

WEST-WARD First Class	Capacity of Siding in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class
3					4
Leave Daily		STATIONS			Arrive Daily
AM 5.40		DODGE CITY YL 2.2	352.5	Y R C	PM 11.20
5.43		SEARS YL } 6.8 HOWELL } 9.7	354.7 361.5		11.14
5.57	6250	CIMARRON 6.1	371.2		11.02
6.07	7750	INGALLS 6.7	377.3		
6.12		CHARLESTON 6.1	384.0		10.53
s 6.22	12350	PIERCEVILLE 12.3	390.1		10.49
6.28		GARDEN CITY YL 6.6	402.4	Y R C	s 10.40
6.34	4050	HOLCOMB 8.0	409.0		10.33
6.39		DEERFIELD 7.3	417.0		10.27
6.48	6850	LAKIN 13.0	424.3		10.22
		SUTTON 4.9	437.3		10.13
		KENDALL 11.7	442.2		
7.00	10000	SYRACUSE 14.9	453.9	B	10.01
		COOLIDGE 6.1	468.8		
7.16	E 3700 W 5100	HOLLY 6.6	474.9		9.46
7.23	4000	BARTON 3.8	481.5		
s 7.36	7500	GRANADA 17.0	485.3		9.38
7.44		LAMAR YL 8.1	502.3	B Y	s 9.26
7.52	4000	PROWERS 11.1	510.4		9.19
		CADDOA 12.1	521.5		9.11
		LAS ANIMAS JCT. 2.4	533.6	B	
8.03	8300	LAS ANIMAS 14.7	536.0	B	9.00
		CASA } 4.2 } 2 Trks.	550.7		
s 8.23 AM		LA JUNTA	554.9	Y R C	8.43 PM
Arrive Daily		(202.4)			Leave Daily
74.9		Average speed per hour			77.3

TCS IN EFFECT: On main tracks between Las Animas Jct. and M.P. 553.9, and on siding Las Animas.

RULE 251 IN EFFECT: Between Dodge City and Sears.

Permanent slow and resume speed signs are not displayed for movements against the current of traffic.

RULE 94 IN EFFECT: At La Junta between M.P. 553.9 and signal bridge carrying Signals 5552 and 5554.

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

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

At Holly, time of eastward trains applies at east switch of east siding, and time of westward trains applies at west switch of west siding.

Train register at Dodge City will be taken to indicate that trains shown thereon have arrived or left Sears.

YARD LIMITS (Rule 93)

Dodge City—Sears, M.P. 352.5 to M.P. 354.7
Garden City, M.P. 398.3 to M.P. 404.5
Lamar, M.P. 500.4 to M.P. 504.2

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frts.
Dodge City and La Junta	90	55*

*Maximum authorized speed for freight trains is: 70 MPH provided:

- (1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTION - TONNAGE.

Maximum authorized speed for freight trains is: 45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS—VARIOUS

	MPH
Crossings, M.P. 370.0 to 371.5	50*
Curve, M.P. 374.1 to 374.2	85
Curve, M.P. 381.6 to 381.9	75
Crossings, M.P. 401.7 to 403.0	45
3 Curves, M.P. 421.3 to 422.2	75
Crossings, M.P. 424.0 to 425.2	50*
Curve, M.P. 430.0 to 430.7	80
Curve, M.P. 432.6 to 433.2	70
2 Curves, M.P. 435.9 to 436.5	75
3 Curves, M.P. 479.9 to 481.9	70
Curve, M.P. 492.4 to 492.6	75
Crossings, M.P. 502.1 to 503.0	60
Curve, M.P. 512.0 to 512.5	80
Curve, M.P. 524.8 to 525.0	80
2 Curves, M.P. 528.6 to 531.0	75
Curve, M.P. 536.4 to 536.5	80
2 Curves, M.P. 543.1 to 543.9	70
2 Curves, M.P. 544.9 to 545.8	75
Curve, M.P. 547.9 to 548.0	75
Curve, M.P. 551.4 to 551.6	60
Curve, M.P. 552.8 to 553.1	55
2 Curves, M.P. 553.6 to 554.2	60

*Not applicable to Trains 3 and 4.

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"I"—Interlocked Switch		"S"—Spring Switch	
STATION	TYPE	LOCATION	MPH
Sears	S	End of Double Track Eastward and Westward M.P. 354.7	30
Cimarron	S	Both ends of siding	20
Charleston	S	Both ends of siding	20
Garden City	S	Both ends of siding	10

(D) SPEED RESTRICTIONS—SWITCHES—Cont'd

STATION	TYPE	LOCATION	MPH
Deerfield	S	Both ends of siding	10
Sutton	S	Both ends of siding	30
Syracuse	S	Both ends of siding	20
Holly	S	Both ends of east siding	10
Granada	S	Both ends of siding	10
Lamar	S	Both ends of siding	20
Caddoa	S	Both ends of siding	10
Las Animas Jct.	I	Boise City Dist. Jct. switch	30
Las Animas	I	Both ends of siding	30
Casa	I	Turnout South Track	30

3. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
Val Agri	M.P. 398.6	900
Sunflower Electric	M.P. 407.4	35000
Iowa Beef Processors	M.P. 411.4	1250
Amity	M.P. 479.2	2150
Grote	M.P. 491.4	1400
Hilton	M.P. 527.4	3600

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

(A) Hotbox and dragging equipment detectors:

Detector Location	Locator Location	
	Eastward	Westward
M.P. 406.4	M.P. 404.3	M.P. 408.4
M.P. 538.4	M.P. 536.6	M.P. 540.9

(B) High Water Detectors:

- M.P. 355.3 to 356 — Near Sears
- Bridge 375.9 — Near Ingalls
- Bridge 381.4 — Near Charleston
- Bridge 387.1 — Near Pierceville
- Bridge 389.5 — Near Pierceville
- Bridge 393.1 — Near Pierceville
- Bridge 419.7 — Near Deerfield
- Bridge 425.3 — Near Lakin
- Bridge 433.0 — Near Sutton
- Bridge 433.6 — Near Sutton
- Bridge 439.6 — Near Kendall
- Bridge 445.7 — Near Kendall
- Bridge 447.1 — Near Kendall
- Bridge 448.3 — Near Syracuse
- Bridge 455.4 — Near Syracuse
- Bridge 469.8 — Near Coolidge
- Bridge 470.8 — Near Coolidge
- Bridge 471.1 — Near Coolidge
- Bridge 485.8 — Near Granada
- Bridge 492.0 — Near Granada
- Bridge 500.1 — Near Lamar

WEST-WARD First Class	Capacity of Sidings in Feet	TIME TABLE No. 15 October 28, 1984			Mile Post	Communications Turn Tables and Ways	EAST-WARD First Class
3							4
Leave Daily		STATIONS					Arrive Daily
AM 8.30		LA JUNTA YL 17.4	554.9	Y R C	PM 8.36		
8.45	4650	TIMPAS 10.7	572.3	B	8.17		
8.53	6000	MINDEMAN 8.5	583.0		8.09		
9.00	6250	DELHI 13.2	591.5	B	8.02		
9.12	6250	SIMPSON 10.3	604.7		7.52		
9.20	4750	MODEL 11.3	615.0	B	7.44		
9.33	6150	HOEHNES 9.5	626.3		7.31		
9.42		BN CROSSING YL 0.9	635.8	B	7.24		
9.47		TRINIDAD 1.9	636.7		7.21		
		JANSEN 3.4	638.6	B			
		STARKVILLE 5.3	642.0				
		GALLINAS 0.8	647.3				
		MORLEY 3.7	648.1	B			
		WOOTTON 1.0	651.8	B			
		LYNN 2.4	652.8	B			
	9300	KEOTA 4.3	655.2				
10.50 AM	4500	RATON	659.5	Y R C	6.16 PM		
Arrive Daily		(104.6)			Leave Daily		
46.3		Average speed per hour			46.3		

TCS IN EFFECT: On main track Raton to and including BN Crossing, and on sidings at Keota and Raton.

RULE 94 IN EFFECT: At La Junta between M.P. 553.9 and Signal Bridge carrying signals 5552 and 5554.

Time of trains at BN Crossing applies at end of Two Tracks.

Trains must secure clearance card before leaving La Junta and Raton.

At Trinidad, between crossover east of passenger station and University Avenue, trains and engines must proceed at restricted speed.

YARD LIMITS (Rule 93)

La Junta, M.P. 555.4 to M.P. 556.4

BN Crossing, M.P. 634.8 to M.P. 635.8

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
La Junta and Trinidad	90	55*
Trinidad and Raton	79	55

*Maximum authorized speed for freight trains is: 70 MPH provided:

- (1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTION - TONNAGE.

