

R. D. SHELTON, Trainmaster..... Pueblo, Colorado.
 R. M. CHAMPION, Trainmaster..... La Junta, Colorado.
 G. A. BIGELOW, Chief Dispatcher..... Pueblo, Colorado.
 L. M. MURPHY, Assistant Chief Dispatcher.. Pueblo, Colorado.
 R. HARTLEY, Assistant Chief Dispatcher... Pueblo, Colorado.

TRAIN DISPATCHERS—PUEBLO, COLORADO.

J. E. COPELAND.	W. W. CARROLL.	O. H. GIST.
W. T. FRYBACK.	C. E. HANSEN.	W. N. WILLIS.
H. J. IMMROTH.	B. E. SPOONEMORE.	M. E. GIBSON.
T. C. HIESTAND.	G. L. HUPP.	A. W. JORDAN.
W. BERKOVITZ.	W. H. SNIFF.	

A. J. STROBEL, General Watch Inspector.....Topeka.

LOCAL WATCH INSPECTORS—COLORADO DIVISION.

R. H. BANGS.....Dodge City.
 W. R. PENLAND.....Dodge City.
 O. M. PATTERSON.....Garden City.
 ED H. APPLGATE, JR.....Lamar.
 A. J. BRADLEY.....La Junta.
 DR. A. V. WONDER.....Boise City.
 W. B. FARABEE.....Pueblo.
 C. C. PATTON.....Canon City.

**SURGEONS OF
 THE A.T.&S.F. HOSPITAL ASSOCIATION.**

DR. F. L. FORD, Chief Surgeon.....Topeka.
 DR. SCOTT WYSONG, Assistant Chief Surgeon.....Topeka.

COLORADO DIVISION—LA JUNTA HOSPITAL.

DR. J. A. SHAND, Surgeon in Charge.
 DR. R. S. JOHNSTON, JR., Assistant Surgeon.
 DR. C. J. BROWN, Consulting Dentist.
 DR. R. S. JOHNSTON, Consultant.
 DR. M. A. FARNSWORTH, Eye, Ear, Nose and Throat.
 DR. HAROLD T. LOW, Consulting Urologist.

LOCAL SURGEONS.

DR. B. F. BLOTZ.....Rocky Ford.
 DR. G. E. VAN DER SCHOW.....Fowler.
 DR. D. B. SHAW.....Pueblo.
 DR. W. N. BAKER.....Pueblo.
 DR. THOS. A. DAVIS.....Florence.
 DR. J. G. SHOUN.....Canon City.
 DR. C. E. McCARTY.....Dodge City.
 DR. N. E. MELLENCAMP.....Dodge City.
 DR. G. H. JACKMAN.....Cimarron.
 DR. O. W. MINER.....Garden City.
 DR. G. R. HASTINGS.....Garden City.
 DR. H. P. PALMER.....Scott City.
 DR. HARRISON & GRISSOM.....Syracuse.
 DR. M. R. FOX.....Holly.
 DR. C. F. KNUCKEY.....Lamar.
 DR. S. V. HAGEMAN.....Las Animas.
 DR. HARRY HALL.....Boise City.
 DR. GERALD DUFFY.....Springfield.

**EYE, EAR, NOSE AND THROAT SPECIALISTS
 AT LOCAL POINTS.**

DR. HARVEY S. RUSK.....Pueblo.

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

**WESTERN LINES
 Northern District**

COLORADO DIVISION

TIME TABLE No.

78

IN EFFECT

Sunday, February 29, 1948

At 12:01 A. M.

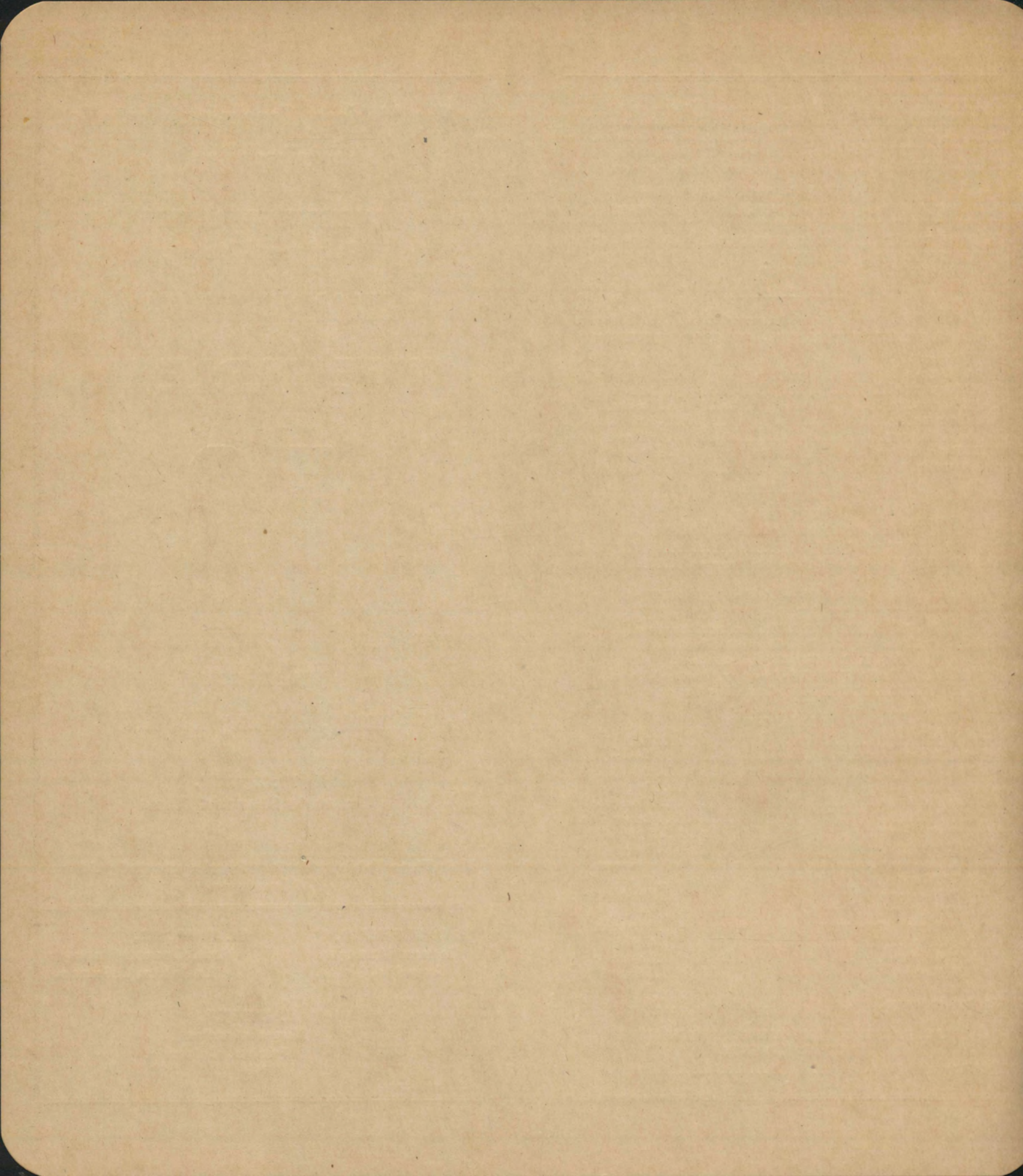
Mountain Standard Time

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

**G. C. JEFFERIS,
 General Manager,
 Amarillo, Texas.**

**W. L. MORE,
 Asst. General Manager,
 La Junta, Colorado.**

**J. E. LESTER,
 Superintendent,
 Pueblo, Colorado.**



PUEBLO DISTRICT.

