10.10							
f 1.31		22		63.2	GOODALE.		f 10.04							
1.35				64.8	5.2		10.00							
2.20			30	64.8	KARL.		9.25							
f 2.32		30		68.6	1.7		f 9.15							
f 2.43		68		72.2	52.8		f 9.07							
f 3.03		26		79.6	CHANNING.		f 8.50							
s 3.10		26	59	82.2	3.6		s 8.43							
f 3.15		18		84.0	0		f 8.38							
f 3.22		23		86.3	52.8		f 8.34							
f 3.27			41	87.8	0		f 8.30							
f 3.30		16		88.9	59.4		f 8.27							
3.45 PM			Yard	93.5	HASTY.		8.15 AM							
Ar. Tuesday, Thursday and Saturday.	Arrive Daily Ex. Sunday.				4.0		Ar. Monday, Wednesday and Friday.	Leave Daily Ex. Sunday.						
(16.5)	(26.1)	Average speed per hour.....										(18.5)	(22.8)	

WESTWARD		Capacity of Other Trachs.	Capacity of Sidings.	Distance from Lamar.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.		
Second Class.						No. 65,						Second Class.		
83	81					June 12, 1938.						82	84	
Mixed.	Mixed.	No. Cars.	No. Cars.	Miles.	STATIONS.	Mixed.	Mixed.							
Lv. Monday, Wednesday and Friday.	Leave Daily Ex. Sunday.					Ar. Tuesday, Thursday and Saturday.	Arrive Daily Ex. Sunday.							
	AM 11.40	45		4.9	KORNMAN.		AM 11.55	PM 2.35						
f 11.43	f 9.03	11		3.9	1.0		f 11.52	f 2.32						
f 11.48	f 9.07	20		2.6	CULP.		f 11.48	f 2.28						
11.55 AM	9.15 AM		Yard	0	1.3		11.40 AM	2.20 PM						
Ar. Monday, Wednesday and Friday.	Arrive Daily Ex. Sunday.				MARKHAM.		Lv. Tuesday, Thursday and Saturday.	Leave Daily Ex. Sunday.						
(19.6)	(19.6)	Average speed per hour.....										(19.6)	(19.6)	

WESTWARD		Capacity of Other Trachs.	Capacity of Sidings.	Distance from Las Animas.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.		
Second Class.						No. 65,						Second Class.		
95	93					June 12, 1938.						94	96	
Mixed.	Mixed.	No. Cars.	No. Cars.	Miles.	STATIONS.	Mixed.	Mixed.							
Lv. Tuesday, Thursday and Saturday.	Lv. Monday, Wednesday and Friday.					Ar. Monday, Wednesday and Friday.	Ar. Tuesday, Thursday and Saturday.							
	PM 1.35		30	2.9	WAVELAND.		AM 10.00	PM 2.20						
f 1.45	9.35 AM		Yard	0	2.9		9.50 AM	2.10 PM						
Ar. Tuesday, Thursday and Saturday.	Ar. Monday, Wednesday and Friday.				LAS ANIMAS.		Lv. Monday, Wednesday and Friday.	Lv. Tuesday, Thursday and Saturday.						
(17.4)	(17.4)	Average speed per hour.....										(17.4)	(17.4)	

Westward.		Capacity of Other Trachs.	Capacity of Sidings.	Distance from Great Bend.	Ruling Grade Ascending.	TIME TABLE			Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Eastward.	
Second Class.						No. 65,						Second Class.	
69	70					June 12, 1938.							
Mixed.	Mixed.	No. Cars.	No. Cars.	Miles.	STATIONS.	Mixed.	Mixed.						
Lv. Tuesday, Thursday and Saturday.	Ar. Monday, Wednesday and Friday.					Ar. Monday, Wednesday and Friday.	Ar. Monday, Wednesday and Friday.						
	AM 10.30		Yard	167.6	GARDEN CITY.		AM 9.30						
f 10.45	f 10.45	13		151.8	5.8		f 9.15						
f 10.53	f 10.53	22		148.9	GILLESPIE.		f 9.07						
f 11.12	f 11.12	7		142.6	2.9		f 8.47						
s 11.32	s 11.32	16		135.7	6.3		s 8.27						
PM 12.05	PM 12.05	58		128.0	TENNIS.		s 7.52						
Ar. Tuesday, Thursday and Saturday.	Ar. Monday, Wednesday and Friday.			120.1	6.9								
(18.9)	(18.9)	Average speed per hour.....										(18.9)	(18.9)

No switch lights on Second District. Trains must get numbered clearance card (Form 902) before leaving Swink and Holly.

