

D. D. DIDIER, Trainmaster La Junta, Colo.
 P. D. McKENNON, Trainmaster Pueblo, Colo.
 H. G. POWERS, Trainmaster-
 Road Foreman of Engines Raton, N.M.
 M. E. CURTIS, Asst. Trainmaster Pueblo, Colo.
 F. L. SPARKS, Road Foreman of Engines La Junta, Colo.
 E. B. JONES, Rules Examiner La Junta, Colo.
 W. N. WILLIS, Chief Dispatcher La Junta, Colo.
 T. E. LEWIS, Asst. Chief Dispatcher La Junta, Colo.
 J. J. GARZA, Asst. Chief Dispatcher La Junta, Colo.

EASTERN LINES

M. D. SMITH, Supvr. Air Brakes-
 Gen. Road Foreman of Engines Argentine, Ks.
 W. J. McMEANS, Trainmaster-
 Road Foreman of Engines, Amtrak Argentine, Ks.

TRAIN DISPATCHERS — LA JUNTA, COLO.

D. A. POINTER	P. R. HOLIMAN	M. D. HARRISON
L. V. ANDERSON	J. O. McATEE	L. T. JAPHET
A. W. ABEL	D. E. DEATON	R. W. YERGET
L. N. STEPHAN	E. D. ELYEA	S. P. TAYLOR
		D. L. COX

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY
OVERSPEED Couplings are DAMAGING -

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

COLORADO DIVISION

TIME TABLE No.

3

IN EFFECT

Sunday, October 31, 1976

At 12:01 A. M.

Mountain Standard Time

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

H. J. BRISCOE,
General Manager,
Topeka, Kansas

C. R. ROSE
C. L. HOLMAN
H. L. HAWKINS
Asst. Gen'l Mgrs.,
Topeka, Kansas

J. K. HASTINGS,
Superintendent,
La Junta, Colorado

WEST- WARD First Class	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 31, 1976	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD First Class
3							4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 6.28		20.9	DODGE CITY YL 2.2	0	352.5	T Y R C	PM 11.05
6.31		22.8	SEARS 6.8	0	354.7	B	10.55
6.37	4050	28.0	HOWELL 9.7	28.0	361.5	B	10.50
6.45	6250	25.7	CIMARRON 6.1	18.0	371.2	R C	10.43
6.50	4100	21.5	INGALLS 6.7	20.0	377.3		10.39
6.55	7750	25.2	CHARLESTON 6.1	4.3	384.0	B	10.34
7.00	4050	23.7	PIERCEVILLE 12.3	19.0	390.1		10.29
f 7.10	12350	11.4	GARDEN CITY YL 6.6	0	402.4	R C	f 10.20
7.16	4050	21.6	HOLCOMB 8.0	5.3	409.0		10.13
7.22	4050	28.1	DEERFIELD 7.3	23.1	417.0		10.07
7.27	4350	31.7	LAKIN 13.0	31.7	424.3	R C	10.02
7.36	6850	21.6	SUTTON 4.9	22.1	437.3	B	9.53
7.40	3900	28.3	KENDALL 11.7	26.4	442.2		9.49
7.48	10000	35.0	SYRACUSE 14.9	24.8	453.9	R C	9.41
7.59	4100	21.9	COOLIDGE 6.1	18.5	468.8		9.31
8.04	E 3700 W 5100	22.8	HOLLY 6.6	0	474.9	C R	9.26
8.09	4000	29.0	BARTON 3.8	0	481.5	B	9.21
8.11	4000	38.8	GRANADA 17.0	26.4	485.3		9.18
f 8.25	7500	17.3	LAMAR YL 8.1	7.9	502.3	Y R C	f 9.03
8.33	4400	21.1	PROWERS 11.1	0	510.4	B	8.56
8.41	4000	10.6	CADDOA 5.9	15.8	521.5	B	8.48
8.45	4000	20.1	HILTON 5.2	10.6	527.4	B	8.44
		16.4	LAS ANIMAS JCT. 2.4	0	533.6	B	
8.52	8300	41.2	LAS ANIMAS 14.7	28.9	536.0	R C	8.37
9.02		26.4	CASA 4.2	21.1	550.7		8.25
B 9.10 AM			LA JUNTA YL DT		554.9	T Y R C	8.20 PM
Arrive Daily			(202.4)				Leave Daily
74.9			Average speed per hour				73.6

TCS IN EFFECT: On main track between switch west end siding Las Animas and switch at Las Animas Jct., and on siding Las Animas.

RULE 251 IN EFFECT: Between Dodge City and Sears, and between Casa and La Junta.

Where Rule 251 in effect, unless otherwise instructed, extras and work extras must clear first class trains on time.

RULE 94 IN EFFECT:

At La Junta between M.P. 554 and signal bridge carrying Signals 5556 and 0556.

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

Time of trains at Sears and Casa 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.

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

Following signals located on left side of track:

Sears, signal at west end of double track on south track governing westward movement.

Lamar, signal at west end siding governing westward movement from siding to main track.

Charleston, signal 3822 governing eastward movement.

Charleston, signal at west end siding governing westward movement from siding to main track.