COLORADO DIVISION. 2

Track Capacity 50 ft. Per Car.		WESTWARD.				Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.	Ruling Grade Ascending.	Fuel, Water, Tunnels and Wyes.	Communications.	EASTWARD.			
		First Class.										First Class.			
		27	9	21	13							22	10	28	14
Other Tracks.	Sidings.	Gulf Coast Special. C. & S. Leave Daily.	Centennial State. Leave Daily.	Texas Zephyr. C. & S. Leave Daily.	Chicago and California Express. Leave Daily.	Miles.						Texas Zephyr. C. & S. Arrive Daily.	Centennial State. Arrive Daily.	Gulf Coast Special. C. & S. Arrive Daily.	California and Chicago Express. Arrive Daily.
	Yard	AM 9.00			AM 3.30	554.9	28.0	LA JUNTA. 4.9	0	W F T Y	C	PM 5.10			AM 12.30
158	62	s 9.08			3.37	559.8	20.0	SWINK. 2.8	0	Y	C	5.02			12.22
82	82		9.12		3.40	562.6	19.5	NEWDALE. 3.0	0		B	4.59			12.17
421	100	s 9.20			s 3.45	565.6	31.7	ROCKY FORD. 5.4	0	W	C	s 4.49			s 12.05
75	82		9.26		3.51	571.0	31.7	VROMAN. 3.5	0		B	4.45			12.02 AM
121	111	s 9.30			3.55	574.5	33.3	MANZANOLA. 8.6	0		C	4.42			11.58
129	67	s 9.44			4.03	583.1	19.0	FOWLER. 4.4	14.0		C	4.35			s 11.48
11	70		9.50		4.08	587.5	22.2	HAMLET. 2.7	0		B	4.31			11.42
29	69		9.53		4.11	590.2	33.0	NEPESTA. 1.4	0	W	B	4.28			11.39
						591.6	30.0	NA. TOWER. Mo. Pac. Crossing. 2.0	0		C				
	82		9.57		4.15	593.6	33.0	HAIG. 5.0	0		B	4.24			11.35
78	58	f 10.05			4.20	598.6	31.2	BOONE. 5.0	0		C	4.19			11.30
55	84	s 10.15			4.24	603.6	30.0	AVONDALE. 2.1	0	W Y	C	4.15			11.25
40	58	Via Minnequa District. 10.19			4.26	605.7	24.6	NYBERG. 3.9	0		B	Via Minnequa District. 4.13		Via Minnequa District. 11.22	
13	39	f 10.25			4.29	609.6	34.4	DEVINE. 2.2	0		C	4.10			11.18
27	76		10.29		4.31	611.8	31.7	BAXTER. 6.0	0		B	4.08			11.15
		PM 6.15	10.40	AM 5.32	4.40	617.8	31.7	PUEBLO JCT. D. & R.G.W. Crossing. 0.4	31.7		C	PM 3.33	4.03	PM 10.23	11.08
						618.2	0	Mo. Pac. Crossing. 0.3	22.0						
						618.5	0	BLOCK 2. 0.3	22.0						
		s 6.20 PM	s 10.45 AM	s 5.36 AM	s 4.45 AM	618.8	0	PUEBLO U.D. 0.2	22.0		C	3.30 PM	4.00 PM	10.20 PM	11.05 PM
						619.0	52.8	D. & R.G.W. Crossing. 0.6	0						
	Yard					619.6		PUEBLO 4TH STREET.		W F T Y	C				
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(64.7) Via Union Depot.				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
		12.0	36.5	15.0	51.1			Average speed per hour.				20.0	54.8	20.0	45.1

Trains have no time table superiority between bridge 554-B and signal bridge carrying signals 5552 and 5554 at La Junta, and will move within such limits at restricted speed and not exceeding 15 miles per hour.

Trains must get numbered clearance card, Form 902, before leaving La Junta and Pueblo U.D.

Trains originating at 8th Street Yard Office, Pueblo, must register and get numbered clearance card, Form 902, before leaving.

Trains or engines between Pueblo Jct. and Block 2 will be governed by manual block signals whose indication supersedes time table superiority.

Via Pueblo Union Depot between Block 2 and M. P. 619.2 trains or engines will be governed by time table schedules.

Track south of Pueblo U.D. tracks between Block 2 and M. P. 619.2 is known as Loop Line.

Via Loop Line trains or engines between Block 2 and M. P. 619.2 will be governed by manual block signal indication at Block 2, and interlocked signal at M. P. 619.2.

Trains or engines will move at restricted speed between Pueblo Jct. and M. P. 619.2.

M. P. 619.2 to M. P. 620.7 controlled by interlocked signals operated from Pueblo 4th Street whose indications supersede time table superiority and protect rear of trains within these limits.

All hand-throw switches within these interlocking limits are equipped with switch indicators. Telephones connected with Pueblo 4th Street located near these switches. Before trains or engines enter main track within these interlocking limits must get proper signal or consult signalman at Pueblo 4th Street.

Trains or engines moving between "C" Street viaduct and Union Avenue viaduct, Pueblo, will move at restricted speed over The Pueblo Union Depot and Railroad Co. and A.T.&S.F. tracks.

Trains or engines while on The Pueblo Union Depot and Railroad Co. tracks, Pueblo, are governed by rules and regulations of The Pueblo Union Depot and Railroad Co. time table.

3 COLORADO DIVISION.

FIRST DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD.							TIME TABLE No. 78, February 29, 1948.	Distance from Atchison.	Rolling Grade, Ascending.
		First Class.									
		3	7	127	17	21	9	19			
		California Limited.	Fast Mail Express.	Passenger.	The Super Chief.	El Capitan.	Centennial State.	The Chief.			
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.	Miles.	
	Yard	PM 7.25	PM 2.05	AM 8.45	AM 6.20	AM 5.01	AM 4.55	AM 3.20	DODGE CITY.	352.5	
13	80	7.32	2.11	8.52	6.25	5.06	5.01	3.26	SEARS.	357.6	
39	81	7.40 ²⁰	2.15 ^f	8.57	6.28	5.09	5.05	3.29	HOWELL.	361.5	
	82	7.45	2.19	9.04	6.32	5.13	5.09	3.33	WETTICK.	366.3	
67	82	7.50 ^s	2.23 ^s	9.11	6.36	5.17 ⁹	5.17 ²¹	3.38	CIMARRON.	371.2	
48	82	7.57	2.28 ^s	9.19	6.41	5.22	5.24	3.43	INGALLS.	377.3	
16	82	8.04	2.33 ^f	9.28	6.46	5.27	5.31	3.49	CHARLESTON.	384.0	
39	81	8.10	2.38 ^s	9.35	6.51	5.32	5.37	3.55	PIERCEVILLE.	390.1	
8	81	8.16	2.42	9.42	6.55	5.36	5.43	4.00	MANSFIELD.	395.8	
704	247	8.25 ¹⁰	2.48 ^s	9.54	7.00	5.41 ^s	5.55	4.06	GARDEN CITY.	402.4	
31	81	8.35	2.54 ^s	10.04 ⁸	7.05 ⁴	5.46	6.02	4.12	HOLCOMB.	409.0	
71	81	8.44	3.02 ^s	10.15	7.11	5.52	6.10	4.18	DEERFIELD.	417.0	
85	83	8.53 ^f	3.09 ^s	10.24	7.16	5.58	6.17	4.24	LAKIN.	424.3	
31	81	9.02	3.16 ^f	10.32	7.22	6.04	6.24 ⁴	4.29	HARTLAND.	431.6	
8	81	9.08	3.21	10.39	7.26	6.08	6.29	4.34	SUTTON.	437.3	
36	80	9.13	3.25 ^s	10.45	7.30	6.12 ⁴	6.34	4.38	KENDALL.	442.2	
11	81	9.20	3.31	10.53	7.34	6.17	6.40	4.43	MAYLINE.	448.7	
638	226	9.27 ^s PM	3.37 ^s PM	11.00 AM	7.39 AM	6.21 ^s AM	6.47 AM	4.48 AM	SYRACUSE.	453.9	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(101.1)		
		52.6	65.9	44.9	76.8	75.8	54.1	68.9	Average speed per hour.		

AUTOMATIC BLOCK SYSTEM

Time of trains at Sears applies at end of double track.
 Trains must get numbered clearance card, Form 902, before leaving Dodge City.
 Trains have no time table superiority between M.P. 352.1 and M.P. 353, Dodge City, and will move within such limits at restricted speed and not exceeding 15 miles per hour.

FIRST DISTRICT.

Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	TIME TABLE No. 78, February 29, 1948.	EASTWARD.						
				First Class.						
				4	8	128	22	20	10	18
				California Limited.	Fast Mail Express.	Passenger.	El Capitan.	The Chief.	Centennial State.	The Super Chief.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
0	W F T Y	C	DODGE CITY. 5.1	s 8.40 AM	s 11.05 AM	m 6.30 PM	s 5.20 PM	s 7.52 PM	s 9.30 PM	s 11.55 PM
0		B	SEARS. 3.9	8.29	10.56	6.21	5.12	7.43	9.20	11.46
28.0		B	HOWELL. 4.8	8.22	10.52	f 6.16	5.09	7.40 ³	9.15	11.43
26.4		B	WETTICK. 4.9	8.13	10.48	6.12	5.05	7.37	9.11	11.40
18.0	W	C	CIMARRON. 6.1	f 8.06	10.43	s 6.06	5.02	7.33	9.06	11.36
20.0		C	INGALLS. 6.6	7.56	10.37	s 5.56	4.58	7.28	8.59	11.32
4.3		B	CHARLESTON. 6.1	7.47	10.30	f 5.47	4.53	7.22	8.51	11.27
19.0		C	PIERCEVILLE. 5.7	7.38	10.24	s 5.38	4.49	7.17	8.44	11.23
0		B	MANSFIELD. 6.6	7.29	10.18	5.29	4.45	7.13	8.37	11.19
0	W Y	C	GARDEN CITY. 6.6	s 7.20	f 10.12	s 5.20	4.40	7.07	s 8.25 ³	11.14
5.3		C	HOLCOMB. 8.0	¹⁷ 7.05	¹²⁷ 10.04	s 5.05	4.36	7.00	8.14	11.10
23.1		C	DEERFIELD. 7.3	6.48	9.54	s 4.55	4.30	6.53	8.05	11.04
31.7	W	C	LAKIN. 7.3	f 6.36	9.47	s 4.45	4.25	6.46	7.57	10.59
7.1		B	HARTLAND. 5.7	⁹ 6.24	9.40	f 4.31	4.20	6.39	7.50	10.54
22.1		B	SUTTON. 4.7	6.17	9.33	4.23	4.15	6.34	7.44	10.50
26.4		C	KENDALL. 6.5	²¹ 6.12	9.28	s 4.17	4.11	6.30	7.39	10.46
11.1		B	MAYLINE. 5.2	6.00	9.21	4.10	4.06	6.25	7.32	10.41
	W F T	C	SYRACUSE.	5.52 AM	9.15 AM	²² 4.03 PM	¹²⁸ 4.02 PM	6.20 PM	7.25 PM	10.37 PM
			(101.1)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.				36.1	55.1	41.3	77.7	65.9	48.5	77.7

Time of trains at Sears applies at end of double track.
 Trains must get numbered clearance card, Form 902, before leaving Dodge City.
 Trains have no time table superiority between M.P. 352.1 and M.P. 353, Dodge City, and will move within such limits at restricted speed and not exceeding 15 miles per hour.