Trains must get numbered clearance card (Form 902) before leaving Garden City and Scott City. No switch lights on Garden City District.

No. 81 is superior to No. 82. No. 83 is superior to No. 84. No switch lights on Lamar District. Trains must get numbered clearance card (Form 902) before leaving Lamar.

No. 93 is superior to No. 94. No. 95 is superior to No. 96. No switch lights on Las Animas District. Trains must get numbered clearance card (Form 902) before leaving Las Animas.

COLORADO DIVISION.

WESTWARD.									TIME TABLE No. 65, June 12, 1938.	EASTWARD.								
75	53	61	73	29	35	85	69	87		72	88	42	54	70	76	86	30	32
Fast Freight. C. & S.	Mixed.	Way Freight.	Fast Freight. C. & S.	Way Freight.	New Mexico, Colo., - Kansas Fast Freight.	Mixed.	Way Freight.	Way Freight.	Fast Freight. C. & S.	Way Freight.	Colo.-Chicago and Texas Fast Freight.	Mixed.	Way Freight.	Fast Freight C. & S.	Mixed.	Way Freight.	Fast Freight and Stock Express.	
Leave Daily.	Leave Daily.	Leave Daily Ex. Monday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Lv. Monday, Wednesday and Friday.	Lv. Tuesday, Thursday and Saturday.	Lv. Monday, Wednesday and Friday.	Arrive Daily.	Ar. Tuesday, Thursday and Saturday.	Arrive Daily.	Arrive Daily.	Ar. Monday, Wednesday and Friday.	Arrive Daily.	Ar. Tuesday, Thursday and Saturday.	Arrive Daily Ex. Sunday.	Arrive Daily.	
					AM 10.45		AM 5.30	AM 4.00			PM 1.00 PM	PM 2.45 PM		PM 1.55 PM			AM 5.00 AM	
							8.00 AM							11.30 AM				
								11.55 AM										
	PM 6.05																	
	6.45 PM	PM 1.30			PM 6.45 7.15	AM 8.05												
						8.15 AM												
PM 9.30			PM 1.00															
10.00 PM		9.30 PM	1.30 PM	PM 12.01	9.40 PM					AM 5.30				PM 4.00			10.00 9.30	
				3.00 PM														
Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Monday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Ar. Monday, Wednesday and Friday.	Ar. Tuesday, Thursday and Saturday.	Ar. Monday, Wednesday and Friday.	Leave Daily.	Lv. Tuesday, Thursday and Saturday.	Leave Daily.	Leave Daily.	Lv. Monday, Wednesday and Friday.	Leave Daily.	Lv. Tuesday, Thursday and Saturday.	Leave Daily Ex. Sunday.	Leave Daily.	

GRAND VALLEY DISTRICT.							
Westward.	Capacity of Sidings.	Distance from Newdale.	Rolling Grade Ascending.	TIME TABLE No. 65, June 12, 1938.	Rolling Grade Ascending.	Communications.	Eastward.
	No. Cars.	Miles.		STATIONS.			
	171	0		NEWDALE.		B	
			24.5	2.9	24.5		
	39	2.9		ROBERTA.			
			97.2	3.0	0.2		
	65	5.9		HAWLFY.			
				5.9			
..... Average speed per hour							

Engines other than 789-825-1050 and 1800 class must not enter Grand Valley District at Newdale.

No switch lights on Grand Valley District.

ROCKVALE DISTRICT.									
WESTWARD.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Clelland.	Rolling Grade Ascending.	TIME TABLE No. 65, June 12, 1938.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.
	No. Cars.	No. Cars.	Miles.		STATIONS.				
	41	43			CLELLAND.		W Y		
			150.5	3.2	0				
	337		3.2		ROCKVALE.				
			158.4	4.0	47.6				
	163		7.2		KENWOOD.		Y		
..... Average speed per hour									

CANON CITY DISTRICT.									
WESTWARD.	Capacity of Other Tracks.	Capacity of Sidings.	Distance from Pueblo.	Rolling Grade Ascending.	TIME TABLE No. 65, June 12, 1938.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.
	No. Cars.	No. Cars.	Miles.		STATIONS.				
		Yard.			PUEBLO.		C		
				31.7	25.4	31.7			
	163	77	25.4		PORTLAND.	0		C	
				31.7	5.7				
	230	62	31.1		FLORENCE.	0		C	
				31.7	0.9				
	41	43	32.0		CLELLAND.	0	W Y		
				31.7	1.6				
				31.7	D. & R. G. W. Crossing.	0			
	13	33	35.3		BROOKSIDE.	0			
				39.6	3.6				
	101	28	38.9		CANON CITY.		W F Y	C	
(38.9)									
..... Average speed per hour									

Canon City District trains must register and get D. & R. G. W. clearance card at 8th St. Yard Office, Pueblo.

