

D. J. McDOUGAL, Trainmaster ..... La Junta, Colo.  
 D. H. GILL, Trainmaster ..... Pueblo, Colo.  
 H. G. POWERS, Trainmaster-  
 Road Foreman of Engines ..... Raton, N.M.  
 R. N. MASON, Asst. Trainmaster ..... Pueblo, Colo.  
 W. M. CALDWELL, Asst. Trainmaster-Agent ..... Denver, Colo.  
 S. L. FRUIN, Road Foreman of Engines ..... La Junta, Colo.  
 F. L. SPARKS, Road Foreman of Engines ..... Pueblo, Colo.  
 E. B. JONES, Rules Examiner ..... La Junta, Colo.  
 R. A. WEAKLEY, Safety Supervisor ..... Pueblo, 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**

B. R. TUCKER, 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.**

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

**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 00	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 00	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 00	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 00	15.0
.. 55	65.5	1 34	38.3	4 30	13.3
.. 56	64.2	1 36	37.5	5 00	12.0
.. 57	63.2	1 38	36.8	6 00	10.0

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

**EASTERN LINES**

**COLORADO DIVISION**

**TIME TABLE No.**

**7**

**IN EFFECT**

**Sunday, April 29, 1979**

**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**

**H. L. ROGERS  
 C. L. HOLMAN  
 H. L. HAWKINS  
 Asst. Gen'l Mgrs.,  
 Topeka, Kansas**

**G. E. YOUNG,  
 Superintendent,  
 La Junta, Colorado**

## 2 COLORADO DIVISION

## FIRST DISTRICT

WEST- WARD First Class	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 7 April 29, 1979	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 6.38		20.9	DODGE CITY YL } DT	0	352.5	T Y R C	PM 11.05
6.41		22.8	SEARS YL } DT	0	354.7	B	10.55
6.47		28.0	HOWELL	28.0	361.5	B	10.50
6.55	6250	25.7	CIMARRON	18.0	371.2	R C	10.43
7.00		21.5	INGALLS	20.0	377.3		10.39
7.05	7750	25.2	CHARLESTON	4.3	384.0	B	10.34
7.10		23.7	PIERCEVILLE	19.0	390.1		10.29
7.20	12350	11.4	GARDEN CITY YL	0	402.4	Y R C	10.20
7.26		21.6	HOLCOMB	5.3	409.0		10.13
7.32	4050	28.1	DEERFIELD	23.1	417.0		10.07
7.37	4350	31.7	LAKIN	31.7	424.3	R C	10.02
7.46	6850	21.6	SUTTON	22.1	437.3	B	9.53
7.50		28.3	KENDALL	26.4	442.2		9.49
7.58	10000	35.0	SYRACUSE	24.8	453.9	R C	9.41
8.09		21.9	COOLIDGE	18.5	468.8		9.31
8.14	E 3700 W 5100	22.8	HOLLY	0	474.9	C R	9.26
8.19		29.0	BARTON	0	481.5	B	9.21
8.21	4000	38.8	GRANADA	26.4	485.3		9.18
8.33	7500	17.3	LAMAR YL	7.9	502.3	Y R C	9.03
8.41	4400	21.1	PROWERS	0	510.4	B	8.56
8.49	4000	20.1	CADDOA	15.8	521.5	B	8.48
9.00	8300	16.4	LAS ANIMAS JCT.	0	533.6	B	
9.20		41.2	LAS ANIMAS	28.9	536.0	Y B	8.37
9.20		26.4	CASA	21.1	550.7		
AM			LA JUNTA		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 tracks between Las Animas Jct. and La Junta, M.P. 553.9, and on siding Las Animas.

RULE 251 IN EFFECT: Between Dodge City and Sears:

RULE 94 IN EFFECT:

At La Junta between M.P. 553.9 and signal bridge carrying Signals 5552 and 5554.

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

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

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

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

Following signals located on left side of track:

Governing eastward movements

Charleston, Signal 3822, main track.  
Casa, controlled signal, north track.  
Signal 5524 (M.P. 552.4), north track.  
La Junta, controlled signal (M.P. 553.9), north track.

