

The Atchison, Topeka & Santa Fe Railway Co.



WESTERN LINES.
NORTHERN DISTRICT.



COLORADO DIVISION.

EMPLOYEES' TIME TABLE No. 50.

IN EFFECT

SUNDAY, MARCH 4, 1928,

AT 12:01 O'CLOCK A. M.

MOUNTAIN STANDARD TIME.

Superseding Time Table No. 49, Dated June 12, 1927, and any Supplements thereto.

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

R. H. ALLISON,

General Manager,

AMARILLO, TEXAS.

C. H. BRISTOL,

Ass't General Manager,

LA JUNTA, COLORADO.

H. R. LAKE,

Supt. Transportation,

CHICAGO, ILLINOIS.

H. A. TICE,

Superintendent,

PUEBLO, COLORADO.

SPECIAL RULES AND REGULATIONS.

Effective on the Colorado Division and Superseding all General Rules Inconsistent Therewith.

A book of the Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1909, and the current Time Table must be in the hands of all employes of the Operating Department.

Except as otherwise provided, all Eastward and Northward Trains are superior to Westward and Southward Trains of the same class.

At stations shown in full-faced type, all conductors must personally register their trains.

The following stations have Yard Limits (see No. 93, General Rules): La Junta, Swink, Rocky Ford, Nepesta, Pueblo, Florence, Portland, and Canon City. At all other stations trains must be protected as per Nos. 99 and D-99 of General Rules.

Standard thermometers are located at Pueblo, Nepesta, Rocky Ford, La Junta, Florence, and Canon City.

Bulletin books are located at La Junta, Pueblo, and Canon City.

Trainmen on freight trains must see that couplings, wheels, journals, and brakes of the cars in their train are in good order by inspecting them, when their duties will permit, as often as the train stops for any purpose, but in no case will a freight train be run continuously for more than sixty miles without a stop being made for the purpose of inspecting equipment.

So far as practicable, hand baggage should not be placed in the aisles of passenger cars.

Heavy hand baggage or packages should not be allowed in overhead racks where there is possible danger of their falling from same.

Train crews are enjoined to supervise the stowing of baggage and see that it is accomplished in such manner as to minimize hazard of accident to passengers.

An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt delivery to rear brakeman.

Conductors of freight and mixed trains will leave telegraph train reports, Form 903, at all stations, except register stations, where cars are picked up or set out. Operators will send these reports to dispatcher when reporting arrival and departure of trains.

Manual block rules govern on First District.

The "19" Form of train order will be used modifying Rules 211-A and 744 in restricting rights of trains at all train order offices in territory governed by Manual and Automatic block rules; except that Form "31" must be used under the following conditions:

- When reducing a time order.
- When any portion of double track is used as single track.
- When necessary to restrict a train which is at a blind siding or closed office.
- When order is effective at point of delivery, other than at district terminal.
- Example 3 of Form "G" giving right over all trains.
- When block is out of service.
- In Manual block territory when trains are to meet at blind siding or closed office and the meeting order is to be delivered, with permissive card, at the first open block station on either side of the meeting point.

When necessary to issue orders to a train which has been cleared, operator will collect all copies of original clearance before accepting the additional orders, and when ready to finally clear the train, will issue a clearance which shows numbers of all orders delivered the train at that station.

At points where clearance is numbered and completed, dispatcher will annul the original clearance by train order. In no case will a train leave any station with more than one clearance, which must show all orders received at that point.

Operators will make clearance cards legible and without alteration or erasures, and sufficiently space order numbers so they can be readily checked, highest number must be shown first and next highest number following, thus:

"31" orders 100 75

"19" orders 90 80 70 10

Clearance cards issued at La Junta, Pueblo U. D., Yard Office Pueblo, and Canon Jct. will be numbered and completed.

Train and enginemen will see that Clearance Cards received at these stations show this information.

1 Colo. Rules.

Substitute for note under Rule 221-A of Current Rules and Regulations, Operating Department: This rule not applicable to double track where separate signals are provided for trains on sidings.

Rule 776, Book of Rules and Regulations, Operating Department, is amended as follows:

Interlocking signals govern the use of the routes of an interlocking plant, and as to movements within home signal limits, their indications supersede the superiority of trains, but do not dispense with the use or the observance of other signals whenever and wherever they may be required.

Rule 854, Book of Rules and Regulations Operating Department, is amended as follows:

On single track when stopped by an automatic block signal, send flagman ahead immediately, wait five minutes and follow UNDER CONTROL except that when next governing signal in advance can be plainly seen to indicate proceed and track is clear, train may at once proceed under control. Flagman need precede train only to a point where next governing signal in advance can be seen to indicate proceed and track seen to be clear.

If the communicating signal fails, or an engine not equipped with air signal is used to handle passenger trains, verbal understanding must be had between conductor and engineman, and approaching each flag station immediately following audible signal 14-M, as per Book of Rules and Regulations, hand or lamp signal "Proceed" or "Stop" must be given by conductor.

Where upper quadrant three-position signals are installed, the following indications will be provided:

Stop—Arm horizontal, or red light.

Proceed Under Control—Arm 45 degrees upward, or yellow light.

Proceed—Arm vertical, or green light.

Signals operated under automatic signal rules will be designated by a number plate.

Slow boards, painted yellow, with the required numerals and the word "miles" in black are located 1500 feet in advance of certain curves, bridges or other points where speed of trains is permanently restricted. The numerals indicate the maximum speed in miles per hour allowed any train, but in no wise abrogate nor modify special rules, train orders nor instructions further restricting the speed of any or all trains.

Resume speed boards, painted green, without lettering, are located at end of the restricted territory, which the rear of the train having passed, normal speed may be resumed.

Where two or more restricted areas are close together, but one slow board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

All trains must stop at the head of heavy grades and make service test of air brakes.

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

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.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour, or three (3) minutes for each mile, around sharp curves and where view is obscure, and use whistle freely as warning signal.

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

Rocky Ford—Main Street, eight (8) miles per hour.

Manzanola—Park Street, twelve (12) miles per hour.

Fowler—Main Street, ten (10) miles per hour.

Pueblo—Santa Fe Avenue, Main Street, Union Avenue and Grand Avenue, five (5) miles per hour.

