W. R. HENRY, Trainmaster.....La Junta, Colorado.
C. T. HERZOG, Trainmaster.....Pueblo, Colorado.
L. M. MURPHY, Chief Dispatcher.....Pueblo, Colorado.
R. HARTLEY, Assistant Chief Dispatcher....Pueblo, Colorado.
H. J. IMMROTH, Assistant Chief Dispatcher..Pueblo, Colorado.

TRAIN DISPATCHERS—PUEBLO, COLORADO.

T. C. HIESTAND.	B. E. SPOONEMORE.	M. E. GIBSON.
W. BERKOVITZ.	G. L. HUPP.	A. W. JORDAN.
W. W. CARROLL.	W. H. SNIFF.	J. A. PURCELL.
C. E. HANSEN.	W. N. WILLIS.	D. R. AYRES.
		E. GILLMORE.

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

LOCAL TIME INSPECTORS—COLORADO DIVISION.

R. C. LeHew, Jr.....Dodge City.
Geo. A. Raplee.....Dodge City.
O. M. Patterson.....Garden City.
W. L. Green.....Lamar.
George Schackterle.....La Junta.
A. J. Bradley.....La Junta.
W. B. Farabee.....Pueblo.
C. C. Patton.....Canon City.

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

DR. GEORGE S. HOPKINS, Chief Surgeon.....Topeka.

LOCAL SURGEONS

Dr. J. C. Hallford.....Boise City.
Dr. J. G. Shoun.....Canon City.
Dr. G. H. Jackman.....Cimarron.
Dr. Harry C. Bryan.....Colorado Springs.
Dr. W. A. Campbell.....Colorado Springs.
Dr. J. F. Prinzing.....Denver.
Dr. C. M. Alderson.....Dodge City.
Dr. R. G. Klein.....Dodge City.
Dr. N. E. Mellencamp.....Dodge City.
Dr. Richard J. Ohman.....Dodge City.
Dr. E. B. Scagnelli.....Dodge City.
Dr. Thos. A. Davis.....Florence.
Dr. G. E. Van DerSchow.....Fowler.
Dr. G. R. Hastings.....Garden City.
Dr. O. W. Miner.....Garden City.
Dr. M. R. Fox.....Holly.
Dr. R. L. Davis.....La Junta.
Dr. J. A. Shand.....La Junta.
Dr. W. R. Sisson.....La Junta.
Dr. G. H. Vandiver.....La Junta.
Dr. F. G. Deitrich.....Lakin.
Dr. George Williams.....Lamar.
Dr. S. V. Hageman.....Las Animas.
Dr. L. W. Nuttall.....Littleton.
Dr. W. N. Baker.....Pueblo.
Dr. D. B. Shaw.....Pueblo.
Dr. B. F. Blotz.....Rocky Ford.
Dr. R. T. Shima.....Rocky Ford.
Dr. H. P. Palmer.....Scott City.
Dr. Gerald Duffy.....Springfield.
Dr. C. B. Grissom.....Syracuse.

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

Dr. Walter T. Dardis (Eye).....Pueblo.
Dr. Wm. G. Hopkins (Eye).....Pueblo.
Dr. Harvey S. Rusk.....Pueblo.
Dr. William H. Lamberson.....Colorado Springs.
Dr. J. Leonard Swigert.....Denver.
Dr. Arthur M. Dougherty.....Dodge City.

The Atchison, Topeka and Santa Fe Railway Co.

WESTERN LINES
Northern District

COLORADO DIVISION

TIME TABLE No.

84

IN EFFECT

Sunday, September 27, 1953

At 12:01 A. M.
Mountain Standard Time

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

G. R. BUCHANAN,
General Manager,
Amarillo, Texas.

J. E. LESTER,
Asst. General Manager,
La Junta, Colorado.

J. P. SPEARS,
Superintendent,
Pueblo, Colorado.

Hall 8 53 5500 6584

Timetable 83 eff 27 April 1952
85 10 January 1954

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
3	Nickerson to Dodge City	La Junta and beyond	Newton and beyond
4	Los Cerrillos	La Junta and beyond	
	Glorieta Wagon Mound Thatcher Albuquerque to La Junta	Beyond La Junta	Albuquerque and beyond West of Albuquerque
	Deerfield Holcomb	Dodge City and beyond	Beyond La Junta
	Dodge City to Hutchinson	Newton and beyond	La Junta and beyond
123	St. John Stafford Macksville Kinsley	Albuquerque-Pueblo and beyond	Kansas City and beyond and South of Newton
	Lakin Syracuse Las Animas	Albuquerque-Pueblo and beyond	Kansas City and beyond and South of Newton
	Glorieta	Gallup and beyond	Trinidad and beyond
1-102	La Junta to Pueblo		Beyond Las Animas
	Pueblo to Denver		Beyond La Junta
101-2	Denver to Pueblo	Las Animas and beyond	
	Littleton	Colorado Springs, Pueblo and beyond	
	Pueblo to La Junta	Beyond Las Animas	
124	Las Animas Syracuse Lakin	Kansas City and beyond and South of Newton	Albuquerque-Pueblo and beyond
	Kinsley Macksville St. John Stafford	Kansas City and beyond and South of Newton	Albuquerque-Pueblo and beyond
13-130	La Junta to Denver		Beyond La Junta
17 19	Hutchinson	Albuquerque and beyond	Kansas City and beyond

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
141-14	Denver to La Junta	Beyond La Junta	
21	Hutchinson	La Junta and beyond	Kansas City and beyond
	Trinidad	Raton and beyond	
	Lamy	Gallup and beyond	Trinidad and beyond
22	Lamy	Trinidad and beyond	Gallup and beyond
	Trinidad	Kansas City and beyond	Any station
	Hutchinson	Kansas City and beyond	La Junta and beyond
19	Garden City Lamar Valmora Glorieta	Albuquerque and beyond Albuquerque and beyond Barstow and beyond	Kansas City and beyond
20	Glorieta Valmora Lamar Garden City	Kansas City and beyond	Barstow and beyond Albuquerque and beyond
23	Ft. Sumner Vaughn Mountainair	Belen and beyond	Beyond Clovis
24	Mountainair Vaughn Ft. Sumner	Beyond Clovis	Belen and beyond
27-(C&S)	Littleton Castle Rock Larkspur Fountain	Beyond Pueblo	
	Palmer Lake	Any station	Any station
28-(C&S)	Palmer Lake	Any station	Any station
105	Milan Argonia Danville	Beyond Kiowa	Wichita and beyond
106	Danville Argonia Milan	Wichita and beyond	Beyond Kiowa