5 COLORADO DIVISION. (Cont'd).

FIRST DISTRICT.

Track Capacity 50 ft. Per Car.		WESTWARD. First Class.								TIME TABLE No. 78, February 29, 1948.	Distance from Atchison.	Ruling Grade Ascending.	
		3	7	127	17	21	9	19	STATIONS.				Miles.
		California Limited.	Fast Mail Express.	Passenger.	The Super Chief.	El Capitan.	Centennial State.	The Chief.					
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
638	226	PM 9.32	PM 3.37	AM 11.05	AM 7.39	AM 6.21	AM 6.52	AM 4.48	SYRACUSE. 7.5	453.9	21.8		
9	81	9.40	¹²⁸ 3.45	11.16	7.44	6.27	7.00	4.55	MEDWAY. 7.4	461.4	35.0		
36	94	9.48	²² 3.51	11.25	7.49	6.32	7.07	5.01	COOLIDGE. 6.1	468.8	21.9		
281	74	s 9.56	3.56	s 11.34	7.53	6.37	7.13	5.07	HOLLY. 6.6	474.9	22.8		
53	80	10.04	4.02	11.43	7.58	6.42	7.19	⁴ 5.13	BARTON. 3.9	481.5	29.0		
53	80	¹⁸ 10.13	4.06	s 11.49	8.01	6.45	7.23	5.16	GRANADA. 5.9	485.3	38.8		
19	81	10.23	4.11	f 11.58 PM	8.05	6.49	7.28	5.21	GROTE. 5.6	491.4	17.6		
16	80	10.33	4.16	12.05	8.09	6.54	7.34	5.26	CLUCAS. 5.4	496.9	37.0		
628	^E 78 ^W 99	s 10.45	4.21	s 12.13	8.13	6.58	s 7.46	5.32	LAMAR. 3.9	502.3	14.1		
13	62	10.52	4.25	12.18	⁸ 8.16	7.01	7.50	5.36	BETA. 4.2	506.2	17.3		
26	88	11.02	4.29	f 12.24	8.19	7.04	7.54	5.40	PROWERS. 5.9	510.4	21.1		
7	80	11.12	4.34	12.31	8.23	7.08	⁸ 8.00	5.44	ABLE. 5.2	516.3	21.1		
38	80	11.22	4.39	s 12.38	8.27	7.12	8.05	5.49	CADDOA. 5.9	521.5	10.6		
13	80	11.33	4.44	12.47	8.31	7.16	8.11	5.53	HILTON. 4.9	527.4	20.1		
51	81	11.43	4.49	12.53	8.34	7.20	8.16	5.57	KELLER. 1.6	532.0	0		
									LAS ANIMAS JCT. 2.4	533.6	16.4		
282	81	s 11.48	4.53	s 12.59	8.37	7.23	f 8.22	6.01	LAS ANIMAS. 5.1	536.0	18.8		
24	81	11.56 AM	²⁰ 4.58	1.06	8.41	7.27	8.27	6.06	RIVERDALE. 4.8	541.1	41.2		
25	75	12.02	5.02	1.12	8.44	⁸ 7.30	8.32	6.11	HADLEY. 4.8	545.9	29.6		
13	82	12.09	5.07	1.17	8.48	7.34	8.36	6.16	CASA. 4.2	550.7	26.4		
	Yard	s 12.20 AM	s 5.15 PM	s 1.25 PM	s 8.57 AM	s 7.42 AM	s 8.45 AM	s 6.25 AM	LA JUNTA.	554.9			
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(101.3)				
		36.0	62.0	43.3	77.9	75.0	53.8	62.6	Average speed per hour.				

Time of trains at Casa applies at end of double track.

Trains must get numbered clearance card, Form 902, before leaving La Junta.

Trains have no time table superiority between Bridge 554-B and signal bridge carrying Signals 5552 and 5554 at La Junta, and will move within such limits at restricted speed and not exceeding 15 miles per hour.

FIRST DISTRICT. (Cont'd).

Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	TIME TABLE No. 78, February 29, 1948.	EASTWARD.						
				First Class.						
				4	8	128	22	20	10	18
				California Limited.	Fast Mail Express.	Passenger.	El Capitan.	The Chief.	Centennial State.	The Super Chief.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
9.9	WFT	C	SYRACUSE. 7.5	s AM 5.47	AM 9.15	s PM 3.55 ²²	PM 4.02 ¹²⁸	PM 6.20	s PM 7.20	PM 10.37
24.8		B	MEDWAY. 7.4	5.38	9.06	3.45 ⁷	3.56	6.13	7.10	10.31
18.5		C	COOLIDGE. 6.1	5.30	8.59	s 3.35	3.51 ⁷	6.06	7.00	10.25
0	Y	C	HOLLY. 6.6	s 5.22	8.52	s 3.28	3.46	6.00	6.53	10.21
26.4		B	BARTON. 3.9	5.13 ¹⁹	8.46	3.20	3.41	5.54	6.46	10.16
26.4	W	C	GRANADA. 5.9	5.08	8.41	s 3.17	3.38	5.51	6.43	10.13 ³
11.1		B	GROTE. 5.6	5.02	8.35	f 3.11	3.34	5.45	6.37	10.09
7.9		B	CLUCAS. 5.4	4.56	8.29	3.06	3.30	5.40	6.31	10.05
0	W Y	C	LAMAR. 3.9	s 4.50	f 8.23	s 3.00	3.26	5.35	s 6.25	10.01
0		B	BETA. 4.2	4.39	8.16 ¹⁷	2.54	3.23	5.31	6.15	9.58
0		B	PROWERS. 5.9	4.35	8.08	f 2.49	3.20	5.27	6.11	9.55
0		B	ABLE. 5.2	4.30	8.00 ⁹	2.43	3.16	5.22	6.05	9.51
15.8		C	CADDOA. 5.9	4.25	7.54	s 2.36	3.12	5.17	5.59	9.47
10.6		B	HILTON. 4.9	4.20	7.49	2.29	3.08	5.12	5.53	9.43
0		B	KELLER. 1.6	4.15	7.44	2.23	3.04	5.07	5.48	9.39
0			LAS ANIMAS JCT. 2.4							
0	W Y	C	LAS ANIMAS. 5.1	s 4.12	7.40	s 2.18	3.01	5.03	f 5.43	9.36
0		B	RIVERDALE. 4.8	4.06	7.35	2.11	2.57	4.58 ⁷	5.37	9.32
28.9		B	HADLEY. 4.8	4.02	7.30 ²¹	2.06	2.53	4.51	5.31	9.28
21.1		C	CASA. 4.2	3.57	7.25	2.01	2.50	4.47	5.26	9.25
	W F T Y	C	LA JUNTA.	3.50 AM	7.20 AM	1.55 PM	2.45 PM	4.40 PM	5.20 PM	9.20 PM
			(101.3)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	51.9	53.7	50.6	78.9	60.2	50.6	78.9

Time of trains at Casa applies at end of double track.

Trains must get numbered clearance card, Form 902, before leaving La Junta.

Trains have no time table superiority between Bridge 554-B and signal bridge carrying Signals 5552 and 5554 at La Junta, and will move within such limits at restricted speed and not exceeding 15 miles per hour.

7 COLORADO DIVISION.

BOISE CITY DISTRICT.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 53	Distance from Dumas Jct.	Ruling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes	Communications.	EAST- WARD. Second Class. 54
Other Tracks.	Sidings.	Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Daily.	Miles.	STATIONS.					Arrive Daily.
	Yard	PM 1.00	122.6	52.8	BOISE CITY. 12.7	52.8	WFY	C	PM 2.30
14	40	f 1.30 ⁵⁴	135.3	52.8	CASTANEDA. 16.5	52.8		B	f 1.30 ⁵³
14	45	s 2.00	151.8	24.8	CAMPO. 10.7	24.8	W	B	s 12.55
	44	f 2.20	162.5	52.8	BISONTE. 10.1	52.8		B	f 12.30
		2.37	172.6	39.6	SOUTH JCT. 0.5	0	Y	B	12.08
97	40	s 2.47	173.1	42.2	SPRINGFIELD. 1.3	0		C	s 12.05
		2.50	174.4	52.8	NORTH JCT. 11.6	52.8		B	PM 11.53
	44	f 3.10	186.0	52.8	HARBORD. 10.6	52.8	W	B	f 11.30
14	42	f 3.30	196.6	50.1	FRICK. 16.3	52.8		B	f 11.05
16	42	f 3.58	212.9	52.8	RUXTON. 13.7	50.2	W	B	f 10.27
	44	f 4.20	226.6	10.5	GILPIN. 8.9	52.8		B	f 9.59
		4.35 PM	235.5		LAS ANIMAS JCT.				9.35 AM
		Arrive Daily.			(112.9)				Leave Daily.
		31.5		Average speed per hour.					23.0

Trains must get numbered clearance card, Form 902, before leaving Boise City and Las Animas.

No switch lights on Boise City District.

Main track between North Junction and South Junction is used by Western Division, Manter District and Colorado Division, Boise City District trains. Between these points trains have no time table superiority and will move within such limits at restricted speed.

