

The Atchison, Topeka & Santa Fe Railway Co.

WESTERN LINES
NORTHERN DISTRICT



COLORADO DIVISION



EMPLOYEES' TIME TABLE

72

IN EFFECT
Sunday
July 5, 1942
AT 12:01 O'CLOCK A. M.
Mountain Standard Time

72

Superseding Time Table No. 71, Dated February 8, 1942, and Any Supplements Thereto.

This Time Table is for the Government and Information of Employees of this Company only.

G. H. MINCHIN,
Acting General Manager,
Amarillo, Texas.

E. P. DUDLEY,
Asst. General Manager,
La Junta, Colorado.

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

Timetable 73 eff 29 Nov 1942

COLORADO DIVISION—FIRST DISTRICT.

WESTWARD.							EASTWARD.														
First Class.							First Class.														
3	7	127	21	17	9	19	Capacity of Other Trains.	Capacity of Stairs.	Distance from Atchison.	Buling Grade Ascending.	TIME TABLE. No. 72. July 5, 1942.	Buling Grade Ascending.	Fuel, Water, Turn Tables and Wye.	Communications.	4	8	22	128	20	18	10
California Limited.	Fast Mail Express.	Passenger.	El Capitan.	The Super Chief.	Centennial State.	The Chief.									California Limited.	Fast Mail Express.	El Capitan.	Passenger.	The Chief.	The Super Chief.	Centennial State.
Leave Daily.	Leave Daily.	Leave Daily.	Leave Sunday and Wednesday.	Leave Sunday and Wednesday.	Leave Daily.	Leave Daily.	No. Cars.	No. Cars.	Miles.	STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Daily.	Arrive Wednesday and Saturday.	Arrive Daily.				
PM 10.05	PM 2.00	AM 8.45	AM 5.30	AM 5.13	AM 3.27	AM 3.17		Yard	352.5	DODGE CITY.					AM 7.10	AM 10.50	PM 4.42	PM 6.40	PM 8.30	PM 11.12	PM 11.40
10.12	2.06	8.52	5.35	5.18	3.33	3.23	18	83	357.6	5.1	0			0	7.01	10.42	4.37	6.31	8.22	11.06	11.32
10.17	2.10	8.57	5.38	5.22	3.38	3.27	40	84	361.5	SEARS.	0			0	6.55	10.37	4.34	6.25	8.18	11.03	11.27
10.23	2.14	9.04	5.42	5.26	3.43	3.32		83	366.3	3.9	28.0			B	6.47	10.32	4.30	6.18	8.13	10.59	11.22
10.30	2.19	9.11	5.46	5.30	3.48	3.37	67	83	371.2	HOWELL.	28.0			B	6.42	10.27	4.26	6.11	8.08	10.55	11.16
10.38	2.25	9.19	5.51	5.35	3.54	3.43	48	84	377.3	4.8	26.4			W	6.35	10.21	4.21	6.02	8.02	10.50	11.10
10.45 ¹⁸	2.31	9.28	5.56	5.40	4.02	3.49	17	84	384.0	WETTICK.	22.4			C	6.28	10.14	4.15	5.52	7.55	10.45 ³	11.03
10.57 ¹⁰	2.36	9.37	6.00	5.45	4.08	3.55	40	84	390.1	4.9	25.7			C	6.22	10.08	4.10	5.43	7.49	10.40	10.57 ³
11.03	2.41	9.46	6.05	5.50	4.14	4.01	9	83	395.8	6.1	18.0			C	6.17	10.02	4.05	5.34	7.43	10.36	10.51
11.12	2.46	9.55 ⁸	6.10 ⁴	5.55	4.20	4.07	703	250	402.4	6.6	10.4			B	6.10 ²¹	9.55 ²⁷	3.58	5.25	7.38	10.30	10.44
11.21	2.52	10.05	6.15	6.00 ⁴	4.27	4.13	32	83	409.0	6.8	11.4			W	6.00 ¹⁷	9.45	3.52	5.10	7.31	10.25	10.37
11.30	2.59	10.15	6.21	6.07	4.35	4.22	71	83	417.0	HOLCOMB.	5.8			C	5.48	9.37	3.45	5.00	7.24	10.18	10.29
11.39	3.06	10.24	6.27	6.12	4.42	4.28	86	84	424.3	8.0	21.6			C	5.38	9.30	3.39	4.50	7.17	10.12	10.22
11.48	3.13	10.32	6.33	6.18	4.49	4.35	32	83	431.6	DEERFIELD.	28.1			W	5.28	9.23	3.33	4.40	7.10	10.05	10.15
11.56	3.18	10.39	6.37	6.22	4.54	4.40	9	83	437.3	7.3	28.1			C	5.20	9.17	3.29	4.32	7.06	10.00	10.10
AM 12.02	3.24 ²²	10.45	6.41	6.26	4.58	4.45	36	83	442.2	LAKIN.	31.7			B	5.13	9.12	3.24 ⁷	4.25	7.02	9.56	10.06
12.10	3.30	10.53	6.45	6.31	5.04 ⁴	4.51	11	85	448.7	7.8	29.2			C	5.04 ⁹	9.06	3.19	4.15	6.57	9.50	10.00
12.20 AM	3.35 PM	11.00 AM	6.50 AM	6.35 AM	5.09 AM	4.57 ⁴	639	228	453.9	HARTLAND.	28.3			B	4.57 ¹⁰	9.00 AM	3.15 PM	4.05 PM	6.50 PM	9.45 PM	9.55 PM
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Sunday and Wednesday.	Arrive Daily.	Arrive Daily.				5.2	28.7			W F T	4.57 ¹⁰	9.00 AM	3.15 PM	4.05 PM	6.50 PM	9.45 PM	9.55 PM
(44.4)	(62.9)	(44.9)	(75.8)	(74.0)	(59.4)	(60.7)	Average speed per hour.....							(45.6)	(55.1)	(69.7)	(59.1)	(60.7)	(69.7)	(57.8)	

Double track between Dodge City and Sears.
 Time of trains at Sears applies at end of double track.
 Automatic block M.P. 352.5 to M.P. 453.9.
 Trains must get numbered clearance card (Form 902) before leaving Dodge City.
 Trains have no timetable superiority between M.P. 352.1 and M.P. 353, Dodge City, and will move in such limits at restricted speed.
 Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17, 18, 21, and 22 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17, 18, 21 and 22 not less than ten minutes.

COLORADO DIVISION—FIRST DISTRICT.