FIRST DISTRICT

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psg.	Fr.
Dodge City and La Junta	90*	60**

*Maximum speed for passenger trains, express or DHQ trains handling cabooses 70 MPH

**Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total ... 45 MPH

Maximum authorized speed for train consisting entirely of bunk, outfit and work equipment cars 40 MPH

Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) 55 MPH

(B) SPEED RESTRICTIONS—CURVES

	MPH	
	Psg.	Fr.
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. 528.6 to M.P. 531.0	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	60	55
Curve, M.P. 552.8 to 553.1 Eastward	60	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

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. 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
Sears	S	End of Double Track Eastward and Westward M.P. 354.7	30
Howell	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
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

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS —(Cont'd)

STATION OR MP	TYPE	SWITCHES AND TURNOUTS	MPH
Kendall	S	Both ends of siding	30
Syracuse	S	Both ends of siding	30
Coolidge	S	Both ends of siding	15
Holly	S	Both ends of east siding	15
Barton	S	Both ends of siding	15
Granada	S	Both ends of siding	15
Lamar	S	Both ends of siding	15
Prowers	S	Both ends of siding	15
Caddoa	S	Both ends of siding	15
Hilton	S	Both ends of siding	15
Las Animas Jct.	I	Boise City Dist. Jct. switch	30
Las Animas	I	Both ends of siding	30
Casa	S	End of Double Track Eastward M.P. 550.7	30
La Junta	S	West end crossover between freight yard and Second Dist. main track	10

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN	MPH
Cimarron	All Streets M.P. 370.7 to M.P. 371.5	50*
Garden City	Fourth, Sixth, Main, Ninth, Eleventh and Thirteenth Streets M.P. 401.7 to M.P. 403.0	45
Garden City	Highway No. 50 Garden City Dist. M.P. 155.6	5
Lakin	All Streets M.P. 424.0 to M.P. 425.2	50*
Lamar	All Streets M.P. 502.1 to M.P. 503.0	60

*Not applicable to Trains 3 and 4.

3. TRACKS BETWEEN STATIONS

Name	Location	Car Capacity
Producers Packing Co.	M.P. 398.6	18
Garden By Products	M.P. 398.9	7
Amity	M.P. 479.2	43
Grote	M.P. 491.4	28

TRACK SIDE WARNING DETECTORS

HOT BOX DETECTOR

Detector Location	Locator Location
M.P. 406.4	Westward M.P. 408.4 Eastward M.P. 404.3

Overheated journal will actuate rotating white lights at both locations; when observed train must be stopped and inspection made in accordance with Special Rule 14(B).

WEST- WARD First Class	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 31, 1976	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD First Class
3							4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
AM 9.30		59.7	LA JUNTA YL 17.5	31.8	554.9	T Y R C	PM 8.05
9.47	4650	59.7	TIMPAS 10.7	0	572.3	B	7.48
9.55	6000	59.7	MINDEMAN 8.5	0	583.0		7.40
10.03	6250	59.7	DELHI 12.8	0	591.5	B	7.33
10.16	6250	59.1	SIMPSON 10.3	31.7	604.7		7.24
10.24	4750	59.7	MODEL 11.2	31.1	615.0	B	7.16
10.36	6150	59.4	HOEHNES 9.5	31.7	626.3		7.04
10.43		28.1	C. & S. CROSSING YL 0.9	0	635.8	B	6.57
10.47		59.4	TRINIDAD 1.9	0	636.7	R C	6.54
		105.6	JANSEN 3.4	0	638.6	B	
		105.6	STARKVILLE 5.4	0	642.0		
		184.8	GALLINAS 0.8	0	647.3		
		184.8	MORLEY 3.6	0	648.1	B	
		184.8	WOOTTON 1.0	175.3	651.8	B	
		0	LYNN 2.4	175.3	652.8	B	
	9300	0	KEOTA 4.3	174.2	655.2		
11.45 AM	4500		RATON		659.5	Y C R	6.01 PM
Arrive Daily			(104.2)				Leave Daily
46.4			Average speed per hour				50.4

T.C.S. IN EFFECT: On main track Raton to and including C&S Crossing, and on sidings at Keota and Raton.

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

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

RULE 94 IN EFFECT: At La Junta between M.P. 554 and Signal Bridge carrying signals 5556 and 0556.

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

SECOND DISTRICT

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frnt.
La Junta and Trinidad	90*	60**
Trinidad and Raton	79*	60**

*Maximum speed for passenger trains, express or DHQ trains handling cabooses 70 MPH

**Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total 45 MPH

Maximum authorized speed for train consisting entirely of bunk, outfit and work equipment cars. 40 MPH

Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) 55 MPH

(B) SPEED RESTRICTIONS—CURVES, RR CROSSINGS AND TUNNELS:

	MPH	
	Psgr.	Frnt.
Curve, M.P. 555.6 to 555.8	30	30
Curve, M.P. 556.2 to 556.4	60	30
3 Curves, M.P. 575.5 to 577.2	80	60
Curve, M.P. 581.1 to 581.5	80	60
3 Curves, M.P. 587.0 to 589.3	80	60
Curve, M.P. 591.0 to 591.4	80	60
Curve, M.P. 593.8 to 594.1	80	60
2 Curves, M.P. 595.1 to 596.5	80	60
2 Curves, M.P. 605.2 to 607.3	80	60
Curve, M.P. 615.5 to 615.9	80	60
Curve, M.P. 618.0 to 618.5	80	60
Curve, M.P. 619.5 to 619.7	40	35
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	60
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
10 Curves, M.P. 639.0 to 643.0	30	20
39 Curves, M.P. 643.0 to 652.1	20	20
Tunnel, M.P. 652.1 to 652.5	20	20
18 Curves, M.P. 652.5 to 656.0	20	20
13 Curves, M.P. 656.0 to 659.5	30	20