Boise City District trains use Western Division, Cimarron Valley District tracks at Boise City. Trains have no time table superiority at Boise City.

Normal position of switches North Junction and South Junction is for Colorado Division trains.

Garden City District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 69	Distance from Great Bend.	Ruling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. 70
Other Tracks.	Sidings.	Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Mon., Wed. and Fri.	Miles.	STATIONS.					Arrive Tues., Thurs. and Sat.
	Yard	AM 10.30	157.6	52.8	GARDEN CITY. 5.8	0	WFY	C	AM 9.30
12		f 10.45	151.8	30.6	GILLESPIE. 2.9	26.4			f 9.15
19		f 10.53	148.9	31.6	ALFALFA. 6.3	38.0			f 9.07
12		f 11.12	142.6	50.7	TENNIS. 6.9	50.2			f 8.47
24		s 11.32	135.7	47.5	FRIEND. 7.7	37.1		C	s 8.27
51		s 12.05	128.0	29.0	SHALLOW WATER. 7.9	21.1		C	s 7.52
			120.1	0	A.T. & S.F. Crossing.	0			
			120.1	30.6	Mo. Pac. Crossing. 0.3	0			
78		s 12.30 PM	119.8		SCOTT CITY.		WY	C	7.30 AM
		Arrive Mon., Wed. and Fri.			(37.8)				Leave Tues., Thurs. and Sat.
		18.9		Average speed per hour.					18.9

Trains must get numbered clearance card, Form 902, before leaving Garden City and Scott City.

No switch lights on Garden City District.

MINNEQUA DISTRICT.

COLORADO DIVISION. 8

Track Capacity 50 ft. Per Car.		WESTWARD.		Distance from Denver.	Ruling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.	
		First Class.								First Class.	
		27	21							22	28
		Gulf Coast Special. C. & S.	Texas Zephyr. C. & S.							Texas Zephyr. C. & S.	Gulf Coast Special. C. & S.
Other Tracks.	Siding.	Leave Daily.	Leave Daily.	Miles.		STATIONS				Arrive Daily.	Arrive Daily.
	96	PM 6.04	AM 5.23	124.3	0	SOUTHERN JCT. 1.7	31.0	W	C	PM 3.43	PM 10.35
	Yard	6.08	5.26	122.6	0	MINNEQUA. 2.5	97.2		C	3.40	10.31
				120.1	31.7	Mo. Pac. Crossing. 0.3	31.7				
		6.15 PM	5.32 AM	119.8	31.7	PUEBLO JCT. 1.0	31.7		C	3.33 PM	10.23 PM
		Via Pueblo District.		118.8		PUEBLO U.D.			C	Via Pueblo District.	
		Arrive Daily.	Arrive Daily.			(5.5)				Leave Daily.	Leave Daily.
		24.5	30.0			Average speed per hour.				27.0	22.5

Trains or engines between Minnequa and Southern Jct. will be governed by the rules and regulations of The Colorado & Southern Railway Co. Southern Division time table.

Track No. 4 extending from office of communication Minnequa to crossover south end of Minnequa yard is known as Minnequa siding.

The Colorado & Southern Railway Co. markers will display green instead of yellow discs and will be considered the same indication as yellow. (See Rule 19, Operating Dept.)

Manual block between Pueblo Jct. and Minnequa supersedes time table superiority.

Trains not authorized by time table between Pueblo Jct. and Minnequa will move on receipt of numbered clearance card, Form 902.

Trains or engines must get numbered clearance card, Form 902, before leaving Pueblo Jct.

Westward trains or engines must get numbered clearance card, Form 902, before leaving Minnequa. Track No. 9 P. S. & R. yard is used as siding.

First class trains will register at Minnequa by Form 903.

Grand Valley District.

Rockvale District.

Track Capacity 50 ft. Per Car.		Distance from Newdale.	Ruling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.		Ruling Grade Ascending.	Communications.	Track Capacity 50 ft. Per Car.		Distance from D. & R. G. W. Con- nection.	Ruling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.		Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.
Other Tracks.	Sidings.			Miles.	STATIONS.			Other Tracks.	Sidings.			Miles.	STATIONS.			
82			24.5	NEWDALE. 2.9	24.5	B										
35		2.9	97.2	ROBERTA. 3.0	0.2						160.5	D. & R. G. W. Connection. 2.9	0			
48		5.9		HAWLEY.				336	2.9			ROCKVALE.				
				(5.9)								(2.9)				
				Average speed per hour.								Average speed per hour.				

Engines other than 789-825-1050 and 1800 class must not enter Grand Valley District at Newdale.

No switch lights on Grand Valley District.

Canon City District.

Track Capacity 50 ft. Per Car.		Distance from Pueblo.	TIME TABLE No. 78, February 29, 1948.		Fuel, Water, Turn Tables and Wyes.	Communications.
Other Tracks.	Sidings.		Miles.	STATIONS.		
	Yard			PUEBLO. 0.3		C
		0.3		Colo. R.R. Inc. Crossing. 0.3		
		0.6		D. & R. G. W. Connection. 24.8		
	82	25.4		Portland. 6.1		C
146	44	31.5		Florence. 8.2		C
115		39.7		Canon City.	W Y	C
				(39.7)		
				Average speed per hour.		

Canon City District trains must register and get D. & R. G. W. clearance card at 8th St. Yard Office, Pueblo.

Trains or engines between D. & R. G. W. connection, M.P. 0.6 and Canon City, are subject to the Denver and Rio Grande Western Railroad Co. timetable and Operating Department Rules and Regulations.

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

Derail on main track 50 feet east of Bridge 2-B Rockvale District must be left in normal position.

No switch lights on Rockvale District.

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

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 85	Distance from Holly.	Ruling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class. 86
Other Tracks.	Sidings.	Mixed.							Mixed.
		Leave Tues., Thurs. and Sat.	Miles.		STATIONS.				Arrive Mon., Wed. and Fri.
	Yard	AM 6.40			HOLLY.				PM 2.05
17		f 6.54	6.0	52.8	6.0 MILLWOOD.	0	W	Y	f 1.45
58	55	s 6.59	7.8	50.3	1.8 HARTMAN.	0			s 1.38
20		f 7.06	10.8	52.8	3.0 WARWICK.	52.8			f 1.27
71	42	s 7.13	13.1	52.8	2.3 BRISTOL.	52.3			s 1.22
11		f 7.21	17.2	52.8	4.1 PARRISH.	52.8		C	f 1.13
14		f 7.28	19.9	38.7	2.7 GOODALE.	52.8			f 1.07
14		f 7.39	25.1	52.8	5.2 KARL.	0			f 12.56
33		f 7.42	26.8	52.8	1.7 CHANNING.	34.6			f 12.53
		7.50		79.2	3.6	52.8			
38		10.00	30.4		WILSON JCT.				12.45 PM
17		f 10.10	33.6	44.3	3.2	44.9		B	f 11.40
72		s 10.18	36.3	51.2	SUGAR. 2.7	44.9			f 11.30
19		f 10.28	39.7	41.2	WILEY. 3.4	0		C	s 11.20
50	42	s 10.40	43.6	79.2	KEESEE. 3.9	79.2			f 11.10
17		f 10.55	47.9	53.0	McCLAVE. 4.3	52.8		C	s 10.58
51	51	s 11.00	50.0	48.6	LUBERS. 2.1	39.6			f 10.45
13		f 11.12	54.0	52.8	HASTY. 4.0	52.8		C	s 10.40
17	31	f 11.20	57.8	79.2	BETHURST. 3.8	77.1			f 10.30
58		s 11.30	61.2	52.8	KREYBILL. 3.4	61.8			f 10.20
19		f 11.36	63.2	47.0	FORT LYON. 2.0	0		C	s 10.10
		11.40 PM		9.1	MELINA. 1.1	32.6			f 10.04
	28	12.25 PM	64.3		WAVELAND.		Y	B	10.00
28		f 12.37	68.6	32.3	4.3	17.9			9.25
36		f 12.48	72.2	52.8	CORNELIA. 3.6	52.4			f 9.15
23		f 1.08	79.6	51.7	MARLMAN. 7.4	30.2		B	f 9.07
23	51	s 1.15	82.2	8.8	CASTIEL. 2.6	8.2			f 8.50
17		f 1.20	84.0	38.6	CHERAW. 1.8	0		C	s 8.43
22		f 1.27	86.3	38.6	ORR. 2.3	0			f 8.38
	34	f 1.32	87.8	7.5	RANDALL. 1.5	12.5			f 8.34
14		f 1.35	88.9	0	SHELTON. 1.1	52.8			f 8.30
	Yard	s 1.50 PM	93.5	35.6	HAYS. 4.6	59.4			f 8.27
		Arrive Tues., Thurs. and Sat.			SWINK.		Y	C	8.15 AM
		11.0			(93.5)				Leave Mon., Wed. and Fri.
					Average speed per hour.				16.3

No switch lights on Second District.
Trains must get numbered clearance card, Form 902 before leaving
Swink and Holly.

Lamar District.