Movements of trains or engines within yard limits at Portland are subject to The Denver & Rio Grande Western Railroad Co., Operating Department, Rules and Regulations.

Engines must not be operated beyond plaster mill track No. 6, Portland.

No switch lights on Canon City District except on west crossover switch, Portland, and east wye switch, Clelland.

Deraul on east leg of wye at Clelland 415 feet from Junction switch must be left in normal position.

No switch lights on Rockvale District, except on east wye switch, Clelland.

Chandler Branch connection, Milepost 0.6.

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

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49, 50, 55 and 56. Trains 51 and 52 between Streator and Joliet.
MISSOURI DIVISION—Trains 59 and 60. Trains 57 and 58 between Dumas and Marceline.
EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75 and 76.
MIDDLE DIVISION—Trains 32, 36, 42, 59, 60, 63, 64, 69, 70, 75, 76, 87, 88, 89, 90, 97 and 98.
OKLAHOMA DIVISION—Trains 67, 68, 73, 74, 79, 80, 81, 82, 87 and 88.
SOUTHERN KANSAS DIVISION—Trains 85, 86, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield; 91 and 92 between Pittsburg and Joplin.

WESTERN DIVISION—Trains 81 and 82.
COLORADO DIVISION—Trains 87 and 88.
NEW MEXICO DIVISION—Trains 71 and 72.
PANHANDLE DIVISION—Trains 57, 58, 59, 60, 61, 62, 69, 70, 71, 72, 83, 84, 119 and 120.
PECOS DIVISION—Trains 45 and 46.
PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.
SLATON DIVISION.

When more than one section, only the last section will carry passengers. 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. Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

The following conditional stops apply only to revenue passengers from or destined to points where train is authorized by time table to make conditional, regular or flag stops. Where train is authorized to pick up passengers, agents may flag train accordingly.

(Bold-faced type in following conditional stops indicates changes from previous time tables.)