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

W. L.

Track Capacity 50 ft. Per Car.		WESTWARD. First Class.					Ruling Grade Ascending.	TIME TABLE No. 84, September 27, 1953.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class.			
		13	27	1	21							14	22	2	28
		Chicago and California Express.	Gulf Coast Special. C.& S.	Centennial State.	Texas Zephyr. C.& S.							California and Chicago Express.	Texas Zephyr. C.& S.	Centennial State.	Gulf Coast Special. C.& S.
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Mile Post.		STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
	Yard	PM 6.30		AM 7.45		554.9	28.0	**LA JUNTA. YL**	0	W F T Y	C	s AM 4.30		s PM 6.00	
								4.9							
158	62	6.35		s 7.53		559.8	20.0	SWINK. YL	0	Y	C	3.59		5.50	
								2.8							
82	82	6.38		7.57		562.6	19.5	NEWDALE.	0		B	3.48		5.47	
								3.0							
421	100	s 6.43		s 8.05		565.6	31.7	ROCKY FORD. YL	0	W	C	s 3.35		s 5.34	
								5.4							
75	82	6.49		8.12		571.0	31.7	VROMAN.	0		B	3.31		5.30	
								3.5							
121	111	6.52		s 8.16		574.5	33.3	MANZANOLA.	0		C	f 3.22		5.27	
								8.6							
129	67	6.59		s 8.30		583.1	19.0	FOWLER.	14.0		C	s 3.12		5.18	
								4.4							
11	70	7.03		8.36		587.5	22.2	HAMLET.	0		B	3.04		5.14	
								2.7							
29	69	7.06		8.39		590.2	33.0	NEPESTA.	0	W	B	2.59		5.11	
								1.4							
						591.6	30.0	NA. TOWER. Mo. Pac. Crossing.	0		C				
								2.0							
	82	7.09		8.43		593.6	33.0	HAIG.	0		B	2.52		5.07	
								5.0							
78	58	7.14		f 8.49		598.6	31.2	BOONE.	0		C	2.45		5.02	
								5.0							
55	84	7.18		s 8.57		603.6	30.0	AVONDALE. YL	0	W Y	C	2.35		4.57	
								2.1							
40	58	7.21	Via Minnequa District.	9.00	Via Minnequa District.	605.7	24.6	NYBERG.	0		B	2.31	Via Minnequa District.	4.55	Via Minnequa District.
								3.9							
13	39	7.24		f 9.06		609.6	34.4	DEVINE.	0		C	2.26		4.52	
								2.2							
27	76	7.26		9.08		611.8	31.7	BAXTER.	0		B	2.21		4.49	
								6.0							
		7.31	PM 4.42	9.15	AM 4.06	617.8	31.7	PUEBLO JCT. YL D.&R.G.W.Crossing.	31.7		C	2.13	PM 2.34	4.43	PM 10.18
								0.4							
						618.2	0	Mo. Pac. Crossing.	22.0						
								0.3							
						618.5	0	BLOCK 2.	22.0						
								0.3							
		s 7.35 PM	s 4.45 PM	s 9.20 AM	s 4.10 AM	618.8	0	**PUEBLO U.D. YL**	22.0		C	2.10 AM	2.31 PM	4.40 PM	10.15 PM
								0.2							
						619.0	52.8	D.& R.G.W. Crossing.	0						
								0.5							
	Yard					619.5		PUEBLO YARD. YL		W F T Y	C				
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(64.6) Via Union Depot.				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
		58.9	20.0	40.4	15.0			Average speed per hour.				27.4	20.0	47.9	20.0

AUTOMATIC BLOCK SYSTEM

MANUAL BLOCK

SIGNAL SYSTEM TWO:

In effect La Junta to and including Pueblo Jct.

Between Bridge 554-B and Signal Bridge carrying signals 5556 and 5556-A, La Junta, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

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

Trains originating Pueblo Yard must register and get numbered clearance card before leaving.

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

Track south of Pueblo U.D. tracks between Block 2 and D&RGW crossing, M.P. 619.0, is known as Loop Line.

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.

Track Capacity 50 ft. Per Car.		WESTWARD. First Class.						TIME TABLE No. 84, September 27, 1953.		Ruling Grade Ascending.
		3	7	17	21	123	19			
		California Limited.	Fast Mail Express.	The Super Chief.	El Capitan.	The Grand Canyon.	The Chief.			
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	STATIONS.	Mile Post.	
	Yard	PM 4.40	PM 1.50	AM 7.03	AM 5.28	AM 3.30	AM 3.20			
								Dodge City. YL (2 Trks)	352.5	
13	80	4.47	1.56	7.09	5.34	3.36	3.26	5.1 SEARS.	357.6	20.9
39	81	f 4.51	2.00	7.13	5.38	3.40	3.29	3.9 HOWELL.	361.5	22.8
	82	4.56	2.04	7.17	5.42	3.44	3.33	4.8 WETTICK.	366.3	28.0
94	82	s 5.03	2.08	7.20	5.45	3.49	3.38	4.9 CIMARRON.	371.2	22.4
48	82	f 5.10	2.13	7.25	5.50	3.54	3.43	6.1 INGALLS.	377.3	25.7
26	81	f 5.17	2.18	7.30	5.55	3.59	3.49	6.7 CHARLESTON.	384.0	21.5
39	81	f 5.24	2.23	7.34	6.00	4.04	3.55	6.1 PIERCEVILLE.	390.1	25.2
8	81	5.30	2.27	7.38	6.04	4.09	4.00	5.7 MANSFIELD.	395.8	23.7
838	247	s 5.40	2.32	7.45	6.10	s 4.15	4.06	6.6 GARDEN CITY. YL	402.4	10.4
40	81	f 5.49	2.37	7.51	6.15	4.21	4.12	6.6 HOLCOMB.	409.0	11.4
75	81	f 5.57	2.43	7.56	6.20	4.27	4.18	8.0 DEERFIELD.	417.0	21.6
101	90	f **6.07**[20]	2.48	8.01	6.25	4.33	4.24	7.3 LAKIN.	424.3	28.1
31	81	f 6.18	2.54	8.06	6.30	4.39	4.29	7.3 HARTLAND.	431.6	31.7
8	81	6.26	2.58	8.11	6.34	4.45	4.34	5.7 SUTTON.	437.3	29.2
36	80	f 6.33	3.02	8.15	6.38	4.49	4.38	4.9 KENDALL.	442.2	21.6
11	81	6.40	3.07	8.20	6.42	4.55	4.43	6.5 MAYLINE.	448.7	28.3
638	226	s 6.50	**3.13**[22]	8.26	6.46	5.01	4.48	5.2 SYRACUSE. YL	453.9	23.7
9	81	6.59	3.20	**8.33**[4]	6.51	5.08	4.55	7.5 MEDWAY.	461.4	21.8
56	82	f 7.08	3.26	**8.38**[8]	6.56	5.15	5.01	7.4 COOLIDGE.	468.8	35.0
281	74	s 7.16	3.31	8.43	7.01	5.21	5.07	6.1 HOLLY.	474.9	21.9
53	80	7.25	3.36	8.48	7.06	5.28	5.13	6.6 BARTON.	481.5	22.8
65	80	7.31	3.39	8.51	7.09	5.32	5.16	3.8 GRANADA.	485.3	29.0
19	81	**7.41**[124]	3.43	8.55	7.14	5.37	5.21	6.1 GROTE.	491.4	38.8
16	80	7.51	3.47	8.59	7.18	5.43	5.26	5.5 CLUCAS.	496.9	17.6
657	E 78 W 99	s 8.01	3.51	9.03	7.23	s 5.50	5.32	5.4 LAMAR. YL	502.3	37.0
13	62	8.06	3.54	9.06	**7.26**[4]	5.55	5.36	3.9 BETA.	506.2	14.1
26	88	8.11	3.57	9.09	7.29	6.00	5.40	4.2 PROWERS.	510.4	17.3
7	80	8.17	4.01	9.13	**7.33**[8]	6.06	5.44	5.9 ABLE.	516.3	21.1
33	80	8.23	4.05	9.17	7.37	6.12	5.49	5.2 CADDOA.	521.5	21.1
13	80	8.29	4.09	9.21	7.41	6.18	5.53	5.9 HILTON.	527.4	10.6
59	81	8.39	4.13	9.25	7.45	6.25	5.57	4.6 KELLER.	532.0	20.1
								1.6 LAS ANIMAS JCT.	533.6	0
282	81	s **8.48**[18]	4.16	9.28	7.48	s 6.30	6.01	2.4 LAS ANIMAS.	536.0	16.4
24	81	9.00	4.20	9.32	7.52	6.36	6.06	5.1 RIVERDALE.	541.1	18.8
25	75	9.09	**4.24**[20]	9.35	7.56	**6.40**[4]	6.11	4.8 HADLEY.	545.9	41.2
13	82	9.19	4.29	9.38	8.00	6.45	6.16	4.8 CASA. (2 Trks)	550.7	29.6
	Yard	s 9.35 PM	s 4.40 PM	s 9.46 AM	s 8.11 AM	s 6.55 AM	s 6.25 AM	4.2 **La Junta. YL**	554.9	26.4
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	(202.4)		
		41.2	71.4	74.5	74.5	59.2	65.6	Average speed per hour.		