Canon City—Ninth Street, six (6) miles per hour.

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers, pile drivers and spreaders will not exceed speed of twenty-four (24) miles per hour or two and one-half (2½) minutes for each mile.

Trains handling scale test cars will not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile.

Trains having dead engines in tow must observe the following:

If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, speed of train must not exceed ten (10) miles per hour, or six (6) minutes for each mile.

With rods down or disconnected but with all drivers on rail, speed of train must not exceed fifteen (15) miles per hour, or four (4) minutes for each mile.

With all rods up and connected, speed of train may be increased to twenty (20) miles per hour, or three (3) minutes for each mile.

All classes of engines, when backing up, will not exceed speed of twenty (20) miles per hour, or three (3) minutes for each mile.

In heading in or out over the following turnouts and cross-overs, passenger trains will not exceed speed of thirty (30) miles per hour, or two (2) minutes per mile; freight trains twenty (20) miles per hour, or three (3) minutes per mile. On all other turnouts and cross-overs, passenger and freight trains will not exceed speed of ten (10) miles per hour, or six (6) minutes per mile.

Pueblo Junction between A. T. & S. F. and C. & S. main line.

On First District freight trains will not exceed a speed of forty (40) miles per hour or one and one-half (1½) minutes for each mile.

Time signals will be sent daily at 10 a. m., "Mountain" time, from the Master Clock of the Washington, D. C., U. S. Naval Observatory, to all telegraph stations on this road. These signals are automatic clock-beats, repeated over the wires by the Master Clock. All repeater switches should be thrown. The following programme will be observed:

H. M. S.

9 57 00 A.M., Second beats commence and continue until the 28th second, inclusive, when circuit opens until

9 57 30 A.M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until

9 58 00 A.M., When second beats commence again, continuing until the 28th second, inclusive, when circuit opens until

9 58 30 A.M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until

9 59 00 A.M., When second beats commence and continue until the 28th second, inclusive, when circuit opens until

9 59 30 A.M., When second beats commence again, continuing to the 50th second, inclusive, when circuit opens until

10 00 00 A.M., When the circuit closes one dot, and then opens again, when all repeater switches should be thrown back to original position.

This programme affords ample opportunity to identify the minute and second. If from interruption of wires, or other causes, the time should fail to be transmitted from the Master Clock at Washington, the time will be struck by the Master Clock at Topeka, from Standard Time in the General Watch Inspector's office, as per above programme; or should there be a failure from any cause in receiving time each day, Operators will get time from the Dispatcher's Office of their division.

It is important that every Station shall have absolutely correct time, and Operators receiving time will, if necessary, correct the Station Clock to agree with time signal as received.

Standard Clocks are located at La Junta, Yard Office Pueblo, Colorado Springs and Denver.

All employes are hereby notified that there are coal chutes, platforms and other structures, located on the main line and on sidings, also structures and platforms belonging to private corporations and persons, located on industrial sidings and spurs, that WILL NOT CLEAR a man riding on the side of a car; and all employes must PROTECT themselves from injury in passing such structures.

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through or under the following-named bridges or viaducts, and necessary precautions must be used by all employes to protect themselves from injury from overhead structures at said points while riding on top of cars:

COLORADO DIVISION.

Mile Posts.	Bridge Number.	Names.
.....	C Street Viaduct, Pueblo.
.....	Main Street Viaduct, Pueblo.
.....	Electric Wire, between Union Ave. and Main St., Pueblo.
.....	Trolley Wire, between Union Ave. and Main St., Pueblo.
Minnequa District.		
125.5.....	C679	Arkansas River.

RAILROAD CROSSINGS AND JUNCTIONS.

La Junta.—Automatic signals north end La Junta yard govern movement of trains to and from Colorado and New Mexico Divisions.

Rocky Ford.—Both ends of yard are protected by automatic signals. All trains will be governed as prescribed in the book of rules.

Missouri Pacific Crossing.—Located at Mile Post 591.6 west of Nepesta, protected by standard interlocking plant.

Pueblo Stock Yards and Brewery Spur are protected by automatic signals in both directions, and intermediate switches are provided with indicators. All trains will be governed by signals and indicators as prescribed in book of rules.

Pueblo.—A crossing-gate has been placed at Colorado & Southern crossing, just south of Pueblo Junction, the normal position of which is against trains on Colorado & Southern track. Trains on A. T. & S. F. track will approach this crossing under control, expecting to find crossing occupied. Trains on C. & S. track will stop and open gate, and will close and lock the same after clearing the crossing.

The D. & R. G. W. Crossing at Pueblo Junction is protected by standard interlocking system.

A. T. & S. F., D. & R. G. W. and Missouri Pacific Junction at north end Union Depot yard. All trains entering and leaving Union Depot tracks at this junction use the same lead.

A D. & R. G. W. switch track crosses main line and loop line at a point 1075 feet south of Block One (1).

Between Fourth Street and freight loop line switch at Block One (1) main line and loop line are protected by automatic signals.

Canon Junction.—All trains governed by Standard Interlocking Plant. Freight trains entering Pueblo yard must not exceed speed of six (6) miles per hour, or one (1) mile in ten (10) minutes.

Railroad crossing on Canon City District with Colorado-Kansas Railway Company, one-fourth (¼) mile north of Canon Junction, is protected by standard crossing-gates and signals, the normal position of which is against the Colorado-Kansas Railway Company tracks. When signals are clear, trains may pass at maximum speed.

Portland.—D. & R. G. W. Crossing is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed of fifteen (15) miles per hour.

Brewster.—D. & R. G. W. Crossing is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed of fifteen (15) miles per hour.

WHISTLE SIGNALS AT INTERLOCKING.

The whistle signal indicating which route a train desires to take must be sounded when approaching an interlocking, a sufficient time in advance to allow of the route being set and the proper signals cleared before the train reaches them. The following code of whistle signals will be used:

PUEBLO INTERLOCKING.

A. T. & S. F. trains from or to Union Depot, one short blast, thus (—).

A. T. & S. F. trains from or to Stone Depot line, one long blast, thus (— — —).

Trains from Stone Depot line on northward track to A. T. & S. F., one long, three short blasts, thus (— — — —).