Maximum authorized speed for freight trains is: 45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS—VARIOUS

RULES GOVERNING TRAIN OPERATION ON HEAVY DESCENDING GRADES APPLY ON SECOND DISTRICT.
(See Special Rules 15 and 16)

	MPH
Curve, M.P. 555.6 to 555.8 * **	30
Curve, M.P. 556.2 to 556.4	50
Curve, M.P. 560.2 to 560.4	85
Curve, M.P. 575.5 to 576.0	75
2 Curves, M.P. 576.2 to 577.2	70
3 Curves, M.P. 578.7 to 580.4	80
Curve, M.P. 581.2 to 581.4	75
Curve, M.P. 582.1 to 582.3	85
Curve, M.P. 584.4 to 584.5	80
3 Curves, M.P. 587.1 to 589.2	70
3 Curves, M.P. 589.5 to 590.6	80
Curve, M.P. 591.0 to 591.3	70
2 Curves, M.P. 593.2 to 594.1	70
2 Curves, M.P. 595.1 to 596.6	70
Curve, M.P. 597.9 to 598.1	85
Curve, M.P. 599.1 to 599.3	80
Curve, M.P. 600.1 to 600.8	85
Curve, M.P. 602.1 to 602.6	85
Curve, M.P. 605.1 to 605.4	70
Curve, M.P. 606.7 to 607.2	75
Curve, M.P. 608.7 to 608.8	80
Curve, M.P. 615.6 to 615.8	70
Curve, M.P. 618.1 to 618.4	70
Curve, M.P. 619.6 to 619.7 *	35
4 Curves, M.P. 620.2 to 622.4	45
6 Curves, M.P. 622.9 to 624.7 **	35
Curve, M.P. 629.7 to 629.8	80
Curve, M.P. 632.8 to 633.3	80
Curve, M.P. 633.6 to 633.8	70
RR Crossing, M.P. 635.8 Interlocking (TCS)	50
Crossings, M.P. 636.0 to 637.7	20
3 Curves, M.P. 637.4 to 638.5 **	35
10 Curves, M.P. 639.0 to 643.0 **	30
39 Curves, M.P. 643.0 to 652.1 **	20
Tunnel, M.P. 652.1 to 652.5	20
31 Curves, M.P. 652.5 to 659.0 **	20

*Equipped with Westward ATS Inert Inductors
**Equipped with Eastward ATS Inert Inductors

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

STATION	TYPE	LOCATION	"S"—Spring Switch
			MPH
Timpas	S	Both ends siding	25
Mindeman	S	Both ends siding	30
Delhi	S	Both ends siding	30
Simpson	S	Both ends siding	30
Model	S	Both ends siding	30
Hoehnes	S	Both ends siding	30
BN Crossing	I	End of two tracks Eastward	30
	I	East end No. 6 track	15
Trinidad	I	West end No. 6 track	20
Jansen	I	Both ends of two crossovers	30
	I	Connection, Jansen yard	10
Gallinas	I	Both ends of two crossovers	20
Wootton	I	Both ends of crossover	20
	I	End of two tracks Eastward	20
Keota	I	Both ends siding	20
Raton	I	Both ends siding	30
	I	East yard both ends freight lead	10

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

(B) High Water Detectors:

- Bridge 566.6 — Near Timpas
- Bridge 576.6 — Near Timpas
- Bridge 581.3 — Near Mindeman
- Bridge 585.3 — Near Mindeman
- Bridge 586.9 — Near Mindeman
- Bridge 589.6 — Near Delhi
- Bridge 591.6 — Near Delhi
- Bridge 594.3 — Near Delhi
- Bridge 600.1 — Near Simpson
- Bridge 600.5 — Near Simpson
- Bridge 611.2 — Near Model
- Bridge 615.4 — Near Model
- Bridge 633.7 — Near BN Crossing
- Bridge 638.6 — At Jansen

(D) Dragging Equipment Detectors:

- M.P. 649.8 — Both Tracks, bi-directional
- M.P. 657.0 —

SECOND DISTRICT PROFILE — See page 20

WEST-WARD First Class	Capacity of Sidings in Feet	TIME TABLE No. 15 October 28, 1984		Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class	
3						4	
Leave Daily		STATIONS				Arrive Daily	
AM 10.53	4500	TCS	RATON 11.8	659.5	Y R C	PM 6.13	
	5650		HEBRON 7.5	671.3			
	5900		SCHOMBERG 12.2	678.8			
	6050		FRENCH 8.4	691.0	Y B		
11.27	6300		SPRINGER 10.6	699.4			5.29
11.37	6250		COLMOR 9.7	710.0			5.21
11.46	6100		LEVY 5.6	719.7	B		5.13
11.51	3800		WAGON MOUND 17.0	725.3	B		5.09
PM 12.12	4650		ABS	SHOEMAKER 7.9	742.3	B	4.51
12.24	6250			WATROUS 9.3	750.2	B	4.40
12.34	5800	ONAVA 10.6		759.5			4.32
12.48 PM	5700		LAS VEGAS YL 22.8	770.1	Y C R	4.21 PM	
Arrive Daily			(110.6)			Leave Daily	
57.2		Average speed per hour				58.8	

TCS IN EFFECT: On main track Raton to and including switch west end siding Springer, and on sidings Raton, Hebron, Springer and French.

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

At Springer, maximum authorized speed 20 MPH while head end of train passing over hand throw switch leading from siding to industrial spur track.

YARD LIMITS (Rule 93)
Las Vegas, M.P. 767.2 to M.P. 771.1

YORK CANYON DISTRICT

WEST-WARD	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Table and Wyes	EAST-WARD
↓				↑
STATIONS				
	FRENCH YL 13.3		Y B	
	COLFAX 22.8	13.3		
	YORK CANYON YL 36.1	36.1		
(36.1)				

M.P. 1.93 and M.P. 17	
Ascending	40
Descending	35
M.P. 17 and M.P. 35.2	
Ascending	25
Descending	20

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

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"I"—Interlocked Switch		"S"—Spring Switch	
STATION	TYPE	LOCATION	MPH
French	I	Third Dist. Jct. Switch	40
York Canyon	S	Loop Track Switch	15

3. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
Scale run around	M.P. 1.8	500

YARD LIMITS (Rule 93)
French, M.P. 0.0 to M.P. 2.5
York Canyon, M.P. 33.8 to M.P. 36.1

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN	MPH
M.P. 0 and M.P. 1.76	
Ascending	40
Descending	35
M.P. 1.76 and M.P. 1.93	
Ascending	4
Descending	4

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frnt.
Raton and Las Vegas	79	55*

*Maximum authorized speed for freight trains is: 70 MPH provided:

- (1) Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- (2) Train does not exceed 5500 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 80 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTION - TONNAGE.

Maximum authorized speed for freight trains is: 45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS—VARIOUS

	MPH
2 Curves, M.P. 660.0 to 660.4 **	40
2 Curves, M.P. 660.8 to 661.7	60
6 Curves, M.P. 663.1 to 666.3	65
5 Curves, M.P. 667.1 to 670.7	70
4 Curves, M.P. 676.7 to 679.8	70
Curve, M.P. 682.4 to 682.8	70
Curve, M.P. 683.9 to 684.1	70
4 Curves, M.P. 686.4 to 688.1	70
Curve, M.P. 689.1 to 689.4	70
Curve, M.P. 690.3 to 690.4 * **	45
Curve, M.P. 690.9 to 691.1	50
Curve, M.P. 691.6 to 692.0	55
Curve, M.P. 692.2 to 692.4	65
Curve, M.P. 693.3 to 693.9	70
Curve, M.P. 695.0 to 695.2	70
Curve, M.P. 696.0 to 696.2	55
2 Curves, M.P. 698.3 to 700.3	55
Curve, M.P. 700.6 to 700.9	70
Curve, M.P. 703.6 to 703.8	75
3 Curves, M.P. 706.5 to 709.0	70
Curve, M.P. 710.7 to 711.0	70
4 Curves, M.P. 715.2 to 718.4	70
Curve, M.P. 719.1 to 719.3	65
Curve, M.P. 723.9 to 724.3	70
Curve, M.P. 725.9 to 726.0	70
Curve, M.P. 730.8 to 731.6	65
3 Curves, M.P. 732.0 to 734.2	70
26 Curves, M.P. 736.1 to 747.2 * **	40
Curve, M.P. 747.6 to 748.1 * **	35

(C) SPEED RESTRICTIONS—VARIOUS (Cont'd.)

4 Curves, M.P. 748.2 to 749.1 * **	40
Curve, M.P. 749.2 to 749.4 * **	35
Curve, M.P. 754.0 to 754.1	75
Curve, M.P. 754.7 to 754.9	65
2 Curves, M.P. 757.9 to 759.1	70
6 Curves, M.P. 763.7 to 768.6	70
Crossings, M.P. 769.2 to 771.6	15

*Equipped with Westward ATS Inert Inductors

**Equipped with Eastward ATS Inert Inductors

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"I"—Interlocked Switch

"S"—Spring Switch

STATION	TYPE	LOCATION	MPH
Raton	I	Both ends siding	30
	I	East yard both ends freight lead	10
Hebron	I	Both ends siding	30
Schomberg	S	Both ends siding	30
French	I	Both ends siding	30
	I	York Canyon Dist. Jct. Switch	40
Springer	I	Both ends siding	30
Colmor	S	Both ends siding	30
Levy	S	Both ends siding	10
Wagon Mound	S	Both ends siding	10
Shoemaker	S	Both ends siding	10
Watrous	S	Both ends siding	10
Onava	S	Both ends siding	10
Las Vegas	S	East end siding	30
	S	West end siding	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P.	NAME
689.6	Vermejo River
748.4	Mora River

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

(A) Hotbox and Dragging Equipment Detectors:

Detector Location	Locator Location	
	Eastward	Westward
M.P. 702.1 *	M.P. 700.3	M.P. 704.0
M.P. 753.6 **	M.P. 753.6	M.P. 753.6

* — Locator (Readout) type.