AUTOMATIC BLOCK SYSTEM
AUTOMATIC TRAIN STOP SYSTEM

Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	TIME TABLE No. 84, September 27, 1953.	EASTWARD. First Class. 4 California Limited.	8 Fast Mail Express.	22 El Capitan.	20 The Chief.	124 The Grand Canyon.	18 The Super Chief.
			STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
	WF TY	C	**Dodge City. YL** 2 Tks	AM s 11.30	AM s 10.55	PM s 4.40	PM s 7.15	PM s 9.55	PM s 11.15
0		B	SEARS. 5.1	11.19	10.39	4.30	7.05	9.46	11.07
0		B	HOWELL. 3.9	f11.15	10.35	4.27	7.02	9.42	11.04
28.0		B	WETTICK. 4.8	11.05	10.30	4.23	6.58	9.37	11.00
26.4	W	C	CIMARRON. 4.9	s10.55	10.24	4.19	6.54	9.33	10.55
18.0		C	INGALLS. 6.1	f10.45	10.17	4.14	6.49	9.26	10.49
20.0		B	CHARLESTON. 6.7	f10.35	10.09	4.09	6.43	9.20	10.43
4.3		C	PIERCEVILLE. 6.1	f10.25	10.01	4.04	6.37	9.15	10.38
19.0		B	MANSFIELD. 5.7	10.15	9.54	3.59	6.32	9.10	10.33
0	WY	C	GARDEN CITY. YL 6.6	s10.05	s 9.45	3.54	6.26	s 9.03	10.27
0		C	HOLCOMB. 8.0	f 9.49	9.37	3.49	6.20	8.56	10.22
5.3		C	DEERFIELD. 7.3	f 9.38	9.30	3.43	6.13	8.48	10.17
23.1	W	C	LAKIN. 7.3	s 9.27	9.22	3.37	**6.07** 3	8.41	10.12
31.7		B	HARTLAND. 5.7	f **9.16** 8	**9.16** 4	3.31	6.01	8.35	10.07
7.1		B	SUTTON. 4.9	9.06	9.11	3.27	5.55	8.30	10.03
22.1		C	KENDALL. 6.5	f 9.00	9.06	3.23	5.51	8.26	9.59
26.4		B	MAYLINE. 5.2	8.53	9.00	3.17	5.45	8.20	9.54
11.1	WFT	C	SYRACUSE. YL 7.5	s 8.45	8.55	**3.13** 7	5.40	8.15	9.49
9.9		B	MEDWAY. 7.4	**8.33** 17	8.47	3.07	5.34	8.07	9.43
24.8		C	COOLIDGE. 6.1	f 8.22	**8.38** 17	3.01	5.28	8.00	9.37
18.5		C	HOLLY. 6.6	s 8.14	8.27	2.56	5.23	7.55	9.32
0		B	BARTON. 3.8	8.04	8.20	2.52	5.18	7.49	9.28
26.4	W	C	GRANADA. 6.1	7.59	8.15	2.49	5.15	7.46	9.25
26.4		B	GROTE. 5.5	7.50	8.07	2.45	5.10	**7.41** 3	9.21
11.1		B	CLUCAS. 5.4	7.41	7.59	2.41	5.05	7.36	9.17
7.9	WY	C	LAMAR. YL 3.9	s 7.34	s 7.53	2.37	5.00	s 7.31	9.13
0		B	BETA. 4.2	**7.26** 21	7.45	2.33	4.57	7.26	9.10
0		B	PROWERS. 5.9	7.19	7.40	2.30	4.54	7.22	9.07
0		B	ABLE. 5.2	7.14	**7.33** 21	2.26	4.50	7.16	9.03
0		C	CADDOA. 5.9	7.10	7.26	2.22	4.46	7.12	8.59
15.8		B	HILTON. 4.6	7.05	7.22	2.18	4.41	7.07	8.55
10.6		B	KELLER. 1.6	7.00	7.18	2.14	4.37	7.03	8.51
0			LAS ANIMAS JCT. 2.4						
0	WY	C	LAS ANIMAS. 5.1	s 6.55	7.15	2.11	4.33	s 6.59	**8.48** 3
0		B	RIVERDALE. 4.8	6.47	7.11	2.07	4.29	6.54	8.43
28.9		B	HADLEY. 4.8	**6.40** 123	7.07	2.04	**4.24** 7	6.50	8.40
21.1		B	CASA. 4.2 2 Tks	6.35	7.02	2.00	4.16	6.45	8.36
	WF TY	C	**La Junta. YL**	6.30 AM	6.55 AM	1.55 PM	4.10 PM	6.40 PM	8.30 PM
			(202.4)	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
			Average speed per hour.	40.5	50.6	73.6	65.6	62.2	73.6

AUTOMATIC BLOCK SYSTEM
AUTOMATIC TRAIN STOP SYSTEM

Time of trains at Sears and Casa applies at end of two tracks.