Governing westward movements

Sears, west end double track, south track.  
Charleston, west end siding, siding.  
Lamar, west end siding, siding.  
Signal 5523 (M.P. 552.4), south track.  
La Junta, controlled signal (M.P. 553.9), south track.

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

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

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total. 45 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

\*Freight trains may observe passenger train speed but not to exceed 70 MPH, except westward between M.P. 510 and M.P. 513 and eastward between M.P. 527 and M.P. 530, provided:

- (1) Maximum district speed is 60 MPH for freight trains.
- (2) Train does not exceed 5,000 tons.
- (3) Train does not exceed 90 cars.
- (4) Train does not average more than 75 tons per car.
- (5) Locomotive can control speed to 70 MPH without use of air brakes.

**(B) SPEED RESTRICTIONS—CURVES**

	MPH	
	Psg.	Fr.
Curve, M.P. 374.1 to 374.2	85	60
Curve, M.P. 381.6 to 381.9	75	60
3 Curves, M.P. 421.3 to 422.2	75	60
Curve, M.P. 430.0 to 430.7	80	60
Curve, M.P. 432.6 to 433.2	70	60
2 Curves, M.P. 435.9 to 436.5	75	60
3 Curves, M.P. 479.9 to 481.9	70	60
Curve, M.P. 492.4 to 492.6	75	60
Curve, M.P. 512.0 to 512.5	80	60
Curve, M.P. 524.8 to 525.0	80	60
2 Curves, M.P. 528.6 to 531.0	75	60
Curve, M.P. 536.4 to 536.5	80	60
2 Curves, M.P. 543.1 to 543.9	70	60
2 Curves, M.P. 544.9 to 545.8	75	60
Curve, M.P. 547.9 to 548.0	75	60
Curve, M.P. 551.4 to 551.6	60	60
Curve, M.P. 552.8 to 553.1	55	55
2 Curves, M.P. 553.6 to 554.2	60	60

**(C) SPEED RESTRICTIONS—SWITCHES**

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

Trains and engines using other than main track must not exceed turnout speed for that track.

STATION	TYPE	LOCATION	MPH
Sears	S	End of Double Track Eastward and Westward M.P. 354.7	30
Cimarron	S	Both ends of siding	20

**(C) SPEED RESTRICTIONS—SWITCHES—(Cont'd)**

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

**(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
Hilton .....	M.P. 527.4	72

**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	Rolling Grade Ascending	TIME TABLE No. 7 April 29, 1979	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
AM 9.40		59.7	LA JUNTA YL 17.5	31.8	554.9	T R C	PM 8.05
9.55	4650	59.7	TIMPAS 10.7	0	572.3	B	7.46
10.03	6000	59.7	MINDEMAN 8.5	0	583.0		7.38
10.10	6250	59.7	DELHI 12.8	0	591.5	B	7.31
10.22	6250	59.1	SIMPSON 10.3	31.7	604.7		7.21
10.30	4750	59.7	MODEL 11.2	31.1	615.0	B	7.13
10.43	6150	59.4	HOEHNES 9.5	31.7	626.3		7.00
10.52		28.1	C. & S. CROSSING YL 0.9	0	635.8	B	6.53
10.57		59.4	TRINIDAD 1.9	0	636.7	R C	6.50
		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		
11.55 AM	4500		RATON		659.5	Y C R	5.50 PM
Arrive Daily			(104.2)				Leave Daily
46.4			Average speed per hour				46.3