A. T. & S. F. trains to Stone Depot line on southward track, one long, three short blasts, thus (— — — —).

Trains to or from Stone Depot line for Minnequa District, two long, one short blast, thus (— — — —).

Trains to or from Union Depot line to Minnequa District, three long, two short blasts, thus (— — — — —).

Trains moving from Minnequa District via Stone Depot line on eastward track, two long, three short blasts, thus (— — — — —).

From Stone Depot line to Minnequa District on northward track, two long, three short blasts, thus (— — — — —).

Trains from and to Stone Depot line for P. S. & R. Yard, one long, one short blast, thus (— — —).

Trains from and to Union Depot line for P. S. & R. Yard, one short, one long blast, thus (— — —).

From and to Stone Depot line for Fountain track, one long, two short blasts, thus (— — — —).

From and to Union Depot line for Fountain track, two short, one long blast, thus (— — — —).

CANON JUNCTION INTERLOCKING.

From and to Passenger Main Line, one long blast, thus (— — —).

From and to Canon City District, for Passenger Main Line, two long blasts, thus (— — — —).

Second District Main Line, from and to Freight Yard, one short blast, thus (— — —).

Canon City District, from and to Freight Yard, two short and one long blast, thus (— — — — —).

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 employees, who uses vile or profane language in the car, or who threatens to assault other passengers or train employees, 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,
Train Master,
Pueblo, Colorado

C. H. EVANS,
Chief Dispatcher,
Pueblo, Colorado

P. T. COLLINS,
Night Chief Dispatcher,
Pueblo, Colorado

Train Dispatchers:
W. H. MOORE,
F. S. ROW,
G. A. BIGELOW,
T. C. HIESTAND,
Pueblo, Colorado

COLORADO DIVISION.—FIRST DISTRICT.

NOS. 631, 601, 602, 641 AND 632 HAVE NO TIME TABLE AUTHORITY.

All trains must get clearance card before leaving La Junta.

All trains originating at Pueblo Union Depot must get clearance card before leaving Pueblo Union Depot.

All trains originating at Yard Office Pueblo will register and must get clearance card before leaving Yard Office, Pueblo.

No. 85 and No. 86 will register at Swink.

No. 85 will not occupy main line at Swink without obtaining clearance card.

All trains going to or coming from Union Depot will register by Form 903 at Pueblo Junction.

All trains will approach Fourth St., Pueblo, prepared to stop, and will not proceed until signaled by switchtender or trainman, and must not exceed one (1) mile in ten (10) minutes over switches.

All trains will not exceed one (1) mile in twelve (12) minutes over Santa Fe Avenue, Main Street, Union Avenue, and Grand Avenue Crossings, Pueblo.

All trains moving between "C" Street Viaduct and Union Avenue Viaduct, Pueblo, will proceed under control, expecting to find tracks in use by other trains. This applies to movements over Pueblo Union Depot and Railroad Company's tracks and over the A. T. & S. F. tracks.

All trains between Union Depot and Pueblo Junction, via Union Depot Loop Line, will move under block-signal rules without rights or train orders. Southward trains starting from Pueblo Union Depot must secure clearance cards from operator. Northward trains will proceed from Pueblo Junction when receiving clear signal. Trains which do not receive clear signal must stop clear of the Junction tracks.

Block Office No. 1 is located 412 feet south of south end of Bridge 619-A at north loop line switch between Union Depot and Fourth Street.

Block Office No. 2 is located at south loop line switch near south end of Union Depot.

All trains and engines using passenger main line between Union Depot and Block Office No. 1 will be operated under time card schedule and rules. All trains and engines using passenger main line between Union Depot and Block Office No. 2 will be operated under positive block without rights or orders, except between the hours of 12:00 Midnight and 6:00 a. m. when time card schedule and rules shall govern.

Between the hours of 6:00 a. m. and 12:00 Midnight, all trains and engines moving between Fourth Street and Block 1, between Block 1 and Block 2, via freight loop line, and between Block 2 and Pueblo Junction, will move under block signal rules, without rights or train orders, position of semaphore at designated stations shall govern.

Between the hours of 12:00 Midnight and 6:00 a. m. Block Offices 1 and 2 will be closed.

Except between the hours of 12:00 Midnight and 6:00 a. m. all trains and engines using freight loop line will not proceed onto main line at Block 1 or Block 2 until clear indication of semaphore is displayed and in addition a hand signal given by operator on duty to indicate switch is properly lined and signal is displayed for them.

All freight traffic between 12:00 Midnight and 6:00 a. m. will move via Stone Depot.

Automatic block signals govern in following localities:

North End La Junta yard.

Rocky Ford, between M.P. 563.7 and M.P. 567.8.

Pueblo, south end, between M.P. 615.4 and M.P. 617.5.

Pueblo Wye Circuit, between M.P. 619.2 and M.P. 619.6.

Kremis, M. P. 563.7—15 cars.

Fayette, M. P. 568.5—27 cars.

Riley's, M. P. 584.2—27 cars.

Dinsmore, M. P. 606.6—24 cars.

Grand Valley Branch connection, M. P. 561.7.

SOUTHWARD.