** — Radio Readout (Reporter) type.

(B) High Water Detectors:

M.P. 691.3 — near French
 Bridge 727.1 — near Wagon Mound
 Bridge 753.7 — near Watrous

WEST-WARD First Class	Capacity of Sidings in Feet	TIME TABLE No. 15 October 28, 1984		Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class
3						4
Leave Daily		STATIONS				Arrive Daily
PM 12.51	5700	LAS VEGAS	YL	770.1	Y R C	PM 4.18
		8.4				
1.01	4850	OJITA		778.6		4.05
		10.3				
1.13	5400	CHAPELLE		788.8	B	3.46
		4.8				
1.21	4500	BLANCHARD		793.6	B	3.39
		9.7				
1.42	6385	SANDS		803.3		3.15
		7.7				
1.51	6632	GISE		811.0		3.08
		5.0				
1.57	4050	ROWE		816.0	B	3.03
		4.4				
	8500	FOX		820.4		
		4.8				
	5800	GLORIETA		825.2	B	
		4.8				
	4850	CANYONCITO		830.0		
		5.2				
2.38	7500	LAMY		835.2	Y	2.32
		8.6				
2.48		KENNEDY		843.8		2.21
		10.8				
2.59	4750	WALDO		854.6		2.10
		10.7				
3.10	4400	DOMINGO		865.3		2.01
		11.3				
3.21	6750	NUEVE		876.6		1.52
		9.4				
3.30	6250	BERNALILLO		886.0		1.43
		8.7				
3.38	2600	ALAMEDA	YL	894.7		1.34
		4.1				
3.42		HAHN	YL	898.8		1.30
		3.6				
3.57 PM		Albuquerque	YL	902.4	T R C	1.25 PM
Arrive Daily						Leave Daily
42.1		(132.3)				45.3
		Average speed per hour				

TCS IN EFFECT: On main track between switch at west end Lamy siding and switch at east end Rowe siding and on sidings Canyoncito, Glorieta and Fox.

RULE 251 IN EFFECT: Between Hahn, M.P. 898.8 and M.P. 903.9, Albuquerque.

Permanent slow and resume speed signs are not displayed for movements against the current of traffic.

RULE 94 IN EFFECT: At Albuquerque between M.P. 901.13 and end of Double Track M.P. 903.9.

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

At Lamy, Santa Fe District junction switch normally lined for Fourth District.

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

Train register at Albuquerque will be taken to indicate that trains shown thereon have arrived or left Hahn.

At Glorieta and Canyoncito, maximum authorized speed 20 MPH while head end of train passing over hand throw switches leading from siding to setout spur tracks.

YARD LIMITS (Rule 93)

Las Vegas, M.P. 767.2 to M.P. 771.1

Alameda-Albuquerque, M.P. 894.3 to M.P. 901.1

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN	MPH	
	Pgr.	Fr.
Las Vegas and Lamy	79	55*
Lamy and Albuquerque	90	55*
Rosario Industrial Spur	15	15

*Maximum authorized speed for freight trains is:

70 MPH provided:

- Train does not contain empty car(s) (10-PACK cars, cabooses and flat cars loaded with empty trailers, containers or container chassis are considered loads).
- Train does not exceed 5500 tons.
- Train does not exceed 90 cars.
- Train does not average more than 80 tons per car.
- Locomotive can control speed to 70 MPH without use of air brakes.

(B) SPEED RESTRICTION - TONNAGE.

Maximum authorized speed for freight trains is:

45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(Continued on page 9)

SANTA FE DISTRICT

WEST-WARD	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
	STATIONS			
	LAMY	YL	Y	
	18.1			
	SANTA FE	YL	C	
	18.1			
	(18.1)			

Between Lamy and Santa Fe movements will be made in accordance with Rule 93.

At Lamy, Fourth District Junction switch normally lined for Fourth District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN	MPH
Lamy and Santa Fe	10

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

YARD LIMITS (Rule 93)

Lamy-Santa Fe, M.P. 0.0 to M.P. 18.1

SANTA FE DISTRICT PROFILE - See page 22

COLORADO DIVISION

FOURTH DISTRICT 9

(C) SPEED RESTRICTIONS—VARIOUS
 RULES GOVERNING TRAIN OPERATION ON HEAVY DESCENDING GRADES APPLY ON FOURTH DISTRICT.
 SEE TIME TABLE SPECIAL RULES 15 AND 16.

	MPH
Crossings, M.P. 769.2 to 771.6	15
3 Curves, M.P. 770.7 to 772.0 *	60
Curve, M.P. 772.6 to 772.8 *	35
16 Curves, M.P. 772.9 to 779.4 *	45
4 Curves, M.P. 779.6 to 781.9	50
4 Curves, M.P. 782.3 to 784.1	45
Curve, M.P. 784.7 to 784.9	40
Curve, M.P. 786.1 to 786.3	50
2 Curves, M.P. 786.5 to 787.0 * **	45
7 Curves, M.P. 788.4 to 790.5	45
9 Curves, M.P. 790.8 to 793.9	40
Curve, M.P. 794.3 to 794.5	30
13 Curves, M.P. 794.8 to 799.9 * **	20
4 Curves, M.P. 800.4 to 802.8 * **	45
2 Curves, M.P. 804.0 to 805.1 * **	50
9 Curves, M.P. 805.2 to 808.8 * **	45
Curve, M.P. 809.4 to 809.7	60
Curve, M.P. 811.1 to 811.5	60
2 Curves, M.P. 812.3 to 812.9	50
3 Curves, M.P. 813.0 to 813.7 * **	45
2 Curves, M.P. 813.8 to 814.1 * **	40
Curve, M.P. 814.3 to 814.4	55
Curve, M.P. 815.0 to 815.6	60
Curve, M.P. 816.9 to 817.1	60
2 Curves, M.P. 818.6 to 818.9	50
2 Curves, M.P. 819.2 to 819.5 * **	40
Curve, M.P. 819.6 to 819.7 * **	35
8 Curves, M.P. 819.8 to 822.6 * **	40
3 Curves, M.P. 822.7 to 824.6 * **	45
Curve, M.P. 824.7 to 824.8 * **	30
32 Curves, M.P. 825.0 to 829.5 * **	20
4 Curves, M.P. 830.3 to 831.8 * **	30
6 Curves, M.P. 832.1 to 832.9 * **	20
2 Curves, M.P. 833.1 to 835.0	50
Curve, M.P. 836.0 to 836.2	70
4 Curves, M.P. 838.2 to 842.2	70
2 Curves, M.P. 842.7 to 844.2	80
3 Curves, M.P. 845.4 to 847.3	70
2 Curves, M.P. 849.8 to 850.4	70
2 Curves, M.P. 850.7 to 851.5	55
Curve, M.P. 852.5 to 852.7 *	45
2 Curves, M.P. 852.9 to 853.2 *	50
2 Curves, M.P. 853.3 to 853.7 *	30
2 Curves, M.P. 854.2 to 856.2	75
2 Curves, M.P. 860.1 to 860.9	75
Curve, M.P. 861.3 to 862.2	60
Curve, M.P. 863.6 to 863.7	75
Curve, M.P. 865.9 to 866.0	75
7 Curves, M.P. 866.8 to 871.1	70
Curve, M.P. 871.9 to 872.1	80
3 Curves, M.P. 873.9 to 875.6	70
Curve, M.P. 877.5 to 877.7	75
3 Curves, M.P. 878.2 to 879.6	70
Curve, M.P. 880.8 to 881.0	80
3 Curves, M.P. 883.5 to 885.0	80
Curve, M.P. 888.8 to 889.2	80
Curve, M.P. 890.9 to 891.1	80
Curve, M.P. 895.7 to 896.1	80
Crossings, M.P. 898.8 to 901.5	60
Crossings, M.P. 901.5 to 903.4	30

*Equipped with Westward ATS Inert Inductors
 **Equipped with Eastward ATS Inert Inductors

(D) SPEED RESTRICTIONS—SWITCHES
 Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

STATION	TYPE	LOCATION	"I"—Interlocked Switch	"S"—Spring Switch
				MPH
Las Vegas	S	East end siding		30
	S	West end siding		10
Ojita	S	Both ends siding		10
Chapelle	S	Both ends siding		10
Blanchard	S	Both ends siding		15
Sands	S	Both ends siding		30
Gise	S	Both ends siding		30
Rowe	S	Both ends siding		30
Fox	I	Both ends siding		30
Glorieta	I	Both ends siding		20
Canyoncito	I	Both ends siding		25
Lamy	S	Both ends siding		30
Waldo	S	Both ends siding		15
Domingo	S	Both ends siding		30
Nueve	S	Both ends siding		25
Bernalillo	S	Both ends siding		25
Hahn	S	End of double track Eastward		30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
Rosario Industrial Spur		
(2.4 miles)	M.P. 860.7	14500
Plains Electric	M.P. 878.4	2000
Public Service	M.P. 895.7	12850
Tewa Moulding Corp.	M.P. 896.3	700
Rio Grande Steel	M.P. 896.8	1750
Associated Grocers	M.P. 898.5	1200

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

(A) Hotbox and Dragging Equipment Detectors:

Detector Location	Locator Location	
	Eastward	Westward
M.P. 809.2	M.P. 807.2	M.P. 810.7

(B) High Water Detectors:

- Bridge 852.4 — Near Waldo
- Bridge 869.2 — Near Domingo
- Bridge 870.8 — Near Domingo
- Bridge 872.7 — Near Nueve
- Bridge 874.2 — Near Nueve
- Bridge 878.3 — Near Nueve
- Bridge 894.4 — Near Alameda
- Bridge 895.6 — Near Alameda

(C) Slide Fences:

Detector Location	Signals affected
M.P. 826.7 to 826.9	Signal 8272, and controlled signals governing westward movements at west siding switch Glorieta

FOURTH DISTRICT PROFILE — See Page 21

WEST- WARD ↓	Capacity of Sidings in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		STATIONS			
	Yard	LA JUNTA YL 4.9	554.9	Y CR	
		SWINK 2.8	559.8	B	
		NEWDALE 3.0	562.6		
	5000	ROCKY FORD 5.4	565.6		
	4100	VROMAN 3.5	571.0		
	5400	MANZANOLA 8.6	574.5		
	3350	FOWLER 8.5	583.1		
		NA JCT 7.0	591.6		
		BOONE 5.0	598.6		
	7500	AVONDALE 7.3	603.6	Y	
	7500	BAXTER 6.9	610.9		
		PUEBLO JCT. 1.0	617.8		
		PUEBLO U.D. 0.2	618.8		
		D.&R.G.W. Crossing 0.5	619.0		
	Yard	PUEBLO YARD	619.5	Y RC	
		(64.6)			

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

RULE 94 IN EFFECT: At La Junta between M.P. 553.9 and Signal Bridge carrying signals 5552 and 5554.