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. 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
Timpas	S	Both ends siding	30
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
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

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN	MPH
Trinidad	Commercial Street, Linden, Nevada and University Avenues M.P. 636.0 to 637.7	20

RULES GOVERNING TRAIN OPERATION ON HEAVY DESCENDING GRADES APPLY ON SECOND DISTRICT. SEE TIME TABLE SPECIAL RULES 6 AND 7.

6 COLORADO DIVISION

THIRD DISTRICT

WEST- WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD
			No. 3 October 31, 1976						First Class
3								4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile				Arrive Daily
AM 11.50	4500	0	RATON 11.5	70.7	659.5	Y R C s		PM 5.58
	5650	0	HEBRON 7.4	70.2	671.3			
	5900	66.5	SCHOMBERG 12.3	68.4	678.8			
	6050	69.7	FRENCH 8.4	72.8	691.0	B		
PM 12.29	6300	72.2	SPRINGER 10.8	70.2	699.4	R C		5.22
	6250	71.2	COLMOR 9.6	69.7	710.0			5.13
	6100	70.9	LEVY 5.7	67.9	719.7	B		5.05
	3800	70.2	WAGON MOUND 17.0	70.2	725.3	B		5.00
	4650	52.8	SHOEMAKER 7.2	52.8	742.3	B		4.42
	6250	70.0	WATROUS 9.3	70.0	750.2	B		4.32
	5800	69.7	ONAVA 10.5	69.7	759.5			4.24
1.45 PM			LAS VEGAS YL		770.1	Y C R		4.13 PM
Arrive Daily			(109.8)					Leave Daily
57.2			Average speed per hour					60.5

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

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

Following signal located on left side of track:

Las Vegas, Signal 7692, on main track east end of yard.

HAND THROW SWITCHES IN TCS LIMITS:

Within TCS limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track or sidings where TCS is in effect through a hand throw switch, not electrically locked, for the purpose of meeting, passing, or being passed by another train or engine.

SIDING:

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

YORK CANYON DISTRICT

WEST- WARD	Ruling Grade Ascending	TIME TABLE		Ruling Grade Ascending	Mile Post	Communications Turn Table and Wyes	EAST- WARD
		No. 3 October 31, 1976					
↓							↑
	Feet Per Mile	STATIONS	Feet Per Mile				
	61.1	FRENCH 13.3	0	0.0	Y B		
	105.6	COLFAX 22.8	0	13.3			
		YORK CANYON YL		36.1			
		(36.1)					

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

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH.

"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.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN	MPH
M.P. 0 and M.P. 17 Ascending Descending	40 35
M.P. 17 and M.P. 35.2 Ascending Descending	25 20

THIRD DISTRICT

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH	
	Psgr.	Frnt.
Raton and Las Vegas	79*	60**

*Maximum speed for passenger trains, express or DHQ trains handling cabooses 70 MPH

**Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total 45 MPH

Maximum authorized speed for train consisting entirely of bunk, outfit and work equipment cars. 40 MPH

Maximum authorized speed for trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) 55 MPH

(B) 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	60
9 Curves, M.P. 664.2 to 670.8	75	60
Curve, M.P. 690.2 to 690.4	50	45
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	55
Curve, M.P. 733.2 to 733.6	75	55
32 Curves, M.P. 736.1 to 749.4	40	40

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS —(Cont'd)

"T"—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 Jet.	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
Shoemaker	S	Both ends siding	30
Watrous	S	Both ends siding	30
Onava	S	Both ends siding	10
Las Vegas	S	East end freight yard	30
	S	West end freight yard	15

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN	MPH
Las Vegas	Jackson and University Streets M.P. 769.2 to M.P. 771.6	15

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P.	NAME
689.6	Vermejo River
748.4	Mora River

WEST- WARD First Class	Capacity of Sidings in Feet	Rolling Grade Ascending	TIME TABLE No. 3 October 31, 1976	Rolling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD First Class
3							4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
PM 1.50		87.1	LAS VEGAS YL 8.4	75.0	770.1	Y R C	PM 4.10
2.00	4850	89.8	OJITA 10.1	75.0	778.5		3.59
2.12	5400	89.8	CHAPELLE 4.8	0	788.8	B	3.46
2.20	4500	89.8	BLANCHARD 9.8	75.0	793.6	B	3.40
2.40	3200	89.1	SANDS 3.4	0	803.3		3.19
2.45	2850	89.8	ILFELD 4.0	0	807.0		3.16
2.49	7200	89.8	GISE 4.8	61.2	811.0		3.12
2.55	4050	89.8	ROWE 4.4	0	816.0	B	3.06
	8500	89.8	FOX 4.8	0	820.4		
	5800	0	GLORIETA 4.6	158.4	825.2	B	
	4850	0	CANYONCITO 5.1	158.4	830.0		
B 3.39	6300	0	LAMY 8.5	75.0	835.2	Y R C	B 2.27
3.46	5250	0	KENNEDY 10.6	75.0	843.8	B	2.13
4.00	4750	39.6	WALDO 10.6	76.7	854.6	B	2.00
4.12	4400	21.1	DOMINGO 11.1	26.4	865.3		1.51
4.22	6750	26.4	NUEVE 9.4	52.8	876.6	B	1.43
4.31	6250	0	BERNALILLO 8.6	26.4	886.0	C	1.36
4.39	2600	21.1	ALAMEDA YL 4.1	26.4	894.7	B	1.29
4.44		18.5	HAHN YL 3.6	26.4	898.8	B	1.25
B 4.55 PM			Albuquerque YL		902.4	T R C	1.20 PM
Arrive Daily			(130.7)				Leave Daily
42.6			Average speed per hour				46.2