COLORADO DIVISION—FIRST DISTRICT

WESTWARD.							EASTWARD.									
First Class.							First Class.									
7	127	21	17	9	19	3	TIME TABLE									
Fast Mail Express.	Passenger.	El Capitan.	The Super Chief.	Centennial State.	The Chief.	California Limited.	No. 72.									
Leave Daily.	Leave Daily.	Leave Sunday and Wednesday.	Leave Sunday and Wednesday.	Leave Daily.	Leave Daily.	Leave Daily.	July 5, 1942.									
PM 3.40	AM 11.05	AM 6.50	AM 6.35	AM 5.14	AM 5.02	AM 12.25	STATIONS.									
3.48 ¹²⁸	11.16	6.56	6.41	5.21	5.09	12.36	SYRACUSE.									
3.56	11.25	7.02	6.47	5.28	5.18	12.45	7.5									
4.02	11.34	7.07	6.53	5.35	5.23	12.55	MEDWAY.									
4.08	11.43	7.12	6.58	5.41	5.30	1.03	7.4									
4.12	11.49	7.15	7.02	5.46	5.33	1.08	COOLIDGE.									
4.17	11.58	7.20	7.07	5.50	5.39	1.16	6.1									
4.22	12.05	7.25	7.12	5.55	5.44	1.23	HOLLY.									
4.27	12.13	7.30	7.17	6.01	5.49	1.33	6.6									
4.30	12.18	7.33	7.20	6.05	5.53	1.39	BARTON.									
4.34	12.24	7.37	7.24	6.10	5.57	1.45	3.9									
4.39	12.31	7.42	7.29	6.16	6.03	1.53	GRANADA.									
4.44	12.38	7.47	7.33	6.21	6.08	1.59	5.9									
4.49	12.47	7.52	7.38	6.27	6.15	2.06	GROTE.									
4.54	12.53	7.55	7.42	6.31	6.20	2.12	5.6									
4.57	12.59	7.58	7.45	6.36	6.25	2.20	CLUCAS.									
5.01	1.06	8.02	7.49	6.42	6.30	2.29	5.4									
5.06	1.12	8.05	7.52	6.47	6.35	2.36	LAMAR.									
5.11 ²⁰	1.17	8.09	7.55	6.52	6.40	2.45	3.9									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	BETA.									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	4.2									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	PROWERS.									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	5.9									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	ABLE.									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	5.2									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	CADDON.									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	5.9									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	HILTON.									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	4.9									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	KELLER.									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	1.6									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	LAS ANIMAS JCT.									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	2.4									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	LAS ANIMAS.									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	5.1									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	RIVERDALE.									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	4.8									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	HADLEY.									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	4.8									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	CASA.									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	4.2									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	LA JUNTA.									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	4.2									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	Yard									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	554.9									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	(101.3)									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	Average speed per hour.									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	51.9									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	55.3									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	73.2									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	48.6									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	60.8									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	64.0									
5.20	1.25	8.16	8.02	7.00	6.50	2.55	73.2									

Double track between Casa and La Junta.
 Time of trains at Casa applies at end of double track.
 Automatic Block M.P. 453.9 to M.P. 554.9.
 Trains must get numbered clearance card (Form 902) before leaving La Junta.
 Trains have no timetable superiority between Bridge 554-B and signal bridge carrying Signal 5552, at La Junta, and will move in such limits at restricted speed.
 Except as otherwise provided, first class trains, inferior by right or direction, must clear the time of Nos. 17, 18, 21, and 22 not less than five minutes. Second class and extra trains and yard engines must clear the time of Nos. 17, 18, 21 and 22 not less than ten minutes.

COLORADO DIVISION—PUEBLO DISTRICT.

WESTWARD.				EASTWARD.							
First Class.				First Class.							
27	9	21	13	TIME TABLE							
Gulf Coast Special. C. & S.	Centennial State.	Texas Zephyr. C. & S.	Chicago and California Express.	No. 72.							
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	July 5, 1942.							
STATIONS.				STATIONS.							
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	14	22	10	28				
California and Chicago Express.	Texas Zephyr. C. & S.	Centennial State.	Gulf Coast Special. C. & S.	California and Chicago Express.	Texas Zephyr. C. & S.	Centennial State.	Gulf Coast Special. C. & S.				
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				
	AM 7.20		AM 3.25	LA JUNTA.		PM 8.05					
	s 7.28		3.32	4.9	WF	2.00					
	7.31		3.35	28.0	TY						
	s 7.39		s 3.41	SWINK.	0	1.50	7.57				
	7.45		3.47	2.8	0						
	s 7.50		3.51	NEWDALE.	0	1.46	7.54				
	s 8.02		4.02	3.0	0						
	8.07		4.07	ROCKY FORD.	0	s 1.36	s 7.48				
	8.10		4.10	5.4	0						
	8.15		4.14	5.4	0	1.31	7.43				
Via Minnequa District.	f 8.22	Via Minnequa District.	4.19	VROMAN.	0						
	f 8.28		4.24	3.5	0	1.27	7.40				
	8.31		4.26	8.6	0						
	f 8.36		4.30	MANZANOLA.	0	s 1.17	7.32				
	8.39		4.33	8.6	0						
PM 6.36	8.47	AM 5.33	4.42	FOWLER.	14.0	1.12	7.28				
				4.4	0						
6.40 PM	8.50 AM	5.36 AM	4.45 AM	HAMLET.	0	1.09	7.25				
				2.7	0						
				NEPESTA.	0						
				1.4	0						
				NA. TOWER.	0						
				Mo. Pac. Crossing.	0						
				2.0	0						
				HAIG.	0	1.05	7.21				
				5.0	0						
				BOONE.	0	1.00	7.16				
				5.0	0						
				AVONDALE.	0	12.54	7.11				
				2.1	0						
				NYBERG.	0	12.51	7.09				
				3.9	0						
				DEVINE.	0	12.47	7.06				
				2.2	0						
				BAXTER.	0	12.45	7.04				
				6.0	0						
				PUEBLO JCT.	0	12.38	PM 3.33				
				D. & R. G. W. Crossing.	31.7		6.58				
				0.4			PM 10.18				
				Mo. Pac. Crossing.							
				0.6							
				PUEBLO U. D.							
				0.2							
				D. & R. G. W. Crossing.							
				0.6							
				PUEBLO 4TH ST.							
				(64.7)							
				Via Union Depot							
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			Leave Daily.	Leave Daily.				
(15.0)	(43.1)	(20.0)	(47.9)	Average speed per hour.....				(45.1)	(20.0)	(55.5)	(20.0)

Automatic Block M.P. 554.9 to M.P. 617.8.

Trains have no time table superiority between bridge 554-B and signal bridge carrying signal 5552, at La Junta, and will move in such limits at restricted speed.

East siding switch Rocky Ford at M.P. 566.2 west of station.

West siding switch Manzanola at M.P. 574.4 east of station.

The Colorado & Southern Railway Co. markers displaying green instead of yellow disks will be considered the same indication as yellow. (See Rule 19, Operating Department.)

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

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

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

Track south of Pueblo U. D. tracks between M.P. 619.2 and Block Office No. 2 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.

3800 Class engines must not be turned on Wye at Swink.

Engines must not be operated on rock and beet trestles at Rocky Ford and Swink Sugar Factories.

COLORADO DIVISION.—SECOND DISTRICT.