		SOUTHWARD.										Telephone and Telegraph Offices.	TIME TABLE No. 50, March 4, 1928.	Ruling Grade Ascending.
		Second Class.		First Class.										
631	601	641	85	5	25	603	11	13	609					
Freight.	Way Freight.	Texas Fast Freight.	Mixed.	Kansas City and Chicago Express.	California and Chicago Express.	Fort Worth Express. C. & S.	Chicago Flyer.	California and Chicago Express.	Texas Express. C. & S.					
Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			STATIONS.	
AM 10.00	PM 5.30	AM 3.00										P	PUEBLO, 4TH ST. 0.6	0
													D. & B. G. W. Crossing. 0.3	22.0
					PM 11.50	PM 7.55	PM 3.45	PM 1.30	AM 3.40	AM 3.30		P	PUEBLO U. D. 0.6	22.0
													M. P. Crossing. 0.4	31.7
	5.35				11.55	8.00	3.50 PM	1.35	3.45	3.35 AM		P	PUEBLO JCT. D. & B. G. W. Crossing. 0.2	0
													G. & S. Crossing. 5.8	0
	6.05				AM 12.04	8.09		1.42	3.54			P	BAXTER. 2.2	0
	6.20				12.07	8.12		1.45	3.57			P	DEVINE. 3.9	0
	6.45				12.18	8.18		1.50	4.03			P	NYBERG. 2.1	0
	7.01				12.17	8.22		1.53	4.07			P	AVONDALE. 5.0	0
	7.40				12.25 ²⁶	8.31		1.59	4.15			P	BOONE. 5.0	0
	8.15				12.33	8.40		2.05	4.22				HAIG. 2.0	0
	8.40				12.37	8.45		2.09	4.30 ⁶			P	M. P. Crossing. 1.4	0
	9.00				12.41	8.50		2.13	4.35				NEPESTA. 2.7	0
	9.30				12.47	8.57		2.18	4.42			P	HAMLET. 4.4	14.0
	9.55				12.51	9.02		2.22	4.46				FOWLER. 3.1	0
	10.05				12.57	9.13		2.30	4.54			P	ELDER. 5.5	0
	10.59				1.01	9.20		2.35	5.00			T	MANZANOLA. 3.5	0
	11.30				1.09	9.28		2.41	5.07			P	VROMAN. 5.4	0
	AM 12.01				1.14	9.35		2.46	5.12				ROCKY FORD. 3.4	0
	12.35				1.17	9.40		2.50	5.16			P	NEWDALE. 2.4	0
2.00 PM	1.00 AM	5.45 AM	PM 3.20	1.25 AM	9.50 PM		3.00 PM	5.25 AM				P	SWINK. 4.9	0
Arrive Daily.	Arrive Daily Ex. Monday.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			LA JUNTA. (64.8) (Via Union Depot.)	

(26.7)

(40.4)

(33.8)

(13.2)

(38.9)

(36.6)

(13.2)

..... Average speed per hour.

COLORADO DIVISION.—FIRST DISTRICT.

NORTHWARD.

Miles.	Falling Grade Ascending.	TIME TABLE No. 50, March 4, 1928.	Fuel, Water, Turn Tables and Wyes.	Capacity of Sidings.	First Class.										Second Class.	
					604 6 614 12 64 26 86 632 602											
					Denver Express. C. & S.	Colorado and Utah Express.	Denver Express. C. & S.	Colorado Flyer.	Pueblo and Denver Express.	Denver Express.	Mixed.	Colorado Fast Freight.	Way Freight.			
		STATIONS.		No. Cars	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily Ex. Sunday.			
619.7		PUEBLO, 4TH ST.	W T Y	Yard								PM 5.00	PM 2.00			
52.8		0.6														
619.1		D. & B. G. W. Crossing.														
0		0.3														
618.8		PUEBLO U. D.			AM 2.45	AM 5.20	AM 7.45	AM 11.20	PM 5.30	AM 1.10						
0		0.6														
618.2		M. P. Crossing.														
31.7		0.4														
617.9		PUEBLO JCT. D. & B. G. W. Crossing.			2.40 AM	5.15	7.40 AM	11.15	5.25	1.05			1.40			
31.7		0.2														
617.6		C. & S. Crossing.														
31.7		5.8														
611.8		BAXTER.		102	Via Minnequa District.	5.05	Via Minnequa District.	11.06	5.15	12.52			1.00			
34.4		2.2														
609.6		DEVINE.		46		5.02		11.03	5.11	12.48			12.45			
24.6		3.9														
605.7		NYBERG.		115		4.56		10.59	5.07	12.40			12.15			
30.0		2.1														
603.6		AVONDALE.	W	78		4.52		10.56	5.03	12.35			12.05 PM			
31.2		5.0														
598.6		BOONE.		116		4.43		10.50	4.56	12.25			11.25			
33.0		5.0														
603.6		HAIG.		95		4.36		10.44	4.49	12.16			10.50			
30.0		2.0														
591.6		M. P. Crossing.														
33.0		1.4														
590.2		NEPESTA.	W	106		4.30 ¹³		10.40	4.44	12.10			10.25			
22.2		2.7														
587.5		HAMLET.		90		4.25		10.36	4.40	12.06 AM			10.05			
19.0		4.4														
583.1		FOWLER.		206		4.18		10.31	4.33	11.59			9.30			
33.3		3.1														
580.0		ELDER.		42		4.13		10.27	4.28	11.54			9.10			
33.3		5.5														
574.5		MANZANOLA.		141		4.06		10.20	4.21	11.45			8.25			
31.7		3.5														
571.0		VROMAN.		86		4.00		10.15	4.15	11.38			7.55			
31.7		5.4														
565.6		ROCKY FORD.	W	652		3.53		10.08	4.07	11.30			7.20			
19.5		3.4														
562.2		NEWDALE.		171		3.47		10.01	4.02	11.23			6.55			
20.0		2.4														
559.3		SWINK.	Y	694		3.43		9.58	3.58	11.19	AM 7.10		6.35			
28.0		4.9														
554.9		LA JUNTA.	W T Y	Yard		3.35 AM		9.50 AM	3.50 PM	11.10 PM	7.00 AM	1.45 PM	6.00 AM			
		(64.8) (Via Union Depot.)			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily Ex. Sunday.			
Average speed per hour					(13.2)	(37.0)	(18.2)	(48.2)	(38.4)	(32.4)	(29.4)					

NOS. 631, 601, 602, 641 AND 632 HAVE NO TIME TABLE AUTHORITY.

All trains must get clearance card before leaving La Junta.
 All trains originating at Pueblo Union Depot must get clearance card before leaving Pueblo Union Depot.
 All trains originating at Yard Office Pueblo will register and must get clearance card before leaving Yard Office, Pueblo.
 No. 85 and No. 86 will register at Swink.
 No. 85 will not occupy main line at Swink without obtaining clearance card.

All trains going to or coming from Union Depot will register by Form 903 at Pueblo Junction.
 All trains will approach Fourth St., Pueblo, prepared to stop, and will not proceed until signaled by switchtender or trainman, and must not exceed one (1) mile in ten (10) minutes over switches.
 All trains will not exceed one (1) mile in twelve (12) minutes over Santa Fe Avenue, Main Street, Union Avenue, and Grand Avenue Crossing, Pueblo.