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

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

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

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

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

# SECOND DISTRICT

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

BETWEEN:	MPH	
	Psg.	Fr.
La Junta and Trinidad	90	60*
Trinidad and Raton	79	60*

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total ..... 45 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	
	Psg.	Fr.
Curve, M.P. 555.6 to 555.8	30	30
Curve, M.P. 556.2 to 556.4	50	50
Curve, M.P. 560.2 to 560.4	85	60
Curve, M.P. 575.5 to 576.0	75	60
2 Curves, M.P. 576.2 to 577.2	70	60
3 Curves, M.P. 578.7 to 580.4	80	60
Curve, M.P. 581.2 to 581.4	75	60
Curve, M.P. 582.1 to 582.3	85	60
Curve, M.P. 584.4 to 584.5	80	60
3 Curves, M.P. 587.1 to 589.2	70	60
3 Curves, M.P. 589.5 to 590.6	80	60
Curve M.P. 591.0 to 591.3	70	60
2 Curves, M.P. 593.2 to 594.1	70	60
2 Curves, M.P. 595.1 to 596.6	70	60
Curve M.P. 597.9 to 598.1	85	60
Curve M.P. 599.1 to 599.3	80	60
Curve M.P. 600.1 to 600.8	85	60
Curve M.P. 602.1 to 602.6	85	60
Curve M.P. 605.1 to 605.4	70	60
Curve M.P. 606.7 to 607.2	75	60
Curve M.P. 608.7 to 608.8	80	60
Curve M.P. 615.6 to 615.8	70	60
Curve M.P. 618.1 to 618.4	70	60
Curve M.P. 619.6 to 619.7	35	35
4 Curves, M.P. 620.2 to 622.4	45	45
6 Curves, M.P. 622.9 to 624.7	35	35
Curve M.P. 629.7 to 629.8	80	60
Curve M.P. 632.8 to 633.3	80	60
Curve M.P. 633.6 to 633.8	70	60
RR Crossing, M.P. 635.8 Interlocking (TCS)	79	60

**(B) SPEED RESTRICTIONS—CURVES, RR CROSSINGS AND TUNNELS: (Cont'd.)**

3 Curves, M.P. 637.4 to 638.5	35	35
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
31 Curves, M.P. 652.5 to 659.0	20	20

**(C) SPEED RESTRICTIONS—SWITCHES**

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

Trains and engines using other than main track must not exceed turnout speed for that track.

STATION	TYPE	LOCATION	MPH
			"I"—Interlocked Switch "S"—Spring Switch
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
Hohnes	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	10
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	20
Raton	I	Both ends siding	30
	I	East yard both ends freight lead	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
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.**

WEST-WARD	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 7 April 29, 1979	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
First Class							First Class
3							4
Leave Daily		Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
PM 12.01	4500	0	<b>RATON</b> 11.5	70.7	659.5	Y R C	PM 5.47
	6650	0	HEBRON 7.4	70.2	671.3		
	5900	86.5	SCHOMBERG 12.3	68.4	678.8		
	6050	89.7	FRENCH 8.4	72.8	691.0	Y B	
12.36	6300	72.2	SPRINGER 10.8	70.2	699.4	B	5.03
12.46	6250	71.2	COLMOR 9.6	69.7	710.0		4.55
12.55	6100	70.9	LEVY 5.7	67.9	719.7	B	4.47
1.00	3800	70.2	WAGON MOUND 17.0	70.2	725.3	B	4.43
1.20	4650	52.8	SHOEMAKER 7.2	52.8	742.3	B	4.25
1.32	6250	70.0	WATROUS 9.3	70.0	750.2	B	4.14
1.42	5800	69.7	ONAVA 10.5	69.7	759.6		4.06
1.55 PM	5700		<b>LAS VEGAS</b> YL		770.1	Y C R	3.55 PM
Arrive Daily			(109.8)				Leave Daily
57.2			Average speed per hour				58.8

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

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 No. 7 April 29, 1979	Ruling Grade Ascending	Mile Post	Communications Turn Table and Wyes	EAST-WARD
↓						↑
	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

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

Trains and engines using other than main track must not exceed turnout speed for that track.