LAMAR DISTRICT.

WESTWARD. Second Class.					TIME TABLE No. 72, July 5, 1942.					EASTWARD. Second Class.				
85		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Holly.	Rolling Grade Ascending.	STATIONS.			Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	86		
Mixed.	No. Cars.					No. Cars.	Miles.	Ar. Monday, Wednesday and Saturday.				PM	Mixed.	
Lv. Tuesday, Thursday and Saturday.	AM 7.40		Yard	0		HOLLY.						Ar. Monday, Wednesday and Friday.	PM 2.05	
	f 7.54	18		6.0	52.8	6.0		0	W	Y	C			
	s 7.59	58	56	7.8	50.3	1.8	MILLWOOD.	0				f 1.45		
	f 8.06	21		10.8	52.8	3.0	HARTMAN.	52.8			C	s 1.38		
	s 8.13	72	44	13.1	52.8	2.3	WARWICK.	52.8			C	f 1.27		
	f 8.21	11		17.2	52.8	4.1	BRISTOL.	52.8			C	s 1.22		
	f 8.28	14		19.9	38.7	2.7	PARRISH.	52.8				f 1.13		
	f 8.39	14		25.1	52.8	5.2	GOODALE.	0				f 1.07		
	f 8.42	33		26.8	52.8	1.7	KARL.	34.6				f 12.56		
	s 8.50			30.4	79.2	3.6	CHANNING.	52.8				f 12.53		
	s 10.00	39					WILSON JCT.				B	PM 12.45		
	f 10.10	17		33.6	44.3	3.2	SUGAR.	44.9				s 11.40		
	s 10.18	73		36.8	51.2	2.7	WILEY.	44.9			C	f 11.30		
	f 10.28	20		39.7	41.2	3.4	KESSEE.	0				s 11.20		
	s 10.40	51	43	48.6	79.2	3.9	McCLAVE.	79.2			C	f 11.10		
	f 10.55	17		47.9	58.0	4.3	LUBERS.	52.8			C	s 10.58		
	s 11.00	52	52	50.0	48.6	2.1	HASTY.	39.6				f 10.45		
	f 11.12	13		54.0	52.8	4.0	BERTHURST.	52.8	W		C	s 10.40		
	f 11.20	18	33	57.8	79.2	3.8	KREYBILL.	77.1				f 10.30		
	s 11.30	58		61.2	52.8	3.4	FORT LYON.	61.8			C	s 10.10		
	f 11.36	20		63.2	47.0	2.0	MELINA.	0				f 10.04		
	11.40 PM 12.25		27	64.3	9.1	1.1	WAVELAND.	82.6			Y	10.00 9.25		
	f 12.37	28		68.6	32.3	4.3	CORNELIA.	17.9				f 9.15		
	f 12.48	37		72.2	52.8	3.6	MARLMAN.	52.4			B	f 9.07		
	f 1.08	23		79.6	51.7	7.4	CASTIEL.	30.2				f 8.50		
	s 1.15	23	53	82.2	8.8	2.6	CHERAW.	8.2			C	s 8.43		
	f 1.20	17		84.0	38.6	1.8	ORR.	0				f 8.38		
	f 1.27	22		86.3	38.6	2.3	RANDALL.	0				f 8.34		
	f 1.32		37	87.8	7.5	1.5	SHELTON.	12.5				f 8.30		
	f 1.35	14		88.9	0	1.1	HAYS.	52.8				f 8.27		
	1.50 PM		Yard	93.5	35.6	4.6	SWINK.	59.4			Y	8.15 AM		
Ar. Tuesday, Thursday and Saturday.							(93.5)					Lv. Monday, Wednesday and Friday.		
(22.0)					Average speed per hour.....					(22.4)				

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

WESTWARD. Second Class.					TIME TABLE No. 72, July 5, 1942.					EASTWARD. Second Class.					
83		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Lamar.	Rolling Grade Ascending.	STATIONS.			Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	82		90	
Mixed.	Mixed.					No. Cars.	No. Cars.	Miles.				Ar. Tuesday, Thursday and Saturday.	AM	Mixed.	Mixed.
Lv. Monday, Wednesday and Friday.	AM 11.40			4.9		WILSON JCT.						Ar. Tuesday, Thursday and Saturday.	AM 10.00	Ar. Monday, Wednesday and Friday.	PM 12.45
	f 11.43	39		3.9	85.2	1.0	CULP.	0		B		f 9.57	f 12.42		
	f 11.48	10		2.6	29.0	1.3	MARKHAM.	0				f 9.53	f 12.38		
	11.55 AM	18		0	29.0	2.6	LAMAR.	0			W	f 9.45	f 12.30		
Ar. Monday, Wednesday and Friday.	AM 11.40		Yard			(4.9)				Y	C	AM 9.45	PM 12.30		
Lv. Tuesday, Thursday and Saturday.	AM 9.00											Lv. Tuesday, Thursday and Saturday.	AM 10.00	Lv. Monday, Wednesday and Friday.	PM 12.45
Ar. Tuesday, Thursday and Saturday.	AM 9.00											Ar. Monday, Wednesday and Friday.	AM 10.00	Ar. Tuesday, Thursday and Saturday.	PM 12.45
(19.6)					Average speed per hour.....					(19.6)					

No. 89 is superior to No. 82.
No. 83 is superior to No. 90.
Trains must get numbered clearance card (Form 902) before leaving Lamar.

LAS ANIMAS DISTRICT.

WESTWARD. Second Class.					TIME TABLE No. 72, July 5, 1942.					EASTWARD. Second Class.					
95		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Las Animas.	Rolling Grade Ascending.	STATIONS.			Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	94		96	
Mixed.	Mixed.					No. Cars.	No. Cars.	Miles.				Ar. Monday, Wednesday and Saturday.	AM	Mixed.	Mixed.
Lv. Tuesday, Thursday and Saturday.	AM 11.40			2.9		WAVELAND.						Ar. Monday, Wednesday and Saturday.	AM 10.00	Ar. Tuesday, Thursday and Saturday.	PM 12.25
	f 11.40	27		0	51.7	2.9	LAS ANIMAS.	0	Y			f 9.50	f 12.15		
	11.50 AM		Yard	0		(2.9)			W	Y	C	AM 9.50	PM 12.15		
Ar. Tuesday, Thursday and Saturday.	AM 11.40											Lv. Monday, Wednesday and Friday.	AM 10.00	Lv. Tuesday, Thursday and Saturday.	PM 12.25
Ar. Monday, Wednesday and Friday.	AM 9.25											Ar. Monday, Wednesday and Friday.	AM 10.00	Ar. Tuesday, Thursday and Saturday.	PM 12.25
(17.4)					Average speed per hour.....					(17.4)					

No. 93 is superior to No. 94.
No. 95 is superior to No. 96.
Trains must get numbered clearance card (Form 902) before leaving Las Animas.

GARDEN CITY DISTRICT.