Track Capacity 50 ft. Per Car.		WESTWARD. Second Class.		Distance from Lamar.	Ruling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. Second Class.	
		83	89							82	90
		Mixed.	Mixed.							Mixed.	Mixed.
No. 89 is superior to No. 82.	Other Tracks.	Leave Mon., Wed. and Fri.	Leave Tues., Thurs. and Sat.	Miles.		STATIONS.				Arrive Tues., Thurs. and Sat.	Arrive Mon., Wed. and Fri.
No. 83 is superior to No. 90.	Sidings.										
No switch lights on Lamar District.	38	AM 11.40	AM 8.00	4.9	0	WILSON JCT. 1.0	35.2		B	AM 9.30	PM 12.45
	9	f 11.43	f 8.03	3.9	0	CULP. 1.3	29.0			f 9.27	f 12.42
	17	f 11.48	f 8.07	2.6	0	MARKHAM. 2.6	29.0			f 9.23	f 12.38
	Yard	s 11.55 AM	s 8.15 AM			LAMAR.		W Y	C	9.15 AM	12.30 PM
		Arrive Mon., Wed. and Fri.	Arrive Tues., Thurs. and Sat.			(4.9)				Leave Tues., Thurs. and Sat.	Leave Mon., Wed. and Fri.
		19.6	19.6			Average speed per hour.				19.6	19.6

Trains must get
numbered clearance
card, Form 902, be-
fore leaving Lamar.

Las Animas District.

Track Capacity 50 ft. Per Car.		WESTWARD. Second Class.		Distance from Las Animas.	Ruling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. Second Class.	
		95	93							94	96
		Mixed.	Mixed.							Mixed.	Mixed.
No. 93 is superior to No. 94.	Other Tracks.	Leave Tues., Thurs. and Sat.	Leave Mon., Wed. and Fri.	Miles.		STATIONS.				Arrive Mon., Wed. and Fri.	Arrive Tues., Thurs. and Sat.
No. 95 is superior to No. 96.	Sidings.										
No switch lights on Las Animas Dis- trict.	28	AM 11.40	AM 9.25	2.9	0	WAVELAND. 2.9	51.7	Y	B	AM 10.00	PM 12.25
	Yard	s 11.50 AM	s 9.35 AM			LAS ANIMAS.		W Y	C	9.50 AM	12.15 PM
		Arrive Tues., Thurs. and Sat.	Arrive Mon., Wed. and Fri.			(2.9)				Leave Mon., Wed. and Fri.	Leave Tues., Thurs. and Sat.
		17.4	17.4			Average speed per hour.				17.4	17.4

Trains must get
numbered clearance
card, Form 902, be-
fore leaving Las
Animas.

May Valley District.

Track Capacity 50 ft. Per Car.		Distance from Holy.	Ruling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.	Ruling Grade Ascending.	Communications.
Other Tracks.	Sidings.					
		Miles.		STATIONS.		
38		30.4	48.6	WILSON JCT. 3.7	O	B
47		34.1		MAY VALLEY.		
				(3.7)		
				Average speed per hour.		

No switch lights on May Valley District.

Big Bend District.

Track Capacity 50 ft. Per Car.		Distance from Holy.	Ruling Grade Ascending.	TIME TABLE No. 78, February 29, 1948.	Ruling Grade Ascending.	Communications.
Other Tracks.	Sidings.					
		Miles.		STATIONS.		
72		36.3	52.8	WILEY. 4.2	O	C
17		40.5		BIG BEND.		
				(4.2)		
				Average speed per hour.		

No switch lights on Big Bend District.

1. Except as otherwise provided, Eastward trains are superior to Westward trains of the same class.

2. YARD LIMITS:

(A) Avondale.	Newdale (Grand Valley District only, extends to and includes Hawley.)
Boise City.	North Junction.
Canon City.	Portland.
Dodge City.	Pueblo (extends to and includes Minnequa.)
Florence (extends to and includes Rockvale.)	Rocky Ford.
Garden City.	Scott City.
Holly.	South Junction.
La Junta.	Springfield.
Lamar (extends to and includes Wilson Jet. and May Valley.)	Syracuse.
Las Animas (extends to and includes Waveland.)	Swink (extends to and includes La Junta Air Base, M.P. 91.4 Second District.)
Las Animas Jct. (Boise City Dist. only.)	Wiley (extends to and includes Big Bend.)

(B) First class trains moving against the current of traffic must move within yard limits at restricted speed.

3. Rules M, 5, 10(A), 10(f), 15, S-83, 86, 95, 97, 103(A), 104(A), 204, 210, 221, 360, 632, 701, 705, 706, 711 and 872, of the Operating Department Rules are cancelled, superseded, or amended by the following:

4. RULE M. Amended by adding.

The presence of more than two men on the footboard of an engine, one on each side of the coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

5. RULE 5. First paragraph is amended to read:

Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving times. The time applies at the first siding switch where an opposing train enters the siding; where there is no such switch, it applies at the station.

6. RULE 10(A). Amended by adding.

Temporary reduced speed signals (yellow flag, yellow disc, or yellow light) will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed trains must not exceed fifteen (15) miles per hour unless otherwise directed by train order or special instructions until rear of train has passed a temporary resume speed signal (green flag, green disc, or green light) which indicates the end of the restricted area.

Permanent slow boards, painted yellow with black numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track indicate the maximum speed for passenger trains and on the field side the maximum speed for freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent resume speed board painted green. There may be more than one yellow board in advance of green board, in which case the reduced speed shown on each yellow board must be observed in succession until the rear of train has passed the green board.

7. RULES 10(f) and 701.

Substitute "Red" for "Purple" as the color indication for dwarf signals.

8. RULE 15.

The explosion of two torpedoes is a signal to proceed at restricted speed, to be acknowledged as prescribed by Rule 14(g). The explosion of one torpedo will indicate the same as two, but the use of two is required. Restricted speed must be observed for a distance of one mile from point of explosion.

9. RULE S-83, as applied at the end of double track Sears and Casa is amended to read:

A train must not leave its initial station on any district or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, have arrived or left.

Train register at La Junta will be taken to indicate that trains shown thereon have arrived or left Casa, and, when opposing superior trains are met between La Junta and Casa, eastward trains will consult train dispatcher by telephone from Casa as to their identity.

Train register at Dodge City will be taken to indicate that trains shown thereon have arrived or left Sears. When opposing superior trains are met between Dodge City and Sears, westward trains will consult train dispatcher by telephone from Sears as to their identity.

10. RULE 86. Amended to read:

Unless otherwise provided, an inferior train must clear the time of a superior train in the same direction not less than five (5) minutes, but must be clear at the time a first class train in same direction is due to leave the next station in the rear, where time is shown. Where automatic block signals are continuous, between stations, inferior trains in the same direction will only be required to clear superior trains sufficiently to avoid delay.

11. RULE 95. Amended to read:

Two or more sections may be run on the same schedule. Each section has equal time table authority. A train must not display signals for a following section, except as prescribed by Rule 85, without train orders, except on double track or centralized traffic control territory the dispatcher may authorize sections of a schedule at initial station by clearance card Form 902.

12. RULE 97. Amended to read:

Extra trains must not be run without train orders, except that in CTC territory, or on double track with the current of traffic, the dispatcher may authorize the running of extra trains, except work extras, by clearance card, Form 902, and trains so authorized will display signals as prescribed by Rule 21.

13. RULE 103(A). Amended to read:

Cars must not be "kicked" or "dropped" into a track on which occupied passenger or outfit cars are standing.

Passenger cars, either deadhead or in service, and outfit cars in service or occupied must only be moved or switched with air brakes in use.

14. RULE 104(A). First paragraph amended to read:

At meeting or passing points the employe attending the switch must not unlock derail or main track switch, nor station himself nearer to main track switch than the clearance point, and, when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S-89(A), after lining and locking switch he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

15. RULE 204. Amended to read:

Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineman and also to anyone who acts as its pilot. A copy for each employe addressed must be supplied by the operator.

Orders addressed to operators restricting the movement of trains must be respected by conductors and enginemen the same as if addressed to them.

Additional copies of all train orders and clearance cards shall be furnished for delivery to rear brakeman.

16. RULE 210. Second paragraph is amended to read:

Enginemen must show train orders and clearance cards to firemen and, when practicable, to head brakeman; conductors, when practicable, must show them to the brakemen. Brakemen and firemen are required to read orders, see that the information shown on clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

17. RULE 221.

Where a fixed signal is used at a train order office, it must indicate "stop" when there is an operator on duty, except when changed to "proceed" to allow a train to pass when there are no train orders for any train in that direction.

When the train order signal cannot be changed to indicate "proceed" for a train because of orders for other trains in the same direction, a clearance card must be issued to the train for which there are no orders.

Except as provided in Rule 758, a train must not pass a train order signal in stop position without first receiving clearance card, Form 902.

Train order signals must be fastened at "proceed" when no operator is on duty. When so fastened at night the light must be extinguished.

Operators must have flagman's signals ready for immediate use.

18. RULE 360. Amended by adding.

Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

19. RULE 632.

In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used the pressure should be momentarily released every fifteen minutes.

20. RULES 705 and 706. Amended by adding.

Where switch indicators are used, employes will be governed by indicator before fouling circuit or changing main track switch.

Indication displayed by switch indicators does not relieve train or engine-men from protecting their train as provided for by the rules.

21. RULE 872.

When the engine has been coupled on and gauge shows a sufficient pressure in the brakepipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also number of brakes cut out or inoperative.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman, will after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

22. SPEED REGULATIONS.

(A) The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

22. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM SPEED FOR TRAINS.