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

STATION	TYPE	LOCATION	MPH
French	I	Third Dist. Jet.	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

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

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

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total. . . . . 45 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.	Fr.
2 Curves, M.P. 660.0 to 660.4	40	40
2 Curves, M.P. 660.8 to 661.7	60	60
6 Curves, M.P. 663.1 to 666.3	65	60
5 Curves, M.P. 667.1 to 670.7	70	60
4 Curves, M.P. 676.7 to 679.8	70	60
Curve, M.P. 682.4 to 682.8	70	60
Curve, M.P. 683.9 to 684.1	70	60
4 Curves, M.P. 686.4 to 688.1	70	60
Curve, M.P. 689.1 to 689.4	70	60
Curve, M.P. 690.3 to 690.4	45	45
Curve, M.P. 690.9 to 691.1	50	50
Curve, M.P. 691.6 to 692.0	55	50
Curve, M.P. 692.2 to 692.4	65	60
Curve, M.P. 693.3 to 693.9	70	60
Curve, M.P. 695.0 to 695.2	70	60
Curve, M.P. 696.0 to 696.2	55	55
2 Curves, M.P. 698.3 to 700.3	55	55
Curve, M.P. 700.6 to 700.9	70	60
Curve, M.P. 703.6 to 703.8	75	60
3 Curves, M.P. 706.5 to 709.0	70	60
Curve, M.P. 710.7 to 711.0	70	60
4 Curves, M.P. 715.2 to 718.4	70	60
Curve, M.P. 719.1 to 719.3	65	60
Curve, M.P. 723.9 to 724.3	70	60
Curve, M.P. 725.9 to 726.0	70	60
Curve, M.P. 730.8 to 731.6	65	60
3 Curves, M.P. 732.0 to 734.2	70	55

**(B) SPEED RESTRICTIONS—CURVES (Cont'd.)**

26 Curves, M.P. 736.1 to 747.2	40	40
Curve, M.P. 747.6 to 748.1	35	35
4 Curves, M.P. 748.2 to 749.1	40	40
Curve, M.P. 749.2 to 749.4	35	35
Curve, M.P. 754.0 to 754.1	75	60
Curve, M.P. 754.7 to 754.9	65	60
2 Curves, M.P. 757.9 to 759.1	70	60
6 Curves, M.P. 763.7 to 768.6	70	60

**(C) SPEED RESTRICTIONS—SWITCHES**

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

Trains and engines using other than main track must not exceed turnout speed for that track.

STATION	TYPE	LOCATION	"I"—Interlocked Switch	"S"—Spring Switch
				MPH
Raton	I	Both ends siding		30
	I	East yard both ends freight lead		10
Hebron	I	Both ends siding		30
Schomberg	S	Both ends siding		30
French	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		10
Shoemaker	S	Both ends siding		10
Watrous	S	Both ends siding		10
Onava	S	Both ends siding		10
Las Vegas	S	East end siding		30
	S	West end siding		10

**(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

**8 COLORADO DIVISION**

**FOURTH DISTRICT**

WEST-WARD First Class	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 7		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD First Class
			April 29, 1979					
<b>3</b>								<b>4</b>
Leave Daily		Feet Per Mile	STATIONS		Feet Per Mile			Arrive Daily
PM 2.01	5700	87.1	<b>LAS VEGAS</b> YL	8.4	75.0	770.1	Y R C	PM 3.52
2.11	4850	89.8	OJITA	10.1	75.0	778.5		3.39
2.23	5400	89.8	CHAPELLE	4.8	0	788.8	B	3.25
2.31	4500	89.8	BLANCHARD	9.8	75.0	793.6	B	3.17
2.52	6385	89.8	SANDS	7.4	0	803.3		2.52
3.01	6632	89.8	GISE	4.8	61.2	811.0		2.47
3.07	4050	89.8	ROWE	4.4	0	816.0	B	2.41
	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		
3.49	6300	0	LAMY	8.5	75.0	835.2	Y R C	2.02
3.56	5250	0	KENNEDY	10.6	75.0	843.8	B	1.47
4.09	4750	39.6	WALDO	10.6	76.7	854.6	B	1.35
4.20	4400	21.1	DOMINGO	11.1	26.4	865.3		1.26
4.30	6750	26.4	NUEVE	9.4	52.8	876.6	B	1.18
4.39	6250	0	BERNALILLO	8.6	26.4	886.0	C	1.11
4.47	2600	21.1	ALAMEDA YL	4.1	26.4	894.7	B	1.04
4.51		18.5	HAHN YL	3.6	26.4	898.8	B	1.00
5.05 PM			Albuquerque YL			902.4	T R C	12.55 PM
Arrive Daily			(130.7)					Leave Daily
42.6			Average speed per hour					41.3

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, 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 signals located on left side of track:

- Governing eastward movements  
Hahn, M.P. 898.8, north track.
- Governing westward movements  
Las Vegas, west end siding, siding.