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

RULE 251 IN EFFECT: Between Hahn and Albuquerque.

RULE 94 IN EFFECT:

At Albuquerque between M.P. 902 and end of Double Track M.P. 903.9.

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

At Lamy, between west end passenger station and Signals 8351-8352, trains and engines must proceed at restricted speed.

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.

Following signal located on left side of track.

Hahn, Signal 8984, governing eastward movement on north track.

HAND THROW SWITCHES IN TCS LIMITS:

Within TCS limits, where maximum speed exceeds 20 MPH, a train or engine must not clear the main track or sidings where TCS is in effect through a hand throw switch, not electrically locked, for the purpose of meeting, passing, or being passed by another train or engine.

SIDINGS:

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

FOURTH DISTRICT

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH	
	Psg.	Fr.
Between Las Vegas and Lamy	79*	60**
Between Lamy and Albuquerque	90*	60**
Rosario Industrial Spur	30	30

*Maximum speed for passenger trains, express or DHQ trains handling cabooses. 70 MPH

**Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. 45 MPH

Maximum authorized speed for train consisting entirely of bunk, outfit and work equipment cars. 40 MPH

Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads). 55 MPH

(B) 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
4 Curves, M.P. 792.1 to 793.3	50	45
1 Curve, M.P. 793.8 to 793.9	40	30
1 Curve, M.P. 794.3 to 794.5	30	20
13 Curves, M.P. 794.8 to 799.9	20	20
1 Curve, M.P. 800.4 to 800.7	40	30
3 Curves, M.P. 801.5 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	50	45
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	50	45
Curve, M.P. 824.7 to 824.8	30	30
1 Curve, M.P. 825.0 to 825.5	Eastward 25 Westward 25	25 20
31 Curves, M.P. 825.5 to 829.5	20	20
4 Curves, M.P. 830.3 to 831.8	30	30
6 Curves, M.P. 832.1 to 832.9	20	20
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

	MPH	
	Psg.	Fr.
11 Curves, M.P. 866.7 to 875.6	80	60
3 Curves, M.P. 878.2 to 879.6	80	60
Curve, M.P. 877.5 to 877.7	85	60

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. 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
Sands	S	Both ends siding	30
Ilfeld	S	Both ends siding	30
Gise	S	East end siding	20
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
Waldo	S	Both ends 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 double track Eastward	30

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN	MPH
Las Vegas	Jackson and University Streets M.P. 769.2 to M.P. 771.6	15
Albuquerque	All crossings between Trumbull Avenue and Mountain Road M.P. 901.5 to M.P. 903.4	30
	Between Mountain Road and Hahn M.P. 898.8 to M.P. 901.5	60

RULES GOVERNING TRAIN OPERATION ON HEAVY DESCENDING GRADES APPLY ON FOURTH DISTRICT. SEE TIME TABLE SPECIAL RULES 6 AND 7.

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

Name	Location	Car Capacity
Rosario Industrial Spur (2.4 miles)	M.P. 860.7	290
Plains Electric	M.P. 878.4	40
Public Service	M.P. 895.7	257
Tewa Moulding Corp.	M.P. 896.3	14
Rio Grande Steel	M.P. 896.8	35
Associated Grocers	M.P. 898.5	24

10 COLORADO DIVISION

PUEBLO DISTRICT

WEST-WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 31, 1976	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
	Yard	28.0	LA JUNTA YL 4.9	0	554.9	T C R	
	3100	20.0	SWINK YL 2.8	0	559.8	Y B	
	4100	19.6	NEWDALE 3.0	0	562.6		
	5000	31.7	ROCKY FORD YL 5.4	0	565.6	R C	
	4100	31.7	VROMAN 3.5	0	571.0		
	5400	33.3	MANZANOLA 8.6	0	574.5		
	3350	33.0	FOWLER 8.5	14.0	583.1		
		33.0	NA JCT 7.0	0	591.6		
		31.2	BOONE 5.0	0	598.6		
	7500	34.4	AVONDALE 8.2	0	603.6	Y R C	
	7500	31.7	BAXTER 6.0	0	610.9		
		31.7	PUEBLO JCT. 1.0	31.7	617.8		
		0	PUEBLO U.D. 0.2	22.0	618.8		
		52.8	D.&R.G.W. Crossing 0.5	0	619.0		
	Yard		PUEBLO YARD		619.5	Y R C	
			(64.6)				

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

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

RULE 94 IN EFFECT: At La Junta between M.P. 554 and Signal Bridge carrying signals 5556 and 0556.