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

At Swink, the signal governing movements from A.V. District to Pueblo District is a controlled signal. Telephone to control station, La Junta, is located near A.V. District switch. Before any movement is made from A.V. District to Pueblo District, member of crew will secure verbal authority from control station to occupy Pueblo District main track between Swink and LaJunta.

Train order signal Missouri Pacific station, Avondale, will govern Missouri Pacific trains only.

HAND THROW SWITCHES IN TCS LIMITS WHERE TRAIN OR ENGINE MUST NOT CLEAR TO MEET, OR BE PASSED BY, ANOTHER TRAIN OR ENGINE.

(See Special Rule 5):

Boone, both ends of MoPac House track.

Dinsmore Spur, M.P. 606.6 and Gas Spur, M.P. 608.9, between Avondale and Baxter.

Avondale, both ends MoPac House track.

Economy Builders Spur, M.P. 615.1, between Baxter and Pueblo Jct.

YARD LIMITS (Rule 93)

La Junta, M.P. 555.4 to M.P. 556.5

MINNEQUA DISTRICT

WEST- WARD ↓	Capacity of Sidings in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		STATIONS			
	4500	SOUTHERN JCT. YL 1.7	124.3		
	1750	MINNEQUA YL 1.4	122.6	C	
		SALT CREEK JCT. 1.1	121.2		
		Mo. Pac. Crossing 0.3	120.1		
		PUEBLO JCT.	119.8		
		(4.5)			

TCS IN EFFECT: On main track between Minnequa and Pueblo Jct.

Between Minnequa and Southern Jct., trains and engines will be governed by the Time Table, Rules and Regulations of the Burlington Northern Railroad Company.

At Minnequa, Track No. 4, extending between station sign and crossover south end of yard, is Minnequa siding.

Southern Junction siding extends from crossover to south end.

YARD LIMITS (Rule 93)

Southern Jct.—Minnequa M.P. 124.3 to 122.6

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
La Junta and Pueblo Jct.	55
Pueblo Jct. and Pueblo Yard	20

(B) SPEED RESTRICTION - TONNAGE.

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS—VARIOUS

	MPH
Curve, M.P. 555.7 to 556.1 Westward	50
Curve, M.P. 555.7 to 556.1 Eastward	45
Crossings, M.P. 565.0 to 566.1	30
Crossings, M.P. 574.2 to 574.9	50
Crossings, M.P. 583.0 to 583.4	50
4 Curves, M.P. 586.3 to 587.8	50
Curve, M.P. 591.0 to 591.1	50
Crossings, M.P. 598.3 to 599.1	40
Curve, M.P. 615.9 to 616.0	50
2 Curves, M.P. 617.2 to 617.6	25
Curve, M.P. 617.6 to 617.8 (Pueblo Jct. Interlocking)	15
RR Crossing M.P. 619.0 (Interlocking)	10
Curve, M.P. 619.0 to 619.1	10

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

STATION	TYPE	LOCATION	MPH
La Junta	S	West end of Freight Lead (Long Tail)	15
Rocky Ford	S	Both ends of siding	10
Manzanola	S	Both ends of siding	10
Fowler	S	Both ends of siding	10

(D) SPEED RESTRICTIONS—SWITCHES—(Cont'd.)

NA JCT	I	Turnout	50
Avondale	I	Both ends of siding	30
Baxter	I	Both ends of siding	30
Pueblo Jct.	I	All Interlocked Switches	15
Pueblo	I	North end Pueblo Union Depot passenger lead	10
	I	North end Loop Line	10
	I	South end receiving yard lead	10
	I	South end departure yard lead	10
	I	North end yard—29th Street	30

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P.	NAME
618.6	Main Street Viaduct, Pueblo.

3. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
E. L. Farmer	M.P. 610.6	400
Pueblo Air Base	M.P. 610.7	Yard
Baxter Beet Track	M.P. 612.6	850
Economy Building Spur	M.P. 615.1	400

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

(A) Hotbox and Dragging Equipment Detectors:

Detector Location	Locator Location	
	Eastward	Westward
M.P. 595.1 *	M.P. 595.1	M.P. 595.1

* — Monitor Display Board type

(B) High Water Detectors:

Bridge 557.5 — Near Swink
Bridge 612.5 — Near Baxter

PUEBLO DISTRICT PROFILE — See page 22

MINNEQUA DISTRICT

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Pueblo Jct. and Southern Jct.	20

(C) SPEED RESTRICTIONS—VARIOUS

	MPH
RR Crossing M.P. 120.1 (Auto. Interlocking)	20
4 Curves, M.P. 121.9 to 122.6 westward	10
4 Curves, M.P. 121.9 to 122.6 eastward	20

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

STATION	TYPE	LOCATION	MPH
Pueblo Jct.	I	Junction Switches	15
Salt Creek Jct.	I	Turnout	20
Minnequa	I	Turnout	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P.	NAME
120.4	Arkansas River Bridge

MINNEQUA DISTRICT PROFILE — See page 22

WEST-WARD ↓	Capacity of Sidings in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
		STATIONS			
		HARTMAN YL 5.3	7.8		
		BRISTOL YL 13.7	13.1		
		CHANNING YL 3.6	26.8		
		WILSON JCT. YL 6.1	30.4		
		WILEY YL	36.5		
	Yard	LA JUNTA AIR BASE YL 2.0	91.5		
		SWINK YL	93.5	B	
		(30.7)			

Between Swink and La Junta Air Base and between Hartman and Wiley movements will be made in accordance with Rule 93.

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

YARD LIMITS (Rule 93)

Hartman—Wiley, M.P. 7.8 to M.P. 36.5

Swink—La Junta Air Base, M.P. 91.5 to M.P. 93.5

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN	MPH
Swink and La Junta Air Base	20
Hartman and Wiley	10

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

GARDEN CITY DISTRICT

WEST-WARD ↓	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	STATIONS			
	GARDEN CITY YL 15.0	157.6	Y R C	
	TENNIS YL 6.9	142.6		
	FRIEND YL 7.7	135.7		
	SHALLOW WATER YL 7.9	128.0		
	A.T.&S.F. Crossing 0.0	120.1		
	Mo. Pac. Crossing 0.3	120.1		
	SCOTT CITY YL	119.8	Y	
	(37.8)			

Between Garden City and Scott City movements will be made in accordance with Rule 93.

YARD LIMITS (Rule 93)

Garden City—Scott City, M.P. 157.6 to 119.8

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Garden City and Shallow Water	20
Shallow Water and Scott City	10

(C) SPEED RESTRICTIONS—VARIOUS

RR Crossing	MPH
M.P. 120.1 Mechanical Interlocking electrically locked signals and derails set normally against AT&SF. Be governed by instructions posted in control box at crossing.	15
4 Curves, M.P. 141.3 to 142.6	10
Crossing, M.P. 155.6	5

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

3. TRACKS BETWEEN STATIONS

Name	Location	Length (Feet)
Hutchins Spur	M.P. 123.5	350
E-Z Serve Refinery	M.P. 132.2	1050
Chevron Spur	M.P. 134.5	2000
Gano	M.P. 140.5	1050
Freezer Services, Inc.	M.P. 154.6	400

WEST-WARD ↓	Capacity of Sidings in Feet	TIME TABLE	Mile Foot	Communications Turn Tables and Wyes	EAST-WARD ↑
		No. 15 October 28, 1984			
		STATIONS			
		BOISE CITY YL 122.6	R	Y	C
3750		12.7 CASTANEDA 135.3			B
7450		10.9 CAMPO 151.6			B
2200		7.7 BISONTE 162.5			B
7700		2.4 SOUTH JCT. SIDING 170.2			
		0.5 SOUTH JCT. YL 172.6			Y
2200		1.3 SPRINGFIELD YL 173.1			B
		11.6 NORTH JCT. YL 174.4			
2200		10.6 HARBORD 186.0			B
7700		16.3 FRICK 196.6			B
2100		22.6 RUXTON 212.9			B
		LAS ANIMAS JCT. 235.5			B
		(112.9)			

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Boise City and Las Animas Jct.	49

(B) SPEED RESTRICTION - TONNAGE.