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.

**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	15	15

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total . . . . . 45 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

(Continued on page 9)

**SANTA FE DISTRICT**

WEST-WARD	Ruling Grade Ascending	TIME TABLE No. 7		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST-WARD
		April 29, 1979					
	Feet Per Mile	STATIONS		Feet Per Mile			
	105.6	<b>LAMY</b> YL	18.1	105.6	0.0	Y R C	
		<b>SANTA FE</b> YL			18.1	C	
		(18.1)					

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

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

No switch lights on Santa Fe District.

**SPECIAL RULES**

**1. SPEED REGULATIONS**

**(A) MAXIMUM AUTHORIZED SPEED**

BETWEEN	MPH
Lamy and M.P. 2	10
M.P. 2 and M.P. 15	20
M.P. 15 and M.P. 18.1 Including Santa Fe Yard	10

**(C) SPEED RESTRICTIONS—SWITCHES**

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.



**(B) SPEED RESTRICTIONS—CURVES**

	MPH	
	Psg.	Fr.
3 Curves, M.P. 770.7 to 772.0	60	60
Curve, M.P. 772.6 to 772.8	35	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	40	40
Curve, M.P. 786.1 to 786.3	50	50
2 Curves, M.P. 786.5 to 787.0	45	45
7 Curves, M.P. 788.4 to 790.5	45	45
2 Curves, M.P. 790.8 to 791.3	40	40
2 Curves, M.P. 791.4 to 791.7	45	45
2 Curves, M.P. 792.1 to 792.7	50	50
2 Curves, M.P. 792.9 to 793.3	45	45
Curve, M.P. 793.8 to 793.9	40	30
Curve, M.P. 794.3 to 794.5	30	20
13 Curves, M.P. 794.8 to 799.9	20	20
Curve, M.P. 800.4 to 800.7	40	30
3 Curves, M.P. 801.5 to 802.8	45	45
2 Curves, M.P. 804.0 to 805.1	50	50
9 Curves, M.P. 805.2 to 808.8	45	45
Curve, M.P. 809.4 to 809.7	60	55
Curve, M.P. 811.1 to 811.5	60	55
2 Curves, M.P. 812.3 to 812.9	50	40
3 Curves, M.P. 813.0 to 813.7	45	45
2 Curves, M.P. 813.8 to 814.1	40	35
Curve, M.P. 814.3 to 814.4	55	50
Curve, M.P. 815.0 to 815.6	60	55
Curve, M.P. 816.9 to 817.1	60	55
2 Curves, M.P. 818.6 to 818.9	50	50
2 Curves, M.P. 819.2 to 819.5	40	40
Curve, M.P. 819.6 to 819.7	35	35
8 Curves, M.P. 819.8 to 822.6	40	40
3 Curves, M.P. 822.7 to 824.6	45	45
Curve, M.P. 824.7 to 824.8	30	30
Curve, M.P. 825.0 to 825.5 Eastward	25	25
Curve, M.P. 825.0 to 825.5 Westward	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	50	50
Curve, M.P. 836.0 to 836.2	70	60
4 Curves, M.P. 838.2 to 842.2	70	60
2 Curves, M.P. 842.7 to 844.2	80	60
3 Curves, M.P. 845.4 to 847.3	70	60
2 Curves, M.P. 849.8 to 850.4	70	60
2 Curves, M.P. 850.7 to 851.5	55	55
Curve, M.P. 852.5 to 852.7	45	45
2 Curves, M.P. 852.9 to 853.2	50	45
2 Curves, M.P. 853.3 to 853.7	30	30
2 Curves, M.P. 854.2 to 856.2	75	60
2 Curves, M.P. 860.1 to 860.9	75	60
Curve, M.P. 861.3 to 862.2	60	60
Curve, M.P. 863.6 to 863.7	75	60
Curve, M.P. 865.9 to 866.0	75	60
7 Curves, M.P. 866.8 to 871.1	70	60
Curve, MP. 871.9 to 872.1	80	60
3 Curves, M.P. 873.9 to 875.6	70	60
Curve, M.P. 877.5 to 877.7	75	60
3 Curves, M.P. 878.2 to 879.6	70	60
Curve, M.P. 880.8 to 881.0	80	60
3 Curves, M.P. 883.5 to 885.0	80	60

