

E. B. JONES, Trainmaster La Junta, Colo.
 E. O. CHADDOCK, Trainmaster La Junta, Colo.
 C. S. SHAFFER, Trainmaster-
 Road Foreman of Engines Albuquerque, N.M.
 B. Y. STEELE, Road Foreman of Engines La Junta, Colo.
 W. N. WILLIS, Chief Dispatcher La Junta, Colo.
 B. E. SPOONEMORE, Asst. Chief Dispatcher... La Junta, Colo.
 J. A. PURCELL, Asst. Chief Dispatcher La Junta, Colo.

TRAIN DISPATCHERS — LA JUNTA, COLO.

W. BERKOVITZ D. A. POINTER J. J. GARZA
 A. F. MATHIS T. E. LEWIS R. F. SMITH
 L. B. MAY L. V. ANDERSON E. D. BALL
 J. Z. CLOUD A. W. ABEL P. R. HOLIMAN
 A. W. JORDAN L. N. STEPHAN J. O. McATEE

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are **DAMAGING**—Here's what happens:

	SAFE COUPLING SPEED
4 miles per hour <input type="checkbox"/>	Damage Begins
5 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
6 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

IT'S EVERYBODY'S JOB ON THE SANTA FE

SPEED TABLE

Table of speeds (minutes and seconds per mile, in terms of miles per hour).

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	1 42	35.3
.. 38	94.7	1 ..	60.0	1 44	34.6
.. 39	92.3	1 02	58.0	1 46	34.0
.. 40	90.0	1 04	56.2	1 48	33.3
.. 41	87.8	1 06	54.5	1 50	32.7
.. 42	85.7	1 08	52.9	1 52	32.1
.. 43	83.7	1 10	51.4	1 54	31.6
.. 44	81.8	1 12	50.0	1 56	31.0
.. 45	80.0	1 14	48.6	1 58	30.5
.. 46	78.3	1 16	47.4	2 ..	30.0
.. 47	76.6	1 18	46.1	2 05	28.8
.. 48	75.0	1 20	45.0	2 10	27.7
.. 49	73.5	1 22	43.9	2 15	26.7
.. 50	72.0	1 24	42.9	2 30	24.0
.. 51	70.6	1 26	41.9	2 45	21.8
.. 52	69.2	1 28	40.9	3 ..	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 ..	15.0
.. 55	65.5	1 34	38.3	4 30	13.3
.. 56	64.2	1 36	37.5	5 ..	12.0
.. 57	63.2	1 38	36.8	6 ..	10.0

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

EASTERN LINES

Western District

COLORADO DIVISION

TIME TABLE No.

6

IN EFFECT

Saturday, June 1, 1968

At 12:01 A. M.

Mountain Standard Time

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

L. M. OLSON, **L. P. HEATH,**
 General Manager, Asst. General Manager,
 Topeka, Kansas Topeka, Kansas

C. B. KURTZ,
 Superintendent,
 La Junta, Colorado

Siding Capacity 50 Ft. Per Car	WESTWARD			Ruling Grade Ascending	TIME TABLE No. 6 June 1, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD		
	First Class		Mile Post					Feet Per Mile	First Class	
	17	23							24	18
Sidings	Leave Daily	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily	Arrive Daily	
	AM 6.18	AM 12.10	352.5	20.9	DODGE CITY YL 5.1 } 2 Tracks	0	T Y R C s	AM 4.30	PM 11.20	
	6.24	12.17	357.6	22.8	SEARS 3.9	0	B	4.12	11.05	
81	6.28	12.21	361.5	28.0	HOWELL 4.8	28.0	B	4.08	11.01	
82	6.32	12.25	366.3	22.4	WETTICK 4.9	26.4	B	4.04	10.56	
125	6.36	12.30	371.2	25.7	CIMARRON 6.1	18.0	R C s	3.59	10.51	
82		12.35	377.3	21.5	INGALLS 6.7	20.0	C	3.53	10.46	
81	6.45	12.40	384.0	25.2	CHARLESTON 6.1	4.3	B	3.47	10.41	
81	6.50	12.45	390.1	23.7	PIERCEVILLE 5.1	19.0	C	3.42	10.36	
81	6.54	12.49	395.8	10.4	MANSFIELD 6.6	0	B	3.37	10.32	
247	7.00 s	1.05	402.4	11.4	GARDEN CITY YL 6.6	0	Y R C s	3.30	10.26	
81	7.06	1.12	409.0	21.6	HOLCOMB 8.0	5.3	C	3.19	10.19	
81	7.12	1.18	417.0	28.1	DEERFIELD 7.3	23.1	C	3.13	10.13	
87	7.17 s	1.28	424.3	31.7	LAKIN 13.0	31.7	R C f	3.07	10.08	
137	7.26	1.40	437.3	21.6	SUTTON 4.9	22.1	B	2.55	9.59	
78	7.30	1.44	442.2	28.3	KENDALL 11.7	26.4	C	2.51	9.55	
221	7.38 s	1.59	453.9	21.8	SYRACUSE 7.5	9.9	R C s	2.41	9.47	
81	7.43	2.07	461.4	35.0	MEDWAY 7.4	24.8	B	2.33	9.42	
82	7.49	2.12	468.8	21.9	COOLIDGE 6.1	18.5		2.28	9.37	
74	7.54 s	2.21 ²⁴	474.9	22.8	HOLLY 6.6	0	C R s	2.21 ²³	9.32	
80	7.59	2.27	481.5	29.0	BARTON 3.8	0	B	2.13	9.26	
80	8.02	2.30	485.3	38.8	GRANADA 6.1	26.4	C	2.10	9.23	
81	8.07	2.35	491.4	17.6	GROTE 5.5	26.4	B	2.05	9.17	
80	8.11	2.39	496.9	37.0	CLUCAS 5.4	11.1	B	2.01	9.13	
E W 78 99	8.16 s	2.46	502.3	14.1	LAMAR YL 3.9	7.9	Y R C s	1.55	9.08	
62	8.20	2.50	506.2	17.3	BETA 4.2	0	B	1.47	9.04	
88	8.23	2.54	510.4	21.1	PROWERS 5.9	0	B	1.44	9.01	
80	8.27	2.59	516.3	21.1	ABLE 5.2	0	B	1.40	8.57	
80	8.31	3.03	521.5	10.6	CADDOA 5.9	15.8	B	1.36	8.53	
80	8.35	3.08	527.4	20.1	HILTON 6.2	10.6	B	1.31	8.49	
			533.6	16.4	LAS ANIMAS JCT. 2.4	0	B			
166	8.42 s	3.16	536.0	41.2	LAS ANIMAS 9.9	0	Y R C s	1.22	8.42	
71	8.49	3.24	545.9	29.6	HADLEY 4.8	28.9	B	1.12	8.34	
82	8.53	3.28	550.7	26.4	CASA 4.2	21.1	B	1.07	8.30	
	s 9.00 AM	s 3.45 AM	554.9		LA JUNTA YL } 2 Tracks		T Y R C	1.00 AM	8.25 PM	
	Arrive Daily	Arrive Daily			(202.4)			Leave Daily	Leave Daily	
	74.9	56.5			Average speed per hour			57.8	69.4	

Two Tracks between Dodge City and Sears, and between La Junta and Casa.

Time of trains at Sears and Casa applies at end of Two Tracks.

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

Train register at La Junta will be taken to indicate that trains shown thereon have arrived or left Casa.

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

At Dodge City, between MP 352.1 and MP 352.8; and at La Junta, between MP 554 and Signal Bridge carrying signals 5556 and 0556, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular trains, extras, work extras or engines.

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

RULE 261 IN EFFECT: On main track and siding between signs reading "Begin TCS" and "End TCS" at Las Animas Jct. and at switch west end of siding Las Animas.

FIRST DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frnt.
Dodge City to La Junta	90	60

SPEED RESTRICTIONS—CURVES

	MPH	
	Psgr.	Frnt.
Curve, M.P. 432.6 to 433.2	80	60
3 Curves, M.P. 479.9 to 481.9	80	60
2 Curves, M.P. 543.1 to 543.9	80	60
Curve, M.P. 551.4 to 551.6 Westward	85	60
Curve, M.P. 551.4 to 551.6 Eastward	65	55
Curve, M.P. 552.8 to 553.1 Westward	65	55
Curve, M.P. 552.8 to 553.1 Eastward	65	55
2 Curves, M.P. 553.6 to 554.2 Westward	65	55
2 Curves, M.P. 553.6 to 554.2 Eastward	50	50

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches must not exceed speed prescribed for turnout.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"T"—Interlocked Switch.
 "S"—Spring Switch.