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

Between MP 352.1 and MP 353 Dodge City there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction, or switch not properly lined but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

Between Bridge 554-B and Signal Bridge carrying signals 5556 and 5556-A, La Junta, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

SIGNAL SYSTEM TWO:
In effect Dodge City to La Junta

Track Capacity 50 ft. Per Car.		WEST-WARD. Second Class. 85 Mixed.		Ruling Grade Ascending.	TIME TABLE No. 84, September 27, 1953.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST-WARD. Second Class. 86 Mixed.
Other Tracks.	Sidings.	Leave Tues., Thurs. and Sat.	Mile Post.		STATIONS.				Arrive Mon., Wed. and Fri.
	Yard	AM 6.40			**HOLLY. YL**		W	C	PM s 2.05
				52.8	6.0	0			
17		f 6.54	6.0		MILLWOOD.				f 1.45
				50.3	1.8	0			
58	55	s 6.59	7.8		HARTMAN.			C	s 1.38
				52.8	3.0	52.8			
20		f 7.06	10.8		WARWICK.				f 1.27
				52.8	2.3	52.8			
71	42	s 7.13	13.1		BRISTOL.			C	s 1.22
				52.8	4.1	52.8			
11		f 7.21	17.2		PARRISH.				f 1.13
				38.7	2.7	52.8			
14		f 7.28	19.9		GOODALE.				f 1.07
				52.8	5.2	0			
14		f 7.39	25.1		KARL.				f12.56
				52.8	1.7	34.6			
33		f 7.42	26.8		CHANNING.				f12.53
				79.2	3.6	52.8			
		7.50			**WILSON JCT. YL**				12.45 PM
38		9.15	30.4					B	11.40
				44.3	3.2	44.9			
17		f 9.25	33.6		SUGAR.				f11.30
				51.2	2.7	44.9			
72		s10.18	36.3		WILEY. YL			C	s11.20
				41.2	3.4	0			
19		f10.28	39.7		KEESEE.				f11.10
				79.2	3.9	79.2			
50	42	s10.40	43.6		McCLAVE.			C	s10.58
				53.0	4.3	52.8			
17		f10.55	47.9		LUBERS.				f10.45
				48.6	2.1	39.6			
51	51	s11.00	50.0		HASTY.			C	s10.40
				52.8	4.0	52.8			
13		f11.12	54.0		BEETHURST.				f10.30
				79.2	3.8	77.1			
17	31	f11.20	57.8		KREYBILL.				f10.20
				52.8	3.4	61.8			
69		s11.30	61.2		FORT LYON.			C	s10.10
				47.0	2.0	0			
19		f11.36	63.2		MELINA.				f10.04
				9.1	1.1	32.6			
	28	11.40 PM 12.25	64.3		WAVELAND. YL		Y	B	10.00 9.25
				32.3	4.3	17.9			
28		f12.37	68.6		CORNELIA.				f 9.15
				52.8	3.6	52.4			
36		f12.48	72.2		MARLMAN.			B	f 9.07
				51.7	7.4	30.2			
23		f 1.08	79.6		CASTIEL.				f 8.50
				8.8	2.6	8.2			
23	51	s 1.15	82.2		CHERAW.			C	s 8.43
				38.6	1.8	0			
17		f 1.20	84.0		ORR.				f 8.38
				38.6	2.3	0			
22		f 1.27	86.3		RANDALL.				f 8.34
				7.5	1.5	12.5			
	34	f 1.32	87.8		SHELTON.				f 8.30
				0	1.1	52.8			
14		f 1.35	88.9		HAYS.				f 8.27
				35.6	4.6	59.4			
	Yard	s 1.50 PM	93.5		**SWINK. YL**		Y	C	8.15 AM
		Arrive Tues., Thurs. and Sat.			(93.5)				Leave Mon., Wed. and Fri.
		11.0			Average speed per hour.				16.3

No switch lights on Second District.

Trains must get numbered clearance card before leaving Swink and Holly.

Normal position of junction switches Wilson Jct. and Waveland is for second district trains.

Track Capacity 50 ft. Per Car.		WEST-WARD. Second Class. 37 Mixed.		Ruling Grade Ascending.	TIME TABLE No. 84, September 27, 1953.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes	Communications.	EAST-WARD. Second Class. 38 Mixed.
Other Tracks.	Sidings.	Leave Daily.	Mile Post.		STATIONS.				Arrive Daily.
	Yard	AM 11.45 — PM —	122.6		**BOISE CITY. YL**		WFY	C	PM s 2.00
				52.8	12.7	52.8			
14	75	f12.10	135.3		CASTANEDA.			B	f 1.10
				52.8	16.5	52.8	W		
36	45	s12.40 38	151.8		CAMPO.			B	s12.40 37
				24.8	10.7	24.8			
	44	f12.57	162.5		BISONTE.			B	f12.21
				52.8	10.1	52.8			
		1.13	172.6		SOUTH JCT. YL		Y	B	12.03
				39.6	0.5	0			
97	40	s 1.18	173.1		SPRINGFIELD. YL			C	s 12.00 — PM —
				42.2	1.3	0			
		1.21	174.4		NORTH JCT. YL			B	11.43
				52.8	11.6	52.8			
	44	f 1.42	186.0		HARBORD.		W	B	f11.20
				52.8	10.6	52.8			
20	42	f 2.02	196.6		FRICK.			B	f10.56
				50.1	16.3	52.8			
16	42	f 2.30	212.9		RUXTON.		W	B	f10.23
				52.8	13.7	50.2			
	44	f 2.52	226.6		GILPIN.			B	f 9.55
				10.5	8.9	52.8			
		3.08 PM	235.5		LAS ANIMAS JCT. YL				9.35 AM
		Arrive Daily.			(112.9)				Leave Daily.
		33.4			Average speed per hour.				25.5

Trains must get numbered clearance card 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.

Boise City District trains use Western Division, Cimarron Valley District tracks 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 Mixed.		Ruling Grade Ascending.	TIME TABLE No. 84, September 27, 1953.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST-WARD. Second Class. 70 Mixed.
Other Tracks.	Sidings.	Leave Mon., Wed. and Fri.	Mile Post.		STATIONS.				Arrive Tues., Thurs. and Sat.
	Yard	AM 10.30	157.6		**GARDEN CITY. YL**		WFY	C	AM s 9.30
				52.8	5.8	0			
12		f10.45	151.8		GILLESPIE.				f 9.15
				30.6	2.9	26.4			
19		f10.53	148.9		ALFALFA.				f 9.07
				31.6	6.3	38.0			
12		f11.12	142.6		TENNIS.				f 8.47
				50.7	6.9	50.2			
24		s11.32	135.7		FRIEND.			C	s 8.27
				47.5	7.7	37.1			
51		s12.05 — PM —	128.0		SHALLOW WATER.			C	s 7.52
				29.0	7.9	21.1			
			120.1		A.T.& S.F. Crossing.				
				0	0.0	0			
			120.1		Mo. Pac. Crossing.				
				30.6	0.3	0			
78		s12.30 PM	119.8		**SCOTT CITY. YL**		W Y	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 before leaving Garden City and Scott City.

No switch lights on Garden City District.

Track Capacity 50 ft. Per Car.		WESTWARD. First Class. 27 Gulf Coast Special. C.& S.	WESTWARD. First Class. 21 Texas Zephyr. C.& S.		Ruling Grade Ascending.	TIME TABLE No. 84, September 27, 1953.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. First Class. 22 Texas Zephyr. C.& S.	EASTWARD. First Class. 28 Gulf Coast Special. C.& S.
Other Tracks.	Siding.	Leave Daily.	Leave Daily.	Mile Post.		STATIONS				Arrive Daily.	Arrive Daily.
	96	PM 4.30	AM 3.56	124.3	0	SOUTHERN JCT. YL — 1.7 —	31.0	W	C	PM 2.44	PM 10.31
	Yard	4.35	4.00	122.6	0	MANUAL BLOCK: MINNEQUA. YL — 2.5 —	97.2		C	2.40	10.25
				120.1	31.7	Mo. Pac. Crossing. — 0.3 —	31.7				
		4.42 PM	4.06 AM	119.8	31.7	PUEBLO JCT. YL — 1.0 —	31.7		C	2.34 PM	10.18 PM
		Via Pueblo District.		118.8		PUEBLO U.D. YL			C	Via Pueblo District.	
		Arrive Daily.	Arrive Daily.			(5.5)				Leave Daily.	Leave Daily.
		22.5	27.0			Average speed per hour.				27.0	20.8

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.