	MPH	
	Psg.	Fr.
Curve, M.P. 888.8 to 889.2	80	60
Curve, M.P. 890.9 to 891.1	80	60
Curve, M.P. 895.7 to 896.1	80	60

**(C) SPEED RESTRICTIONS—SWITCHES**

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

Trains and engines using other than main track must not exceed turnout speed for that track.

"I"—Interlocked Switch		"S"—Spring Switch	
STATION	TYPE	LOCATION	MPH
Las Vegas	S	East end siding	30
	S	West end siding	10
Ojita	S	Both ends siding	30
Chapelle	S	Both ends siding	30
Blanchard	S	Both ends siding	15
Sands	S	Both ends siding	30
Gise	S	Both ends siding	30
Rowe	S	Both ends siding	30
Fox	I	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	10
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 Between Mountain Road and Hahn M.P. 898.8 to M.P. 901.5	30 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	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

**TRACK SIDE WARNING DETECTORS—**

SPECIAL RULE 14(C)		
Detector Location	Type	Signals Affected
M.P. 826.7 to 826.9	Slide Fence	Signal 8272 and controlled signals governing westward movements at west switch of Glorieta siding.

10 COLORADO DIVISION

PUEBLO DISTRICT

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 7 April 29, 1979	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		Feet Per Mile	STATIONS	Feet Per Mile			
	Yard	28.0	<b>LA JUNTA</b> YL 4.9	0	554.9	T Y C R	
	3100	20.0	SWINK YL 2.8	0	559.8	Y B	
	4100	19.5	NEWDALE 3.0	0	562.6		
	5000	31.7	ROCKY FORD YL 5.4	0	565.6	B	
	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	
	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		<b>PUEBLO YARD</b>		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.

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

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

At Swink, the signal governing movements from A.V. District to Pueblo District is a controlled signal. Telephone to Control Station, La Junta, is located near A.V. District switch. Before any movement is made from A.V. District to Pueblo District, member of crew will secure 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 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. Tracks where such switches are located are as follows:

- Boone, both ends MoPac House track.
- Dinsmore Spur, M.P. 606.6 and Gas Spur, M.P. 608.9, between Avondale and Baxter.
- Avondale, both ends MoPac House track.
- Economy Builders Spur, M.P. 615.1, between Baxter and Pueblo Jct.

MINNEQUA DISTRICT

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 7 April 29, 1979	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 90 tons and over per car, or over 5,000 tons total. . . . . 45 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

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

Trains and engines using other than main track must not exceed turnout speed for that track.

"I"—Interlocked Switch		"S"—Spring Switch	
STATION	TYPE	LOCATION	MPH
La Junta	S	West end of Freight Lead (Long Tail)	15
Swink	S	Both ends of siding	10
Rocky Ford	S	Both ends of siding	10
Manzanola	S	Both ends of siding	10
Fowler	S	Both ends of siding	10

#### (C) SPEED RESTRICTIONS—SWITCHES—(Cont'd)

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

#### (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	10
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—CURVES & RR CROSSINGS

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

#### (C) SPEED RESTRICTIONS—SWITCHES

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

Trains and engines using other than main track must not exceed turnout speed for that track.