STATION OR MP	TYPE	SWITCHES AND TURNOUTS	MPH
Sears	S	End of Two Tracks Westward M.P. 357.6	30
Howell	S	Both ends of siding	15
Wettick	S	Both ends of siding	15
Cimarron	S	Both ends of siding	15
Ingalls	S	Both ends of siding	15
Charleston	S	Both ends of siding	15
Pierceville	S	Both ends of siding	15
Mansfield	S	Both ends of siding	15

SWITCHES AND TURNOUTS—MAXIMUM AUTHORIZED SPEED (Cont'd)

STATION OR MP	TYPE	SWITCHES AND TURNOUTS	MPH
Garden City	S	Both ends of siding	15
Holcomb	S	Both ends of siding	15
Deerfield	S	Both ends of siding	15
Lakin	S	Both ends of siding	15
Sutton	S	Both ends of siding	30
Kendall	S	Both ends of siding	30
Syracuse	S	Both ends of siding	30
Medway	S	Both ends of siding	15
Coolidge	S	Both ends of siding	15
Holly	S	Both ends of siding	15
Barton	S	Both ends of siding	15
Granada	S	Both ends of siding	15
Grote	S	Both ends of siding	15
Clucas	S	Both ends of siding	15
Lamar	S	Both ends of east and west sidings	15
Beta	S	Both ends of siding	15
Prowers	S	Both ends of siding	15
Able	S	Both ends of siding	15
Caddoa	S	Both ends of siding	15
Hilton	S	Both ends of siding	15
Las Animas Jet.	I	Boise City Dist. Jet. switch	30
Las Animas	I	Both ends of siding	30
Hadley	S	Both ends of siding	15
Casa	S	End of Two Tracks Eastward M.P. 550.7	30
La Junta	S	West end crossover between freight yard and Second Dist. main track	10

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	STREETS	MPH
Cimarron	All Streets	50
Garden City	Fourth, Sixth, Main, Ninth, Eleventh and Thirteenth Streets	45
Garden City	Highway No. 50 Garden City Dist.	5
Lakin	All Streets	50
Lamar	All Streets	30

Track Capacity 50 Ft. Per Car		WESTWARD			Ruling Grade Ascending	TIME TABLE No. 6 June 1, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD		
		First Class		Mile Post					Feet Per Mile	First Class	
		17	23							18	24
Other Tracks	Sidings	Leave Daily	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily	Arrive Daily	
Yard		AM 9.20	AM 4.00	554.9	59.7	LA JUNTA YL 3.1	0	T Y R C s	PM 8.15	AM 12.40	
	82	9.26	4.06	558.0	58.1	ORMEGA 5.5	0		8.07	12.26	
5	78	9.31	4.11	563.5	58.9	BENTON 8.9	31.8		8.02	12.22	
18	93	9.38	4.19	572.3	59.7	TIMPAS 10.7	0	B	7.56	12.15	
18	120	9.46	4.27	583.0	59.7	MINDEMAN 8.5	0		7.48	12.07	
18	125	9.54	4.34	591.5	59.7	DELHI 8.3	0	B	7.42	12.01 AM	
25	107	10.02	4.42	599.8	59.7	THATCHER 4.5	0	B	7.36	11.53	
18	125	10.07	4.47	604.7	59.1	SIMPSON 10.3	31.7		7.32	11.49	
17	95	10.15	4.55	615.0	59.7	MODEL 11.2	31.1	B	7.23	11.39	
58	123	10.27	5.07	626.3	59.4	HOEHNES 9.5	31.7		7.11	11.27	
		10.34	5.15	635.8	28.1	C. & S. CROSSING YL 0.9	0	B	7.04	11.18	
Yard		10.37 s	5.18	636.7	59.4	TRINIDAD 1.9	0	R C	7.01 s	11.15	
30		10.41	5.22	638.6	105.6	JANSEN 3.4	0	B	6.56	11.10	
18		10.48	5.28	642.0	105.6	STARKVILLE 5.4	0		6.47	11.01	
		10.59	5.39	647.3	184.8	GALLINAS 0.8	0		6.37	10.51	
26		11.03	5.43	648.1	184.8	MORLEY 3.6	0	B	6.35	10.49	
41		11.16	5.53	651.8	184.8	WOOTTON 1.0	175.3	B	6.26	10.40	
6		11.20	5.58	652.8	0	LYNN 2.4	175.3	B	6.22	10.36	
	186	11.26	6.03	655.2	0	KEOTA 4.3	174.2		6.15	10.27	
Yard	90	s 11.40 s AM	s 6.13 s AM	659.5		RATON		T Y C R	6.05 PM	10.15 PM	
		Arrive Daily	Arrive Daily			(104.2)			Leave Daily	Leave Daily	
		44.6	47.0			Average speed per hour			48.1	43.1	

TWO TRACKS: Between C&S Crossing and Wootton.

RULE 261 IN EFFECT: On main track Raton to and including signs indicating "Begin T.C.S." and "End T.C.S." at C&S Crossing and on sidings at Keota and Raton.

Time of trains at C&S Crossing applies at end of Two Tracks.

Eastward trains must secure numbered clearance card at

Trinidad; trains originating must get numbered clearance card before leaving La Junta or Raton.

Between MP 554 and Signal Bridge carrying signals 5556 and 0556, La Junta, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular trains, extras, work extras or engines.

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

SECOND DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
La Junta to Trinidad	90	60
Trinidad to Raton	79	60

SPEED RESTRICTIONS—CURVES AND RR CROSSINGS:

	MPH	
	Psg.	Fr.
Curve, M.P. 555.6 to 555.8	30	30
Curve, M.P. 556.2 to 556.4	60	30
Curve, M.P. 557.2 to 557.4	85	55
3 Curves, M.P. 575.5 to 577.2	80	55
Curve, M.P. 581.1 to 581.5	80	55
3 Curves, M.P. 587.0 to 589.3	80	55
Curve, M.P. 591.0 to 591.4	80	55
2 Curves, M.P. 593.2 to 594.1	80	55
2 Curves, M.P. 595.1 to 596.5	80	55
2 Curves, M.P. 604.1 to 605.5	80	55
Curve, M.P. 606.6 to 607.3	80	55
Curve, M.P. 608.7 to 608.8	80	55
Curve, M.P. 615.5 to 615.9	80	55
Curve, M.P. 618.0 to 618.5	80	55
Curve, M.P. 619.5 to 619.7	40	30
3 Curves, M.P. 620.2 to 622.2	45	45
7 Curves, M.P. 622.3 to 624.7	40	30
Curve, M.P. 633.5 to 633.8	80	55
RR Crossing M.P. 635.8 Interlocking (TCS)	79	60
Curve, M.P. 637.4 to 637.5	35	35
2 Curves, M.P. 638.1 to 638.5	45	45
WESTWARD TRACK		
29 Curves, M.P. 639.0 to 649.0	30	20
14 Curves, M.P. 649.0 to 651.2		
{ Ascending	25	25
} Descending	25	20
EASTWARD TRACK		
29 Curves, M.P. 639.0 to 649.0	30	20
14 Curves, M.P. 649.0 to 651.2		
{ Ascending	25	25
} Descending	25	20
33 Curves, M.P. 652.5 to 659.5	30	20

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches must not exceed speed prescribed for turnout.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch
"S"—Spring Switch

STATION OR MP	TYPE	SWITCHES AND TURNOUTS	MPH
La Junta	S	West end crossover between freight yard and Second District main track	10
Ormeza	S	Both ends siding	30
Benton	S	Both ends siding	30
Timpas	S	Both ends siding	30
Mindeman	S	Both ends siding	30
Delhi	S	Both ends siding	30
Thatcher	S	Both ends siding	30
Simpson	S	Both ends siding	30
Model	S	Both ends siding	30
Hoehnes	S	Both ends siding	30
C&S 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	20
Gallinas	I	Both ends of two crossovers	30
Wootton	I	Both ends of crossover	30
	I	End of two tracks Eastward	30
Keota	I	Both ends siding	30
Raton	I	Both ends siding	30
	I	East yard both ends freight lead	30

Trains and engines must not exceed twenty (20) miles per hour through tunnel between Wootton and Lynn.

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	STREETS	MPH
Trinidad	Commercial Street, Linden, Nevada and University Avenues	20

RULES GOVERNING TRAIN OPERATION ON HEAVY DESCENDING GRADES APPLY ON SECOND DISTRICT. SEE TIME TABLE SPECIAL RULE 7.