All trains moving between "C" Street Viaduct and Union Avenue Viaduct, Pueblo, will proceed under control, expecting to find tracks in use by other trains. This applies to movements over Pueblo Union depot and Railroad Company's tracks and over the A. T. & S. F. tracks.
 All trains between Union Depot and Pueblo Junction, via Union Depot Loop Line, will move under block-signal rules without rights or train orders. Southward trains starting from Pueblo Union Depot must secure clearance cards from operator. Northward trains will proceed from Pueblo Junction when receiving clear signal. Trains which do not receive clear signal must stop clear of the Junction tracks.

Block Office No. 1 is located 412 feet south of south end of bridge 619-A at west loop line switch between Union Depot and Fourth Street.
 Block Office No. 2 is located at south loop line switch near south end of Union Depot.

All trains and engines using passenger main line between Union Depot and Block Office No. 1 will be operated under time card schedule and rules. All trains and engines using passenger main line between Union Depot and Block Office No. 2 will be operated under positive block without rights or orders, except between the hours of 12:00 Midnight and 6:00 a. m. when time card schedule and rules shall govern.

Between the hours of 6:00 a. m. and 12:00 Midnight, all trains and engines moving between Fourth Street and Block 1, between Block 1 and Block 2, via freight loop line, and between Block 2 and Pueblo Junction, will move under block signal rules, without rights or train orders, position of semaphore at designated stations shall govern.

Between the hours of 12:00 Midnight and 6:00 a. m. Block Offices 1 and 2 will be closed.

Except between the hours of 12:00 Midnight and 6:00 a. m. all trains and engines using freight loop line will not proceed onto main line at Block 1 or Block 2 until clear indication of semaphore is displayed and in addition a hand signal given by operator on duty to indicate switch is properly lined and signal is displayed for them.

All freight traffic between 12:00 Midnight and 6:00 a. m. will move via Stone Depot.

Automatic block signals govern in following localities:
 North end La Junta yard.
 Rocky Ford, between M.P. 563.7 and M.P. 567.8.
 Pueblo, south end, between M.P. 615.4 and M.P. 617.5.
 Pueblo Wye Circuit, between M.P. 619.2 and M.P. 619.6.

Kremis, M. P. 563.7—15 cars.
 Fayette, M. P. 568.5—27 cars.
 Riley's, M. P. 584.2—27 cars.
 Dinsmore, M. P. 606.6—24 cars.
 Grand Valley Branch connection, M. P. 561.7.

COLORADO DIVISION.—MINNEQUA DISTRICT.

SOUTHWARD.				Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 50, March 4, 1928.	Ruling Grade Ascending.	Distance from Action.	Telegraph and Telephone Offices.	NORTHWARD.			
		First Class.									First Class.			
619	651	603	609								604	614	622	
Texas Frt. C. & S.	Fast Freight. C. & S.	Ft. Worth Exp. C. & S.	Texas Exp. C. & S.								Denver Exp. C. & S.	Denver Exp. C. & S.	Fast Freight. C. & S.	
Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.								Arrive Daily.	Arrive Daily.	Arrive Daily.	
PM 6.00	AM 3.40	Via Union Depot Loop Line.		Yard	W T	F Y					Via Union Depot Loop Line.		PM 11.00	
		PM 3.50	AM 3.35				31.7	1.0	31.7	N P				
							31.7	0.3	31.7	N P	AM 2.40	AM 7.40		
							97.2	M. P. Crossing. 2.5	0	618.1				
		4.00	3.45	Yard			31.0	MINNEQUA JCT. 1.7	0	620.6	N P	2.30	7.31	
7.00 PM	4.40 AM	4.05 PM	3.50 AM	42				SOUTHERN JCT.	0	622.3	N P	2.25 AM	7.27 AM	10.15 PM
Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.					(5.5)			Leave Daily.	Leave Daily.	Leave Daily.	
				(22.0)	(22.0)	Average speed per hour				(22.0)	(25.4)			

Passenger trains run via Loop Line between Union Depot and Pueblo Junction.

NOS. 619, 651, AND 622 HAVE NO TIME TABLE AUTHORITY.

All trains between Union Depot and Pueblo Junction, via Union Depot Loop Line, will move under block-signal rules without rights or train orders, except that between the hours of twelve (12) Midnight and six (6) A. M. Block Office No. 2, near east end of Union Depot yard is closed and time table rules govern. Southward trains must secure clearance cards from operator Union Depot. Northward trains will proceed from Pueblo Junction when receiving clear signal. Trains which do not receive clear signal must stop clear of the Junction tracks.

Double track movement of all but first-class trains is operative between Southern Junction and Minnequa Junction. Northward trains, except first-class, will head in at Southern Junction, using left hand track to Minnequa Junction. No southward trains will use this track except on special instructions.

Running orders for freight and irregular trains are not required between Southern Junction and Minnequa Junction, the right to proceed being governed by clearance card or clear semaphore signal.

That part of the Minnequa District between Pueblo Junction and Minnequa Junction will be operated under standard manual block-signal rules without rights or train orders. All trains must secure clearance cards before proceeding.

All trains will not exceed one (1) mile in twelve (12) minutes over Santa Fe Avenue, Main Street, Union Avenue and Grand Avenue crossings, Pueblo.

All trains and engines must run under control between Minnequa Junction and Southern Junction, expecting to find switch engines using main track.

All trains will register at Pueblo Junction by Form 903.

First-class trains will register at Minnequa Junction by Form 903.

GRAND VALLEY DISTRICT.

SOUTHWARD.				Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 50, March 4, 1928.	Ruling Grade Ascending.	Distance from Newdale.	Telegraph and Telephone Offices.	NORTHWARD		
				171					0				
				39		23.8		2.9	33.8				
				56		44.9		3.0	97.2				
								HAWLEY.					
								5.9					
				Average speed per hour									

No switch lights on Grand Valley District.
Trains will not exceed twenty (20) miles per hour, or three (3) minutes for each mile on Grand Valley District.

COLORADO DIVISION.—CANON CITY DISTRICT.