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 authority from Control Station before lining switch or fouling Pueblo District main track.

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

HAND THROW SWITCHES IN TCS LIMITS:

Within TCS limits where maximum speed exceeds 20 MPH, a train or engine must not clear the main track through a hand throw switch, not electrically locked, for the purpose of meeting, passing or being passed by another train or engine. Locations of tracks and switches are as follows:

Dinsmore Spur, M.P. 606.6 and Gas Spur, M.P. 608.9, between Avondale and Baxter.
Economy Builders Spur, M.P. 615.1, between Baxter and Pueblo Jct.

MINNEQUA DISTRICT

WEST-WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 31, 1976	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
	4500	0	SOUTHERN JCT. YL 1.7	31.0	124.3		
	1750	0	MINNEQUA YL 2.5	97.2	122.6	C	
		31.7	Mo. Pac. Crossing 0.3	31.7	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 Colorado & Southern Railway Co.

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.

PUEBLO DISTRICT

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
La Junta and Pueblo JCT	60*
Pueblo JCT and Pueblo Yard	20

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. 45 MPH

Maximum authorized speed for train consisting entirely of bunk, outfit and work equipment cars. 40 MPH

Maximum authorized speed for freight trains handling one or more empty cars (Cabooses and cars loaded with empty trailers or empty containers are considered loads) 55 MPH

(B) SPEED RESTRICTIONS—CURVES AND RR CROSSINGS:

	MPH
Curve, M.P. 555.7 to 556.1 Westward	50
Curve, M.P. 555.7 to 556.1 Eastward	45
4 Curves, M.P. 586.3 to 587.8	50
Curve, M.P. 591.0 to 591.1	50
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

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. 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

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS —(Cont'd)

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 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

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN	MPH
Rocky Ford	All Streets M.P. 565.0 to M.P. 566.1	30
Manzanola	All Streets M.P. 574.2 to M.P. 574.9	50
Fowler	All Streets M.P. 583.0 to M.P. 583.4	50
Boone	All Streets M.P. 598.3 to 599.1	40

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

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

3. TRACKS BETWEEN STATIONS

Name	Location	Car Capacity
Newdale Spur	M.P. 562.6	66
Walgro	M.P. 569.6	16
Dinsmore	M.P. 606.6	4
Gas Spur	M.P. 608.9	13
Pueblo Air Base	M.P. 610.7	Yard
Baxter Beet Track	M.P. 612.6	17
Economy Building Spur	M.P. 615.1	8

MINNEQUA DISTRICT

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Pueblo Jct. and Southern Jct.	20

(B) SPEED RESTRICTIONS—CROSSINGS

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

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, except those listed below, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

"I"—Interlocked Switch.

"S"—Spring Switch.

Station	Type	Switches and Turnouts	MPH
Pueblo Jct.	I	Junction Switch	15
Minnequa	I	Turnout	10

2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P.	NAME
120.44	Arkansas River Bridge

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 31, 1976		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS					Feet Per Mile
			52.8	HARTMAN YL 5.3	52.8	7.8		
			52.8	BRISTOL YL 13.7	52.8	13.1		
			79.2	CHANNING YL 3.6	52.8	26.8		
				WILSON JCT. YL 5.9		30.4		
			51.2	WILEY YL 3.4	44.9	36.3		
			41.2	KEESE YL 3.9	0	39.7		
			79.2	McCLAVE YL	79.2	43.6		
	2550			CHERAW YL 11.3		82.2		
			38.6	SWINK YL	59.4	93.5	Y B	
				(47.1)				

Between Hartman and McClave movements will be made in accordance with Rule 93.

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

No switch lights on A. V. District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

	MPH
Between Swink and Cheraw	25
Big Bend Industrial Spur	10
Between Hartman and McClave	10

(B) SPEED RESTRICTIONS—CURVES

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

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

3. TRACKS BETWEEN STATIONS

Name	Location	Capacity
La Junta Air Base	M.P. 91.4	Yard
Big Bend Industrial Spur (4.2 miles)	M.P. 36.3	17

BOISE CITY DISTRICT

WEST-WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 3 October 31, 1976	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
		52.8	BOISE CITY YL 12.7	52.8	122.6	Y C	
3750		52.8	CASTANEDA 16.3	52.8	135.3	B	
4800			CAMPO 10.9	24.8	151.6	B	
2200		52.8	BISONTE 10.1	52.8	162.5	B	
		39.6	SOUTH JCT. YL 0.5	0	172.6	Y B	
2200		42.2	SPRINGFIELD YL 1.3	0	173.1	C	
		52.8	NORTH JCT. YL 11.6	52.8	174.4	B	
2200		52.8	HARBORD 10.6	52.8	186.0	B	
2100		50.1	FRICK 16.3	52.8	196.6	B	
2100		52.8	RUXTON 13.7	50.2	212.9	B	
		10.5	GILPIN 8.9	52.8	226.6	B	
			LAS ANIMAS JCT. YL		235.5	B	

(112.9)