6 COLORADO DIVISION

THIRD DISTRICT

Track Capacity 50 Ft. Per Car		WESTWARD			Ruling Grade Ascending	TIME TABLE No. 6 June 1, 1968	Ruling Grade Ascending	EASTWARD		
		First Class		Mile Post				First Class		
		17	23					18	24	
Other Tracks	Sidings	Leave Daily	Leave Daily	Feet Per Mile	STATIONS	Feet Per Mile	Communications Turn Tables and Wyes	Arrive Daily	Arrive Daily	
Yard	90	AM 11.46	AM 6.18	659.5	RATON 11.5	70.7	Y R C	PM 6.02	PM 10.10	
275	113	11.59	6.30	671.3	HEBRON 7.4	70.2	Y	5.51	9.55	
17	118	PM 12.05	6.36	678.8	SCHOMBERG 7.3	68.4		5.44	9.47	
70		12.11	6.42	686.0	MAXWELL 5.0	66.0	B	5.37	9.40	
	121	12.16	6.47	691.0	FRENCH 8.4	72.8	B	5.33	9.35	
79	126	12.26	6.55	699.4	SPRINGER 10.8	70.2	R C	5.25	9.27	
9	125	12.36	7.04	710.0	COLMOR 9.6	69.7		5.16	9.16	
9	122	12.46	7.13	719.7	LEVY 5.7	67.9	B	5.07	9.07	
80	76	12.52	7.18	725.3	WAGON MOUND 10.0	69.7	C	5.02	9.02	
17	72	1.01	7.26	735.3	OPTIMO 7.0	70.2		4.53	8.53	
3	93	1.10	7.35	742.3	SHOEMAKER 7.2	52.8	B	4.43	8.45	
69	125	1.20	7.45	750.2	WATROUS 9.3	70.0	B	4.33	8.35	
17	116	1.30	7.53	759.5	ONAVA 8.1	69.7		4.25	8.27	
3	75	1.38	8.00	767.7	ARRIBA YL 2.4	69.7		4.17	8.19	
Yard		s 1.45 PM	s 8.05 AM	770.1	LAS VEGAS YL	69.7	Y C R	4.13 PM	8.15 PM	
		Arrive Daily	Arrive Daily		(109.8)			Leave Daily	Leave Daily	
		55.2	61.6		Average speed per hour			60.5	57.3	

RULE 261 IN EFFECT: On main track Raton to and including signs indicating "Begin T.C.S." and "End T.C.S." at Springer and on sidings at Raton and Hebron. Trains using sidings Schomberg, French and Springer must comply with Rule 105.

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

Rocky Mountain District junction switches, Hebron, normally lined for Third District.

YORK CANYON DISTRICT

Track Capacity 50 Ft. Per Car		WESTWARD		Ruling Grade Ascending	TIME TABLE No. 6 June 1, 1968	Ruling Grade Ascending	Communications Turn Table and Wyes	EASTWARD	
		↓						↑	
Other Tracks	Sidings	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile				
		0.0	61.1	FRENCH 13.3	0	Y	B		
39		13.3	105.6	COLFAX 22.8	0				
53		36.1		YORK CANYON YL					
				(36.1)					

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

SWITCHES - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches must not exceed speed prescribed for turnout.

"I"—Interlocked Switch.

"S"—Spring Switch.

Station	Type	Switches and Turnouts	MPH
French	I	Third Dist. Jct.	40
York Canyon	S	Loop Track Switch	15

No switch lights on York Canyon District.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Frt.
M.P. 0 to M.P. 17		
Ascending	40	40
Descending	35	35
M.P. 17 to M.P. 35.2		
Ascending	25	25
Descending	20	20

THIRD DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frnt.
Raton to Las Vegas	79	60

SPEED RESTRICTIONS—CURVES

	MPH	
	Psgr.	Frnt.
2 Curves, M.P. 660.0 to 660.4	40	40
2 Curves, M.P. 660.8 to 661.7	70	55
11 Curves, M.P. 663.0 to 670.8	75	55
Curve, M.P. 690.2 to 690.4	50	50
Curve, M.P. 690.9 to 691.1	55	50
Curve, M.P. 691.6 to 692.0	65	50
Curve, M.P. 696.0 to 696.2	65	55
2 Curves, M.P. 698.3 to 700.3	65	50
2 Curves, M.P. 736.1 to 736.5	40	40
Curve, M.P. 736.9 to 737.0	45	45
Curve, M.P. 738.2 to 738.3	40	35
2 Curves, M.P. 738.5 to 739.3	45	45
4 Curves, M.P. 739.5 to 740.5	40	40
3 Curves, M.P. 740.8 to 742.2	45	45
2 Curves, M.P. 742.5 to 743.0	40	40
13 Curves, M.P. 743.3 to 748.4	45	45
4 Curves, M.P. 748.7 to 749.4	40	40

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches must not exceed speed prescribed for turnout.

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED (Cont'd)

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.
 "S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
Raton	I	Both ends siding	30
	I	East yard both ends freight lead	30
Hebron	I	Both ends siding	30
Schomberg	S	Both ends siding	30
French	S	East end siding	30
	I	West end siding	30
	I	York Canyon Jct.	40
Springer	I	Both ends siding	30
Colmor	S	Both ends siding	30
Levy	S	Both ends siding	30
Wagon Mound	S	Both ends siding	30
Optimo	S	Both ends siding	30
Shoemaker	S	Both ends siding	30
Watrous	S	Both ends siding	30
Onava	S	Both ends siding	30
Arriba	S	Both ends siding	15
Las Vegas	S	East end freight yard	30
	S	West end freight yard	15
	S	Both ends Passenger tracks	30

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	STREETS	MPH
Las Vegas	Jackson and University Streets	15

ROCKY MOUNTAIN DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓	Mile Post	Feet Per Mile	TIME TABLE No. 6 June 1, 1968	Ruling Grade Ascending	Communications Turn Table and Wyes	EAST- WARD ↑
Other Tracks	Sidings		0.0	158.4	STATIONS	Feet Per Mile		
Yard			14.5		HEBRON YL 14.5 - KOEHLER YL (14.5)	0	Y B	

At Hebron trains will be governed by Third District time table rules.

Between Hebron and Koehler movements will be made in accordance with Rule 93.

Third District Junction switches at Hebron normally lined for Third District.

No switch lights on Rocky Mountain District

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frnt.
Hebron to Koehler	15	15

SWITCHES—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over all switches.

Track Capacity 50 Ft. Per Car		WESTWARD			Mile Post	Feet Per Mile	Ruling Grade Ascending	TIME TABLE No. 6 June 1, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes	EASTWARD	
		First Class		Arrive Daily							Arrive Daily	
		17	23									18
Other Tracks	Sidings	Leave Daily	Leave Daily				STATIONS	Feet Per Mile		Arrive Daily	Arrive Daily	
Yard		PM 1.50	AM 8.08	770.1	87.1		LAS VEGAS YL	75.0	Y R C s	PM 4.10 s	PM 8.10	
6	97	2.01	8.19	778.5	89.8		8.4 OJITA 10.1	75.0		3.51	7.58	
8	108	2.13	8.32	788.8	89.8		4.8 CHAPELLE	0	B	3.37	7.44	
3	90	2.23	8.42	793.6	0		5.8 BLANCHARD	75.0	B	3.28	7.36	
15	60	2.33	8.52	799.4	89.8		4.0 RIBERA	0	B	3.18	7.23	
13	64	2.38	8.58	803.3	89.1		3.4 SANDS	0		3.13	7.18	
19	57	2.44	9.04	807.0	89.8		4.0 ILFELD	0		3.08	7.13	
16	56	2.49	9.10	811.0	89.8		4.8 GISE	61.2		3.04	7.07	
57	81	2.58 ¹⁸	9.15	816.0	89.8		4.4 ROWE	0	B	2.58 ¹⁷	7.01	
	170	3.05	9.21	820.4	89.8		4.8 FOX	0		2.53	6.56	
78	116	3.14	9.28	825.2	0		4.6 GLORIETA	158.4	B	2.48	6.50	
13	97	3.26	9.38	830.0	0		5.1 CANYONCITO	158.4		2.37	6.35	
322	126 ^a	3.40 ^b	9.50	835.2	0		8.5 LAMY	75.0	Y R C s	2.25 ^s	6.25	
6	105	3.47	9.57	843.8	0		4.8 KENNEDY	70.7	B	2.12	6.13	
	82	3.52	10.02	848.7	0		3.5 GALISTEO	75.0	B	2.07	6.08	
37	68	3.57	10.07	852.2	0		2.3 LOS CERRILLOS	75.0	B	2.04 ^f	6.03	
	95	4.01	10.11	854.6	39.6		10.6 WALDO	76.7	B	2.01	5.58	
72	88	4.13	10.21	865.3	21.1		11.1 DOMINGO	26.4	C	1.51	5.46	
	135	4.23	10.29	876.6	26.4		9.4 NUEVE	52.8	B	1.43	5.38	
50	125	4.32	10.37	886.0	0		8.6 BERNALILLO	26.4	C	1.36	5.30	
7	52	4.40	10.44	894.7	21.1		4.1 ALAMEDA YL	26.4	B	1.30	5.21	
155		4.45	10.48	898.8	18.5		3.6 HAHN YL	26.4	B	1.26	5.16	
Yard		5.00 ^s	11.00 ^s	902.4			Albuquerque YL		T R C	1.20 ^{PM}	5.10 ^{PM}	
		Arrive Daily	Arrive Daily				(130.7)			Leave Daily	Leave Daily	
		41.4	45.6				Average speed per hour			48.2	43.6	

