

E. B. JONES, Trainmaster ..... La Junta, Colo.  
 M. E. SHEWMAKE, 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    A. W. ABEL    P. R. HOLIMAN  
 A. W. JORDAN    L. N. STEPHAN    J. O. McATEE  
 D. A. POINTER    J. J. GARZA    D. E. DEATON  
 T. E. LEWIS    R. F. SMITH    E. D. ELYEA  
 L. V. ANDERSON    E. D. BALL

**AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY**

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

Speed	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 Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per 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**

Supplement "A"

To

**TIME TABLE No.**

**6**

IN EFFECT

**Thursday, August 21, 1969**

At 12:01 P. M.

**Mountain Standard Time**

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

**L. M. OLSON,**  
 General Manager,  
 Topeka, Kansas

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

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

10 COLORADO DIVISION

PUEBLO DISTRICT

Track Capacity 50 Ft. Per Car	WEST- WARD		Ruling Grade Ascending	Supplement "A" To <b>TIME TABLE No. 6</b> August 21, 1969		Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD	
	First Class	<b>201</b>		First Class	<b>190</b>				
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	T Y C R	PM 7.30	
62	f 8.37	559.8	20.0	SWINK YL 2.8		0	Y B	7.15	
82	f 8.40	562.6	19.5	NEWDALE 3.0		0	B	7.12	
100	s 8.45	565.6	31.7	ROCKY FORD YL 5.4		0	R C	7.09	
82	f 8.51	571.0	31.7	VROMAN 3.5		0	B	7.03	
108	f 8.55	574.5	33.3	MANZANOLA 8.6		0	R C	f 6.59	
67	f 9.03	583.1	19.0	FOWLER 4.4		14.0	C	f 6.49	
70	f 9.07	587.5	33.0	HAMLET 4.1		0	B	6.44	
	f 9.12	591.6	33.0	NA JCT 7.0		0		6.39	
	f 9.19	598.6	31.2	BOONE 5.0		0	B	6.31	
150	f 9.25	603.6	30.0	AVONDALE 6.0		0	Y R C	f 6.25	
	f 9.31	609.6	34.4	DEVINE 2.2		0	B	6.19	
150	f 9.33	611.8	31.7	BAXTER 6.0		0	B	6.17	
	f 9.40	617.8	31.7	PUEBLO JCT. 0.4		31.7		6.10	
		618.2	0	Mo. Pac. Crossing 0.6		22.0			
	s 9.45	618.8	0	PUEBLO U.D. 0.2		22.0		6.05	
	PM	619.0	52.8	D.&R.G.W. Crossing 0.5		0		PM	
Yard		619.5		PUEBLO YARD			Y R C		
	Arrive Daily			(64.6)				Leave Daily	
	51.1			Average speed per hour				45.1	

RULE 261 IN EFFECT: On main track between NA JCT and Pueblo Yard, and on sidings Avondale and Baxter.

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.

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	Supplement "A" To <b>TIME TABLE No. 6</b> August 21, 1969		Ruling Grade Ascending	Communications Turn Tables and Wyes	EAST- WARD	
Sidings		Mile Post	Feet Per Mile	STATIONS		Feet Per Mile			
96		124.3	0	SOUTHERN JCT. YL 1.7		31.0			
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					
				(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.

Trains or engines may use main track between Minnequa and Pueblo Jct. on receipt of numbered clearance card received at Minnequa or Pueblo Yard. 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 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 NA JCT	79	60
NA JCT to Avondale	60	60
Avondale 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	50
Curve, M.P. 615.9 to 616.0	65	50
2 Curves, M.P. 617.2 to 617.6	30	25
Curve, M.P. 617.6 to 617.8 (Pueblo Jct. 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

### 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
NA JCT	I	Turnout	50
Avondale	I	Both ends of siding	35
Baxter	I	Both ends of siding	40
Pueblo	I	North end Pueblo Union Depot passenger lead	10
		North end Loop Line	10
		South end receiving yard lead	10
		South end departure yard lead	10
		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 herein.

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