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

RULE 94 IN EFFECT: Between North Jct. and South Jct.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Boise City and Las Animas Jct.	40

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

GARDEN CITY DISTRICT

WEST-WARD ↓	Ruling Grade Ascending	TIME TABLE No. 3 October 31, 1976	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD ↑
	Feet Per Mile	STATIONS	Feet Per Mile			
	52.8	GARDEN CITY YL 15.0	38.0	157.6	Y R C	
	50.7	TENNIS 6.9	50.2	142.6		
	47.5	FRIEND 7.7	37.1	135.7		
	29.0	SHALLOW WATER 7.9	21.1	128.0		
	0	A.T.&S.F. Crossing 0.0	0	120.1		
	30.6	Mo. Pac. Crossing 0.3	0	120.1		
		SCOTT CITY YL		119.8	Y R C	

(37.8)

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches 15 MPH.

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN	MPH
Garden City	Fourth, Sixth, Main, Ninth, Eleventh, & Thirteenth Streets M.P. 401.7 to M.P. 403.0	45
Garden City	Highway No. 50 Garden City Dist. M.P. 155.6	5

No switch lights on Garden City District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Garden City and Scott City	20

(B) SPEED RESTRICTIONS—RR CROSSING & CURVES

	MPH
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
4 Curves M.P. 141.3 to 142.6	10

3. TRACKS BETWEEN STATIONS

Name	Location	Car Capacity
Hutchins Spur	M.P. 123.5	7
Oil Track	M.P. 132.2	21
Gano	M.P. 140.5	21
Brookover Feed Yard	M.P. 154.2	7

14 C. V. DISTRICT

COLORADO DIVISION

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 3	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			October 31, 1976				
		Feet Per Mile	STATIONS	Feet Per Mile			
		0	DODGE CITY YL 0.2	0		T Y R C	
		0	C.R.I.&P. Jct. YL 0.9	0	0.2		
		52.8	C. V. Jct. YL 12.9	0	1.1		
	3250	21.1	ENSIGN 5.0	0	14.0		
		20.1	HAGGARD 7.2	21.1	19.0		
	5600	52.8	MONTEZUMA 10.9	21.1	26.2		
	5500	21.1	COPELAND 5.6	0	37.1	C	
		21.1	TICE 6.9	0	42.7		
	4150	21.1	SUBLETTE 8.3	18.0	49.6	C	
			SATANTA YL 0.4	52.8	57.9	Y R C	
		52.8	SATANTA JCT. YL 15.7	52.8	58.3		
	1600	21.1	MOSCOW 12.7	21.1	74.0	C	
	2600	21.1	HUGOTON 7.3	0	86.7	R C	
		21.1	FETERITA 8.7	0	94.0		
	1650	42.2	ROLLA 8.3	0	102.7		
		42.2	WILBURTON 8.6	0	111.0		
	2000	52.8	ELKHART YL 12.4	48.6	119.6	Y R C	
		52.8	STURGIS 11.6	24.3	132.0		
	1200	31.7	KEYES 15.6	26.4	143.6	C	
			BOISE CITY YL		159.2	Y R C	
			(159.2)				

Trains must secure clearance card before leaving 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, 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.

No switch lights on C.V. District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
C.V. Jct. and M.P. 26	49*
M.P. 26 and Boise City	40

*Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total. 45 MPH

Maximum authorized speed for train consisting entirely of bunk, outfit and work equipment cars. 40 MPH

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

3. TRACKS BETWEEN STATIONS

Name	Location	Car Capacity
Natural Gas Co. Track	M.P. 50.9	18
Cave	M.P. 69.6	15
Helium Plant Spurs	M.P. 139.4	105

MANTER DISTRICT

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 3		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			October 31, 1976					
	Feet Per Mile		STATIONS		Feet Per Mile			
	0		SATANTA	YL				R C
			0.4		13.2			
	26.4		SATANTA JCT.	YL	9.5			Y
			6.8					
2600	52.8		RYUS		52.8	6.8		B
			8.8					
4200	52.8		HICKOK		52.8	15.6		B
			7.9					
5000	46.5		ULYSSES	YL	20.0	23.5		R C
			7.1					
	40.1		STANO		37.0	30.6		
			4.1					
	37.0		BIGBOW		0	34.7		B
			10.6					
1700	52.8		JOHNSON		20.3	45.3		R C
			7.8					
1250	52.8		MANTER		11.6	53.1		Y C
			9.3					
	42.2		SAUNDERS		21.1	62.4		
			14.2					
	1100		WALSH		15.8	76.6		C
			9.6					
	47.5		VILAS		47.5	86.2		
			8.8					
	52.8		SOUTH JCT.	YL		95.0		Y
			0.5					
2200	66.0		SPRINGFIELD	YL	0	95.5		R C
			1.3					
	52.8		NORTH JCT.	YL		96.8		
			12.4					
2100			PRITCHETT	YL		109.2		Y
			(109.6)					

RULE 94 IN EFFECT: Between North Jct. and South Jct. Between Springfield and Pritchett, movements will be made in accordance with Rule 93.

At Satanta Jct., switch normally lined for C.V. District.

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

No switch lights on Manter District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Satanta and North Jct.	40
North Jct. and Pritchett	20

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH. Trains or engines using siding must not exceed maximum turnout speed for that siding.