TWO TRACKS: Between Hahn and Albuquerque.

RULE 261 IN EFFECT: On main track between signs indicating "Begin T.C.S." and "End T.C.S." at Lamy and Rowe, and on sidings Canyoncito, Glorieta and Fox. Trains using sidings at Lamy and Rowe must comply with Rule 105.

RULE 251 IN EFFECT: Between Hahn and Albuquerque.

Time of trains at Hahn applies at the end of Two Tracks and time of Westward trains at Lamy applies at switch West end siding.

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

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

At Lamy, between MP 835 and signals 8351-8352, trains and engines must proceed at restricted speed.

At Albuquerque, between Automatic Block Signal 9013 and end of two tracks, Abajo, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular trains, extras, work extras or engines.

Santa Fe District Junction switch, Lamy, normally lined for Fourth District.

FOURTH DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Las Vegas to Lamy	79	60
Lamy to Albuquerque	90	60
Rosario Industrial Spur	30	30

SPEED RESTRICTIONS—CURVES

	MPH	
	Psg.	Fr.
3 Curves, M.P. 770.7 to 772.0	65	60
Curve, M.P. 772.6 to 772.8	40	35
16 Curves, M.P. 772.9 to 779.4	45	45
4 Curves, M.P. 779.6 to 781.9	50	50
4 Curves, M.P. 782.3 to 784.1	45	45
Curve, M.P. 784.7 to 784.9	45	40
Curve, M.P. 786.1 to 786.3	50	50
2 Curves, M.P. 786.5 to 787.0	50	45
7 Curves, M.P. 788.4 to 790.5	50	45
2 Curves, M.P. 790.8 to 791.3	45	40
2 Curves, M.P. 791.4 to 791.7	45	45
7 Curves, M.P. 792.1 to 795.1	50	45
Curve, M.P. 795.2 to 795.4	30	30
Curve, M.P. 795.5 to 795.6	30	25
2 Curves, M.P. 795.7 to 796.2	25	25
Curve, M.P. 796.3 to 796.6	30	25
7 Curves, M.P. 796.9 to 799.9	35	30
Curve, M.P. 800.4 to 800.7	65	60
Curve, M.P. 801.5 to 801.6	55	50
2 Curves, M.P. 802.2 to 802.8	50	45
2 Curves, M.P. 804.0 to 805.1	55	50
4 Curves, M.P. 805.2 to 806.5	50	45
5 Curves, M.P. 806.6 to 808.8	55	50
Curve, M.P. 809.4 to 809.7	70	55
Curve, M.P. 811.1 to 811.5	70	55
2 Curves, M.P. 812.3 to 812.9	40	40
2 Curves, M.P. 813.0 to 813.4	50	50
3 Curves, M.P. 813.5 to 814.1	35	35
Curve, M.P. 814.3 to 814.4	50	50
2 Curves, M.P. 815.0 to 817.1	65	55
4 Curves, M.P. 818.5 to 819.5	45	45
9 Curves, M.P. 819.6 to 822.6	40	40
Curve, M.P. 822.7 to 823.2	45	45
2 Curves, M.P. 823.6 to 824.6	55	50
Curve, M.P. 824.7 to 824.8	30	30
32 Curves, M.P. 825.0 to 829.5	{ Eastward 25 Westward 25	25 20
4 Curves, M.P. 830.3 to 831.8	30	30
5 Curves, M.P. 832.1 to 832.7	20	15
2 Curves, M.P. 833.1 to 835.0	55	50
Curve, M.P. 836.0 to 836.2	80	60
4 Curves, M.P. 838.2 to 842.2	80	60
3 Curves, M.P. 845.4 to 847.3	80	60
2 Curves, M.P. 849.8 to 850.4	80	60
2 Curves, M.P. 850.7 to 851.5	65	55
3 Curves, M.P. 852.5 to 853.2	50	45
2 Curves, M.P. 853.3 to 853.7	35	30
Curve, M.P. 861.3 to 862.3	70	60
2 Curves, M.P. 863.7 to 866.1	85	60
11 Curves, M.P. 866.7 to 875.6	80	60
Curve, M.P. 877.5 to 877.7	85	60
3 Curves, M.P. 878.2 to 879.6	80	60

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches must not exceed speed prescribed for turnout.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.
"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
Las Vegas	S	East end freight yard	30
	S	West end freight yard	15
	S	Both ends Passenger tracks	30
Ojita	S	Both ends siding	30
Chapelle	S	Both ends siding	30
Blanchard	S	Both ends siding	15
Ribera	S	Both ends siding	30
Sands	S	Both ends siding	30
Ilfeld	S	Both ends siding	30
Gise	S	Both ends siding	30
Rowe	S	Both ends siding	30
Fox	I	East end siding	30
	S	West end siding	30
Glorieta	I	Both ends siding	30
Canyoncito	I	Both ends siding	30
Lamy	S	Both ends siding	30
Kennedy	S	Both ends siding	30
Galisteo	S	Both ends siding	30
Los Cerrillos	S	Both ends siding	30
Waldo	S	West end siding	15
Domingo	S	Both ends siding	30
Nueve	S	Both ends siding	30
Bernalillo	S	Both ends siding	30
Alameda	S	West end siding	30
Hahn	S	End of two tracks Eastward	30

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	STREETS	MPH
Las Vegas	Jackson and University Streets	15
Albuquerque	All crossings between Trumbull Avenue and Mountain Road	30
	Between Mountain Road and Hahn	60

RULES GOVERNING TRAIN OPERATION ON HEAVY DESCENDING GRADES APPLY ON FOURTH DISTRICT. SEE TIME TABLE SPECIAL RULE 7.

10 COLORADO DIVISION

PUEBLO DISTRICT

Track Capacity 50 Ft. Per Car		WEST- WARD First Class 201		Ruling Grade Ascending	TIME TABLE No. 6 June 1, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD First Class 190
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily
Yard		PM 8.30	554.9	28.0	LA JUNTA YL 4.9	0	TY C R	PM 7.30
158	82	f 8.37	559.8	20.0	SWINK YL 2.8	0	Y B	7.15
82	82	8.40	562.6	19.5	NEWDALE 3.0	0	B	7.12
421	100	s 8.45	566.6	31.7	ROCKY FORD YL 5.4	0	R C	s 7.09
67	82	8.51	571.0	31.7	VROMAN 3.5	0	B	7.03
121	108	f 8.55	574.5	33.3	MANZANOLA 8.6	0	R C	f 6.59
129	87	f 9.03	583.1	19.0	FOWLER 4.4	14.0	C	f 6.49
11	70	9.07	587.5	33.0	HAMLET 4.1	0	B	6.44
			591.6	30.0	Mo. Pac. Crossing 2.0	0		
	124	9.13	593.6	33.0	HAIG 5.0	0	B	6.37
78	58	f 9.19	598.6	31.2	BOONE 5.0	0	B	6.31
55	128	f 9.25	603.6	30.0	AVONDALE YL 2.1	0	Y C	f 6.25
40	58	9.27	606.7	24.6	NYBERG 3.9	0	B	6.23
13	39	f 9.31	609.6	34.4	DEVINE 2.2	0	B	6.19
27	76	9.33	611.8	31.7	BAKTER 6.0	0	B	6.17
		9.40	617.8	31.7	PUEBLO JCT. YL D.&R.G.W. Crossing 0.4	31.7	C	6.10
			618.2	0	Mo. Pac. Crossing 0.6	22.0		
		s 9.45	618.8	0	PUEBLO U.D. YL 0.2	22.0		6.05
		PM	619.0	52.8	D.&R.G.W. Crossing 0.5			PM
Yard			619.5		PUEBLO YARD YL	0	Y R C	
		Arrive Daily			(64.6)			Leave Daily
		51.1			Average speed per hour			45.1

Trains originating must secure numbered clearance card before leaving La Junta and Pueblo Yard. A.V. District trains originating La Junta must secure numbered clearance card for Pueblo District and A.V. District before leaving La Junta.