WESTWARD.			Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Suling Grade Ascending.	TIME TABLE			Suling Grade Ascending.	Distance from Canon Jct.	Telegraph and Telephone Offices.	EASTWARD.		
						No. 50, March 4, 1923.								
			No. Cars.	STATIONS.			Miles.							
						CAÑON JCT.								
					31.7	7.4	0				N			
			42		26.4	LIVSEY.	0	7.4						
						2.8	0							
					31.7	CARTER'S.	0	10.2						
			31	W	31.7	2.9	0							
					31.7	TAYLOR'S.	31.7	13.1						
			38		31.7	6.5	0							
					31.7	WOODRUFF.	0	19.6						
			138		31.7	5.8	0							
					31.7	PORTLAND.	0	25.4			D			
					31.7	D. & B. G. W. Crossing.	0							
			317		31.7	5.7	0	31.1			D			
					31.7	FLORENCE.	0							
			84	W Y	31.7	0.9	0							
					31.7	CLELLAND.	0	32.0						
					31.7	1.6	0							
					31.7	D. & B. G. W. Crossing.	0							
			46		31.7	BREWSTER.	0	33.6			D			
					31.7	1.7	0							
					39.6	BROOKSIDE.	0	35.3						
			101	W Y		3.6	0							
						CAÑON CITY.		38.9			D			
						(38.9)								

..... Average speed per hour

All Cañon City District trains must register and get D. & R. G. W. clearance cards before leaving Pueblo
 Florence yard limits extend to one-fourth mile west of Y at Clelland.

ROCKVALE DISTRICT.

WESTWARD.			Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Suling Grade Ascending.	TIME TABLE			Suling Grade Ascending.	Distance from Clelland.	Telegraph and Telephone Offices.	EASTWARD.		
						No. 50, March 4, 1923.								
			No. Cars.	STATIONS.			Miles.							
						CLELLAND.								
			94	W Y		3.2	0							
			337		150.5	ROCKVALE.	47.6	3.2			D			
			163	Y	158.4	4.0								
						KENWOOD.		7.2						
						(7.2)								

..... Average speed per hour

Derail located on east leg of wye at Clelland, 415 feet from Junction switch.
 No Switch Lights on Cañon and Rockvale District, except on east Y switch, Clelland.
 Chandler Branch connection, Milepost 0.6.

Passengers will be carried on the following Freight Trains only; when more than one section, only the last section will carry passengers. In addition, 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.

ILLINOIS DIVISION.—Trains 49, 50, 53, 54, 55 and 56; 47 and 48 between Pekin and Streator; 51 and 52 between Joliet and Streator.
MISSOURI DIVISION.—Trains 44, 45, 59, 60, 61, 62, 57 and 58 between Dumas and Marceline.
EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 67, 68, 71, 72, 73 and 74.
MIDDLE DIVISION.—Trains 59, 60, 61, 62, 63, 64, 75, 76, 89, 90, 97 and 98; 73 and 74 between Concordia and Superior, 87 and 88 between Little River and Ellinwood.
OKLAHOMA DIVISION.—Trains 73, 74, 75, 76, 79, 80, 81, 82, 83 and 84.

SOUTHERN KANSAS DIVISION.—Trains 81, 82, 83, 84, 85, 86, 87, 88, 91, 92, 97 and 98.
WESTERN DIVISION.—Trains 77, 78, 79, 80, 81 and 82.
ARKANSAS RIVER DIVISION.—Trains 87, 88 89 and 90.
NEW MEXICO DIVISION.—Trains 71 and 72.
PANHANDLE DIVISION.—Trains 57, 58, 59, 60, 61, 62, 67, 68, 69, 70, 71, 72, 77, 78, 83, 84, 85 and 86.
PECOS DIVISION.—Trains 45, 46, 47 and 48.
PLAINS DIVISION.—Trains 73, 74, 85 and 86; and 87 and 88 between Woodward and Shattuck.

Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

THESE SPECIAL RULES APPLY ONLY TO PAYING PASSENGERS.

When stops are authorized to pick up passengers, agents may flag trains accordingly.

- No. 1. (a) At any station Chicago to Kansas City for passengers to Newton and beyond, and at Baring to discharge passengers from Chicago and pick up passengers for Kansas City and beyond.
 (b) At any station for passengers to Arizona and California.
 (c) At any station west of Kansas City to discharge passengers from east of Kansas City or St. Joseph District.
 (d) At Holliday for passengers from No. 46 for points at which No. 1 is scheduled to stop, when No. 46 does not make connection with No. 56 at Ottawa, and for passengers from No. 50 at which No. 1 is scheduled to stop.
 (e) At De Soto to discharge passengers from Kansas City, Kan. (Argentine Station) and at De Soto, Lecompton, Carbondale, Scranton and Reading for passengers for points at which No. 1 is scheduled to stop, and to discharge passengers from Kansas City, Mo., and Topeka and St. Joseph District.
 (f) At Coal City for passengers destined west of Ancona.
 (g) At Lee, St. Francis and Folsom to discharge passengers from Cuyler and east.
 (h) At any station Clovis to Belen to discharge passengers from east and south of Clovis.
- No. 2. (a) At any station La Junta to Chicago to discharge passengers from Phoenix, Arizona, and from points in California.
 (b) At any station east of Kansas City to discharge passengers from south of Newton.
- No. 5-6. From Chicago (a) At any station in Illinois to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Ft. Madison for passengers to Kansas City or beyond, and St. Joseph District.
 (c) At stations Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet, and at Hart to discharge passengers from Chicago and for passengers for Kansas City and west.
 (d) At Princeville and Williamsfield to discharge passengers from Chicago.
 (e) At any station west of Kansas City to discharge passengers from any line east of Kansas City.
 (f) At any station between Kinsley and Dodge City to discharge passengers from Nickerson to Nettleton inclusive.
 (g) At any station west of Dodge City to discharge passengers from east of Dodge City, and at any station west of Dodge City to pick up passengers for beyond La Junta.
 (h) At any station La Junta to Denver to discharge passengers from east or south of La Junta.
 (i) At any station south of Wichita to discharge passengers from east and west of Newton, and at any station south of Winfield to discharge passengers from Eldorado District, and Southern Kansas Division.
- No. 5-6. From Denver (a) At any station Denver to Pueblo for passengers east and south of Newton.
 (b) At any station Dodge City to Newton to discharge passengers from west of Dodge City and pick up passengers for stations at which No. 6 is scheduled to stop.
 (c) At any station Purcell to Kansas City to discharge passengers from south of Purcell.
 (d) At any station east of Kansas City to discharge passengers from west and south of Newton and passengers reaching Kansas City on No. 50.
 (e) At Bucklin for passengers for Chicago and east.
- No. 7. At Domingo and Bernalillo to discharge passengers from Lamy and East, and to pick up passengers for points in Arizona and California.
- No. 8. (a) At any point Albuquerque to La Junta to discharge passengers from Phoenix or points in California.
 (b) At any station Dodge City to Newton to discharge passengers from west of Dodge City.
 (c) At any station Newton to Kansas City to discharge passengers from west of Newton.
- No. 9. (a) At Stronghurst for passengers for Kansas City and beyond.
 (b) At La Plata for passengers west of Newton at which No. 9 is scheduled to stop.
 (c) At Halstead, Sterling and Ellinwood to discharge passengers from Topeka, Lawrence and from Kansas City and east.
 (d) At any station Dodge City to La Junta to discharge passengers from Kansas City and east, and to pick up passengers for Arizona and California.
- No. 10. (a) At any station Belen to Clovis to discharge passengers from Albuquerque, Belen and points west and south of Belen.
 (b) At any station Wellington to Newton to discharge passengers from west of Mulvane and stations Kansas City to Chicago to discharge passengers from west of Newton.