Manual Block rules in effect between Pueblo Jct. and Minnequa.

Trains or engines will move on receipt of numbered clearance card. Trains not authorized by Time Table will display signals prescribed by Operating Rule 21.

Amended Rule 315 and Rule 317 are modified to permit a freight train or an engine to enter the block while occupied by another freight train or an engine upon receipt of train order authorizing such move.

When an engine has cleared the block at an intermediate point, it must not again enter the block until permission is secured from Block Operator at Pueblo Jct. or Minnequa.

Track No. 9 P.S. & R. yard is used as siding.

First class trains will register at Minnequa by Form 903.

Signal System Two:
In effect Pueblo Jct. and Missouri Pacific Crossing

Grand Valley District.

Track Capacity 50 ft. Per Car.			Ruling Grade Ascending.	TIME TABLE No. 84, September 27, 1953.	Ruling Grade Ascending.	Communications.
Other Tracks.	Sidings.	Mile Post.		STATIONS.		
82			24.5	NEWDALE. YL — 2.9 —	24.5	B
35		2.9	97.2	ROBERTA. YL — 3.0 —	0.2	
48		5.9		HAWLEY. YL		
				(5.9)		
				Average speed per hour.		

Engines other than 789-825 and 1000 class must not enter Grand Valley District at Newdale.

No switch lights on Grand Valley District.

Rockvale District.

Track Capacity 50 ft. Per Car.			Ruling Grade Ascending.	TIME TABLE No. 84, September 27, 1953.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.
Other Tracks.	Sidings	Mile Post.		STATIONS.			
			150.5	D. & R. G. W. Connection. YL — 2.9 —	0		
336		2.9		ROCKVALE. YL			
				(2.9)			
				Average speed per hour.			

Canon City District.

Track Capacity 50 ft. Per Car.			TIME TABLE No. 84, September 27, 1953.	Fuel, Water, Turn Tables and Wyes.	Communications.
Other Tracks.	Sidings.	Mile Post.	STATIONS.		
	Yard		PUEBLO. YL — 0.6 —		C
		0.6	D.&R.G.W. Connection. — 24.8 —		
	82	25.4	Portland. YL — 6.1 —		C
146	44	31.5	Florence. YL — 8.2 —		C
			Via D. & R. G. W. Ry.		
115		39.7	Canon City. YL	W Y	C
			(39.7)		
			Average speed per hour.		

Canon City District trains must register and get D. & R. G. W. clearance card before leaving 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.

Lamar District.

No switch lights on Lamar District.

Normal position of junction switch at Wilson Jct. is for Second District trains.

Track Capacity 50 ft. Per Car.			Ruling Grade Ascending.	TIME TABLE No. 84, September 27, 1953.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.
Other Tracks.	Sidings.	Mile Post.		STATIONS.			
38		4.9	0	WILSON JCT. YL	35.2		B
				1.0			
9		3.9	0	CULP. YL	29.0		
				1.3			
17		2.6	0	MARKHAM. YL	29.0		
				2.6			
	Yard			LAMAR. YL		W Y	C
				(4.9)			
				Average speed per hour.			

Trains must get numbered clearance card before leaving Lamar.

Las Animas District.

No switch lights on Las Animas District.

Normal position of junction switch at Waveland is for Second District trains.

Track Capacity 50 ft. Per Car.			Ruling Grade Ascending.	TIME TABLE No. 84, September 27, 1953.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.
Other Tracks.	Sidings.	Mile Post.		STATIONS.			
	28	2.9	0	WAVELAND. YL	51.7	Y	B
				2.9			
	Yard			LAS ANIMAS. YL		W Y	C
				(2.9)			
				Average speed per hour.			

Trains must get numbered clearance card before leaving Las Animas.

May Valley District.

Track Capacity 50 ft. Per Car.			Ruling Grade Ascending.	TIME TABLE No. 84, September 27, 1953.	Ruling Grade Ascending.	Communications.
Other Tracks.	Sidings.	Mile Post.		STATIONS.		
38		30.4	48.6	WILSON JCT. YL	0	B
				3.7		
47		34.1		MAY VALLEY. YL		
				(3.7)		
				Average speed per hour.		

No switch lights on May Valley District.

Big Bend District.

Track Capacity 50 ft. Per Car.			Ruling Grade Ascending.	TIME TABLE No. 84, September 27, 1953.	Ruling Grade Ascending.	Communications.
Other Tracks.	Sidings.	Mile Post.		STATIONS.		
72		36.3	52.8	WILEY. YL	0	C
				4.2		
17		40.5		BIG BEND. YL		
				(4.2)		
				Average speed per hour.		

No switch lights on Big Bend District.

Rules Nos. 10(A), 17, 315, 509, 511, D-514, 660, 1000(C), and Definitions of Medium Speed and Restricted Speed, Pages 106, 111, 114 and 115, Operating Department, are amended as follows:

Rule 10(A). Second paragraph amended to read:

Permanent signs, yellow with 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, or those at the top of the sign, indicate the maximum speed for passenger trains, and the other numerals the maximum speed for freight trains, except that where only one numeral is shown it shall govern the speed of both passenger and freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent green resume speed sign. There may be more than one yellow sign in advance of a green sign, in which case the reduced speed shown on each yellow sign must be observed in succession until rear of train has passed the green sign.

Rule 17. First paragraph amended to read:

The headlight will be displayed to the front of every train by day and night. It must be extinguished when a train turns out to meet another train and has stopped clear of main track. In case of headlight failure enroute at night, if repairs cannot be made promptly, a white lantern must be placed on the front or leading end of train and the train should proceed at restricted speed while the head end is passing through stations and over street and highway crossings. The whistle must be sounded frequently and the bell must be rung continuously. The train dispatcher should be notified at first opportunity.

Rule 315. Amended to read:

A train, other than a passenger train, will not be permitted to follow a train, other than a passenger train, into a block, except when authorized by train order or permissive signal, and when such movement is authorized the following train must proceed through the block prepared to stop short of train or obstruction, but not exceeding twenty miles per hour.

Rule 509. Amended to read:

When a train or engine is stopped by a "stop and proceed" signal, it may:

(a) On single track, where block can be seen to be clear of opposing movement, proceed at once at restricted speed. Where block cannot be seen to be clear of opposing movement, wait five minutes and then proceed at restricted speed, except when view of track ahead is not clear for at least 800 feet at any location within the block, movement must be stopped and then protected by being preceded by a flagman. Engines so equipped must display red gyrating headlight.

(b) Where facing point switch is located immediately beyond signal and switch is lined for turnout, train may, without stopping, pass such signal at restricted speed to enter turnout, provided main track is clear to fouling point.

(c) On two or more tracks, proceed at once at restricted speed.