Between Pueblo Jct. and D&RGW crossing, MP 619.0, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular trains, extras, work extras or engines.

Trains and engines using Pueblo Union Depot tracks must not enter AT&SF main track at east end of Pueblo Union Depot until authority to do so has been obtained from train dispatcher at La Junta.

Trains and engines entering Pueblo Union Depot tracks at east end must notify AT&SF train dispatcher at La Junta when clear of AT&SF main track.

Pueblo Union Depot track switches must be left lined for through movement through Track No. 5.

Trains and engines are governed by the Time Table, Rules and Regulations of the Pueblo Union Depot and Railroad Co., while on the tracks of that company.

At La Junta, between MP 554 and Signal Bridge carrying signals 5556 and 0556, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular trains, extras, work extras or engines.

At Swink, Rule 285 indication on controlled signal at east end A.V. District lead track authorizes train from A.V. District as extra east on Pueblo District with right over opposing trains Swink to La Junta. Telephone to dispatcher, La Junta, is located near switch stand. Member of crew will contact dispatcher before lining switch for main track movement or fouling main track. When authority is received to line switch, switch must be lined before controlled signal will clear.

MINNEQUA DISTRICT

Track Capacity 50 Ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 6 June 1, 1968	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD ↑
Other Tracks	Siding		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
	96		124.3	0	SOUTHERN JCT. YL 1.7	31.0		
Yard	35		122.6	0	MINNEQUA YL 2.5	97.2	C	
			120.1	31.7	Mo. Pac. Crossing 0.3	31.7		
			119.8		PUEBLO JCT. YL		C	
					(4.5)			
					Average speed per hour			

Between Minnequa and Southern Jct. trains and engines will be governed by the Time Table, Rules and Regulations of the Colorado & Southern Railway Co.

Between Minnequa and Pueblo Jct. there is no superiority of trains. Trains or engines may use main track on receipt of numbered clearance card received at Minnequa or Pueblo Jct. When an engine has cleared the main track at an intermediate point, it must not again enter the main track until permission has been secured from Operator at Pueblo Jct. or Minnequa.

At Minnequa, track No. 4, extending between Office of Communication and Crossover at south end of yard, is known as Minnequa siding.

PUEBLO DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frnt.
La Junta to Pueblo	79	60

SPEED RESTRICTIONS—CURVES AND RR CROSSINGS:

	MPH	
	Psgr.	Frnt.
Curve, M.P. 555.7 to 556.1 Westward	70	50
Curve, M.P. 555.7 to 556.1 Eastward	45	45
4 Curves, M.P. 586.3 to 587.8	60	50
Curve, M.P. 589.8 to 590.3	75	60
Curve, M.P. 591.0 to 591.1	55	45
RR Crossing M.P. 591.6 Automatic Interlocking	79	60
Curve, M.P. 597.3 to 597.6	70	60
Curve, M.P. 615.9 to 616.0	65	50
2 Curves, M.P. 617.2 to 617.6	30	25
RR Crossing M.P. 617.8 Interlocking	15	15
RR Crossing M.P. 618.2 Automatic Interlocking	15	15
RR Crossing M.P. 619.0 Interlocking	10	10
Curve, M.P. 619.0 to 619.1	10	10

PUEBLO DISTRICT: Mo. Pac. Crossing, M.P. 618.2. There are no instructions in control box at this crossing. If home signal indicates stop, member of crew must precede move to the crossing, and if no conflicting movement train or engine may proceed as prescribed by Rule 321 (C).

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed herein. Trains or engines trailing through and springing points of spring switches must not exceed speed prescribed for turnout.

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED (Cont'd)

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.
"S"—Spring Switch.

Station or MP	Type	Switches and Turnouts	MPH
La Junta	S	West end tail track	15
Swink	S	Both ends of siding	15
Rocky Ford	S	Both ends of siding	15
Manzanola	S	Both ends of siding	30
Fowler	S	Both ends of siding	30
Haig	S	Both ends of siding	30
Boone	S	Both ends of siding	15
Avondale	S	Both ends of siding	15
Baxter	S	Both ends of siding	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

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	STREETS	MPH
Rocky Ford	All Streets	30
Manzanola	All Streets	50
Fowler	All Streets	50
Boone	All Streets	40

MINNEQUA DISTRICT

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frnt.
Pueblo Jct. to Southern Jct.	30	20

SPEED RESTRICTIONS—RR CROSSINGS

	MPH	
	Psgr.	Frnt.
RR Crossing M.P. 120.1 (Auto. Interlocking)	20	20

SWITCHES AND SIDINGS—MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches except those listed therein.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.
"S"—Spring Switch.

STATION	TYPE	MPH
Pueblo Jct.	I Junction Switch	15

A. V. DISTRICT

Track Capacity 50 Ft. Per Car		WEST- WARD Second Class 85		Ruling Grade Ascending	TIME TABLE No. 6	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD Second Class 86
		Mixed			June 1, 1968			Mixed
Other Tracks	Sidings	Leave Tues. Thurs. and Sat.	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Mon., Wed. and Fri.
Yard		AM 6.40		52.8	HOLLY YL	0	R C	PM 1.20
58	55	s 7.00	7.8	52.8	7.8 HARTMAN	52.8	C	s 12.55
71	42	s 7.15	13.1	52.8	5.3 BRISTOL	52.8	C	s 12.40
33		f 7.46	26.8	79.2	13.7 CHANNING	52.8		f 12.09
38		7.55 8.30	30.4	51.2	3.6 WILSON JCT. YL	44.9	B	12.01 PM 11.30
72		s 8.50	36.3	41.2	5.9 WILEY YL	0	C	s 11.10
19		f 9.00	39.7	79.2	3.4 KEESE	79.2		f 11.00
50		s 9.10	43.6	53.0	3.9 McCLAVE	52.8	C	s 10.48
17		f 9.23	47.9	48.6	4.3 LUBERS	39.6		f 10.35
51	51	f 9.28	50.0	79.2	2.1 HASTY	77.1	B	f 10.30
17	31	f 9.48	57.8	52.8	7.8 KREYBILL	61.8		f 10.10
69		s 10.00	61.2	47.0	3.4 FORT LYON	32.6	C	s 10.00
	28	10.10 10.30	64.3	32.3	3.1 WAVELAND YL	17.9	Y B	9.45 9.25
28		f 10.40	68.6	52.8	4.3 CORNELIA	52.4		f 9.15
36		f 10.50	72.2	51.7	3.6 MARLMAN	30.2	B	f 9.07
23	51	s 11.17	82.2	38.6	10.0 CHERAW	12.5	C	s 8.45
	34	f 11.33	87.8	35.6	5.6 SHELTON	59.4		f 8.30
Yard		s 11.55 AM	93.5		SWINK YL		Y B	8.15 AM
		Arrive Tues., Thurs. and Sat.			(93.5)			Leave Mon., Wed. and Fri.
		17.8			Average speed per hour			18.4

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

Trains must secure numbered clearance card before leaving Holly.

No switch lights on A. V. District.

At Holly, trains will be governed by First District time table rules.

At Swink, trains will be governed by Pueblo District time table rules.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frts.
Holly to Swink	30	30
May Valley Industrial Spur	10	10
Big Bend Industrial Spur	10	10

SPEED RESTRICTIONS—CURVES

	MPH	
	Psgr.	Frts.
2 Curves, M.P. 84.4 to 84.7	15	15
Curve, M.P. 88.5 to 88.8	15	15

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

LAS ANIMAS DISTRICT

Track Capacity 50 Ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 6	Communications	EAST- WARD ↑
					June 1, 1968		
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS		
	28		2.9	0	WAVELAND YL	B Y	
Yard					2.9 LAS ANIMAS YL	Y R C	
					(2.9)		
					Average speed per hour		

No switch lights on Las Animas District.