Maximum authorized speed for freight trains is:
45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

(C) SPEED RESTRICTIONS-VARIOUS

	MPH
Curve, M.P. 123.2 to 123.8	20
2 Curves, M.P. 172.2 to 172.8	20
Curve, M.P. 174.3 to 174.4	20
Curve, M.P. 234.8 to 235.5	30

(D) SPEED RESTRICTIONS-SWITCHES

Maximum speed permitted through turnout of switches, except main track switches listed below, 10 MPH.

"I"-Interlocked Switch

Station	Type	Location	MPH
Las Animas Jct.	I	First District Jct. Switch	30

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

(A) Hotbox and Dragging Equipment Detectors:

Detector Location	Locator Location	
	Eastward	Westward
M.P. 176.7 *	M.P. 176.7	M.P. 176.7

* - Radio Readout (Reporter) type

(B) High Water Detectors:

Bridge 218.8 * - Near Ruxton

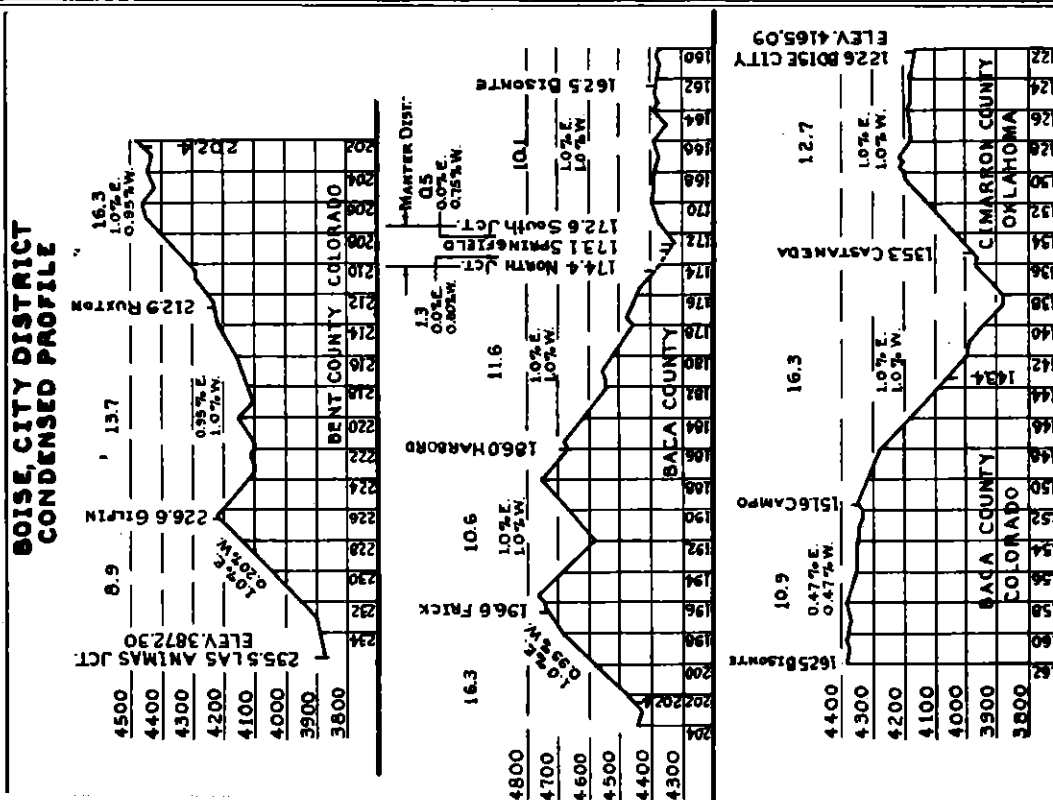
* - When lights, which are located one mile in advance on each side of bridge and at the bridge, display red rotating aspect, train must stop and make thorough inspection to ascertain bridge and track are safe before proceeding. Notify train dispatcher at first opportunity.

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

YARD LIMITS (Rule 93)

Boise City, M.P. 122.6 to M.P. 124.1

South Jct. - North Jct., M.P. 171.5 to M.P. 175.4



WEST- WARD ↓	Capacity of Sidings in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		STATIONS			
		DODGE CITY YL 0.2		T Y R C	
		C.R.I.&P. Jct. YL 0.9	0.2	S.S.W. R.R.	
		C. V. Jct. YL 12.9	1.1		
		ENSIGN 5.0	14.0		
		HAGGARD 7.2	19.0		
		MONTEZUMA 10.9	26.2		
		COPELAND 5.6	37.1		
		TICE 6.9	42.7		
		SUBLETTE 8.3	49.6		
		SATANTA YL 0.4	57.9	Y R C	
		SATANTA JCT. YL 15.7	58.3		
		MOSCOW 12.7	74.0	B	
		HUGOTON 7.3	86.7	B	
		FETERITA 8.7	94.0		
		ROLLA 8.3	102.7		
		WILBURTON 8.6	111.0		
		ELKHART 12.4	119.6	Y B	
		STURGIS 11.6	132.0		
		KEYES 15.6	143.6	B	
		BOISE CITY YL 159.2	159.2	Y R C	
		(159.2)			

Trains and engines using S.S.W. track between C.R.I.& P. Jct. and C.V. Jct. must move within these limits prepared to stop short of train, obstruction or switch not properly lined, not exceeding 15 miles per hour.

At C.R.I.& P. Jct. and at C.V. Jct. switch normally lined for A.T.& S.F.

At Boise City, east wye track switch (M.P. 157.8) normally lined for C. V. District and west wye track switch (M.P. 158.3) normally lined for Plains Division Dumas District.

Phone booth located at west end Bridge 63.7.

YARD LIMITS (Rule 93)

Dodge City, M.P. 0.0 to M.P. 2.7
 Satanta — Satanta Jct., M.P. 56.6 to M.P. 59.5
 Boise City, M.P. 156.8 to M.P. 159.2

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
C.V. Jct. and Boise City	40

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

3. TRACKS BETWEEN STATIONS

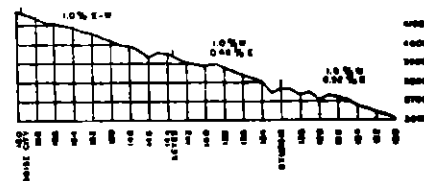
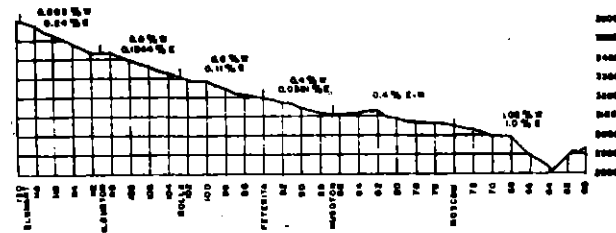
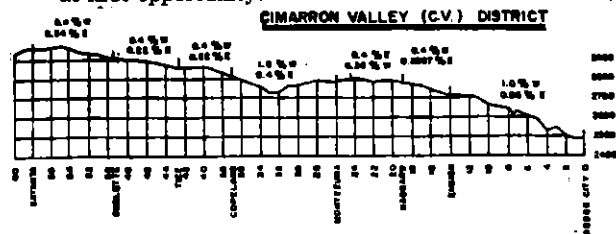
Name	Location	Length (Feet)
Natural Gas Co. Track	M.P. 50.9	900
Cave	M.P. 69.6	750
Helium Plant Spurs	M.P. 139.4	5250

4. TRACK SIDE WARNING DEVICES (Special Rule 10)

(B) High Water Detectors:

Bridge 63.7* — Near Satanta

* — When lights, which are located one mile in advance on each side of bridge and at bridge, display red rotating aspect, train must stop and make thorough inspection to ascertain bridge and track are safe before proceeding. Notify train dispatcher at first opportunity.



WEST- WARD ↓	Capacity of Sidings in Feet	TIME TABLE No. 15 October 28, 1984	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		STATIONS			
		PUEBLO YARD		R Y C	
		0.6 D.&R.G.W. Connection	0.6		
		24.8 PORTLAND	25.4		
		6.1 FLORENCE	31.5		
6800		8.2			
		CANON CITY	39.7	Y C	
		(39.7)			

Trains must register and secure D&RGW Clearance before leaving Pueblo Yard.

Between D&RGW connection (MP 0.6) and Canon City, trains will use D&RGW tracks and be governed by Special Rule 14.

No switch lights on Canon City District except on west cross-over switch, Portland.

SPECIAL RULES

1. SPEED REGULATIONS

(C) SPEED RESTRICTIONS—VARIOUS

	MPH
Crossing, M.P. 38.5	6

(D) SPEED RESTRICTIONS—SWITCHES

At Canon City—Maximum speed permitted through turnout of switches, 10 MPH.

3. TRACKS BETWEEN STATIONS

NAME	LOCATION	LENGTH (FEET)
Rockvale Spur	M.P. 32.5	3400

5. HAND THROW SWITCHES IN TCS LIMITS

On tracks where TCS is in effect and maximum authorized speed exceeds 20 MPH, a train or engine must not clear such tracks through a hand operated switch not electrically locked, or where movements not governed by a signal, for the purpose of meeting, passing or being passed by another train or engine. Locations of such switches are listed on district page.

6.(A) SPEED—AUXILIARY TRACKS

Trains and engines using auxiliary tracks must not exceed turnout speed for that track, unless indicated otherwise in Special Rule 1(A).