- | | |
|--|---|
| <p>No. 1. (a) At any station Chicago to Belen, for passengers for Arizona or California.
 (b) At Putnam, Sedgwick, or Valley Center, to discharge passengers from Newton or beyond.
 (c) At Derby or Belle Plaine, for passengers for Wellington or beyond.
 (d) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.
 (e) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Belen to Kiowa, for passengers for Burlington or beyond.
 (c) At any station east of Attica, to discharge passengers from Medicine Lodge District.
 (d) At any station Wellington to Kansas City, to discharge passengers from Wellington or beyond.
 (e) At Peabody or Florence, to discharge passengers from south of Newton or for passengers for Kansas City or beyond.
 (f) At Strong City to discharge passengers from beyond Newton.
 (g) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (h) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona or Mazon, for passengers for Chicago or beyond.</p> <p>No. 3. (a) At any station Chicago to Albuquerque, for passengers for Arizona or California.
 (b) At any station Hutchinson to Kinsley, to discharge passengers from Kansas City or beyond; or for passengers for south and west of La Junta.</p> <p>No. 4. (a) At any station Albuquerque to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Kinsley to Hutchinson to discharge passengers from south or west of La Junta, or for passengers for Kansas City or beyond.
 (c) At Joliet, to discharge passengers from Kansas City or beyond.</p> <p>No. 5. (From Chicago) (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Kansas City, except between Fort Madison and Marceline, for passengers for Kansas City or beyond.
 (c) At any station Chicago to Henrietta, for passengers for St. Joseph District.
 (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet.
 (e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.
 (f) At any station Fort Madison to Marceline, to discharge passengers from east of Fort Madison.
 (g) At any station Marceline to Henrietta, or at Sheffield, to discharge passengers from Chicago.
 (h) At Florence, to discharge passengers from Kansas City or beyond, for Eldorado or McPherson District.
 (i) At Newkirk, to discharge passengers from Newton or beyond, or for passengers for Oklahoma City or beyond.
 (j) At Edmond, to discharge passengers from Wichita or beyond, or for passengers for Ft. Worth or beyond.</p> <p>No. 5-6. (From La Junta) At any station La Junta to Denver, to discharge passengers from east or south of La Junta, and at Castle Rock to discharge or receive passengers.</p> <p>No. 5-6. (From Denver) At any station Denver to La Junta, for passengers for east or south of La Junta; and at Littleton, for passengers for Palmer Lake or beyond.</p> <p>No. 6. (From Galveston) (a) At Edmond, for passengers for Wichita or beyond.
 (b) At Newkirk, to discharge passengers from Oklahoma City or beyond.
 (c) At Florence, for passengers for Chicago or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.
 (b) At Las Animas, to discharge passengers from La Junta or beyond.
 (c) At Ottawa Jct., to discharge passengers from Emporia or beyond.
 (d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>No. 9. (a) At any station Chicago to Albuquerque, for passengers for Albuquerque or beyond.
 (b) At any station Chicago to La Junta for passengers for La Junta or beyond.
 (c) At any station Fort Madison to Marceline, to discharge passengers from east of Fort Madison; or for passengers.
 (d) At any station Henrietta to Kansas City, to discharge passengers from east of Henrietta.
 (e) At any station west of Kansas City, to discharge passengers from beyond Kansas City.
 (f) At any station Kansas City to Newton, for passengers for south or west of Newton.
 (g) At Burlingame, to discharge passengers from Kansas City or beyond.
 (h) At any station Emporia to Newton, to discharge passengers.
 (i) At any station Newton to Albuquerque, to receive or discharge passengers.</p> | <p>No. 10. (a) At any station Albuquerque to Newton, to receive or discharge passengers.
 (b) At any station La Junta to Chicago, to discharge passengers from La Junta or beyond.
 (c) At any station Newton to Kansas City, for passengers for Kansas City or beyond, or to discharge passengers from beyond Newton.
 (d) At any station Florence to Kansas City, to discharge passengers from Eldorado or McPherson District.
 (e) At Halsted Street, Chicago, to discharge passengers for Stock Yards District.</p> <p>No. 11. At Marceline, to discharge passengers from Chicago or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 12. At Marceline to discharge passengers from Kansas City or beyond; or for passengers for Chicago or beyond.</p> <p>No. 15. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 16. (From Pueblo) At any station Pueblo to Newton, to receive or discharge passengers.</p> <p>No. 19. At Chillicothe, to discharge passengers from Chicago or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 21. (a) At Hutchinson to discharge passengers from Kansas City or beyond; or for passengers for La Junta or beyond.
 (b) At Glorieta, to discharge passengers from Trinidad or beyond; or for passengers for Gallup or beyond.</p> <p>No. 22. (a) At Glorieta, to discharge passengers from Gallup or beyond; or for passengers for Trinidad or beyond.
 (b) At Trinidad, to discharge passengers; or for passengers for Kansas City or beyond.
 (c) At Hutchinson to discharge passengers from La Junta or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 23. (a) At any station Chicago to Belen, for passengers for Arizona or California.
 (b) At any station Chicago to Kansas City, for passengers for Newton or beyond; at Coal City, for passengers for west of Ancona; at Stronghurst or Dallas City, for passengers for Kansas City or beyond, or to discharge passengers from Chicago or beyond; and at East Fort Madison, to discharge passengers from Chicago or beyond.
 (c) At Medill or Baring, for passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.
 (d) At any station Pomona to Emporia, for passengers south of Newton, or for west of Newton served by No. 15.
 (e) At Strong City, to pick up or discharge passengers.</p> <p>No. 24. (a) At any station, Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Emporia to Kansas City, to discharge passengers from Emporia or beyond.
 (c) At any station LeLoup to Kansas City, to discharge passengers.
 (d) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.
 (e) At any station Kansas City to Fort Madison to discharge passengers from Kansas City or beyond; or for passengers for Fort Madison or beyond.
 (f) At East Fort Madison, Williamsfield, or Princeville, for passengers for Chicago or beyond.
 (g) At Ransom, Kinsman, Verona or Mazon, to discharge passengers from west of Fort Madison; or for passengers for Chicago or beyond.</p> <p>No. 27. (a) At Eudora, to discharge passengers from Kansas City or beyond.
 (b) At Osage City, to discharge passengers from Topeka or beyond.
 (c) At Burlingame or Osage City, for passengers for south of Newton or for west of Newton served by No. 15.
 (d) At Edmond, to discharge passengers from Ponca City or beyond.</p> <p>No. 27. At Littleton, Castle Rock, Larkspur, or Fountain for passengers for east or south of Pueblo.</p> <p>No. 28. (a) At Edmond, for passengers for Ponca City or beyond.
 (b) At Strong City, to discharge passengers from south of Wichita for Strong City District.
 (c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 47. (a) At Holliday, Gardner, Edgerton or Wellsville, to discharge passengers from Kansas City, Kans., or beyond; or for passengers for Ottawa or beyond; or west of Ottawa Jct. for No. 23.
 (b) At Olathe, for passengers for south of Ottawa.
 (c) At Richmond or Colony to discharge passengers from Ottawa or beyond; or for passengers for Chanute or beyond.
 (d) At any station south of Chanute, to discharge passengers from Ottawa or beyond.</p> <p>No. 48. (a) At any station Tulsa to Chanute, for passengers for Richmond or beyond.</p> |
|--|---|