At Waveland, junction switch normally lined for A. V. District.

Trains must secure numbered clearance card before leaving Las Animas.

At Las Animas, trains will be governed by First District time table rules.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psgr.	Frts.
Waveland to Las Animas	25	25

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

BOISE CITY DISTRICT

Track Capacity 50 Ft. Per Car		WEST- WARD Second Class 37		Ruling Grade Ascending	TIME TABLE No. 6	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD Second Class 38
		Mixed			June 1, 1968			Mixed
Other Tracks	Sidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		Arrive Daily
Yard		PM 4.00	122.6		BOISE CITY YL		Y	PM 3.15
14	75	f 4.20	135.3	52.8	12.7 CASTANEDA	52.8	B	f 2.00
				52.8	16.3			
32	96	f 4.45	151.6	24.8	CAMPO	24.8	B	f 1.30
	44	f 5.02	162.5	52.8	10.9 BISONTE	52.8	B	f 1.11
		5.18	172.6	39.6	10.1 SOUTH JCT. YL	0	Y B	12.53
97	40	s 5.22	173.1	42.2	0.5 SPRINGFIELD YL	0	C	s 12.50
		5.26	174.4	52.8	1.3 NORTH JCT. YL	52.8	B	12.22
	44	f 5.45	186.0	52.8	11.6 HARBORD	52.8	B	f 12.02 - PM
15	42	f 6.03	196.6	50.1	10.6 FRICK	52.8	B	f 11.40
16	42	f 6.29	212.9	52.8	16.3 RUXTON	50.2	B	f 11.15
7		f 6.50	226.6	10.5	13.7 GILPIN	52.8	B	f 10.53
		7.05 PM	235.5		8.9 LAS ANIMAS JCT. YL		B	10.35 AM
		Arrive Daily			(112.9)			Leave Daily
		36.6			Average speed per hour			

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

Between North Jct. and South Jct. there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular trains, extras, work extras or engines.

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Boise City to Las Animas Jct.	49	49

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

GARDEN CITY DISTRICT

Track Capacity 50 Ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 6	Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD ↑
					June 1, 1968			
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile		
Yard			157.6		GARDEN CITY YL		Y	
30			142.6	52.8	15.0 TENNIS	38.0	R C	
24			135.7	50.7	6.9 FRIEND	50.2		
51			128.0	47.5	7.7 SHALLOW WATER	37.1	C	
			120.1	29.0	7.9 A.T.&S.F. Crossing	21.1		
			120.1	0	0.0 Mo. Pac. Crossing	0		
				30.6	0.3	0		
113			119.8		SCOTT CITY YL		Y	
					(37.8)		C	
					Average speed per hour			

Trains must secure numbered clearance card before leaving Garden City and Scott City. No switch lights on Garden City District. At Garden City, trains will be governed by First District time table rules.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
Garden City to Scott City	20	20

SPEED RESTRICTIONS—RR CROSSINGS

	MPH	
	Psg.	Fr.
RR Crossing 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	15

RR Crossing 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.

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	STREETS	MPH
Garden City	Fourth, Sixth, Main, Ninth, Eleventh, & Thirteenth Streets	45
Garden City	Highway No. 50 Garden City Dist.	5

SWITCHES - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

14 C. V. DISTRICT

COLORADO DIVISION

Siding Capacity 50 Ft. Per Car	WEST- WARD	Ruling Grade Ascending	TIME TABLE No. 6	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
	Second Class						Second Class
	173						174
	Mixed		June 1, 1968				Mixed
	Leave Mon., Wed., Fri.	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Tues., Thurs., Sat.
	AM 7.00	0	DODGE CITY YL 0.2	0		T Y R C	PM 2.00
		0	C.R.I.&P. Jct. YL 0.9	0	0.2		
		52.8	C.V. Jct. YL 8.8	0	1.1		
34	7.28	52.8	SAYRE 4.1	0	9.9		1.20
65	f 7.38	21.1	ENSIGN 5.0	0	14.0	C	f 1.05
32	7.50	20.1	HAGGARD 7.2	21.1	19.0		12.45
112	f 8.05	52.8	MONTEZUMA 10.9	21.1	26.2	C	f 12.20 PM
111	f 8.25	21.1	COPELAND 5.6	0	37.1	C	f 11.50
	8.40	21.1	TICE 6.9	0	42.7		11.20
83	s 9.05	21.1	SUBLETTE 8.3	18.0	49.6	C	s 11.05
	s 9.40		SATANTA YL 0.4	52.8	57.9	Y C	s 10.45
		52.8	SATANTA JCT. YL 15.7	52.8	58.3		
32	s 10.30	21.1	MOSCOW 12.7	21.1	74.0	C	s 9.30
52	s 11.05	21.1	HUGOTON 7.3	0	86.7	C	s 9.00
	11.25	21.1	FETERITA 8.7	0	94.0		8.30
33	s 11.50 PM	42.2	ROLLA 8.3	0	102.7	C	s 8.12
	12.10	42.2	WILBURTON 8.6	0	111.0		7.55
40	s 12.45	52.8	ELKHART YL 12.4	48.6	119.6	Y C	s 7.35
	1.17	52.8	STURGIS 11.6	24.3	132.0		7.00
24	s 1.50	31.7	KEYES 15.6	26.4	143.6	C	s 6.35
	3.00 PM		BOISE CITY YL		159.2	Y C	6.00 AM
	Arrive Mon., Wed., Fri.		(159.2)				Leave Tues., Thurs., Sat.
	19.9		Average speed per hour				19.9

Trains must secure numbered clearance card before leaving originating stations, and at Satanta.

Trains and engines using C.R.I.&P. 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 AT&SF.

At Boise City, junction switch normally lined for Boise City District.

No switch lights on C.V. District.

Phone booth located at east end Bridge 63.7.

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Fr.
C.V. Jct. to M.P. 26	49	49
M.P. 26 to Boise City	40	40

SWITCHES AND SIDINGS - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

Trains or engines using siding must not exceed maximum turnout speed for that siding.

CANON CITY DISTRICT

Track Capacity 50 Ft. Per Car		WEST- WARD ↓		TIME TABLE No. 6 June 1, 1968	↑ EAST- WARD	Communications Turn Tables and Wyes
Other Tracks	Sidings		Mile Post	STATIONS		
Yard			0.0	PUEBLO YARD YL	Y R C	
			0.6	D.&R.G.W. Connection		
	77		25.4	PORTLAND YL	C	Via D. & R. G. W. Ry.
84			31.5	FLORENCE	C	
115			39.7	CANON CITY YL	Y C	
				(39.7)		

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

Between D&RGW connection, MP 0.6, and Canon City, trains will be governed by the Time Table and Operating Department Rules and Regulations of the Denver and Rio Grande Western Railroad Company.

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

Derail on Rockvale Industrial Spur at Rockvale must be left in normal position.

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

WHILE HEAD END OF TRAIN IS PASSING STREET CROSSINGS WITHIN CORPORATE LIMITS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED.

STATION	STREETS	MPH
Canon City	Ninth Street	6

SANTA FE DISTRICT

Track Capacity 50 Ft. Per Car		WEST- WARD ↓		TIME TABLE No. 6 June 1, 1968	↑ EAST- WARD	Communications Turn Tables and Wyes
Other Tracks	Sidings		Mile Post	STATIONS		
Yard			0.0	LAMY YL	Y R C	
				SANTA FE YL	Y C	
				(18.1)		

No switch lights on Santa Fe District.

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

MAXIMUM AUTHORIZED SPEED FOR TRAINS

	MPH	
	Psg.	Frt.
Lamy to Santa Fe	20	20

SWITCHES - MAXIMUM AUTHORIZED SPEED

Maximum authorized speed 10 MPH heading in or out over other than main track switches; 15 MPH heading in or out over main track switches.

SPECIAL RULES

- Except as otherwise provided, Eastward Trains are superior to Westward Trains of the same class.
- Within Traffic Control System limits, a train, or engine, must not clear the main track through a hand thrown switch not electrically locked, except at a designated siding, for the purpose of meeting, passing, or being passed by another train or engine.

5. JOINT TRACK FACILITIES

PUEBLO U.D.—Between D&RGW crossing (MP 619.0) and East end Pueblo U.D., trains and engines are governed by time table, Rules and regulations of the Pueblo Union Depot R.R.

AT&SF, D&RGW, and Mo.Pac. trains use the same lead at south end of Pueblo Union Depot tracks.