3. TRACKS BETWEEN STATIONS

Name	Location	Car Capacity
Columbian Track	M.P. 13.0	73
Ulysses Irrigation Pipe Co.	M.P. 24.8	4
Pioneer Co-Op. Spur	M.P. 25.8	7
Hugoton Production Track	M.P. 25.9	33
Sullivan Track	M.P. 29.1	18
Julian	M.P. 38.9	20
Bartlett	M.P. 68.6	20

LAMAR DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 3		Mile Post	Communications	EAST- WARD ↑
		October 31, 1976				
	Feet Per Mile	STATIONS				
	0	WILSON JCT.	YL	4.9		
		1.0				
	0	CULP	YL	3.9		
		3.9				
		LAMAR	YL		Y R C	
		(4.9)				

Between Wilson Jct. and Lamar, movements will be made in accordance with Rule 93.

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

No switch lights on Lamar District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Wilson Jct. and Lamar	20

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH.

CANON CITY DISTRICT

WEST- WARD ↓	Capacity of Sidings in Feet	TIME TABLE No. 3 October 31, 1976	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		STATIONS			
		PUEBLO YARD YL	0.0	Y R C	
		0.6 D.&R.G.W. Connection	0.6		
		24.8 PORTLAND YL	25.4	C	
		6.1 FLORENCE	31.5		
6800		8.2			
		CANON CITY YL	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 be governed by the Time Table and Operating Department Rules and Regulations of the Denver and Rio Grande Western Railroad Company.

Maximum authorized speed for freight trains when averaging 85 tons and over per car, or over 5,000 tons total 45 MPH

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

SPECIAL RULES

1. SPEED REGULATIONS

(D) SPEED RESTRICTIONS—STREET CROSSINGS

Restriction applies only while head end of train is passing crossings at cities and towns named below:

STATION	BETWEEN	MPH
Canon City . . .	Ninth Street M.P. 38.5	6

SANTA FE DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 3 October 31, 1976	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile	STATIONS	Feet Per Mile			
	105.6	LAMY YL	105.6	0.0	Y R C	
		18.1 SANTA FE YL		18.1	Y C	
		(18.1)				

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

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

No switch lights on Santa Fe District.

SPECIAL RULES

1. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Lamy and Santa Fe	10

(C) SPEED RESTRICTIONS—SWITCHES AND SIDINGS

Maximum speed permitted through other than main track switches 10 MPH; main track switches, 15 MPH.

SPECIAL RULES

4. Within Traffic Control System limits, a train, or engine, must not clear the main track through a hand throw 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

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

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.

6. TRAIN OPERATION ON DESCENDING GRADES BETWEEN MP 647.3 AND RATON AND BETWEEN GLORIETA AND MP 833.

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

(1) When locomotive dynamic brakes will control speed of train and total brake pipe reduction does not exceed 18 pounds, train may proceed.

(2) When total brake pipe reduction exceeds 18 pounds to

control train speed, train must be stopped immediately and brake system recharged before proceeding, first setting hand brakes if engine brakes will not hold the train.

B. Trains operating without RCE and locomotive dynamic brake fails or becomes inoperative, must not exceed 15 MPH. In event total brake pipe reduction exceeds 18 pounds to control train speed, train must be stopped immediately, a sufficient number of hand-brakes must be set to hold the train and the automatic air brake system must be fully charged before train may proceed.

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

D. Passenger trains must not exceed following maximum speeds:

Between Wooton and M.P. 643	— 20 mph
Between M.P. 643 and Jansen	— 30 mph
Between Lynn and M.P. 656	— 20 mph
Between M.P. 656 and Raton	— 30 mph
Between Glorietta and M.P. 833	— 30 mph

7. FREIGHT TRAIN OPERATION HAVING LOCOMOTIVE WITH DYNAMIC BRAKE NOT IN USE ON DESCENDING GRADES OF 1.0 PERCENT OR MORE, EXCEPT BETWEEN MP 647.3 AND RATON, AND GLORIETA AND MP 833.

SPECIAL RULES

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

8. MAXIMUM SPEED OF ENGINES.

Engines	Forward Or Dead In Train (MPH)	Backing Or When Not Controlled From Leading Unit (MPH)
Amtrak 100-799 5940-5948	90*	45
1153, 1160, 1215-1260, 1416-1441, 1500-1536, 2326-2390	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 45 MPH.

*Engine without cars must not exceed 70 MPH.

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

	Maximum Depth Above Top of Rail (Inches)	Maximum Speed (MPH)
All Classes	4	5

10. DERRICKS, PILE DRIVERS, CRANES, ETC.

Derricks, cranes, pile drivers, spreaders, and similar machinery moving on their own running gear, and 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-199454 AT-199455 AT-199457 AT-199458 AT-199459 Locomotive Crane AT-199720 and Jordan Spreaders MPH	Other Machines Including Pile Drivers AT-199452 AT-199453 AT-199456 MPH
First, Second, Third, Fourth and Pueblo	40	45	30
AV, Boise City, CV, Manter and Santa Fe	20	20	20

10. DERRICKS, PILE DRIVERS, CRANES, ETC. (Cont'd)

Garden City, Minnequa, Canon City, Lamar, York Canyon, and Rocky Mountain	15	15	15
Big Bend Industrial Spur	10	10	10

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 cabooses at speed not exceeding 50 MPH.