Rule 511. Amended to read:

A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule D-514 changed to Rule 514. Amended to read:

Where separate signal governing train movements from siding or other track to main track indicates "stop" and train has other authority to enter main track, the main track switch may be opened and after the expiration of five minutes, train may proceed, complying with Rules 99 and 509(a) on single track, and Rules 99 and 509(c) on two or more tracks.

When heading out through a spring switch, the same practice will govern except that after lead wheels have fouled circuit, spring switch must be returned to normal.

This rule will also apply where such signals are located at non-continuous interlocking stations and are set for automatic operation during hours office is closed.

Rule 660. Amended to read:

A train or engine which has entered a block and is delayed in the block, must make movement beyond point of delay at restricted speed until next governing signal can be seen to indicate other than "stop" and intervening track is seen to be clear.

Rule 1000(C). Amended to include:

In the application of Operating Rule 1000(C) the Federal Communication Commission has modified its rules to permit an employee, authorized by the Railway Company to do so, to operate a mobile radio unit without having passed an examination on the rules; but an employee must pass an examination before operating a fixed or base radio station.

MEDIUM SPEED—A speed not exceeding 40 miles per hour.

RESTRICTED SPEED—A speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

Definitions, Page 104, amended to include:

AUTOMATIC TRAIN STOP SYSTEM (ATS).

A system so arranged that its operation will automatically result in the application of the brakes until the train has been brought to a stop.

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

2. YARD LIMITS:

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

3. SPEED REGULATIONS.

(A) Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops so that train will move smoothly, without jar, and train conductors must observe that this is done.

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	PASSENGER Miles Per Hour	FREIGHT AND MIXED Miles Per Hour
FIRST DISTRICT	100	55
PUEBLO DISTRICT	79	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

3. SPEED REGULATIONS—(Cont'd.)

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

LOCATION	PASSENGER Miles Per Hour	FREIGHT AND MIXED Miles Per Hour
GRAND VALLEY DISTRICT	20	20
ROCKVALE DISTRICT	20	20

Speed Limit ninety (90) miles per hour for passenger trains handling heavy weight equipment.

	FIRST DISTRICT.		
Curve,	M.P. 355.5 to 356.1 Westward	95	55
Curve,	M.P. 355.5 to 356.1 Eastward	90	55
Curve,	M.P. 357.0 to 357.5 Westward	95	55
Curve,	M.P. 357.0 to 357.5 Eastward	90	55
Curve,	M.P. 358.0 to 358.7	90	55
2 Curves,	M.P. 362.7 to 364.0	95	55
Curve,	M.P. 373.4 to 373.5	90	55
Curve,	M.P. 374.0 to 374.2	85	55
Curve,	M.P. 375.0 to 375.3	90	55
Curve,	M.P. 376.1 to 376.5	90	55
Curve,	M.P. 378.3 to 378.6	90	55
Curve,	M.P. 379.1 to 379.3	90	55
Curve,	M.P. 381.5 to 381.9	85	55
Curve,	M.P. 393.1 to 393.5	90	55
Curve,	M.P. 399.3 to 400.2	85	55
3 Curves,	M.P. 421.2 to 422.2	95	55
Curve,	M.P. 430.0 to 430.7	95	55
Curve,	M.P. 432.6 to 433.2	85	55
2 Curves,	M.P. 435.0 to 436.5	85	55
Curve,	M.P. 438.4 to 438.6	95	55
Curve,	M.P. 443.3 to 443.7	95	55
Curve,	M.P. 452.8 to 453.0	95	55
Curve,	M.P. 463.3 to 463.6	95	55
Curve,	M.P. 470.9 to 471.3	95	55
3 Curves,	M.P. 479.9 to 481.9	70	55
Curve,	M.P. 492.4 to 492.6	95	55
Curve,	M.P. 528.3 to 529.5	95	55
Curve,	M.P. 530.2 to 531.0	95	55
Curve,	M.P. 533.1 to 533.3	95	55
2 Curves,	M.P. 535.5 to 536.5	95	55
2 Curves,	M.P. 543.1 to 543.9	80	55
2 Curves,	M.P. 544.8 to 545.8	95	55
Curve,	M.P. 547.8 to 548.1	95	55
2 Curves,	M.P. 550.5 to 550.7	90	55
Curve,	M.P. 551.4 to 551.6 Westward	90	55
Curve,	M.P. 551.4 to 551.6 Eastward	65	55
Curve,	M.P. 552.8 to 553.1	65	55
2 Curves,	M.P. 553.6 to 554.2 Westward	70	55
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. 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
3 Curves,	M.P. 590.0 to 591.1	55	50
Curve,	M.P. 597.3 to 597.6	75	50
Curve,	M.P. 615.9 to 616.0	65	50
2 Curves,	M.P. 617.2 to 617.6	30	30

3. SPEED REGULATIONS—(Cont'd.)

(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
Canon City	Ninth Street	6

(D) MAXIMUM SPEED OF LOCOMOTIVES.

	MILES PER HOUR			
Diesel and Gas-Electric	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
11-90, 300-314	100	45	45	90
325-344	80	45	45	80
100-286, 400-430, 2611	65	45	45	60
2099, 2100-2162, 2650-2863, 3000-3019	65	45	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-540, 625-633, 1500-1537, 2200-2299, 2303-2304, 2310-2391, 2394-2399, 2403-2433, 2600-2606	45	45	45	45
650-653, 2300-2302, 2400-2402	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				

Steam	Forward	Light Forward	Backing
6 wheel & 8 wheel switch	20	20	20
762-768, 777, 811-816, 856, 900-984, 1600-1698, 1902-1981, 2542-2569	35	35	25
885-898, 3102-3158	45	35	25
1001-1148, 1801-1882, 3168-3277, 4005-4115, 4197, 5000-5035	60	40	25
3516-3520, 3751-3775	90	40	25
2900-2929, 3403-3439, 3450-3465, 3776-3785	100	40	25
2507-2525	55	40	25
3700-3746	70	40	25
3801-3940	50	40	25

3. SPEED REGULATIONS—(Cont'd).

(E) 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, Classes:			
450-451	2	5	5
1-11-50-80-2099-2100	3	5	5
51-90-650-2300-2301-2310-2600-3000	4	5	5
460-2400	4½	5	5
16-37-100-200-300-325-500-501-503-625-1500-2201-2207-2260-2303-2322-2394-2403-2418-2611-2650	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	—

(F) 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 thirty (30) miles per hour at any point on First and Pueblo Districts; twenty (20) miles per hour at any point on Second and Boise City Districts, and fifteen (15) miles per hour at any point on other districts.

(G) 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.

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

All Freight and Switch Locomotives include types:

0—4—0, 0—6—0, 0—8—0, 2—6—0, 2—6—2, 2—8—0, 2—8—2, 2—8—4, 2—10—0, 2—10—2, 2—10—4

25 MPH

Passenger Locomotives

Mountain Type Includes 4—8—2, 4—8—4

35 MPH

All Locomotives Except Mountain Type Include 4—4—0, 4—4—2, 4—6—0, 4—6—2, 4—6—4

(H) 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.

3. SPEED REGULATIONS—(Cont'd).

(H) Spring Switches, Turnouts and Crossovers—(Cont'd).