Westward. Second Class.					TIME TABLE No. 72, July 5, 1942.					Eastward. Second Class.				
69		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Great Bend.	Rolling Grade Ascending.	STATIONS.			Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	70		
Mixed.	Mixed.					No. Cars.	No. Cars.	Miles.				Ar. Tuesday, Thursday and Saturday.	AM	Mixed.
Lv. Monday, Wednesday and Friday.	AM 10.30			157.6		GARDEN CITY.						Ar. Tuesday, Thursday and Saturday.	AM 9.30	
	f 10.45	12		151.8	52.8	5.8	GILLESPIE.	0	WFY	C		f 9.15		
	f 10.53	20		148.9	30.6	2.9	ALFALFA.	26.4				f 9.07		
	f 11.12	12		142.6	31.6	6.3	TENNIS.	38.0				f 8.47		
	s 11.32	24		136.7	50.7	6.9	FRIEND.	50.2			C	s 8.27		
	PM 12.05	52		123.0	47.5	7.7	SHALLOW WATER.	37.1			C	s 7.52		
				120.1	29.0	7.9	A. T. & S. F. Crossing.	21.1						
				120.1	0	0.0	M. P. Crossing.	0						
				120.1	30.6	0.3	SCOTT CITY.	0			W	7.30 AM		
Ar. Monday, Wednesday and Friday.	AM 10.30	75		119.3		(37.8)			Y	C		Lv. Tuesday, Thursday and Saturday.	AM 9.30	
(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.

COLORADO DIVISION.

WESTWARD.								TIME TABLE No. 72, July 5, 1942.	EASTWARD.								
53	75	29	35	85	61	69	87		88	42	54	70	76	86	30	32	62
Mixed.	Fast Freight. C. & S.	Way Freight.	New Mexico, Colo.,-Kansas Fast Freight.	Mixed.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Way Freight.	Mixed.	Way Freight.	Fast Freight C. & S.	Mixed.	Way Freight.	Fast Freight and Stock Express.	Way Freight.	
Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Lv. Monday, Wednesday and Friday.	Leave Daily Ex. Sunday.	Lv. Monday, Wednesday and Friday.	Lv. Tuesday, Thursday and Saturday.	STATIONS.	Ar. Monday, Wednesday and Friday.	Arrive Daily.	Arrive Daily.	Ar. Tuesday, Thursday and Saturday.	Arrive Daily.	Ar. Tuesday, Thursday and Saturday.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Monday.
			AM 10.45			AM 5.30	AM 4.00	DODGE CITY.	PM 1.00 PM	PM 2.45 PM		PM 1.55 PM			AM 4.30 AM		
						8.00 AM		GARDEN CITY.				11.30 AM					
							11.55 AM	SYRACUSE.	5.00 AM								
								HOLLY.									
PM 4.35								LAS ANIMAS JCT.			AM 9.35						
5.15 PM			PM 5.00 5.45	AM 8.05	AM 6.00			LA JUNTA.		8.45 8.00	9.00 AM		PM 2.05		9.50 9.20	AM 6.00 AM	
				8.15 AM				SWINK.					1.50 PM				
		PM 7.30						MINNEQUA JCT.				AM 6.30					
	8.00 PM	PM 12.01	8.00 PM		PM 2.00 PM			PUEBLO.		5.30 AM		6.00 AM		PM 7.00	7.30 PM	10.00 PM	
		3.00 PM						CANON CITY.						4.00 PM			
Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Ar. Monday, Wednesday and Friday.	Arrive Daily Ex. Sunday.	Ar. Monday, Wednesday and Friday.	Ar. Tuesday, Thursday and Saturday.		Lv. Monday, Wednesday and Friday.	Leave Daily.	Leave Daily.	Lv. Tuesday, Thursday and Saturday.	Leave Daily.	Lv. Tuesday, Thursday and Saturday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	

GRAND VALLEY DISTRICT.

Westward.		TIME TABLE No. 72, July 5, 1942.				Eastward.	
Capacity of Other Tracks.	Distance from Newdale.	Railing Grade Ascending.	STATIONS.		Railing Grade Ascending.	Communications.	
No. Cars.	Miles.						
83	0		NEWDALE.		B		
		24.5	2.9	24.5			
35	2.9		ROBERTA.				
		97.2	3.0	0.2			
49	5.9		HAWLEY.				
			5.9				

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.

ROCKVALE DISTRICT.

WESTWARD.		TIME TABLE No. 72, July 5, 1942.				EASTWARD.		
Capacity of Other Tracks.	Capacity of Sidings.	Distance from Clelland.	Railing Grade Ascending.	STATIONS.		Railing Grade Ascending.	Fuel, Water, Ture Tables and Wyes.	Communications.
No. Cars.	No. Cars.	Miles.						
41	40			CLELLAND.		W Y		
		150.5	3.2	0				
397		3.2		ROCKVALE.				
		158.4	4.0	47.6				
168		7.2		KENWOOD.		Y		
			(7.2)					

Average speed per hour

CANON CITY DISTRICT.

WESTWARD.				TIME TABLE No. 72, July 5, 1942.				EASTWARD.			
Capacity of Other Tracks.	Capacity of Sidings.	Distance from Pueblo.	Railing Grade Ascending.	STATIONS.		Railing Grade Ascending.	Fuel, Water, Ture Tables and Wyes.	Communications.			
No. Cars.	No. Cars.	Miles.									
				Yard.							
		81.7		PUEBLO.		81.7		C			
	147	83	25.4	25.4				C			
	146	45	31.1	PORTLAND.		0		C			
				5.7							
				FLORENCE.		0		C			
	41	40	32.0	0.9							
				CLELLAND.		0	W Y				
				1.6							
				D. & R. G. W. Crossing.		0					
	12	30	35.3	1.7							
				BROOKSIDE.		0					
				3.6							
	116		38.9	CANON CITY.			WFY	C			
				(38.9)							

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.-A. T. & S. F. connection M.P. 5 and Portland, and, within yard limits Portland, are subject to the Denver and Rio Grand Western Railroad Co. timetable and Operating Department Rules and Regulations.

Engines must not be operated beyond plaster mill track No. 6, Portland.

No switch lights on Canon City District except on west crossover switch, Portland, and east wye switch, Clelland.

Derail on east leg of wye at Clelland 415 feet from Junction switch must be left in normal position.

No switch lights on Rockvale District, except on east wye switch, Clelland.

Chandler Branch connection, Milepost 0.6.

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

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

These switches are equipped with switch targets indicating GREEN for Main Track, and YELLOW for turnout, facing point direction only. Interlocked signals governing movement over these switches indicate PROCEED for Main Track and RESTRICTED SPEED for Main Track or turnout.

Telephones connecting with Pueblo 4th St. are located on signal mast near all remote control switches.