- No. 11-12. (a) At Olathe for passengers to La Junta and beyond, and Ottawa Junction for passengers beyond Newton, west or south, at which 11 or 27 is scheduled to stop.
 From Kansas City (b) At Florence for passengers to Dodge City and west for points at which 11-12 is scheduled to stop, and at Littleton to discharge passengers from Colorado Springs, Pueblo and east.
 (c) At Las Animas to discharge passengers from east and south of Newton, and pick up passengers for Pueblo and points north thereof at which No. 12 is scheduled to stop.
 (d) At Manzanola and Fowler to discharge passengers from east of La Junta and to pick up passengers for Denver.
- No. 11-12. (a) At Littleton and Monument to pick up passengers for Colorado Springs, Pueblo and east where 11-12 is scheduled to stop.
 From Denver (b) At Osage City to discharge passengers from west of La Junta.
 (c) At Holliday to discharge passengers from west of La Junta for Second and Third Districts Eastern Division and Southern Kansas Division points.
- No. 14. (a) At any station La Junta to Newton to discharge passengers from La Junta and west.
 (b) At stations east of Kansas City to discharge passengers from west of Kansas City.
 (c) At Stronghurst and Williamsfield for passengers for Chicago and east and to discharge passengers from Kansas City.
 (d) At Halsted Street, Chicago, to discharge passengers for stock yards district.
- No. 17. (a) At any station south of Arkansas City to discharge passengers from east and west of Newton, and at Chilocco for passengers for Ponca City and south.
 (b) At any station south of Guthrie to discharge passengers from east or west of Kiowa, via Enid District.
 (c) At Burlingame and Osage City to discharge passengers from Kansas City and east and to pick up passengers for south of Mulvane.
- No. 18. (a) At any station south of Newton to discharge passengers from south of Purcell, and at Chilocco to discharge passengers from Ponca City and south.
 (b) At any station east of Newton to discharge passengers from south of Newton.
- No. 21. (a) At any station to discharge passengers from east of Kansas City and from connections at Wellington, Harper, Kiowa and Avard.
 (b) At any station Newton to Clovis for passengers to any point west and south of Clovis, including points west of Albuquerque, Deming and El Paso.
- No. 22. (a) At any station Belen to Clovis to pick up passengers for Slaton Division and beyond Sweetwater.
 (b) At any station, except Folsom, St. Francis and Lee, to discharge passengers from Amarillo and west; and at Folsom, St. Francis and Lee to discharge passengers from west of Amarillo.
 (c) At stations east of Attica to discharge passengers from Medicine Lodge District.
 (d) At points Mulvane to Emporia to discharge passengers from west of Mulvane.
 (e) At Lebo, Melvern, Quenemo and Pomona for passengers for east of Kansas City.
 (f) At any station Kansas City to Chicago to discharge passengers from any line west of Kan. City and to discharge passengers from St. Joseph and connecting lines.
 (g) At Bucklin, Gorin, Williamsfield, and Princeville for passengers to Chicago and east.
 (h) At Wyaconda for passengers for Galesburg and east at which No. 22 is scheduled to stop.
 (i) At Ransom, Kinsman, Verona and Mazon to discharge passengers from west of Fort Madison and to pick up passengers for Chicago and beyond.
- No. 27. At Newkirk to discharge passengers from Winfield and east and to pick up passengers for Guthrie and beyond where No. 27 is scheduled to stop.
- No. 28. (a) At Edmond to pick up passengers for Ponca City, Arkansas City, Winfield, Wichita, Newton and points east at which No. 28 is scheduled to stop.
 (b) At Newkirk to discharge passengers from Guthrie and south and to pick up passengers for Winfield and beyond where No. 28 is scheduled to stop.
 (c) At stations Newton to Kansas City to discharge passengers from south of Purcell.
- No. 45. At Turner and Morris for passengers south of Holliday.
- No. 47. At Earlton, Thayer, Morehead, Bolton and Wayside to discharge passengers from Kansas City and east.
- No. 48. (a) At Richmond and Princeton to discharge passengers from south and west of Cherryvale, and at Wellsville, Edgerton and Gardner to discharge passengers from Ottawa and south.
 (b) At Morehead for passengers for Ottawa and east where No. 48 is scheduled to stop.
 At Holliday to discharge passengers for No. 1.
- No. 50.

THE FOLLOWING SIGNS INDICATE—

s—Regular Stop; f—Stop on signal; ¶—Stop for meals; N—Day and night telegraph office; G—Night telegraph office; D—Day telegraph office; P—Day and night telephone office; T—Day telephone office; V—Night telephone office; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

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

Dr. J. P. KASTER, Chief Surgeon, Topeka.
Dr. M. L. BISHOFF, Assistant Chief Surgeon, Topeka.
Dr. C. A. MCGUIRE, Consultant, Topeka.
Dr. M. L. PERRY, Consultant, Topeka.