STATION	TYPE	LOCATION	MILES PER HOUR Passenger	MILES PER HOUR Freight
Dodge City	Spring	West end crossover between passenger tracks 1 and 2 at Third Avenue	25	25
Sears	Spring	End of 2 tracks	30	30
Howell	Spring	East and west ends of siding	15	15
Wettick	Spring	East and west ends of siding	15	15
Cimarron	Spring	East and west ends of siding	15	15
Ingalls	Spring	East and west ends 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 and west ends 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
Hartland	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 and west ends of siding	15	15
Granada	Spring	East and west ends of siding	15	15
Grote	Spring	East and west ends of siding	15	15
Clucas	Spring	East and west ends of siding	15	15
Lamar	Spring	East and west ends of east and west sidings	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 2 tracks	30	30
La Junta	Spring	West end of long tail track	15	15
	Spring	West end crossover between freight yard and New Mexico Division main track	10	10
Swink	Spring	East and west ends of siding	15	15
Rocky Ford	Spring	East and west ends of siding	15	15
Manzanola	Spring	East and west ends of siding	15	15
Fowler	Spring	East and west ends of siding	15	15
Nepesta	Spring	East and west ends of siding	15	15
Boone	Spring	East and west ends of siding	15	15
Avondale	Spring	East end of siding	15	15
Baxter	Spring	East and west ends of siding	15	15

(I) Speed Table.

Time Per Mile Mins.	Sec.	Miles Per Hour	Time Per Mile Mins.	Sec.	Miles Per Hour
-	36	100	-	48	75.0
-	37	97.3	-	49	73.5
-	38	94.7	-	50	72.0
-	39	92.3	-	51	70.6
-	40	90.0	-	52	69.2
-	41	87.8	-	53	67.9
-	42	85.7	-	54	66.6
-	43	83.7	-	55	65.5
-	44	81.8	-	56	64.2
-	45	80.0	-	57	63.2
-	46	78.3	-	59	61.0
-	47	76.6	1	—	60.0

3. SPEED REGULATIONS—(Cont'd.)

(I) Speed Table—(Cont'd.)

Time Per Mile Mins.	Sec.	Miles Per Hour	Time Per Mile Mins.	Sec.	Miles Per Hour
1	02	58.0	1	42	35.3
1	04	56.2	1	44	34.6
1	06	54.2	1	46	34.0
1	08	52.9	1	48	33.3
1	10	51.4	1	50	32.7
1	12	50.0	1	52	32.1
1	14	48.6	1	54	31.6
1	16	47.4	1	56	31.0
1	18	46.1	1	58	30.5
1	20	45.0	2	—	30.0
1	22	43.9	2	05	28.8
1	24	42.9	2	10	27.7
1	26	41.9	2	15	26.7
1	28	40.9	2	30	24.0
1	30	40.0	2	45	21.8
1	32	39.1	3	—	20.0
1	34	38.3	3	30	17.1
1	36	37.5	4	—	15.0
1	38	36.8	5	—	12.0
1	40	36.0	6		10.0

4. DANGEROUS OBSTRUCTIONS (See Rule 761).

MILE POSTS	BRIDGE NUMBER	NAME
		PUEBLO DISTRICT
.....	.....	C Street Viaduct, Pueblo.
.....	.....	Main Street Viaduct, Pueblo.
		MINNEQUA DISTRICT
120.44	120.44	Arkansas River.

5. SPECIAL RULES AND FACILITIES.

RULES FOR THE OPERATION OF AUTOMATIC TRAIN STOP (ATS), PASSENGER SERVICE.

Rules for the Operation of Automatic Train Stop do not supersede or dispense with the observance of other rules and instructions.

Except as otherwise provided, an engine in passenger service in Automatic Train Stop territory, as shown in time table, must be equipped with operative Automatic Train Stop device. The engineman must see that Automatic Train Stop cut-out cock is cut in and sealed and check car card Form 1167-S to assure himself the device has been tested and is operative. Enginemen handling the engine where Automatic Train Stop is not in operation must make same observation and promptly report by wire if cut-out cock not sealed or car card fails to indicate proper test has been made.

When an engine passes over an inductor in approach to a signal indicating other than a "clear" signal, an automatic brake application will occur, unless prior acknowledgment has been made within 15 seconds. When such application has occurred, the brake valve must be lapped immediately and after sixty seconds, an acknowledgment made. Brakes may then be released. If proper acknowledgment has been made approaching other than a "clear" signal, a bell will sound when the receiver of engine passes over inductor.

Engineman may also acknowledge before passing over an inductor to avoid an automatic application of the brakes when running backward at signals governing movements in the opposite direction.

Within or without Automatic Train Stop territory, an automatic brake application may occur when the Automatic Train Stop equipment becomes damaged or defective. If brakes cannot be released as prescribed above, Automatic Train Stop equipment must be cut out and promptly reported.

Seal on cut-out cock must not be broken or Automatic Train Stop cut out, unless device fails to operate properly.

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

Automatic Train Stop failures and interruptions and removal of seals must be reported by wire from first available point of communication.

When the Automatic Train Stop device on an engine fails or is cut out enroute in Automatic Train Stop territory, train may proceed according to signal indication, not exceeding 79 miles per hour. If the Automatic Block Signal System is out of service, train may proceed at Restricted Speed, except; if Manual Block is established in advance of the train on which the device is inoperative, train may proceed not exceeding 79 miles per hour.

When a train, moving in Automatic Train Stop territory with the device inoperative, is stopped by a "Stop and Proceed" signal, it may proceed in accordance with amended Rule 509, or, if in CTC Territory, in accordance with Rule 655.

RULE S-83, as applied at the end of two tracks Sears and Casa is amended to read:

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.

6. RAILROAD CROSSINGS AND JUNCTIONS.

(A) 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 switch properly lined for main track and opposing routes not occupied.

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

Eastward trains or engines receiving stop signal on approaching plant must operate push button located at switch east lead PS&R Yard.

Movements to stockyards will be made over main track PS&R Yard to connecting switch at east end of yard. Movement to Mo. Pac. main track will be governed by signal located at clearance point. If letter "S" is illuminated, switch may be lined for Mo. Pac. main track and movement will be governed by signal indication. If the letter "S" is not illuminated, it will be necessary to call Mo. Pac. Dispatcher for authority to operate switch.

Movement from stockyards to Mo. Pac. main track will be governed by Signal 8949-L located at clearance point. If letter "S" is illuminated, switch may be lined for Mo. Pac. main track and movement will be governed by signal indication. If the letter "S" is not illuminated, it will be necessary to call Mo. Pac. Dispatcher for authority to operate switch. Movements from Mo. Pac. main track to connection will be governed by lower signal on the Mo. Pac. Signal No. 8951. Lunar white will indicate switch is lined for PS&R Yard connection.

6. RAILROAD CROSSINGS AND JUNCTIONS—(Cont'd).

When train or engine is stopped by stop indication of a plant signal and no immediate conflicting movement is evident, a member of the crew must operate push button at release box marked "C & S or AT&SF" at the crossing. If signal does not change its indication at the expiration of four minutes time interval after push button has been operated and there is no train or engine on conflicting route and signal on conflicting route indicates stop, train or engine may then proceed on hand signal from member of crew located at the crossing.

When indicator lamp marked "MOP" is illuminated, it denotes that signals on the Mo. Pac., the conflicting route, display stop indication.