PUEBLO STOCK YARDS—AT&SF engines may use Mo. Pac. tracks between connection on Minnequa District and Pueblo Stockyards. Movement on Mo.Pac. main track will be governed by Mo.Pac. Uniform Code of Operating Rules and Mo.Pac. Time-table.

Movement to stockyards will be made through connecting track from Minnequa District. When letter "S" is illuminated in signal at clearance point, switch may be lined for movement to Mo.Pac. main track provided the movement is authorized by Mo.Pac. Rules.

Movement from stockyards to Mo.Pac. main track will be governed by signal 8949-L located at clearance point to Mo.Pac. track. When the letter "S" is illuminated in this signal, switch may be lined for movement to Mo.Pac. main track provided the movement is authorized by Mo.Pac. Rules.

Movements from Mo.Pac. main track to connection track will be governed by lower unit on Mo.Pac. signal 8951. Lunar white will indicate switch is lined for PS&R Yard connection.

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

D&RGW Connection—Canon City—AT&SF trains will use D&RGW tracks and will be governed by D&RGW time table, rules and regulations.

7. TRAIN OPERATION ON HEAVY DESCENDING GRADES

(A) Freight trains, with locomotive (including helper) having operative dynamic brake and pressure maintaining, descending grades between Raton and MP 646, and Glorieta to MP 833, may proceed without the use of retainers provided it is known by the conductor and enginemen that the prescribed brake pipe pressure is indicated on gauge and total train tonnage and tons per locomotive unit does not exceed the following:

Class of Power	Total Train Tonnage	Allowable Tons Per Locomotive Unit
100-350-400-600-800-900-1700-1800-1900-1939 All other classes	3600 or less 3600 or less	1800 1000
100-350-400-600-800-900-1700-1800-1900-1939 All other classes	3601 or more 3601 or more	1450 800

7. TRAIN OPERATION ON HEAVY DESCENDING GRADES—Cont'd)

The use of the dynamic brake on helper units between Raton and Trinidad, and Glorieta to Lamy will be handled as instructed by the engineman on the lead locomotive.

Should it become necessary to stop for any reason and locomotive brakes alone will not hold train when brakes are released, a sufficient number of retainers must be set in high pressure position to hold train before brakes are released and recharged.

Should the use of full dynamic brake and 18 pounds brake pipe reduction not control train at the allowable speed, train must be stopped and retainers set as outlined in Rule 7(B).

(B) A freight train not qualifying under 7(A) above, must use retainers on all cars with 50 percent in high pressure position.

(C) Freight trains between Raton and Jansen, and Glorieta to MP 833, must not exceed 15 MPH when average tons per car is 56 or more, and 20 MPH when average tons per car is 55 or less.

Locomotives with operative dynamic brake, running light or with caboose only—25 MPH between Raton and Jansen, and Glorieta to MP 833; locomotives without operative dynamic brake—20 MPH.

(D) On passenger trains and light engines, a service test of air brakes must be made as prescribed by Rule 41, Form 2501-A, at Lynn eastward, and at Wootton and Glorieta westward.

Passenger trains descending grades between Raton and Trinidad, and Glorieta to MP 833, may use the dynamic brake on helper locomotives. When used, the following will govern:

Engineman or helper must gradually reduce throttle approaching the summit of grade, have it completely shut off approximately 800 feet before reaching the summit. When throttle is closed, begin dynamic braking in accordance with outstanding instructions, have dynamic brake fully applied before passing summit of grade.

Engineman on helper must use maximum permissible dynamic braking during the entire descent of grade, keeping fully applied until stop is made to cut off helper engine.

As speed reduces near stop, dynamic braking effort on helper engine will reduce gradually, allowing slack in rear of train to bunch gently.

Lead engineman will govern track speed by use of dynamic brake and air brakes as necessary.

(E) On descending grades between Raton and Jansen, and Glorieta to MP 833, passenger trains must not exceed the following maximum speeds:

- between Wootton and Gallinas — 25 MPH
- between Gallinas and Jansen — 30 MPH
- between Lynn and Raton — 30 MPH
- between Glorieta and MP 833 — 30 MPH

10. 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. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that bridge has not been weakened by high water and, in addition, must observe the requirements of Rule 320 or 321. Crews should promptly communicate with train dispatcher and every precaution for safety should be taken.

High water detectors located at:

- Bridge 375.9 — Near Ingalls
- Bridge 381.4 — Near Charleston
- Bridge 419.7 — Near Deerfield
- Bridge 425.3 — Near Lakin
- 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

10. HIGH WATER DETECTORS:—(Cont'd)

- Bridge 470.8 — Near Coolidge
- Bridge 471.1 — Near Coolidge
- Bridge 485.8 — Near Granada
- Bridge 492.0 — Near Grote
- Bridge 566.6 — Near Benton
- Bridge 585.3 — Near Mindeman
- Bridge 600.1 — At Thatcher
- Bridge 600.5 — At Thatcher
- Bridge 633.7 — Near C&S Crossing
- Bridge 638.3 — At Jansen
- Bridge 727.1 — Near Wagon Mound
- Bridge 753.7 — Near Watrous
- Bridge 874.2 — Near Nueve
- Bridge 894.4 — Near Alameda
- Bridge 895.6 — Near Alameda
- Bridge 898.7 — Near Hahn
- Bridge 557.5 — Near Swink
- Bridge 600.6 — Near Boone
- Bridge 612.5 — Near Baxter

HOT BOX DETECTORS:

M.P. 406.4 between Garden City and Holcomb.*

*Locator for westward trains at M.P. 408.4 and for eastward trains at M.P. 404.3. When overheated journal is detected horizontal rotating white lights will be activated at both detector and locator locations. When rotating white light is observed, train must be stopped immediately and inspection made in accordance with instructions in Operating Bulletin Book.

14. MAXIMUM SPEED OF ENGINES.

MILES PER HOUR

Diesel and Gas-Electric	Forward	Light Forward	Backing Or When Not Controlled From Leading Unit	Dead In Train
16-48, 55-78, 80-87, 100-108, 300-314	100	90	45	90
325-344, 400-405, 1900-1939	90	90	45	90
350-359	90	90	45*	90
1100-1174, 1800-1889	80	80	45*	80
200-289	70	70	45	70
99, 602-611, 700-751, 800-849, 900-979, 1200-1284, 1300-1460, 1600-1615, 1700-1719, 2099, 2101-2161, 2650-2893, 3001-3019	70	70	45*	70
500-564, 625-633, 650-653, 1500-1537, 2200-2299, 2303-2399, 2403-2441	45	45	45	45
RDC 191, 192	85	85	50	85
M-160, M-190	80	65	25	75

*Note: Forward speed applies when backing handling train controlled from leading unit.

15. MOVEMENTS OVER SUBMERGED TRACKS

(Rule 817)

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

Types of Equipment	Maximum Depth Above Top Of Rail (Inches)	Maximum Speed In Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines 80-87, 350-359, 400-405, 602-611, 800-849, 1600- 1615, 2099-2161	3	5	5
55-78, 650-653, 2310-2321, 3001-3019	4	5	5
16-48, 99, 100-108, 200-344, 500-564, 625-633, 700-751, 900-979, 1100-1174, 1200- 1284, 1300-1460, 1500-1537, 1700-1719, 1800-1889, 1900- 1939, 2200-2299, 2303-2304, 2322-2399, 2403-2411, 2650- 2893	5	5	5
Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	
Friction Bearings	12	5	

17. DERRICKS, CRANES, ETC.

Derricks, cranes, pile drivers, spreaders, and similar machinery moving on their own running gear, scale test cars, 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-199452 AT-199453 AT-199454 AT-199455 Derrick AT-199720 and Jordan Spreaders MPH	Other Machines Including Derrick AT-199775 MPH	Scale Test Cars AT-199913 AT-199914 AT-199915 MPH
First, Second, Third, Fourth and Pueblo	40	45	30	50
AV, Boise City, CV, Manter and Santa Fe	20	20	20	20
Garden City, Minnequa, Canon City, Lamar, York Canyon, Rocky Mountain and Las Animas Districts	15	15	15	15

17. DERRICKS, CRANES, ETC.—(Cont'd)

DISTRICT	Wrecking Derricks MPH	Pile Drivers AT-199452 AT-199453 AT-199454 AT-199455 Derrick AT-199720 and Jordan Spreaders MPH	Other Machines Including Derrick AT-199775 MPH	Scale Test Cars AT-199913 AT-199914 AT-199915 MPH
May Valley and Big Bend Industrial Spurs	10	10	10	10

Pile Drivers, Derricks 199720 and 199775 must be handled in trains next to engine.