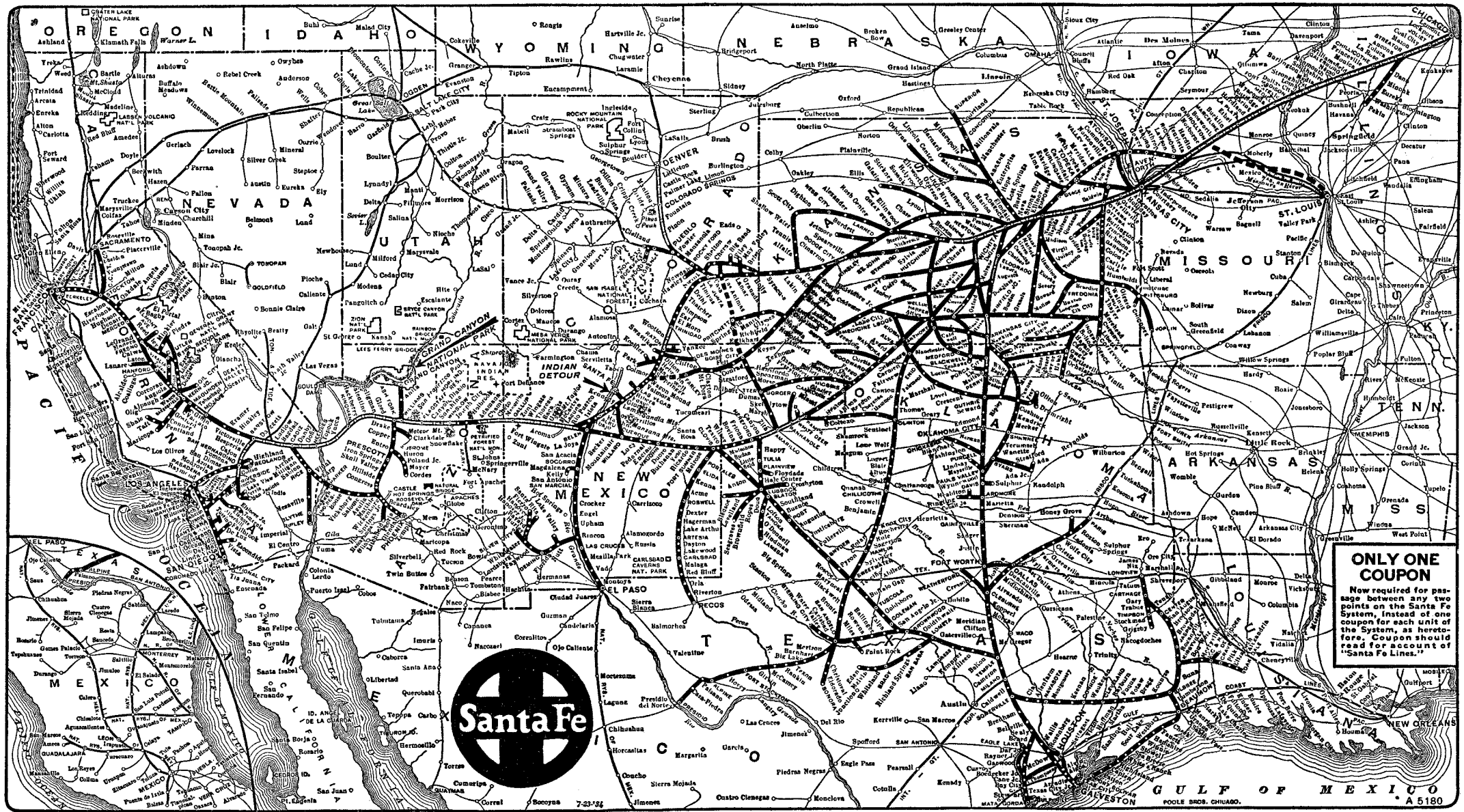
The following signs indicate:

s—Regular Stop; f—Stop on signal; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

SANTA FE FIRST

Every employe should report promptly to his foreman, some member of Safety Committee, or other proper person, all unsafe conditions or practices.

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



ONLY ONE COUPON
 Now required for passage between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."

Santa Fe Through Lines
 Double Track plus two main lines between Newton and Albuquerque
 Lines Under Construction
 Connecting Lines

GULF OF MEXICO
 PEOPLE BROS. CHICAGO. A 5180