If train or engine is on conflicting route, hand proceed signal must not be given until such movement is stopped; and if signal on conflicting route does not indicate stop, flag protection must be provided on conflicting routes.

(B) 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.

(C) 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.

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.

7. 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				
Amity	479.2	43	East & West	Freight only
Koen	487.4	26	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
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				
Hutchins Spur	123.5	7	East & West	Freight only
Oil Track	132.2	21	East & West	Freight only
Gano	140.5	21	East & West	Freight only

8. BULLETIN BOOKS.

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

9. STANDARD CLOCKS.

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

10. 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 Yard.	Swink.
				Syracuse.

11. 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.

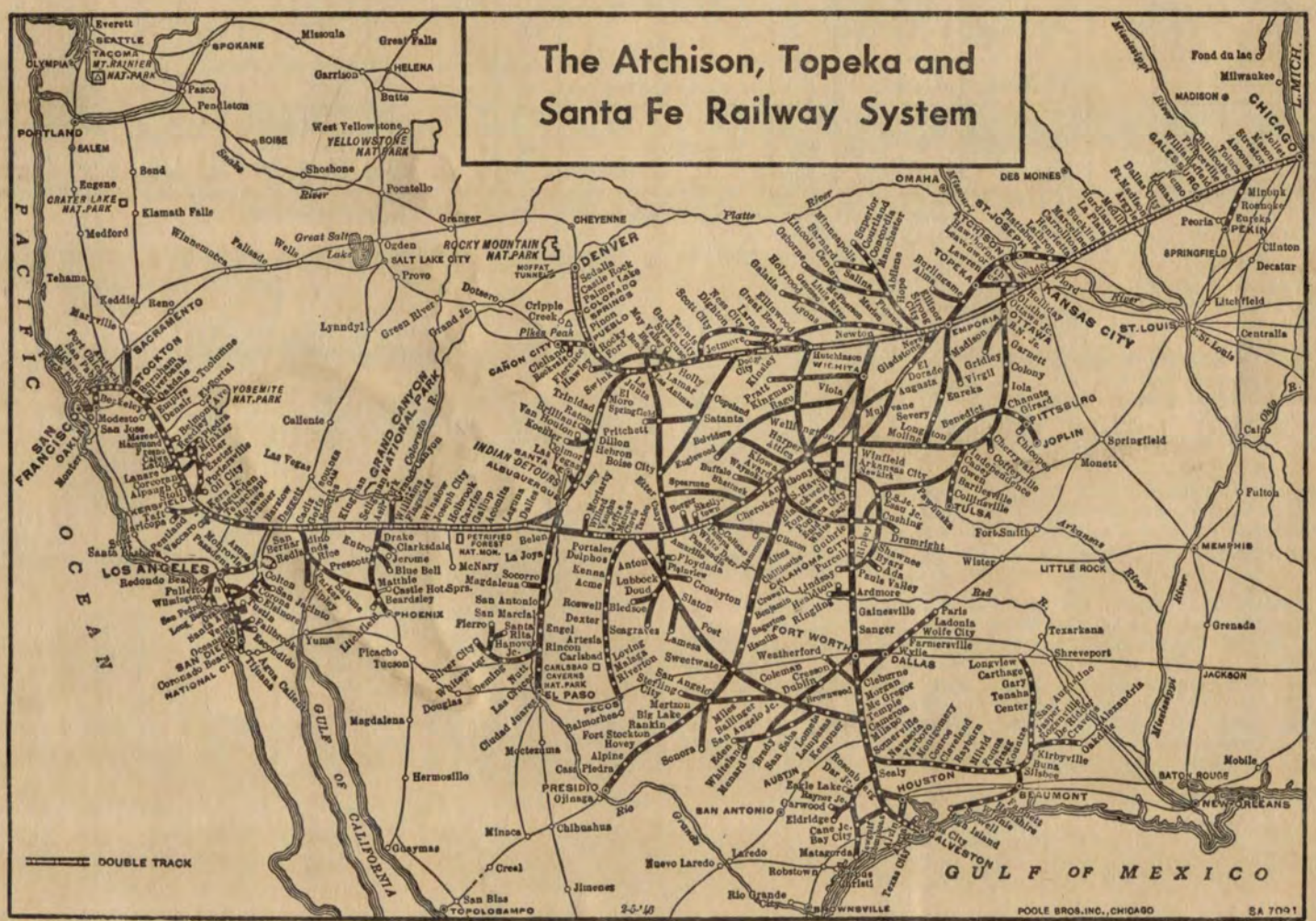
In Colorado, a railroad company has a right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any station where suitable accommodation can be procured for his safety and comfort.

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.

WESTWARD.									Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	EASTWARD.								
69	75	45	37	29	35	85	61	87		42	76	88	38	86	62	30	32	70
Way Freight.	Fast Freight. C.& S.	New Mexico, Colo., Fast Freight.	Mixed.	Way Freight.	Colo.-Kansas Fast Freight.	Mixed.	Way Freight.	Way Freight.		Colo.-Chicago and Texas Fast Freight.	Fast Freight C.& S.	Way Freight.	Mixed.	Mixed.	Way Freight.	Way Freight.	Fast Freight and Stock Express.	Way Freight.
Leave Mon., Wed. and Fri.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sun.	Leave Daily.	Leave Mon. Wed. and Fri.	Leave Tues., Thurs. and Sat.	Leave Tues., Wed., and Fri.	STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Tues., Thurs. and Sat.	Arrive Daily.	Arrive Tues., Thurs. and Sat.	Arrive Mon., Wed. and Fri.	Arrive Daily Ex. Sun.	Arrive Daily.	Arrive Tues., Thurs. and Sat.
AM 7.00					AM 6.00				DODGE CITY.	PM 3.15							AM 5.15	PM 4.00
11.30 AM								AM 10.30 PM 2.00	GARDEN CITY.	PM		PM 7.00						12.30 PM
									SYRACUSE.			4.00 PM						
								6.00 PM	LAMAR.			12.30 PM						
			PM 3.08						LAS ANIMAS JCT.				AM 9.35					
		PM 6.30	4.00 PM		PM 12.10 12.55	AM 8.05	AM 8.00		LA JUNTA.	9.30 8.45			9.15 AM	PM 2.05	PM 10.00		10.30 9.45 PM	
						8.15 AM			SWINK.					1.50 PM				
	PM 2.45						PM		MINNEQUA.		AM 10.15							
	3.15 PM	8.45 PM		AM 8.00	3.20 PM		3.00 PM		PUEBLO.	6.30 AM	9.45 AM				3.00 PM	PM 4.00	6.30 PM	
				11.30 AM					CANON CITY.							12.30 PM		
Arrive Mon., Wed. and Fri.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily. Ex. Sun.	Arrive Daily.	Arrive Mon., Wed. and Fri.	Arrive Tues., Thurs. and Sat.	Arrive Tues. Wed. and Fri.		Leave Daily.	Leave Daily.	Leave Mon., Wed. and Fri.	Leave Daily.	Leave Tues., Thurs. and Sat.	Leave Mon., Wed. and Fri.	Leave Daily Ex. Sun.	Leave Daily.	Leave Tues., Thurs. and Sat.

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

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.)