6.(B) SPEED—STREET CROSSINGS

Speed restriction over street or highway crossings listed in Special Rule 1(C) apply only while head end of train is passing over such crossing.

7. MAXIMUM SPEED OF ENGINES.

Engines	Forward Or Dead In Train (MPH)	When Not Controlled From Leading Unit (MPH)
Amtrak 100-799		
5990-5998	90*	45
511-649##	50	—
1215-1245#, 1453#, 1460#		
Slug Units 120-121	45	45
ALL OTHER CLASSES	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed is 45 MPH.

*Engine without cars must not exceed 70 MPH.

#When used as controlling unit, maximum authorized speed is 20 MPH.

##May be used as trailing unit, only.

8. MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINES MAY BE OPERATED AND MAXIMUM SPEED IN SUCH OPERATION.

	Maxi- mum Depth Above Top of Rail (Inches)	Maxi- mum Speed (MPH)
All Classes Except Amtrak	4	5
Amtrak	2	2

9. DERRICKS, CRANES, SCALE TEST CARS

Derricks, cranes, pile drivers, spreaders, and similar machinery moving on their own running gear, must not be moved in trains except on authority of Trainmaster, and trains or engines handling such equipment must not exceed speeds indicated below:

DISTRICT	Wrecking Derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 AT-199462 AT-199463 AT-199464 and Jordan Spreaders MPH	Other Machines Including Pile Drivers AT-199452 AT-199453 AT-199456 Locomotive Crane AT-199720 MPH
First, Second, Third, Fourth, Pueblo and Boise City	40	45	30
CV and Manter	20	20	20
Garden City, Minnequa, Canon City, Lamar, York Canyon	15	15	15
AV and Santa Fe	10	10	10

Trains or engines handling wrecking derricks, cranes, pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Locomotive Crane AT 199720 and pile drivers must be handled in trains next to engine.

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

10. TRACK SIDE WARNING DEVICES — INSTRUCTIONS

(A) HOT BOX AND DRAGGING EQUIPMENT DETECTORS

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate track-side indicators. Dragging equipment and wide or shifted loads will also actuate track-side indicators at locations so equipped.

Locator (Readout) type:

When actuated by a condition on a train, a rotating white light will illuminate at detector and locator locations. Train must immediately reduce speed to not exceeding 20 MPH and stop must be made with head-end at locator, if possible; readout observed and instructions in the locator cabinet complied with.

If counters fail to show location of defective equipment, the entire train must be thoroughly inspected for hot journals, wheels, bearings or dragging equipment.

When rotating white light is illuminated before train reaches the detector, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted, or an axle count is indicated on register, be governed by above instructions. If no lamps are lighted, or counters have not registered, train may proceed at prescribed speed and must be observed closely enroute.

Monitor Display Board Type:

The monitor display board is equipped with hotbox and dragging equipment indicator lights. The display board will be dark as train approaches detector and will remain in that condition in the absence of abnormal heat or dragging equipment. "000" will be displayed for 12 seconds after train exits detector. If abnormal heat or dragging equipment is detected, indicator lights will display flashing white aspect; immediately, numerical axle count will start at "001" and accumulate axle count on display board to the rear of train. Crew members on rear of train observing display board will be required to look back, in order to confirm axle count, after rear of train passes display board.

When any indicator light displays flashing white aspect, train must be stopped as soon as possible after rear of train has passed detector and inspection made to locate car(s) or unit with abnormal heat condition or dragging equipment.

All illuminated lights and numerals displayed will be automatically cancelled 90 seconds after entire train has passed detector, which is at same location as display board.

When rotating white light is actuated by train, and a numerical readout is *not* displayed on the display board, train must be stopped and entire train *must* be thoroughly inspected on both sides for abnormal heat condition and dragging equipment.

When rotating white light is displayed before train reaches detector, unless otherwise instructed by the train dispatcher, be governed as follows:

- (1) Train must be stopped and thoroughly inspected if numerical readout is displayed or indicator light(s) are illuminated *as train passes* the detector.
- (2) Train may proceed at prescribed speed and be observed closely en route if:
 - (a) numerical readout is displayed or indicator light(s) are illuminated *before train reaches* the detector, or
 - (b) no numerical readout is displayed or indicator light(s) are illuminated *after train passes* the detector.

Radio Readout (Reporter) Type:

As train approaches the detector location, to alert crew that system is operational the following message will be transmitted via radio:

"SANTA FE RAILROAD, (Site Identification), SYSTEM WORKING."

As train passes the detector location, if defect(s) in the train are noted a rotating white light will be illuminated. In addition, a message stating "YOU HAVE A DEFECT" or an audible beeping tone will be transmitted via radio. If detector is on the north track, the audible tone will be a fast beep; if on middle or south track, it will be a slow beep. If two trains are passing detector at same time and defect(s) are noted in each train, the beeping tone will revert to a continuous tone. When any of these warnings are observed, train(s) must be stopped with rear-end at least 300 feet beyond the detector then identification of defect(s) noted, by type and location in the train, will be transmitted via radio. This transmission will be repeated once to insure information is correctly copied. All references to defect location will be from rear of train, and references to "LEFT" or "RIGHT" side are to the engineer's left or right in the direction of travel. The following are typical of transmissions that crews can expect to hear:

- (1) "SANTA FE RAILROAD, (Site Identification), FIRST HOTBOX RIGHT SIDE, one seven eight."
- (2) ".....SECOND HOTBOX LEFT SIDE, one four three."
- (3) ".....FIRST DEFECTIVE CAR*, axle one two five."
- (4) ".....FIRST DRAGGING EQUIPMENT NEAR AXLE zero six eight."
- (5) ".....WIDE LOAD NEAR AXLE two ninety six."

*DEFECTIVE CAR alarm indicates there are more than two defects on a particular car. When such alarm(s) received, close inspection must be made of all journals and wheels on car indicated and 3 cars (or units) on either side of indicated equipment.

Anytime a train receives four (4) defective car alarms, three (3) or more hotbox alarms, two (2) or more dragging equipment alarms, or one (1) wide load alarm, crew must inspect the remainder of their train for additional defects.

If, after head-end of train passes detector, the rotating white light becomes illuminated but no message or audible tone is received, train must be stopped with rear-end at least 300 feet beyond the detector and entire train inspected for defects.

If the rotating white light is illuminated before head-end of train reaches detector, and/or the following message is transmitted via radio:

"SANTA FE RAILROAD, (Site Identification), SYSTEM FAILURE."

10. TRACK SIDE WARNING DEVICES (Cont'd.)

crew must be alert for the possible transmission of a message or audible tone should an alarm occur during passage of the train. If no such message or tone is received, train may proceed at prescribed speed and must be observed closely enroute.

If, after entire train has passed the detector, no defects were noted the following message will be transmitted via radio:

"SANTA FE RAILROAD, (Site Identification), NO DEFECTS."

If, as train approaches and passes detector, the rotating white light does not illuminate, and no message or audible tone is received, train may proceed at prescribed speed and must be observed closely enroute.

Instructions Applicable to All Types Hotbox and Dragging Equipment Detectors

"Due to variance in number of axles on freight equipment being handled in trains, locating indicated defects must be accomplished by the crew actually counting axles. When making inspection, give particular attention to heat of journals and hub of wheels. If heat caused by sticking brakes and condition corrected, train may proceed at prescribed speed. If rear car of train is indicated as the location of defective equipment, and no defect(s) found on that car, entire train must be thoroughly inspected. If an overheated condition is not found on equipment indicated by detector or locator, close inspection must be made on three cars (or units) on either side of indicated equipment. If, still nothing is found wrong, or if entire train has been inspected, the train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train is checked by an intervening hotbox detector, or is delivered to a terminal where mechanical inspection is made.

Mechanical forces at the terminal, and relieving crew at crew change point where mechanical inspection is not made, must be informed on existing conditions.

If abnormal heat is detected on same car by intervening detector, or during a stop for inspection, car must then be set out.

Any detector failure or malfunction observed must be reported to the train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signalman that the detector is actually inoperative.

When a train is stopped by detector, Form 1572 Standard must be filed at first office of communication.

Trains must not exceed 30 MPH while moving over hotbox detectors (scanners) when:

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

(B) HIGH WATER DETECTORS

High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent block signals in stop position. When adjacent block signals are red trains must not proceed until thorough examination has been made to determine that bridge or track has not been weakened by high water. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

(C) SLIDE DETECTOR FENCES

Slide detector fences placed in certain areas which will cause adjacent signals to be in stop position if fence circuit is broken. Due precaution for slides must be taken by crews in such areas when observing the requirements of Rules 320 or 321. Train dispatcher must be promptly notified if slide conditions observed.

(D) DRAGGING EQUIPMENT DETECTORS

Dragging equipment will actuate rotating white light at detector location, light must be observed; when activated train must be stopped and entire train must be thoroughly inspected for dragging equipment.

11. BULLETIN BOOKS (Rule 80)

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

12. STANDARD CLOCKS (Rule 1)

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

13. HAZARDOUS MATERIALS.

I. It is the conductors responsibility to determine the identity and location of hazardous material shipments in the train. The conductor will communicate the information to members of the train and engine crew. Hazardous material shipments can be identified by checking:

A. WAYBILL—The train crew is required to have a shipping paper (waybill) for each hazardous material shipment in the train. A shipping paper is also required for certain empty tank cars last containing hazardous materials. Essential information included on the shipping paper is the proper shipping name, hazard class, quantity, identification number and -RQ- notation when applicable, and placards applied.