Should a remote control switch or the signal governing movement over such a switch be out of order, communicate with the signalman by telephone and be governed by his instructions. If telephone out of order, see that switch is properly lined for your movement, spike same and proceed under flag protection to next governing signal. If switch is spiked for movement to or from siding, a member of the crew must remain at the switch and see that the switch is restored to its normal position and left spiked, making report of same at first office of communication.

The following addition is made to Rule 782:

"When an interlocking plant is out of order and signals cannot be operated and the operator or towerman desires an engine or train to move through the plant he may give this permission by signal with yellow flag or light. A member of the crew must then flag over each interlocked switch and derail."

22 SPEED RESTRICTIONS.

Trains moving against the current of traffic on double track must not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile, around curves and where view is obscure, and use whistle freely as warning signal.

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, or two and one-half (2½) minutes for each mile on First and Pueblo Districts; twenty (20) miles per hour, or three (3) minutes for each mile on Second, Boise City and Canon City Districts, and fifteen (15) miles per hour, or four (4) minutes for each mile on other districts.

24 LOCOMOTIVES HANDLED DEAD IN TRAINS

With side rods in position are not to be run faster than twenty (20) miles per hour, or three (3) minutes for each mile.

With side rods all removed and all drivers on rail, fifteen (15) miles per hour, or four (4) minutes for each mile.

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour or six (6) minutes for each mile.

Gas-electric motor cars being towed, sixty (60) miles per hour, or one (1) minute for each mile.

Locomotives operating under their own steam with all side rods in place and one main rod removed must not exceed following speeds: All freight and switch, including 0-4-0 to 2-10-4, twenty (20) miles per hour, or three (3) minutes for each mile.

Passenger locomotives, Mountain type, including 4-8-2 and 4-8-4, twenty-five (25) miles per hour, or two (2) minutes and twenty-four (24) seconds for each mile. All except Mountain type, including 4-4-0 to 4-6-2, thirty-five (35) miles per hour, or one (1) minute and forty-three (43) seconds for each mile.

25 SPRING SWITCHES, TURNOUTS AND CROSSOVERS.

In heading in or out over the following spring switches, turnouts or crossovers, all trains or engines must not exceed the 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 or crossovers, trains or engines must not exceed a 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
Sears	Spring	End of double track	30	20
Garden City	Spring	East and west ends of siding	15	15
Holcomb	Spring	East end of siding	15	15
Deerfield	Spring	East end of siding	15	15
Lakin	Spring	West end of siding	15	15
Sutton	Spring	East end of siding	15	15
Syracuse	Spring	East and west ends of siding	15	15
Barton	Spring	East end of siding	15	15
Lamar	Spring	West end of siding	15	15
Able	Spring	West end of siding	15	15
Caddoa	Spring	West end of siding	15	15
Keller	Spring	East end of siding	15	15
Hadley	Spring	East end of siding	15	15
Casa	Spring	End of double track	30	20

2 COLO. RULES.

26 HIGHWAY CROSSINGS

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

- Dodge City—2nd Avenue, six (6) miles per hour.
- Cimarron—Main Street, fifty (50) miles per hour.
- Lakin—Main Street, fifty (50) miles per hour.
- Syracuse—Main Street, forty (40) miles per hour.
- Holly—Main Street, forty (40) miles per hour.
- Lamar—Main and 3rd Streets, thirty (30) miles per hour.
- Rocky Ford—Main Street, twelve (12) miles per hour.
- Manzanola—Park Street, twenty-five (25) miles per hour.
- Fowler—Main Street, twenty (20) miles per hour.
- Pueblo—Santa Fe Avenue, Main Street, Union Avenue, Grand Avenue and 4th Street, five (5) miles per hour.
- Canon City—9th Street, six (6) miles per hour.

28 MAXIMUM LOCOMOTIVE SPEEDS—NO TOLERANCE

ENGINES	Miles Time per		LIGHT FORWARD		ALL ENGINES BACKWARD	
	Per Hour	Min. Sec.	Miles Time per	Hour Min. Sec.	Miles Time per	Hour Min. Sec.
Diesels 1 to 15, Incl. and 50	100	0 36	40	1 30	40	1 30
Diesels 100 to 101, Incl.	80	0 45	40	1 30	40	1 30
Diesels 102 to 104, Incl.	70	0 51.4	40	1 30	40	1 30
Diesels 105 to 119, Incl.	65	0 55.4	40	1 30	40	1 30
Gas-Electric M-105, M-189, Incl.	60	0 60	60	0 60	25	2 24
Gas-Electric M-190	75	0 48	60	0 60	25	2 24
(A) Atlantic Type 79-in. Drivers	100	0 36	40	1 30	25	2 24
(B) Atlantic Type 73-in. Drivers	90	0 40	40	1 30	25	2 24
(C) Pacific Type 79-84-in. Drivers	100	0 36	40	1 30	25	2 24
(D) Pacific Type 73-74-in. Drivers	90	0 40	40	1 30	25	2 24
3700 to 3750, Incl.	70	0 51	40	1 30	25	2 24
3751; 3753; 3756; 3760-3764	90	0 40	40	1 30	25	2 24
3752; 3754-3755; 3757-3759	75	0 48	40	1 30	25	2 24
3765 to 3785, Incl.	90	0 40	40	1 30	25	2 24
(E) Prairie Type 69-in. Drivers	50	1 12	40	1 30	25	2 24
789-825; 870-874	30	2 00	30	2 00	20	3 00
885-999; 1600-1705; 1950-1991	35	1 43	35	1 43	20	3 00
1798-1799	55	1 05	40	1 30	25	2 24
2506; 2535-2553; 2565-2569	35	1 43	35	1 43	20	3 00
2507-2534; 2559-2564	55	1 05	40	1 30	25	2 24
3010-3029; 3100-3158	35	1 43	35	1 43	20	3 00
3160-3287; 3800-3940; 4000-4115	55	1 05	40	1 30	25	2 24
5000-5010	65	0 55.4	40	1 30	25	2 24
All Regularly Assigned to Switching Service	20	3 00	20	3 00	20	3 00
All Other Engines	20	3 00	20	3 00	20	3 00

† Diesels 1 to 15 inclusive and 50 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	512	1211 to 1222*	1226 to 1399*	1000 to 1152*
1416	546 to 559*	3400	3401 to 3403*	1207
1442	1420	3404 to 3407*	3408 to 3411*	1210
1453	1425	3412, 3413	3414	1214 to 1215*
1457	1425	3415, 3416	3417, 3418	1800 to 1886*
1468	1431	3419 to 3422*	3423 to 3424*	
1473	1456	3425 to 3430*	3431 to 3433*	
1477	1458	3434 to 3439*	3440	
	1462	3441, 3442	3443 to 3447*	
	1478 to 1555*	3448	3449	
		3450 to 3459*	3500 to 3534*	
		3460 to 3465*		

(*)—Both Inclusive.