Scale test cars AT 199913, 199914 and 199915 must be handled on rear end of trains ahead of caboose.

19. YARD LIMITS:

Abajo	La Junta	Pritchett
Alameda	Lamar (extends to and includes Wilson Jct.)	Pueblo (extends to and includes Minnequa)
Albuquerque (extends to and includes Alameda)	Lamy (Applies on Santa Fe District only)	Rocky Ford
Arriba	Las Animas (applies on Las Animas District only extending to and including Waveland)	Santa Fe
Avondale	Las Animas Jct. (applies on Boise City District only)	Satanta
Boise City	Las Vegas (extends to and includes Arriba)	Scott City
Canon City	North Jct.	South Jct.
C&S Crossing	Portland	Springfield
Dodge City		Swink (extends to and includes La Junta Air Base MP 91.4 A. V. District)
Elkhart		Ulysses
Garden City		Waveland
Hahn		Wiley
Hebron (Rocky Mountain District only) extends to and includes Koehler		Wilson Jct.
Holly (A. V. District only)		York Canyon
Koehler		

20. BULLETIN BOOKS

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

21. STANDARD CLOCKS

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

22. STANDARD THERMOMETERS

Boise City	Las Vegas	La Junta
Trinidad	Albuquerque	Las Animas
Raton	Garden City	Pueblo Yard
Dodge City		Rocky Ford

23. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POST	NAME
THIRD DISTRICT	
689.6	Vermejo River.
748.4	Mora River.
FOURTH DISTRICT	
785.1	Tecolote River.
831.8	Apache Creek.

SPECIAL RULES

23. DANGEROUS OBSTRUCTIONS (See Rule 761)—(Cont'd)

MILE POST	NAME
	PUEBLO DISTRICT
	Main Street Viaduct, Pueblo.
	MINNEQUA DISTRICT
120.44	Arkansas River Bridge.

24. TRACKS BETWEEN STATIONS

Location	Mile Post Location	Car Capacity	Switch Connection
FIRST DISTRICT			
Producers Packing Co. Amity	398.6	18	East & West
Amity	479.2	43	East & West
Koen	487.4	26	East & West
THIRD DISTRICT			
Toril	697.5	44	East & West
Union	741.5	13	East & West
FOURTH DISTRICT			
Spieß	837.3	61	East & West
Rosario Industrial Spur (2.4 miles)	860.7	290	West
Plains Electric	878.4	40	East
Public Service	895.7	257	East
Tewa Moulding Corp.	896.3	14	East
Rio Grande Steel	896.8	35	East
Associated Grocers	898.5	24	West
PUEBLO DISTRICT			
Newdale Spur	562.6	66	West
Walgro	569.6	16	West
Dinsmore	606.6	43	East & West
Gas Spur	608.9	13	East
Pueblo Air Base	610.7	Yard	East & West
Baxter Beet Track	612.6	17	East & West
A. V. DISTRICT			
La Junta Air Base	91.4	Yard	West
May Valley Industrial Spur (3.7 miles)	30.4	47	West
Big Bend Industrial Spur (4.2 miles)	36.3	17	East
GARDEN CITY DISTRICT			
Hutchins Spur	123.5	7	East & West
Oil Track	132.2	21	East & West
Gano	140.5	21	East & West
Brookover Feed Yard	154.2	7	West
CANON CITY DISTRICT			
Rockvale Industrial Spur (2.9 miles)	31.5	159	East
C.V. DISTRICT			
Natural Gas Co. Track	50.9	18	
Cave	69.6	15	
Helium Plant Spurs	139.4	105	
MANTER DISTRICT			
Columbian Track	13.0	73	
Magnolia Siding	13.6	18	
Magnolia Spur	13.7	20	
Ulysses Irrigation Pipe Co.	24.8	4	
Pioneer Co-Op. Spur	25.8	7	
Hugoton Production Track	25.9	33	
Sullivan Track	29.1	18	
Gillan Track	38.9	20	

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS.

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

TRAIN	STOP AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
17	Garden City Lamar Trinidad	Albuquerque and beyond	Kansas City and beyond and South of Newton
18	Trinidad Lamar Garden City	Kansas City and beyond	Albuquerque and beyond
23	Dodge City to Las Animas	La Junta and beyond	Newton and beyond
	Thatcher	Trinidad and beyond	La Junta and beyond
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond
	Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond
24	Bernalillo Domingo	Las Vegas and beyond	Beyond Albuquerque
	Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond
	Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond
	Thatcher	La Junta and beyond	Trinidad and beyond
	La Junta to Dodge City	Newton and beyond	La Junta and beyond

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

A. J. STROBEL, General Watch Inspector Topeka.
R. W. GOOCH, Assistant General Watch Inspector Topeka.

LOCAL TIME INSPECTORS

RICHARD L. EDMISTEN	Dodge City
A. J. SCHAUF	Cimarron
ELVIN C. FUSON	Holly
WELDON L. GREEN	Lamar
VIRGIL H. THOMPSON	Boise City
W. C. WONDER	Springfield
GEORGE SHACKTERLE	La Junta
JOHN W. LLOYD	La Junta
W. B. FARABEE	Pueblo
C. C. PATTON	Canon City
A. T. KAPELKE	Trinidad
JAS. A. WHITED	Raton
MRS. GILLIE FLENER	Las Vegas
VIRGIL H. HALL	Santa Fe
R. C. BLUESTEIN	Albuquerque
JAMES PECH	Albuquerque



SANTA FE SAFETY FIRST



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

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

**SURGEONS OF
THE A.T.&S.F. EMPLOYES' BENEFIT ASSOCIATION**
DR. O. L. HANSON, Chief Surgeon Topeka

ALBUQUERQUE HOSPITAL
DR. A. S. McGEE Doctor in Charge

LOCATION	DOCTORS
Boise City	G. E. MERKLEY, JR.
"	J. L. WHEELER, JR.
Canon City	KON WYATT, JR.
"	J. F. VINCENT
Cimarron	G. H. JACKMAN
Dodge City	C. M. ALDERSON (Urologist)
"	R. G. KLEIN
"	N. E. MELENCAMP
"	W. G. DUKSTEIN
"	R. J. OHMAN
"	E. B. SCAGNELLI
"	W. V. TREKELL (Orthopedic)
Elkhart	E. J. MCCREIGHT
Florence, Colo.	JOHN V. BUGLEWICZ
"	PETER J. GAMACHE
Fowler	G. E. McDONNELL
Garden City	G. H. NELSON
"	J. O. AUSTIN
Hugoton	R. T. LENEVE
"	M. F. FREDERICK
La Junta	R. L. DAVIS
"	J. A. SHAND
"	W. R. SISSON
"	G. H. VANDIVER
"	G. D. CALONGE
Lakin	R. A. SABO
Lamar	GEO. WILLIAMS

LOCATION	DOCTORS
Las Animas	WILLARD WIGHT
"	L. S. SAMPSON
Las Vegas	J. C. HALLFORD
"	E. H. DELLINGER
"	ISAAC TERR
"	C. L. BLANCHARD
"	HENRY RYNDERS
Pueblo	D. B. SHAW
"	R. H. MCILROY
"	W. D. HILST
Raton	L. M. PAVLETICH
"	J. J. SMOKER
Rocky Ford	R. T. SHIMA
"	E. L. MORGAN
Santa Fe	S. M. GONZALEZ
"	C. S. MOON
Satanta	E. D. RATHBUN
Scott City	B. M. HOPKINS
"	GALEN W. FIELDS
Springer	M. M. MORROW
Syracuse	C. E. PETTERSON
"	N. G. MARVIN
Trinidad	STANLEY BIBER
"	G. M. SKUFCA
"	G. E. JIMINEZ
Ulysses	M. A. BREWER
Valmora	C. H. GELLENTHIEN

EYE, EAR, NOSE AND THROAT SPECIALISTS	
Dodge City	E. W. SCHWARTZ (Eye)
La Junta	L. C. LARSON (Eye)
"	JACK D. ROATH (Eye)
Pueblo	W. T. DARDIS (Eye)
"	WM. G. HOPKINS (Eye)
"	H. S. RUSK
"	O. C. DAIL
"	J. W. JONES
"	M. W. LEWALLEN (Eye)
"	H. H. FRIESEN (Eye)
Raton	R. P. BEAUDETTE (Eye)
Santa Fe	J. D. GUNDZIK (Eye)