B. WHEEL REPORTS—The train crew is required to have a wheel report, consist, switch list or other document indicating the position in the train of each loaded placarded car.

C. PLACARDS—Certain cars, trailers, and containers loaded with hazardous materials are required to be placarded. Certain empty tank cars which last contained a hazardous material are required to be placarded.

D. COMMODITY CODES—The commodity code will be shown on the waybill and the wheel report. Commodity codes starting with "49" indicate a hazardous material.

II. In the event of an incident involving hazardous materials, your safety is the first consideration. The following will apply, IF IT IS SAFE TO DO SO:

A. Notify the Chief Dispatcher by the quickest means possible. If railroad communications fail or are not available, call long distance to the telephone number listed below:

Newton, Kansas (316) 283-7510
La Junta, Colorado (303) 384-9333

B. Determine the location in the train of cars involved in the incident. Approach from the upwind (wind at your back) side and go no nearer than absolutely necessary to assess the condition of the cars. Use your eyes, ears and nose to detect any vapor or gas clouds, fire, smoke, unusual smells or noises, leaking material, etc. If any are present, **DO NOT GO NEAR THE CARS.** Smoking is prohibited in the vicinity of a hazardous incident.

C. Assist injured. Call for medical assistance if needed.

D. The Chief Dispatcher will be furnished as much of the following information as possible:

- (1) Train identification, symbol, employee name and position.
- (2) Specific location of the incident (station, milepost location, nearest street or highway crossing).
- (3) Nature of the incident—number of cars involved, if upright or turned over, if ruptured or leaking, on fire or near fire, vapor or gas cloud, unusual odor or noise, etc.
- (4) Waybill Information:
 - (a) Car number
 - (b) Proper shipping name of contents
 - (c) Hazard class of material
 - (d) Shipper and consignee
 - (e) Standard Transportation Commodity Code (49 Series number).
- (5) Weather conditions (wind direction and intensity, temperature, if raining, snowing, foggy, etc.).
- (6) Location of roads, buildings, people or property subject to harm or damage from the emergency.
- (7) Location of access roads.
- (8) Location of nearby stream, rivers, ponds, lakes or other bodies of water.
- (9) Any other information that will help the dispatcher understand the situation.

E. Warn people to stay away from the emergency area.

F. Contact emergency response personnel upon their arrival (police, sheriff, fire department, etc.) and provide the person in charge with information off shipping papers. **DO NOT SURRENDER DOCUMENTS TO ANYONE OTHER THAN AUTHORIZED RAILROAD PERSONNEL.**

G. Remain at the scene at a safe distance until relieved by a railroad Operating Department officer.

14. JOINT TRACK FACILITIES

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

PUEBLO JCT.—NA JCT.—AT&SF and Mo.Pac. trains and engines will use joint trackage and will be governed by AT&SF time table, rules and regulations.

PUEBLO JCT.—MINNEQUA—AT&SF and BN trains and engines will use joint trackage and will be governed by AT&SF time table, rules and regulations.

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

D&RGW CONNECTION PUEBLO - CANON CITY — AT&SF trains will use D&RGW tracks and will be governed by D&RGW time table, rules and regulations except as modified below:

Maximum authorized speed for freight trains is 55 MPH; except, maximum authorized speed is 45 MPH when averaging 90 tons or over per car, or when train exceeds 7000 tons.

BN CROSSING—JANSEN

BN and D&RGW trains will use AT&SF tracks and will be governed by AT&SF timetable, rules and regulations.

C.R.I.&P. JCT.—CV JCT.

AT&SF trains will use SSW track and be governed by instructions on Page 14.

(2) When total brake pipe reduction exceeds 18 pounds to control train speed, train must be stopped immediately and brake system fully recharged before proceeding; first setting a sufficient number of hand brakes if engine brakes will not hold the train.

C. Trains operating without RCE, and locomotive dynamic brake fails or becomes inoperative, must not exceed 15 MPH. In the event total brake pipe reduction exceeds 18 pounds to control train speed, train must be stopped immediately and brake system fully recharged, first setting all hand brakes. Before proceeding, 50% of cars in the train must have retainers set in high pressure position. With retainers set, close observation of cars must be maintained to detect overheated wheels and cooling stop must be for not less than ten minutes.

D. Passenger trains must not exceed following maximum speeds:

Between Wootton and M.P. 643	—20 MPH
Between M.P. 643 and Jansen	—30 MPH
Between Lynn and M.P. 659	—20 MPH
Between Glorieta and M.P. 833	—30 MPH

Freight trains must not exceed following maximum speeds:

EASTWARD:	
Between M.P. 643 and M.P. 639	—20 MPH

E. On passenger trains and light engines, a running test of the air brakes must be made as prescribed by Operating Rule 934(I) at Lynn eastward and at Wootton and Glorieta westward.

15. TRAIN OPERATION ON DESCENDING GRADES BETWEEN MP 643 AND RATON AND BETWEEN GLORIETA AND MP 833.

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

B. Trains, including those operating with RCE, must not exceed speed of 15 MPH when average tons per car is 91 or more, 20 MPH when average is 71 to 90 tons or, 25 MPH when the average is 70 tons or less.

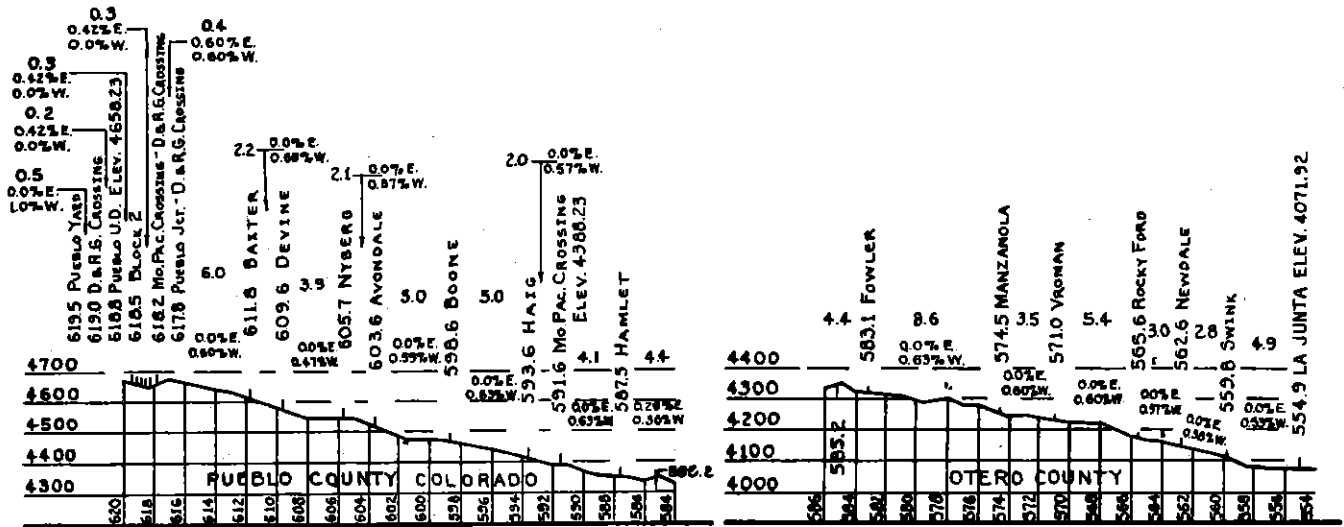
(1) When locomotive dynamic brake is operative and total brake pipe reduction does not exceed 18 pounds, train may proceed.

16. FREIGHT TRAIN OPERATION HAVING LOCOMOTIVE WITH DYNAMIC BRAKE NOT IN USE ON DESCENDING GRADES OF 1.0 PERCENT OR MORE, EXCEPT BETWEEN MP 643 AND RATON, AND GLORIETA AND MP 833.

A. When average tons per car is 90 or more, maximum speed on descending grades as follows:

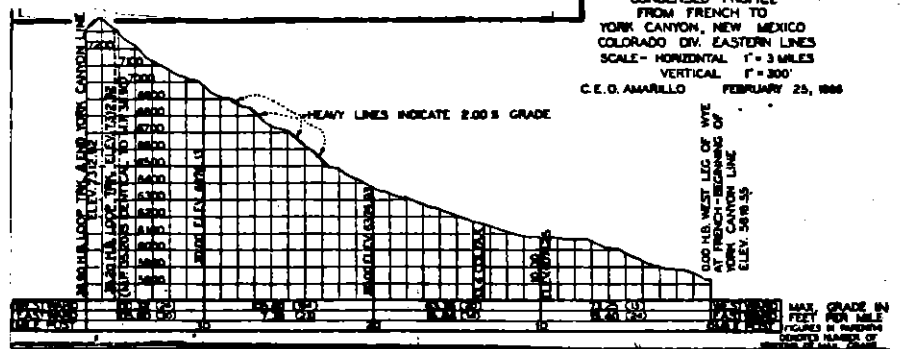
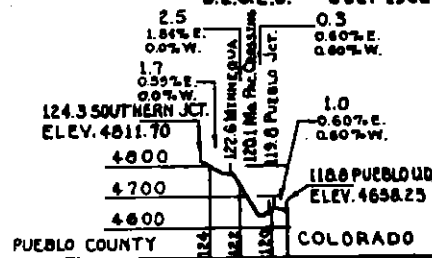
1.0% to 1.5% (52.8 to 79.2 feet per mile)	40 MPH
1.5% to 2.0% (79.2 to 105.6 feet per mile)	25 MPH
2.0% (105.6 feet per mile) or more	15 MPH