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT	100	50
PUEBLO DISTRICT	100	50
SECOND DISTRICT	30	30
GARDEN CITY DISTRICT	25	25
LAMAR DISTRICT	25	25
LAS ANIMAS DISTRICT	25	25
BOISE CITY DISTRICT	40	40
MAY VALLEY DISTRICT	15	15
BIG BEND DISTRICT	15	15
MINNEQUA DISTRICT	30	20
GRAND VALLEY DISTRICT	20	20
CANON CITY DISTRICT	20	20
ROCKVALE DISTRICT	20	20
FIRST DISTRICT.		
Curve, M.P. 355.5 to 356.1 Westward	95	50
Curve, M.P. 355.5 to 356.1 Eastward	90	50
Curve, M.P. 357.0 to 357.5 Westward	95	50
Curve, M.P. 357.0 to 357.5 Eastward	90	50
Curve, M.P. 358.0 to 358.7	90	50
2 Curves, M.P. 362.7 to 364.0	95	50
Curve, M.P. 373.4 to 373.5	90	50
Curve, M.P. 374.0 to 374.2	85	50
Curve, M.P. 375.0 to 375.3	90	50
Curve, M.P. 376.1 to 376.5	90	50
Curve, M.P. 378.3 to 378.6	90	50
Curve, M.P. 379.1 to 379.3	90	50
Curve, M.P. 381.5 to 381.9	85	50
Curve, M.P. 393.1 to 393.5	90	50
Curve, M.P. 399.3 to 400.2	85	50
3 Curves, M.P. 421.2 to 422.2	95	50
Curve, M.P. 430.0 to 430.7	95	50
Curve, M.P. 432.6 to 433.2	85	50
2 Curves, M.P. 435.0 to 436.5	85	50
Curve, M.P. 438.4 to 438.6	95	50
Curve, M.P. 443.3 to 443.7	95	50
Curve, M.P. 452.8 to 453.0	95	50
Curve, M.P. 463.3 to 463.6	95	50
Curve, M.P. 470.9 to 471.3	95	50
3 Curves, M.P. 479.9 to 481.9	70	50
Curve, M.P. 492.4 to 492.6	95	50
Curve, M.P. 528.3 to 529.5	95	50
Curve, M.P. 530.2 to 531.0	95	50
Curve, M.P. 533.1 to 533.3	95	50
2 Curves, M.P. 535.5 to 536.5	95	50
2 Curves, M.P. 543.1 to 543.9	80	50
2 Curves, M.P. 544.8 to 545.8	95	50
Curve, M.P. 547.8 to 548.1	95	50
2 Curves, M.P. 550.5 to 550.7	90	50

13 COLORADO DIVISION.

SPECIAL RULES.

22. SPEED REGULATIONS—(Cont'd.)

(B) MAXIMUM SPEED FOR TRAINS—(Cont'd.)

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT—(Cont'd.)		
Curve, M.P. 551.4 to 551.6 Westward	90	50
Curve, M.P. 551.4 to 551.6 Eastward	65	50
Curve, M.P. 552.8 to 553.1	65	50
2 Curves, M.P. 553.6 to 554.2 Westward	70	50
2 Curves, M.P. 553.6 to 554.2 Eastward	50	50
PUEBLO DISTRICT.		
Curve, M.P. 555.7 to 556.1 Westward	70	50
Curve, M.P. 555.7 to 556.1 Eastward	45	45
Curve, M.P. 573.3 to 573.5	70	50
Curve, M.P. 575.3 to 575.6	70	50
Curve, M.P. 579.1 to 579.2	80	50
Curve, M.P. 583.7 to 584.0	65	50
2 Curves, M.P. 586.3 to 586.8	65	50
2 Curves, M.P. 587.1 to 587.8	50	50
Curve, M.P. 588.6 to 588.7	85	50
3 Curves, M.P. 590.0 to 591.1	55	50
Curve, M.P. 592.9 to 593.0	90	50
Curve, M.P. 594.8 to 594.9	70	50
Curve, M.P. 597.3 to 597.6	75	50
2 Curves, M.P. 598.8 to 599.4	90	50
Curve, M.P. 600.9 to 601.0	95	50
Curve, M.P. 603.0 to 603.2	90	50
Curve, M.P. 605.1 to 605.3	90	50
Curve, M.P. 610.4 to 610.6	90	50
Curve, M.P. 612.8 to 613.0	95	50
Curve, M.P. 613.8 to 614.1	90	50
Curve, M.P. 614.8 to 615.0	90	50
Curve, M.P. 615.9 to 616.0	65	50
2 Curves, M.P. 617.2 to 617.6	30	30

(C) While head of train is passing the street crossings of cities and towns named below, indicated speed must not be exceeded:

STATION	STREETS	MILES PER HOUR
Cimarron.....	Main Street.....	50
Lakin.....	Main Street.....	50
Holly.....	Main Street.....	40
Lamar.....	Main and Third Streets.....	30
Rocky Ford.....	Main Street.....	12
Manzanola.....	Park Street.....	25
Fowler.....	Main Street.....	20
Pueblo.....	Santa Fe Avenue, Main Street, Union Avenue, Grand Avenue and Fourth Street	5
Canon City.....	Ninth Street.....	6

22. SPEED REGULATIONS—(Cont'd.)

(D) MAXIMUM LOCOMOTIVE SPEEDS

ENGINES	Miles Per Hour	Light Engines Forward	All Engines Backing up
		Miles Per Hour	Miles Per Hour
Diesels 1 to 21, Incl., and 50 to 58, Incl., and 159	100	40	40*
Diesels 100 to 157, Incl., 169-185 Incl.	65	40	40*
Diesels 90, 158 and 160 to 168, Incl.	95	40	40*
Motors M-105, M-189, Incl.	60	60	25
Motor M-190	75	60	25
(A) Atlantic Type 79 in. Drivers	100	40	25
(B) Atlantic Type 73 in. Drivers	90	40	25
(C) Pacific Type 79-84 in. Drivers	100	40	25
(D) Pacific Type 73-74 in. Drivers	80	40	25
3700 to 3750, Incl.	70	40	25
2900-2929; 3751-3775; 3776-3785, Incl.	90	40	25
(E) Prairie Type 69 in. Drivers except 1800-1886	50	40	25
	60	40	25
789-825; 870-874; 1790-1797, Incl.	30	30	20
885-999; 1600-1705; 1950-1991	35	35	20
1798-1799	55	40	25
2506; 2531; 2535 to 2553, Incl.	35	35	20
2565 to 2569, Incl.	35	35	20
2507 to 2530, Incl.; 2532	55	40	25
3011 to 3027; 3100-3158	45	35	20
3160-3287; 4000-4115	60	40	25
3800-3940	55	40	25
5000-5035, Incl.	60	40	25
All regularly assigned to switching service	20	20	20
All Other Engines	20	20	20

*Diesels when backing up as second unit, may operate at speed of the lead unit.

ENGINES AND DIAMETER OF DRIVERS

GROUP (A)	GROUP (B)	GROUP (C)	GROUP (D)	GROUP (E)
Atlantic Type 79" Drivers	Atlantic Type 73" Drivers	Pacific Type 79-84" Drivers	Pacific Type 73-74" Drivers	Prairie Type 69" Drivers
1413	550, 552, 556	1211, 1212	1226 to 1399*	1000 to 1152*
1416	558, 559	1218, 1222	3409, 3411	1207, 1210
1453	1420, 1425	3400 to 3408*	3443 to 3445*	1214, 1215
1468	1431, 1458	3410	3449	1800 to 1886*
1473	1462, 1483	3412 to 3442*	3500 to 3534*	
	1487, 1488	3446 to 3448*		
	1491, 1492	3450 to 3459*		
	1496, 1498	3460 to 3465*		

*Both Inclusive.

SPECIAL RULES.

22. SPEED REGULATIONS—(Cont'd).

(E) Moving Against Current of Traffic.

Trains moving against the current of traffic on double track must not exceed speed of thirty (30) miles per hour around curves and where view is obscure, and use whistle freely as warning signal.

(F) Movements Over Submerged Track.

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

Types of Equipment	Maximum depth above top of rail (inches)	Maximum speed in tow (MPH)	Maximum speed under own power (MPH)
Diesel Engines:			
Passenger.....	3	5	5
Freight.....	5	5	5
44-Ton Yard.....	2	5	5
Other Yard.....	5	5	5
Diesel-Electric and Gas-Electric Motor Cars.....	3	5	5
Steam Engines:			
Roller Bearing.....	9	5	5
Passenger Cars:			
Roller Bearing.....	8	5	—
Friction Bearing.....	12	5	—

The foregoing does not modify Rule 317(A) Operating Department.

(G) Steam Wrecking Cranes, etc.

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear, must not exceed speed of twenty-four (24) miles per hour, on First and Pueblo Districts; twenty (20) miles per hour, on Second, Boise City and Canon City Districts, and fifteen (15) miles per hour on other districts.

(H) Locomotives Handled Dead in Trains.

Locomotives handled dead in trains with side rods in position are not to be run faster than twenty (20) miles per hour.

With side rods all removed and all drivers on rail fifteen (15) miles per hour.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour.

Gas and Diesel-Electric motor cars being towed, sixty (60) miles per hour.

Passenger Diesel locomotives ninety (90) miles per hour.

Freight Diesel locomotives sixty (60) miles per hour.

Yard Diesel locomotives thirty (30) miles per hour.