"I"—Interlocked Switch		"S"—Spring Switch	
STATION	TYPE	LOCATION	MPH
Pueblo Jct.	I	Junction Switch	15
Minnequa	I	Turnout	10

#### 2. OVERHEAD AND SIDE OBSTRUCTIONS (Rule 759)

M.P.	NAME
120.4	Arkansas River Bridge

WEST- WARD ↓	Capacity of Sidings in Feet	Ruling Grade Ascending	TIME TABLE No. 7 April 29, 1979		Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			Feet Per Mile	STATIONS				
		52.8	HARTMAN YL 5.3	YL	52.8	7.8		
		52.8	BRISTOL YL 13.7	YL	52.8	13.1		
		79.2	CHANNING YL 3.6	YL	52.8	26.8		
			WILSON JCT. YL	YL				
		51.2	5.9		44.9	30.4		
		41.2	WILEY YL 3.4	YL	0	36.3		
		79.2	KEESEE YL 3.9	YL	79.2	39.7		
			McCLAVE YL	YL		43.6		
	2550	38.8	CHERAW YL 11.3	YL	59.4	82.2		
			SWINK YL	YL		93.5	Y B	
			(47.1)					

Between Swink and Cheraw and 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	20
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

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

##### 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. 7  April 29, 1979	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
		52.8	<b>BOISE CITY</b> YL 12.7	52.8	122.6	Y C	
3750		52.8	CASTANEDA 15.3	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	
2200		42.2	SPRINGFIELD YL 1.3	0	173.1	C	
		52.8	NORTH JCT. YL 11.6	52.8	174.4		
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.

### SPECIAL RULES

#### 1. SPEED REGULATIONS

##### (A) MAXIMUM AUTHORIZED SPEED

BETWEEN:	MPH
Boise City and South Jct.	49*
South Jct. and Las Animas Jct.	40

\*Maximum authorized speed for freight trains when averaging 90 tons and over per car, or over 5,000 tons total ..... 45 MPH

##### (C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

# GARDEN CITY DISTRICT

WEST- WARD ↓	Ruling Grade Ascending	TIME TABLE No. 7  April 29, 1979	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
	Feet Per Mile	STATIONS	Feet Per Mile			
	52.8	<b>GARDEN CITY</b> YL 15.0	38.0	157.6	Y R C	
	50.7	TENNIS YL 6.9	50.2	142.6		
	47.5	FRIEND YL 7.7	37.1	135.7		
	29.0	SHALLOW WATER YL 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		
		<b>SCOTT CITY</b> YL		119.8	Y R C	
(37.8)						

##### (C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

##### (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

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

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—CURVES & RR CROSSINGS

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

#### 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

WEST- WARD ↓	Capacity of Sidings in Feet	Rating Grade Ascending	TIME TABLE No. 7  April 29, 1979	Rating Grade Ascending	Mile Foot	Communications Tura Tables and Wyes	EAST- WARD ↑
	Feet Per Mile		STATIONS	Feet Per Mile			
	0		<b>DODGE CITY</b> YL 0.2	0		TY RC	
	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	62.8		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	
			<b>SATANTA</b> YL 0.4	52.8	57.9	Y RC	
	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	RC	
	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 RC	
	52.8		STURGIS 11.6	24.3	132.0		
1200	31.7		KEYES 15.6	26.4	143.6	C	
			<b>BOISE CITY</b> YL		159.2	Y RC	
			(159.2)				

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 90 tons and over per car, or over 5,000 tons total 45 MPH

##### (C) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

#### 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	<b>TIME TABLE No. 7</b>	Ruling Grade Ascending	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
			April 29, 1979				
	Feet Per Mile		STATIONS	Feet Per Mile			
	0		<b>SATANTA</b> YL 0.4	13.2		R C	
	26.4		SATANTA JCT. YL 6.8	9.5		Y	
2600	52.8		RYUS 8.8	52.8	6.8	B	
4200	52.8		HICKOK 7.9	52.8	15.6	B	
5000	46.5		ULYSSES YL 7.1	20.0	23.5	R C	
	40.1		STANO 4.1	37.0	30.6		
	37.0		BIGBOW 10.6	0	34.7	B	
1700	52.8		JOHNSON 7.8	20.3	45.3	R C	
1250	52.8		MANTER 9.3	11.6	53.1	Y C	
	42.2		SAUNDERS 14.2	21.1	62.4		
1100	47.5		WALSH 9.6	15.8	76.6	C	
	52.8		VILAS 8.8	47.5	86.2		
			SOUTH JCT. YL 0.5		95.0	Y	
2200	66.0		SPRINGFIELD YL 1.3	0	95.5	R C	
	52.8		NORTH JCT. YL 12.4		96.8		
2100			PRITCHETT YL		109.2	Y	
			(109.6)				