**PUEBLO DISTRICT
CONDENSED PROFILE**



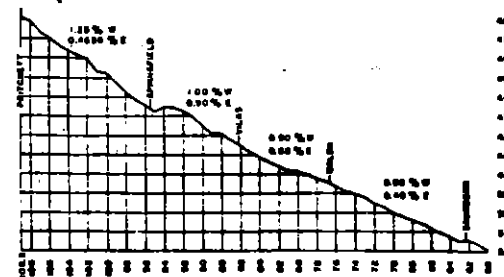
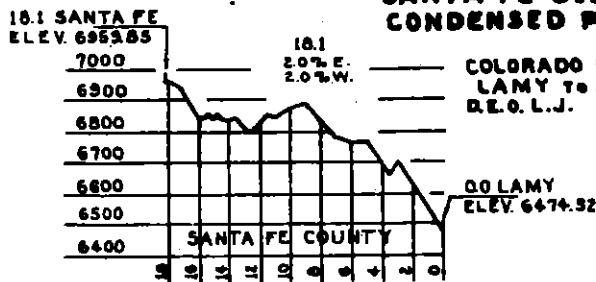
**MINNEQA DISTRICT
CONDENSED PROFILE**

COLORADO DIVISION
PUEBLO U.D. TO MINNEQA
D.E.O.L.J. JULY 1962



**SANTA FE DISTRICT
CONDENSED PROFILE**

COLORADO DIVISION
LAMY TO SANTA FE
R.E.O.L.J. JULY 1962



HOW TO USE THIS CHART:

- To determine where a placarded car can be placed in a train follow these steps:
- Determine the type of placard that is applied to the car. From Line 1.
- Determine the type of car to which the placard is applied from. Line 2
- Follow vertically down the chart and note which lines apply.
- The symbol "✓" indicates wording at the side that applies. See footnotes for explanation.

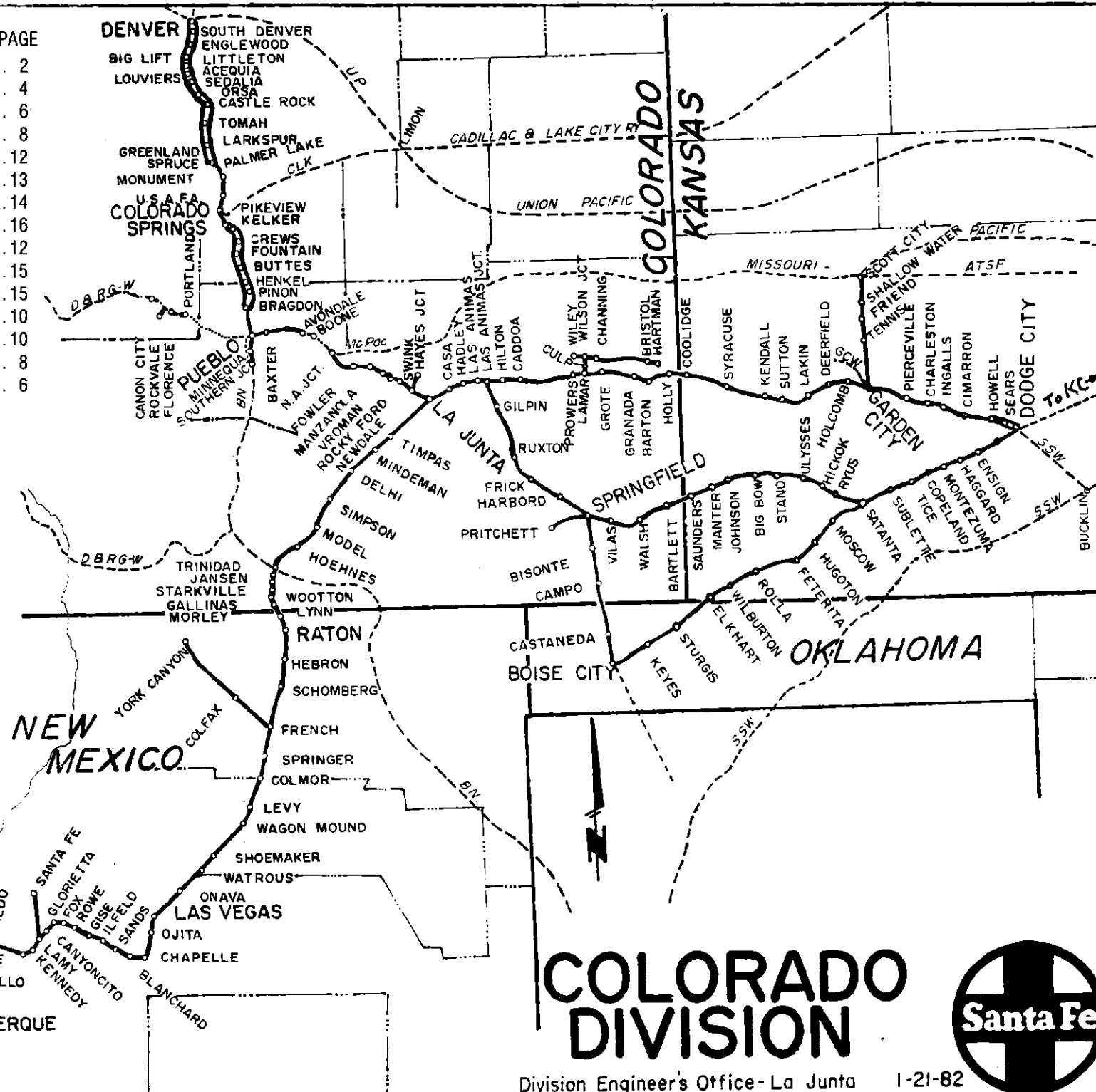
POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS

PLACARD APPLIED ON CAR		TYPE OF CAR									
		ANY CARS <small>(see footnotes regarding trailer-on-flatcar)</small>	TANK CAR	OTHER THAN TANK CAR	ANY CAR	TANK CAR	OTHER THAN TANK CAR	TANK CAR	TANK CAR	PLACARDED EMPTY EXCEPT COMBUSTIBLE	COMBUSTIBLE
3	RESTRICTIONS										
4	WHEN TRAIN LENGTH PERMITS MUST NOT BE NEARER THAN 600 FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR	✓	✓				✓				
5	WHEN TRAIN LENGTH DOES NOT PERMIT MUST BE NEAR MIDDLE OF TRAIN BUT NOT NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE.	✓	✓				✓				
6	LOADED FLAT CAR, A FLAT CAR EQUIPPED WITH PERMANENTLY ATTACHED ENDS OF RIGID CONSTRUCTION IS CONSIDERED TO BE AN OPEN-TOP CAR.	✓ ^①	✓	✓			✓ ^②				
7	AN OPEN-TOP CAR WHEN ANY OF THE LADING PROTRUDES BEYOND THE CAR ENDS OR WHEN ANY OF THE LADING EXTENDING ABOVE THE CAR ENDS IS LIABLE TO SHIFT SO AS TO PROTRUDE BEYOND THE CAR ENDS.	✓	✓	✓			✓				
8	ENGINE	✓	✓	✓	✓	✓	✓			✓	
9	EXCEPT AS PROVIDED IN LINES 10 AND 11, A CAR OCCUPIED BY ANY PERSON OR A PASSENGER CAR OR COMBINATION CAR THAT MAY BE OCCUPIED.	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓	✓ ^④	✓		
10	OCCUPIED CABOOSE	✓ ^③	✓ ^③	✓ ^③	✓	✓	✓		✓		
11	OCCUPIED GUARD CAR	✓ ^③	✓ ^③	✓ ^③			✓				
12	UNDEVELOPED FILM					✓					
13	A CAR WITH AUTOMATIC REFRIGERATION OR HEATING APPARATUS IN OPERATION, OR A CAR WITH OPEN-FLAME APPARATUS IN SERVICE, OR WITH AN INTERNAL COMBUSTION ENGINE IN OPERATION.	✓	✓	✓			✓				
14	A CAR CONTAINING LIGHTED HEATERS, STOVES, OR LANTERNS.	✓	✓	✓							
15	MUST NOT BE PLACED NEXT TO CAR PLACARDED	EXPLOSIVES A		✓	✓	✓	✓	✓	✓		
16		POISON GAS	✓				✓	✓	✓		
17		LOADED PLACARDED CAR, OTHER THAN A CAR PLACARDED WITH THE SAME PLACARD OR THE "COMBUSTIBLE" PLACARD.	✓	✓	✓	✓					
18		RADIOACTIVE	✓	✓	✓			✓	✓		

FOOTNOTES:

- ① Loaded cars placarded "EXPLOSIVES A" may be placed next to each other.
- ② A specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads may be placed next to these placarded loaded tank cars subject to the following: this exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.
- ③ A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.
- ④ Applies only in mixed train service, see section 174.87

DISTRICT	PAGE
First	2
Second	4
Third	6
Fourth	8
A.V.	12
Boise City	13
C.V.	14
Canon City	16
Garden City	12
Lamar	15
Manter	15
Minnequa	10
Pueblo	10
Santa Fe	8
York Canyon	6



COLORADO DIVISION