22. SPEED REGULATIONS—(Cont'd).

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH			25 MPH	35 MPH
All Freight and Switch Locomotives include types:			Passenger Locomotives	All Locomotives Except Mountain Type Include
0-4-0	2-6-2	2-10-0	Mountain Type Includes	
0-6-0	2-8-0	2-10-2	4-8-2	4-4-0
0-8-0	2-8-2	2-10-4	4-8-4	4-4-2
2-6-0	2-8-4			4-6-0
				4-6-2
				4-6-4

(I) Spring Switches, Turnouts and Crossovers.

In heading in or out over the following spring switches, turnouts and crossovers, trains or engines must not exceed indicated speed. On all other main track turnouts and crossovers not listed herein on First and Pueblo Districts, trains or engines must not exceed speed of fifteen (15) miles per hour. On all other turnouts and crossovers, trains or engines must not exceed speed of ten (10) miles per hour.

Trailing movements through spring switches must not be reversed until switch has been properly lined.

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
Dodge City	Spring	West end crossover between passenger tracks 1 and 2 at Third Avenue.....	25	20
Sears	Spring	End of double track.....	30	20
Howell	Spring	East and west ends of siding.....	15	15
Wettick	Spring	East end of siding.....	15	15
Cimarron	Spring	East and west ends of siding.....	15	15
Ingalls	Spring	West end of siding.....	15	15
Charleston	Spring	East and west ends of siding.....	15	15
Pierceville	Spring	East and west ends of siding.....	15	15
Mansfield	Spring	East end of siding.....	15	15
Garden City	Spring	East and west ends of siding.....	15	15
Holcomb	Spring	East and west ends of siding.....	15	15
Deerfield	Spring	East and west ends of siding.....	15	15
Lakin	Spring	East and west ends of siding.....	15	15
Sutton	Spring	East and west ends of siding.....	15	15
Kendall	Spring	East and west ends of siding.....	15	15
Mayline	Spring	East and west ends of siding.....	15	15
Syracuse	Spring	East and west ends of siding.....	15	15
Medway	Spring	East and west ends of siding.....	15	15
Coolidge	Spring	East and west ends of siding.....	15	15
Holly	Spring	East and west ends of siding.....	15	15
Barton	Spring	East end of siding.....	15	15
Granada	Spring	East and west ends of siding.....	15	15
Lamar	Spring	West end of east siding and east end of west siding.....	15	15
Beta	Spring	East and west ends of siding.....	15	15
Prowers	Spring	East and west ends of siding.....	15	15
Able	Spring	East and west ends of siding.....	15	15
Caddoa	Spring	East and west ends of siding.....	15	15
Hilton	Spring	East and west ends of siding.....	15	15
Keller	Spring	East and west ends of siding.....	15	15
Las Animas	Spring	East and west ends of siding.....	15	15
Riverdale	Spring	East and west ends of siding.....	15	15
Hadley	Spring	East and west ends of siding.....	15	15
Casa	Spring	End of double track.....	30	20
La Junta	Spring	West end of long tail track.....	15	15
Rocky Ford	Spring	East and west ends of siding.....	15	15
Manzanola	Spring	East and west ends of siding.....	15	15
Nepesta	Spring	East and west ends of siding.....	15	15
Avondale	Spring	East end of siding.....	15	15
Baxter	Spring	West end of siding.....	15	15

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SPECIAL RULES.

22. SPEED REGULATIONS—(Cont'd).

(J) Speed Table.

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
-	36	100	1	18	46.1
-	37	97.3	1	20	45.0
-	38	94.7	1	22	43.9
-	39	92.3	1	24	42.9
-	40	90.0	1	26	41.9
-	41	87.8	1	28	40.9
-	42	85.7	1	30	40.0
-	43	83.7	1	32	39.1
-	44	81.8	1	34	38.3
-	45	80.0	1	36	37.5
-	46	78.3	1	38	36.8
-	47	76.6	1	40	36.0
-	48	75.0	1	42	35.3
-	49	73.5	1	44	34.6
-	50	72.0	1	46	34.0
-	51	70.6	1	48	33.3
-	52	69.2	1	50	32.7
-	53	67.9	1	52	32.1
-	54	66.6	1	54	31.6
-	55	65.5	1	56	31.0
-	56	64.2	1	58	30.5
-	57	63.2	2	—	30.0
-	59	61.0	2	05	28.8
1	—	60.0	2	10	27.7
1	02	58.0	2	15	26.7
1	04	56.2	2	30	24.0
1	06	54.2	2	45	21.8
1	08	52.9	3	—	20.0
1	10	51.4	3	30	17.1
1	12	50.0	4	—	15.0
1	14	48.6	5	—	12.0
1	16	47.4	6	—	10.0

23. OVERHEAD OBSTRUCTIONS (See Rule 310).

MILE POSTS	BRIDGE NUMBER	NAME
PUEBLO DISTRICT		
.....	C Street Viaduct, Pueblo.
.....	Main Street Viaduct, Pueblo.
.....	Electric Wire, between Union Ave. and Main St. Pueblo.
.....	Trolley Wire, Union Ave., Pueblo.
MINNEQUA DISTRICT		
120.44	120.44	Arkansas River.

24. INTERLOCKING PLANTS.

(A) Rule 711.

Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

(B) When signals of an interlocking plant cannot be operated and the operator desires a train or engine to be moved through the plant, permission may be given verbally or by proceed signal with yellow flag or light, which will authorize movement as per Rule 830 (a) or (b), but in such cases some member of crew must precede train or engine and examine each interlocked switch and derail affecting such movement and flag any railroad crossings within the limits.

24. INTERLOCKING PLANTS—(Cont'd).

When conditions are such that hand signals cannot be observed, permission may be given by telephone. If unable to communicate with operator, spike switch and proceed, under flag protection, to the next governing signal, leaving the switch lined and spiked in the position found, making report at the first available point of communication.

(C) At automatic interlocking plants, signals are cleared for approaching trains when conflicting routes are unoccupied. When signals fail to clear, follow instructions outlined in detail in box at the crossing. If signals cannot be cleared, after five (5) minutes, train may proceed, protecting against opposing movements and after knowing signals are set against conflicting routes.

(D) LOCATIONS.

NAME	TYPE	SPEED
		Miles per hour
NA. Tower.....	Standard..	
Pueblo Jct.....	Standard..	15
Mo. Pac. Crossing M.P. 120.1 Minnequa District.....	Automatic.	20

At Pueblo Jct. Following whistle signals indicate routes:

A.T.& S.F. trains to or from Union Depot	_____
A.T.& S.F. trains to or from Stone Depot	0 _____ 00
Trains to or from Stone Depot and Minnequa	_____ _____ 0
Trains to or from Union Depot and Minnequa	_____ _____ 00
Trains to or from Stone Depot and P.S.R. Yards	_____ 0
Trains to or from Union Depot and P.S.R. Yards	00000

M.P. 120.1 MINNEQUA DISTRICT—Mo. Pac. Crossing governing signals cleared by approaching train or engine, or when switches properly lined for main track and opposing routes not occupied.

Trains or engines receiving stop signal on approaching plant must occupy clearing section to get proceed signal.

Clearing section extending 200 feet in advance of westward signal and 283 feet in advance of eastward signal, identified by signs lettered "CLEARING SECTION" located to right of track, serves as second clearing section for trains which have forfeited home signal due to expiration of time limit in which to accept the signal, and when occupied will cause home signal to clear in seventy-two seconds, if there are no conflicting moves on foreign road.

Train movement from Mo. Pac. yard across main track via stock yards connection governed by lower signal on Mo. Pac. signal No. 8951.

When a train or engine is stopped by home signals, and no train or engine movement in evidence on opposing routes, member of crew will go to crossing and open box marked "FOR TRAINMEN" and operate clockwork time release marked "C.& S. or A.T.& S.F.," in this box being governed by instructions posted therein. If, after operating clockwork time release, home signal continues to indicate stop, wait one minute then give proceed hand signal to train from crossing and train will then proceed at restricted speed over crossing.

25. SPECIAL RULES AND FACILITIES.

(A) In single track automatic block signal territory a train or engine on siding or other track must, before fouling the main track, ascertain whether the block to the rear of headout switch is occupied, through observance of the head-out signal, switch indicator or signal governing opposing movements. If the block to the rear is occupied, the train or engine must not foul main track until train approaching from rear has passed, has been stopped or full protection has been provided as prescribed by Rule 99. This rule not applicable when an opposing train has been met and is still occupying block to rear.

25. SPECIAL RULES AND FACILITIES—(Cont'd)

(B) Dwarf head out signals located at end of siding on double track at certain non-interlocked stations are track controlled. At certain non-continuous offices signals are changed to track controlled during period offices are closed. Under either such circumstances, if the indication of such signal is stop, when a train is ready to leave siding, main track switch should be opened and after waiting five minutes train may proceed, protecting as provided by rule 99. When heading out through a spring switch the same practice will govern except that after lead wheels have fouled circuit, spring switch must be restored to normal.

(C) Railroad Junctions:

LAS ANIMAS—Home Signal located on Boise City District at Las Animas Junction, operated from depot, Las Animas, and in conjunction with automatic signals. This signal, displaying proceed indication, authorizes a westward Boise City District train to move from Las Animas Junction to the extreme east switch, Las Animas, regardless of First District trains, and will there clear main track. Before clearing this signal operator at Las Animas must obtain authority, by train order, from the dispatcher.