Gas-electric motor cars shall not be operated through water deeper than four (4) inches, and Diesel-electric cars through water deeper than five (5) inches above ball of the rail. When such movement is necessary, they must not exceed a speed of two (2) miles per hour or thirty (30) minutes for each mile. (This does not amend or modify Rule 317-A, Operating Department.)

29 TRAIN SPEED RESTRICTIONS.

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.

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.

MAXIMUM SPEED FOR TRAINS

LOCATION	PASSENGER		FREIGHT, MIXED AND LIGHT	
	MILES PER HOUR	TIME PER MILE MIN. SEC.	MILES PER HOUR	TIME PER MILE MIN. SEC.
FIRST DISTRICT			50	1 12
PUEBLO DISTRICT			50	1 12
SECOND DISTRICT	30	2 00	30	2 00
GARDEN CITY DISTRICT	25	2 24	25	2 24
LAMAR DISTRICT	25	2 24	25	2 24
LAS ANIMAS DISTRICT	25	2 24	25	2 24
BOISE CITY DISTRICT	40	1 30	40	1 30
MAY VALLEY DISTRICT	15	4 00	15	4 00
BIG BEND DISTRICT	15	4 00	15	4 00
MINNEQUA DISTRICT	30	2 00	20	3 00
GRAND VALLEY DISTRICT	20	3 00	20	3 00
CANON CITY DISTRICT	30	2 00	30	2 00
ROCKVALE DISTRICT	20	3 00	20	3 00

The use of retainers on trains descending grades will be left to the judgment of conductor and engineman.

30 SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON FACE OF TIME TABLE

LOCATION	Mile Post Location	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Amity	479.2	43	East & West	No. 127 and Freight
Koen	487.4	26	East & West	Freight Only
Melon	539.1	23	East & West	Freight Only
PUEBLO DISTRICT				
Krammes	563.7	16	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
SECOND DISTRICT				
Gauger	75.2	3	West	Freight Only
GARDEN CITY DISTRICT				
Oil Spur	132.2	17	East	Freight Only

31 RAILROAD CROSSINGS AND 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.

La Junta: Automatic block west end of yard. Signal indication will supersede time table superiority between signals No. 5552 eastward and No. 5551 westward.

INTERLOCKED RAILROAD CROSSINGS AND JUNCTIONS.

N.A. Tower: Mo. Pac. Crossing M.P. 591.6 standard interlocking.

Pueblo Junction: D. & R. G. W. Crossing protected by interlocking plant. Trains or engines moving through this plant must not exceed a speed of fifteen (15) miles per hour.

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

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.

Pueblo: M.P. 618.1 Minnequa Dist.: Mo. Pac. Crossing protected by automatic interlocker.

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 AT&SF," 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.

Trains or engines must not exceed a speed of twenty (20) miles per hour over this crossing.

M.P. 33.6, Canon City District: D. & R. G. W. crossing protected by automatic interlocker. Governing signals cleared by approaching trains when opposing routes not occupied. When a train 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 "A. T. & S. F." and operate clockwork time release in this box, being governed by instructions posted therein. If, after operating clock work time release, home signal continues to indicate stop, see that light indicator in box is burning, give proceed hand signal to train from crossing, and train will then proceed at restricted speed over crossing. If light indicator is not burning, train will move one

rail length inside home signal, stop, wait one minute, then proceed as instructed above.

Trains must not exceed a speed of twenty (20) miles per hour over this 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.

GATE PROTECTED RAILROAD CROSSINGS.

Pueblo: Mo. Pac. crossing 1750 feet east of block 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.

BETWEEN PUEBLO JUNCTION AND M.P. 620.7

Via Pueblo Union Depot between Block Two and M.P. 619.2 trains or engines will be governed by timetable schedules.

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

Pueblo—D. & R. G. W. crossings located 1075 and 1192 ft., respectively, south of Signal M.P. 619.2. Trains or engines must not exceed a speed of fifteen (15) miles per hour over crossings.

Trains or engines must move at restricted speed between Pueblo Junction and M.P. 619.2.

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

M.P. 619.2 to M.P. 620.7 controlled by interlocked signals whose indication supersedes timetable superiority and protect rear of trains within these limits.

Before trains or engines enter main track at Pueblo 4th St., Mo. Pac. connection or transfer yards, signalman at Pueblo 4th St. must be consulted.

All hand thrown switches within interlocking limits are equipped with switch indicators. Telephones connecting with Pueblo 4th St. are located near all of these switches. Trains or engines entering main track at these switches must consult signalman at Pueblo 4th St. before fouling circuit.

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.

Manual block office, known as Block Two, is located at M.P. 618.5 east of Pueblo Union Depot.

Trains or engines between Pueblo Junction and Block Two will be governed by manual block signals whose indication supersedes timetable superiority.

**33
FOOTBOARD RULE.**

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.

**34
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.

J. E. AGEE,
Trainmaster,
PUEBLO, COLO.

W. H. JONES,
Trainmaster,
LA JUNTA, COLO.

C. F. BEATTY,
Asst. Trainmaster,
AVONDALE, COLO.

G. A. BIGELOW,
Chief Dispatcher,
PUEBLO, COLO.

L. M. MURPHY,
Night Chief Dispatcher,
PUEBLO, COLO.

J. E. Copeland,
W. T. Fryback,

F. S. Row,
R. Hartley,

Train Dispatchers:
H. J. Immroth,
T. C. Heistand,
PUEBLO, COLO.

W. Berkovitz,
W. W. Carroll,

C. E. Hanson,
B. E. Spoonemore,

Surgeons of The Atchison, Topeka and Santa Fe Railway Company and The A. T. & S. F. Hospital Association
 Dr. M. L. BISHOFF, Chief Surgeon, Topeka.

COLORADO DIVISION.

LA JUNTA HOSPITAL.
Dr. R. S. JOHNSTON, Surgeon in Charge.
Dr. A. P. CASH, Assistant Surgeon.
Dr. C. C. WEBER, Assistant Surgeon.
Dr. C. J. BROWN, Consulting Dentist.
LOCAL SURGEONS.
Dr. B. F. BLOTZ, Rocky Ford.

Dr. G. E. VAN DER SCHOW, Fowler.
Dr. F. A. LUQUEER, Pueblo.
Dr. A. D. WAROSHILL, Florence.
Dr. J. D. HINSHAW, 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. H. P. PALMER, Scott City.
Dr. E. M. IRELAND, Lakin.
Drs. HARRISON & GRISSOM, Syracuse.
Dr. C. F. KNUCKEY, Lamar.
Dr. S. V. HAGEMAN, Las Animas.
Dr. G. F. EWING, Wiley.

Dr. HARRY HALL, Boise City.

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

Dr. M. A. FARNSWORTH, La Junta.
Dr. HARVEY S. RUSK, Pueblo.

LOCAL WATCH INSPECTORS, COLORADO DIVISION.

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

EDWARD H. APPLGATE, Lamar.
N. S. LARSEN, La Junta.