11. YARD LIMITS:

Alameda	Lamar (extends to and includes Wilson Jct.)	Scott City South Jct. Springfield (Extends to and includes Pritchett)
Albuquerque (extends to and includes Alameda)	Lamy (extends to and includes Santa Fe)	Swink (extends to and includes Cheraw A. V. District)
Boise City	Las Animas Jct. (applies on Boise City District only)	Ulysses
Canon City	Las Vegas	Wiley
C&S Crossing	Minnequa to Southern Jct.	Wilson Jct. (Extends to and includes Hartman and McClave AV Dist.)
Dodge City	North Jct.	York Canyon
Elkhart	Portland	
Garden City	Pritchett	
Hahn	Rocky Ford	
Hebron (Rocky Mountain District only) extends to and includes Koehler	Satanta	
Koehler		
Koehler		
La Junta (extends to and includes Swink)		

12. BULLETIN BOOKS

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

13. STANDARD CLOCKS

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

14. TRACK SIDE WARNING DETECTORS

(A) 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 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:

- 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

14. TRACK SIDE WARNING DETECTORS (Cont'd.)

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
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

14. TRACK SIDE WARNING DETECTORS (Cont'd.)

Bridge 611.2	— Near Model
Bridge 615.4	— Near Model
Bridge 633.7	— Near C&S Crossing
Bridge 638.6	— At Jansen
M.P. 691.32	— Near French
Bridge 727.1	— Near Wagon Mound
Bridge 753.7	— Near Watrous
Bridge 852.4	— Near Waldo
Bridge 869.22	— Near Domingo
Bridge 870.8	— Near Domingo
Bridge 872.7	— Near Nueve
Bridge 874.2	— Near Nueve
Bridge 878.28	— Near Nueve
Bridge 894.4	— Near Alameda
Bridge 895.6	— Near Alameda
Bridge 898.7	— Near Hahn
Bridge 557.467	— Near Swink
Bridge 612.5	— Near Baxter
*Bridge 63.7	— Near Satanta
*Bridge 218.8	— Near Ruxton

*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 and notify train dispatcher at first opportunity.

(B)

HOT BOX DETECTORS:

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motor or suspension bearings will actuate track side indicators causing rotating white light to illuminate at detector (scanner) and locator locations. Dragging equipment will also actuate track side indicators.

When actuated by a train, stop must be made with head end at locator, if possible, readout observed and instructions in locator cabinet complied with. If abnormal heat or dragging equipment is not found on equipment indicated by locator, close inspection must be made on three cars (or units) on either side of indicated equipment.

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

On inspections required above, give particular attention to heat of journals and hub of wheels. If nothing found wrong, train may proceed at prescribed speed, but must make two stops within next sixty miles at approximately thirty mile intervals for thorough inspection of train, unless train passes an intervening hot box detector or train is delivered to terminal where mechanical inspection is made. At crew change points where mechanical inspections are not made, inbound crew will inform relieving crew of existing condition.

When track side indicator is illuminated before train reaches scanner, stop must be made and locator observed unless otherwise instructed by train dispatcher. If any lamps in locator cabinet are lighted be governed by above instructions. If no lamps are lighted, train may proceed at prescribed speed and must be observed closely enroute.

When suspected journal on freight equipment indicated by locator is a roller bearing journal, the car must be set out unless cause found to be sticking brakes and condition corrected.

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

Trains must not exceed speed of 30 MPH while moving over hot box detectors (scanners) when:

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

R. W. WELLS, General Watch Inspector Topeka.

LOCAL TIME INSPECTORS

RICHARD L. EDMISTEN	..... Dodge City
WELDON L. GREEN	..... Lamar
W. C. WONDER	..... Springfield
GEORGE SCHACHTERLE	..... La Junta
HARDING-BULLOCK JEWELERS	..... Pueblo

CARL ARCIRESI	..... Pueblo
C. C. PATTON	..... Canon City
A. T. KAPELKE	..... Trinidad
WILLIAM J. TADUS	..... Raton
MRS. GILLIE FLENER	..... Las Vegas
VIRGIL H. HALL	..... Santa Fe
TOM HOWARD	..... Albuquerque
JAMES PECH	..... Albuquerque
W. F. LIKEN	..... Albuquerque



SANTA FE SAFETY FIRST



Every employe should promptly report any unsafe condition or practice to his supervisor.

CONDITIONAL STOPS SHOWN 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
3	Trinidad	Albuquerque and beyond	Kansas City and beyond and South of Newton
4	Trinidad	Kansas City and beyond	California and Arizona

CONDENSED SCHEDULES OF THROUGH FREIGHT TRAINS

WESTWARD					EASTWARD			
114	304	324	408	594				
PM	AM	PM	PM	PM	403	473	495	804
1230	300	600			PM	PM	PM	PM
				1130	245	955		
505	900	200		230			900	
515			130	420	930	500	315	
710				620	845	450	1215	700
1020				1000	630	300	1000	
300				300			480	
			830				1201	
AM	AM	AM	AM	PM				700
					AM	PM	AM	AM

Note: The above schedules are shown for information only and confer no time table authority.