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**

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

**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	<b>TIME TABLE No. 7</b>	Mile Post	Communications	EAST- WARD ↑
		April 29, 1979			
	Feet Per Mile	STATIONS			
	0	WILSON JCT. YL 1.0	4.9		
	0	CULP 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**

Maximum speed permitted through turnout of switches, 10 MPH.

Trains and engines using other than main track must not exceed turnout speed for that track.

WEST- WARD ↓	Capacity of Sidings in Feet	TIME TABLE No. 7  April 29, 1979	Mile Post	Communications Turn Tables and Wyes	EAST- WARD ↑
		STATIONS			
		<b>PUEBLO YARD YL</b>	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 90 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

#### (C) SPEED RESTRICTIONS—SWITCHES

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

Trains and engines using other than main track must not exceed turnout speed for that track.

#### (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

4. . . . .

### 5. JOINT TRACK FACILITIES

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

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

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

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

D&RGW CONNECTION PUEBLO—CANON CITY—AT&SF trains will use D&RGW tracks and will be governed by D&RGW time table, rules and regulations.

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

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

### 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.

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, CRANES, SCALE TEST CARS**

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

DISTRICT	Wrecking Derricks MPH	Pile Drivers AT-199454 AT-199455 AT-199457 AT-199458 AT-199459 AT-199460 AT-199461 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
Boise City, CV and Manter	20	20	20
Garden City, Minnequa, Canon City, Lamar, York Canyon	15	15	15
AV and Santa Fe	10	10	10

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

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

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

**11. YARD LIMITS:**

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

**12. BULLETIN BOOKS**

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

**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
- 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

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

Bridge 600.1	— Near Simpson
Bridge 600.5	— Near Simpson
Bridge 611.2	— Near Model
Bridge 615.4	— Near Model
Bridge 633.7	— Near C&S Crossing
Bridge 638.6	— At Jansen
M.P. 691.3	— Near French
Bridge 727.1	— Near Wagon Mound
Bridge 753.7	— Near Watrous
Bridge 852.4	— Near Waldo
Bridge 869.2	— Near Domingo

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

Bridge 870.8	— Near Domingo
Bridge 872.7	— Near Nueve
Bridge 874.2	— Near Nueve
Bridge 878.3	— Near Nueve
Bridge 894.4	— Near Alameda
Bridge 895.6	— Near Alameda
Bridge 898.7	— Near Hahn
Bridge 557.5	— 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.

(C)

**SLIDE DETECTOR FENCES**

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

R. N. CROW, General Watch Inspector ..... Topeka.

**LOCAL TIME INSPECTORS**

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

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

**HOW TO USE THIS CHART:**

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

**POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS**

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

**MUST NOT BE PLACARDED NEXT TO**

**FOOTNOTES:**

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



# 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

434	474	194	304	314	417	408	594
AM	AM	PM	AM	PM	PM	PM	PM
		245	300	1230			
							1030
	500	755	900	505			230
	730	935		535	930	130	420
				730			620
1000		1045					1000
400		*400					300
					700	830	
PM	AM	AM	AM	PM	AM	AM	PM

### EASTWARD

403	473	464	495	804	883	444
PM	PM	AM	PM	PM	PM	PM
245	955					700
			800			
			315			300
930	500					
845	450	600	1215	300		200
630	300	400	1000			
		1159	430			1159
		*730	1201			600
				400	515	
AM	PM	PM	AM	AM	AM	PM

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

\*Big Lift