GEORGE A. SCHRODY, Pueblo. W. C. WONDER, Boise City.
C. C. PATTON, Canon City.

R. H. BANGS, Dodge City.
F. E. REYNOLDS, Dodge City.

R. D. BRADSTREET, Scott City.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49, and 50.
 EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75, and 76.
 MIDDLE DIVISION—Trains 59, 63, 69, 70, 75, 76, 87, 88, and 98.
 OKLAHOMA DIVISION—Trains 67, 68, 79, 80, 81, 82, 83, 84, 87 and 88.
 SOUTHERN KANSAS DIVISION—Trains 85, 86, 87, 88, 91, 92, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield.
 WESTERN DIVISION—Trains 81 and 82.

COLORADO DIVISION—Trains 87 and 88.
 NEW MEXICO DIVISION—Trains 71 and 72.
 PANHANDLE DIVISION—Trains 57, 58, 59, 60, 61, 62, 69, 70, 71, 72, 83, 84, 119 and 120.
 PECOS DIVISION—Trains 45 and 46 between Carlsbad and Pecos.
 PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.
 SLATON DIVISION.

When more than one section, only the last section will carry passengers. In Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line. Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

The following conditional stops apply only to revenue passengers from or destined to points where train is authorized by time table to make conditional, regular or flag stops. Where train is authorized to pick up passengers, agents may flag train accordingly.

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| <p>No. 1. (a) At any station Chicago to Belen, to receive passengers for Arizona or California.
 (b) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.
 (c) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Belen to Kiowa, to receive passengers for Burlington or beyond.
 (c) At any station Belen to Wellington, to receive passengers for Wichita or beyond.
 (d) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond.
 (e) At Florence, to discharge passengers from south of Newton, or to receive passengers for Kansas City or beyond.
 (f) At Strong City, to discharge passengers from Wichita or beyond; or to receive passengers for Topeka or beyond.
 (g) At Burlingame, to receive passengers for Kansas City or beyond.
 (h) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
 (i) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona, or Mazon, to receive passengers for Chicago or beyond.</p> <p>No. 3. (a) At any station Chicago to Lamy, to receive passengers for Albuquerque or beyond.
 (b) At any station Chicago to Las Animas, to receive passengers for La Junta or beyond.
 (c) At any station Kansas City to Newton, to discharge passengers from beyond Kansas City.
 (d) At any station Kansas City to Emporia, to receive passengers for south or west of Newton.
 (e) At Burlingame, to discharge passengers from Kansas City or beyond.
 (f) At Florence, to discharge passengers from Topeka or beyond, or to receive passengers for Hutchinson or beyond.
 (g) At Peabody, to discharge passengers from Topeka or beyond, or to receive passengers for beyond Newton.
 (h) At any station west of Newton, to discharge passengers from Kansas City or beyond.
 (i) At Stafford, St. John or Kinsley, to discharge passengers from Hutchinson or beyond; or to receive passengers for Dodge City or beyond.
 (j) At any station Trinidad to Albuquerque, to discharge passengers from beyond La Junta.</p> <p>No. 4. (a) At any station Lamy to Chicago, to discharge passengers from Albuquerque or beyond.
 (b) At any station Albuquerque to Trinidad, to receive passengers for beyond La Junta.
 (c) At any station Las Animas to Chicago, to discharge passengers from La Junta or beyond.
 (d) At St. John or Stafford, to discharge passengers from Dodge City or beyond; or to receive passengers for Hutchinson or beyond.
 (e) At any station Florence to Kansas City, to discharge passengers from El Dorado or McPherson Districts.
 (f) At Osage City, to receive passengers for Kansas City or beyond.
 (g) At any station Kansas City to Ft. Madison, to receive passengers for Chicago.
 (h) At Hardin, to discharge passengers from Kansas City or beyond.</p> <p>No. 5. (From Chicago) (a) At any station in Illinois, to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.
 (c) At any station Chicago to Henrietta, to receive passengers for St. Joseph District.
 (d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago.
 (e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.
 (f) At any station Fort Madison to Marceline, to discharge passengers from Chillicothe or beyond.
 (g) At any station Marceline to Kansas City, to discharge passengers from Galesburg or beyond.
 (h) At Florence, to discharge passengers from Kansas City or beyond, for El Dorado or McPherson Districts; and to receive passengers from No. 53 destined Wichita or beyond.
 (i) At Newkirk, to discharge passengers from Wichita or beyond; or to receive passengers for Oklahoma City or beyond.
 (j) At Edmond, to discharge passengers from Wichita or beyond; or to receive passengers for Fort Worth or beyond.</p> <p>No. 6. (From Galveston) (a) At Edmond, to receive passengers for Wichita or beyond; or to discharge passengers from Fort Worth or beyond.
 (b) At Newkirk, to discharge passengers from Oklahoma City or beyond; and to receive passengers for Wichita or beyond.
 (c) At Florence, to receive passengers for Topeka or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.
 (b) At Las Animas, to discharge passengers from beyond La Junta.
 (c) At Ottawa Jct., to discharge passengers from Emporia or beyond.
 (d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>Nos. 9-90. (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas or beyond.
 (b) At Las Animas, to receive passengers for Pueblo or beyond; or to discharge passengers from Dodge City or beyond.
 (c) At any station La Junta to Pueblo, to discharge passengers from beyond Las Animas.
 (d) At any station Pueblo to Denver, to discharge passengers from Las Animas or beyond.</p> <p>Nos. 101-10. (a) At any station Denver to Pueblo, to receive passengers for Las Animas or beyond.
 (b) At any station Pueblo to La Junta, to receive passengers for beyond Las Animas.
 (c) At Littleton, to receive passengers for Colorado Springs; or to receive passengers for Pueblo or beyond.
 (d) At Las Animas, to discharge passengers from Pueblo or beyond; or to receive passengers for Dodge City or beyond.
 (e) At any station Dodge City to Kansas City, to discharge passengers from Las Animas or beyond.
 (f) At Wellsville, to discharge passengers from Ottawa Junction or beyond, or to receive passengers for Kansas City or beyond.
 (g) At any station LeLoup to Kansas City, to discharge passengers from west of Ottawa Junction.</p> | <p>Nos. 13-130. At any station La Junta to Denver, to discharge passengers from La Junta or beyond. (From La Junta)</p> <p>Nos. 141-14. At any station Denver to La Junta, to receive passengers for La Junta or beyond. (From Denver)</p> <p>No. 15. At Sedgwick, to discharge passengers from Newton or beyond, or to receive passengers for Wichita or beyond.</p> <p>No. 17. At Galesburg, to receive passengers for Barstow, San Bernardino, Pasadena, and Los Angeles.</p> <p>No. 18. At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino, or Barstow.</p> <p>No. 19. (a) At Joliet, Streator, or Chillicothe, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond.
 (b) At Galesburg, La Plata, Bucklin, or Carrollton, to receive passengers for Colorado, New Mexico, Arizona, or California.
 (c) At Valmora, to discharge passengers from Kansas City or beyond; or to receive passengers for Barstow or beyond.</p> <p>No. 20. (a) At Carrollton, Bucklin, La Plata, Galesburg, Streator, or Joliet, to discharge passengers from California or Arizona.
 (b) At Valmora, to discharge passengers from Barstow or beyond; or to receive passengers for Kansas City or beyond.</p> <p>No. 21. (a) At Streator, Chillicothe and Galesburg, to receive passengers for California points.
 (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond.
 (c) At Glorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.</p> <p>No. 22. (a) At Lamy, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond.
 (b) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond.
 (c) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond.
 (d) At Galesburg, Chillicothe and Streator, to discharge passengers from scheduled stops in California.</p> <p>No. 23. (a) At any station Chicago to Belen, to receive passengers for Arizona or California.
 (b) At any station Chicago to Kansas City, to receive passengers for Newton or beyond; at Stronghurst or Dallas City, to receive passengers for Kansas City or beyond or to discharge passengers from Chicago or beyond.
 (c) At Medill or Baring, to receive passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.
 (d) Any stations Kansas City to Emporia to receive passengers for Newton or beyond.</p> <p>No. 24. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
 (b) At any station Emporia to Kansas City, to discharge passengers from beyond Emporia.
 (c) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.
 (d) At any station Fort Madison to Chicago, to discharge passengers from Kansas City.
 (e) At East Fort Madison, Williamsfield, or Princeville, to receive passengers for Chicago or beyond.
 (f) At Ransom, Kinsman, Verona, or Mazon, to discharge passengers from west of Fort Madison; or to receive passengers for Chicago or beyond.</p> <p>No. 27. At Osage City, to discharge passengers from Topeka or beyond; or to receive passengers for Emporia or beyond.</p> <p>No. 27. (C & S) (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo.
 (b) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond.
 (b) At Strong City, to discharge passengers from south of Wichita for Strong City District.
 (c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 28. (C & S) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond, Colony, and Owen, to discharge passengers from Kansas City, Mo., or beyond.
 (b) At Gardner, to receive passengers for Chanute or beyond.
 (c) At Humboldt, to discharge passengers from Kansas City, Mo., or beyond; and to receive passengers for beyond Chanute.</p> <p>No. 50. At any station Tulsa to Chanute, to receive passengers for Kansas City, Mo., or beyond.</p> <p>No. 127. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 128. At any station La Junta to Newton, to receive or discharge passengers.</p> |
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The following signs indicate:

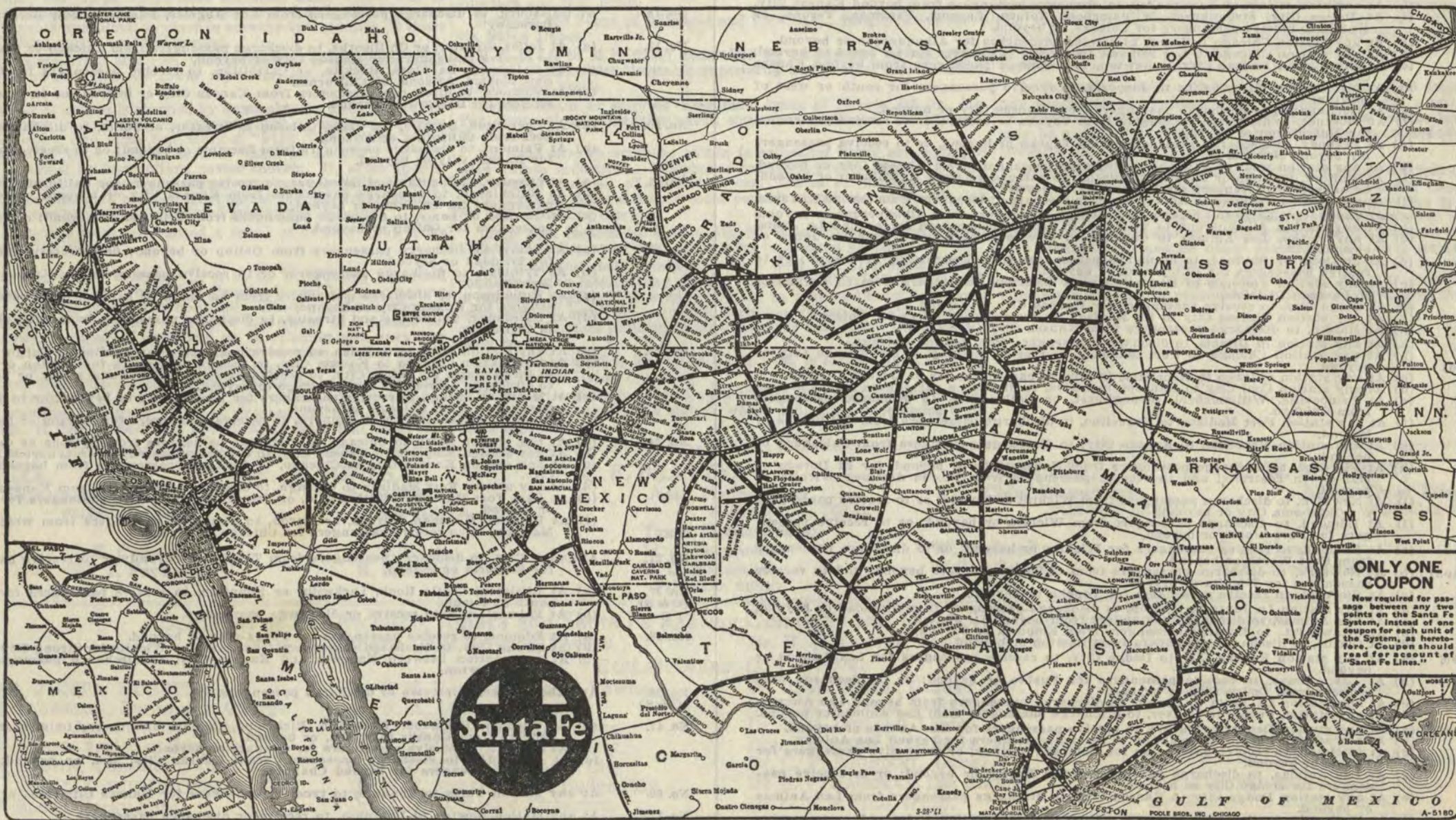
s—Regular Stop; f—Stop on signal; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING TRAINS ONLY:

SANTA FE SAFETY FIRST

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

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



ONLY ONE COUPON
 Now required for passage between any two points on the Santa Fe System, instead of one coupon for each unit of the System, as heretofore. Coupon should read for account of "Santa Fe Lines."



Santa Fe Through Lines
Double Track plus two main lines between Newton and Albuquerque
Projected Lines
Steamship Lines
Roads
Motor Rates Coordinated with Train Service