Drs. WILLIAMS & BOGGS, Specialists, Eye and Ear, Topeka.
Drs. KILLOUGH & STREIT, Specialists Eye and Ear,
Amarillo.
Dr. J. T. HUTCHINSON, Specialist Eye and Ear, Lub-
bock.
Dr. I. H. DILLON, Specialist Eye and Ear, Wellington.
Dr. R. F. PETITT, Dentist, Albuquerque.
Dr. A. H. VOGT, Neurologist, Albuquerque.

Dr. R. C. PORTER, Specialist Eye and Ear, Newton.
Dr. J. J. PATTEE, Specialist Eye and Ear, Pueblo.
Dr. W. C. BENNETT, Specialist Eye and Ear, La Junta.
Dr. E. M. CHAPMAN, Dentist, Clovis.
Dr. S. G. VON ALMEN, Specialist Eye and Ear, El Paso.
Dr. H. W. GIBBS, Specialist Eye and Ear, Las Vegas.
Dr. T. P. LYON, Specialist Eye and Ear, Raton.

COLORADO DIVISION.

Dr. R. S. JOHNSTON, La Junta Hospital.
Dr. GEO. SORENSON, La Junta Hospital.
Dr. G. C. GARDNER, La Junta Hospital.
Dr. R. E. WOLFE, Rocky Ford.
Dr. J. W. HUDSON, Fountain.

Dr. G. E. VAN DERSCHEW, Fowler.
Dr. AMHERST MERRIMAN, Pueblo.
Dr. W. A. HUTTON, Florence.
Dr. R. E. HOLMES, Canon City.
Dr. O. W. SPICER, Colorado Springs.

Dr. P. O. HANFORD, Colorado Springs.
Dr. W. A. PALMER, Castle Rock.
Dr. G. C. MOORE, Littleton.
Dr. GEO. W. MIEL, Denver.

R. D. MONTGOMERY, General Watch Inspector, Topeka.

LOCAL INSPECTORS, COLORADO DIVISION.

J. C. COTTRELL, 1641 Stout Street, Denver.

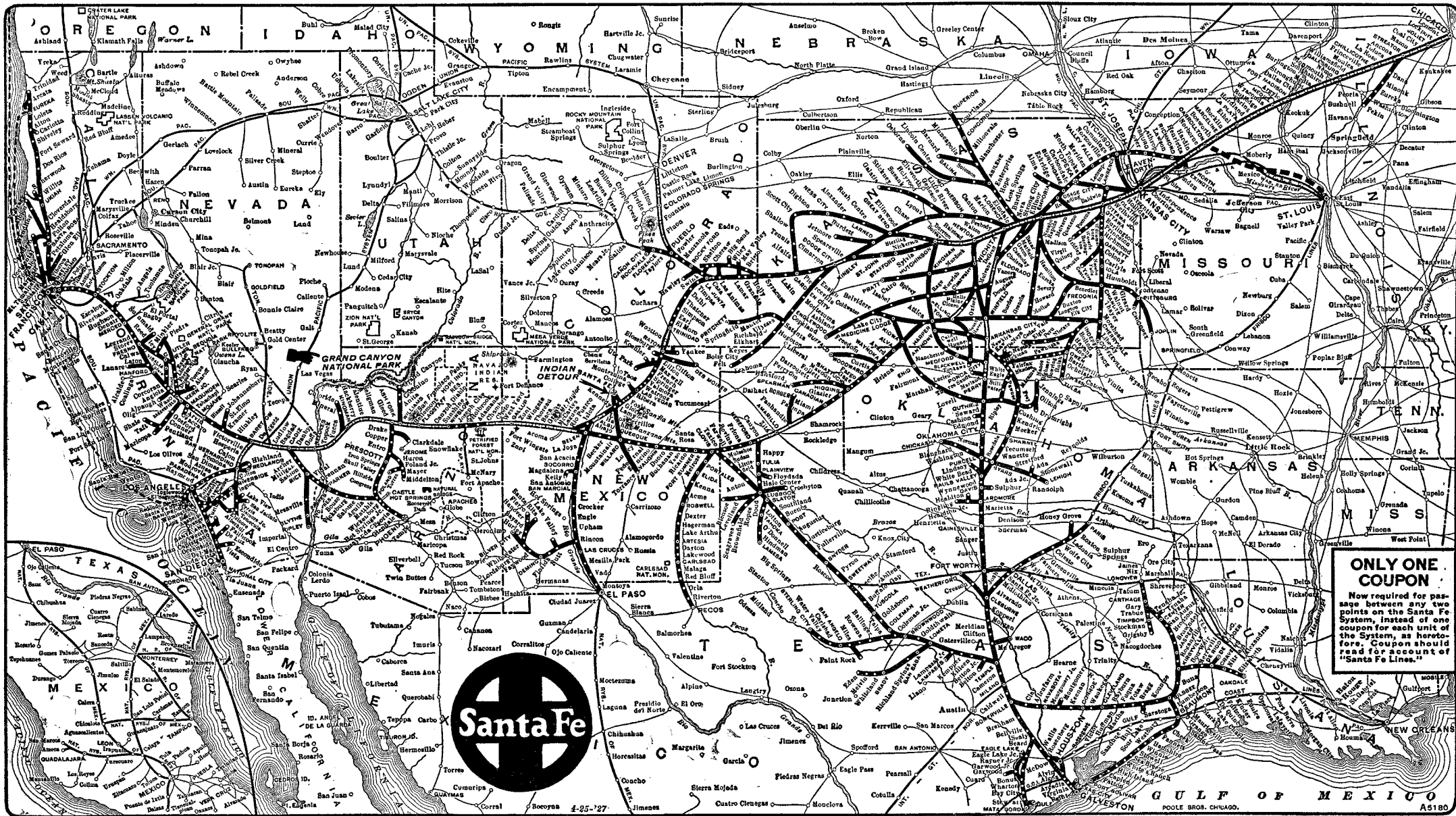
N. S. LARSEN, La Junta.
THE RUSHMER JEWELRY COMPANY, Pueblo.

C. C. PATTON, Canon City.
IRA C. DUGAN, Colorado Springs.

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.)



Santa Fe Through Lines
 Double Track plus two main lines between Newton and Albuquerque
 Lines Under Construction
 Connecting Lines

ONLY ONE COUPON
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