PUEBLO—A.T. & S.F., D. & R.G.W. and Mo. Pac. Junction, Main Street viaduct, south end Union Depot tracks. All trains entering and leaving Union Depot use same lead. Authority to use this lead governed by The Pueblo Union Depot and Railroad Co. rules and regulations.

(D) Railroad Crossings at Grade:

PUEBLO—Mo. Pac. crossing M.P. 618.2 is protected by gate set normally against Mo. Pac. trains. Position of gate is indicated by lights at night. When gate is set normally trains or engines may proceed not exceeding a speed of fifteen (15) miles per hour over crossing.

PUEBLO—D. & R.G.W. crossings located M.P. 619.0. Stop. See Rule 98(A).

PUEBLO—Colorado Railroad Inc., crossing M.P. 0.3 Canon City District protected by gate set normally against Colorado Railroad Inc. trains. When gate is set normally trains or engines may proceed not exceeding a speed of ten (10) miles per hour over crossing.

SCOTT CITY—Mo. Pac. Crossing M.P. 120.1 electrically locked signals and derails set normally against A.T. & S.F. track, operated by train crew. Be governed by instructions posted in box at crossing.

(E) **PUEBLO**—Train sign located at Pueblo 4th St. interlocking station. When "TRAIN" is displayed main track must be cleared promptly.

The train sign near crossover switch west end of freight yard is connected with interlocking signals and when "TRAIN" is displayed, it indicates approaching train is to head in, and lead must be cleared promptly and hand thrown inside crossover switch must be lined for crossover. Normal position of this switch is for Canon City District main track.

Between the hours of midnight and 6:00 A.M., freight trains move via Stone Depot.

26. SIDING, SPURS AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGE OF TIME TABLE.

Location	Mile Post Location	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Pierceville Air Base....	392.0	27	East & West	Freight only
Amity.....	479.2	43	East & West	No. 127 & Frt
Koen.....	487.4	26	East & West	Freight only
Melon.....	539.1	17	East & West	Freight only
PUEBLO DISTRICT				
Krammes.....	563.7	15	East & West	Freight only
Fayette.....	568.5	27	East & West	Freight only
Elder.....	580.1	42	East & West	Freight only
Rileys.....	584.2	27	East & West	Freight only
Dinsmore.....	606.6	43	East & West	Freight only
Gas Spur.....	608.9	13	East	Freight only
Pueblo Air Base.....	610.7	Yard	East & West	Freight only
SECOND DISTRICT				
La Junta Air Base.....	91.4	Yard	West	Freight only
GARDEN CITY DISTRICT				
Oil Track.....	132.2	21	East & West	Freight only

27. BULLETIN BOOKS.

BOISE CITY..... Passenger Station.
CANON CITY..... Passenger Station.
DODGE CITY..... Conductors' Register Room and Roundhouse Register Room.
LA JUNTA..... Roundhouse Register Room, Yard Office.
LAMAR..... Passenger Station.
PUEBLO..... Roundhouse Register Room, 8th St. Yard Office.
PUEBLO U.D...... D. & R.G.W. Telegraph Office.
SCOTT CITY..... Passenger Station.
SYRACUSE..... Passenger Station.

28. STANDARD CLOCKS.

BOISE CITY..... Passenger Station.
DODGE CITY..... Telegraph Office and Roundhouse Register Room.
LA JUNTA..... Telegraph Office and Roundhouse Register Room.
PUEBLO..... 4th St. Block Office.
PUEBLO..... 8th St. Yard Office.
PUEBLO U.D...... D. & R.G.W. Telegraph Office.
SCOTT CITY..... Passenger Station.

29. STANDARD THERMOMETERS.

Avondale.	Cimarron.	Fowler.	Las Animas.	Rocky Ford.
Boise City.	Dodge City.	Garden City.	Manzanola.	Scott City.
Boone.	Florence.	La Junta.	NA. Tower.	Springfield.
Canon City.	Fort Lyon.	Lamar.	Pueblo 8th St.	Swink.
				Syracuse.

30. STATUTORY REGULATIONS.

In Kansas, it is lawful for the Conductor to eject from the train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay fare to his destination, and he may be expelled at any point on the line of the road at which there is a station where the person ejected may at least get lodging.

The Kansas statutes prohibit gambling and the practice of any confidence games.

Drunken or disorderly persons may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

In Oklahoma a passenger who refuses to pay his fare, or to conform to any lawful regulation of the carrier, may be ejected from the vehicle by the carrier. But this must be done with as little violence as possible, and at any usual stopping place, or near some dwelling house. After having ejected a passenger, a carrier has no right to require the payment of any part of his fare.

In Colorado, a railroad company has a right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any station where suitable accommodation can be procured for his safety and comfort.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any station where suitable accommodation can be procured for his safety and comfort; this may be done upon a tender of refund of the unearned portion of the fare.

17 COLORADO DIVISION.

WESTWARD.									Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	EASTWARD.									
75	45	53	29	35	85	61	91	87		42	76	92	88	54	86	62	30	74	32
Fast Freight. C. & S.	New Mexico, Colo., Fast Freight.	Mixed.	Way Freight.	Colo.- Kansas Fast Freight.	Mixed.	Way Freight.	Way Freight.	Way Freight.	Colo.- Chicago and Texas Fast Freight.	Fast Freight C. & S.	Way Freight.	Way Freight.	Mixed.	Mixed.	Way Freight.	Way Freight.	Fast Freight C. & S.	Fast Freight and Stock Express.	
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Mon. Wed. and Fri.	Leave Tues., Thurs. and Sat.	Leave Mon., Wed. and Fri.	Leave Mon., Wed. and Fri.	STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Tues., Thurs. and Sat.	Arrive Tues., Thurs. and Sat.	Arrive Daily.	Arrive Tues., Thurs. and Sat.	Arrive Mon., Wed. and Fri.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Daily.
				AM 9.45				AM 7.00	DODGE CITY.	PM 2.45			PM 3.00						AM 8.00
								11.30 PM	GARDEN CITY.	PM			PM 11.30						
							AM 7.00 PM 12.30		SYRACUSE.			PM 3.00	7.00 AM						
									LAMAR.			12.30 PM							
		PM 4.35							LAS ANIMAS JCT.					AM 9.35					
	PM 6.30	5.15 PM		PM 5.45 6.30	AM 8.05	AM 8.00	3.00 PM		LA JUNTA.	8.45 8.00		7.00 AM		9.00 AM	PM 2.05	PM 10.00			12.30 AM 11.45
					8.15 AM				SWINK.						1.50 PM				
PM 9.30									MINNEQUA.		AM 6.30								PM 5.30
10.00 PM	8.45 PM		PM 12.01	8.45 PM		PM 3.00 PM			PUEBLO.	5.30 AM	6.00 AM					3.00 PM	PM 7.00	5.00 PM	8.30 PM
			3.00 PM						CANON CITY.								4.00 PM		
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily. Ex. Sun.	Arrive Daily.	Arrive Mon., Wed. and Fri.	Arrive Tues., Thurs. and Sat.	Arrive Mon., Wed. and Fri.	Arrive Mon., Wed. and Fri.		Leave Daily.	Leave Daily.	Leave Tues., Thurs. and Sat.	Leave Tues., Thurs. and Sat.	Leave Daily.	Leave Tues., Thurs. and Sat.	Leave Mon., Wed. and Fri.	Leave Daily Ex. Sun.	Leave Daily.	Leave Daily.

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

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

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
3	Nickerson to Dodge City	La Junta and beyond	Kansas City and beyond	141-14	Denver to La Junta	Beyond La Junta	
4	Los Cerrillos	La Junta and beyond		21	Hutchinson	La Junta and beyond	Kansas City and beyond
	Wagon Mound	Beyond La Junta	Albuquerque and beyond		Trinidad	Raton and beyond	
	Deerfield } Holcomb }	Dodge City and beyond	Beyond La Junta		Glorieta } Lamy }	Gallup and beyond	Trinidad and beyond
	Dodge City to Hutchinson	Kansas City and beyond	La Junta and beyond	22	Lamy	Trinidad and beyond	Gallup and beyond
9-90	Newton to Dodge City	Las Animas and beyond			Trinidad	Kansas City and beyond	Any station
	Las Animas } Holly }	Pueblo and beyond	Dodge City and beyond	Hutchinson	Kansas City and beyond	La Junta and beyond	
	La Junta to Pueblo		Beyond Las Animas	19	Valmora	Barstow and beyond	Kansas City and beyond
	Pueblo to Denver		Beyond La Junta	20	Valmora	Kansas City and beyond	Barstow and beyond
101-10	Denver to Pueblo	Las Animas and beyond		23	Ft. Sumner } Vaughn } Mountainair }	Belen and beyond	Amarillo and beyond
	Littleton	Colorado Springs, Pueblo and beyond		24	Vaughn } Ft. Sumner }	Amarillo and beyond	Belen and beyond
	Pueblo to La Junta	Beyond Las Animas		27-(C&S)	Littleton } Castle Rock } Larkspur } Fountain }	Beyond Pueblo	
	Las Animas } Holly }	Dodge City and beyond	Pueblo and beyond		Palmer Lake	Any station	Any station
	Dodge City to Newton		Las Animas and beyond	28-(C&S)	Palmer Lake	Any station	Any station
13-130	La Junta to Denver		Beyond La Junta	127	Newton to La Junta	Any station	Any station

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



SANTA FE SAFETY FIRST



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

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

