

The Atchison, Topeka & Santa Fe Railway Co.



WESTERN LINES.
NORTHERN DISTRICT.



NEW MEXICO DIVISION.

EMPLOYEES' TIME TABLE No. 48.

IN EFFECT

SUNDAY, NOVEMBER 14, 1926,

AT 12:01 O'CLOCK A. M.

MOUNTAIN STANDARD TIME.

Superseding Time Table No. 47, Dated November 29, 1925, and any Supplements thereto.

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

F. A. LEHMAN,

General Manager,

AMARILLO, TEXAS.

C. H. BRISTOL,

Asst. General Manager,

LA JUNTA, COLORADO.

H. R. LAKE,

Supt. Transportation,

CHICAGO, ILLINOIS.

A. EWING,

Superintendent,

LAS VEGAS, N. M.

SPECIAL RULES AND REGULATIONS.

Effective on the New Mexico 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 Trains are superior to Westward 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, Trinidad, Raton, Dillon, Hebron, Las Vegas, Lamy, Albuquerque, Santa Fe, Koehler Junction, Preston, Ute Park and Des Moines. West Raton yard limit extends to yard limit board west of Dillon. At all other stations trains must be protected as per Nos. 99 and D-99 of General Rules.

Standard thermometers are located at La Junta, Timpas, Bloom, Thatcher, Trinidad, Starkville, Wootton, Raton, French, Springer, Wagon Mound, Las Vegas, Ribera, Rowe, Glorieta, Lamy, Los Cerrillos, Domingo, Bernalillo and Santa Fe.

Bulletin books are located at La Junta, Trinidad, Raton, Las Vegas, Lamy, Albuquerque, Abajo and Santa Fe.

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 forty 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.

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 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. This supersedes instructions appearing in first paragraph, page 219, of Book of Rules and Instructions for Operating and Maintaining Air Brakes.

N. M. R.

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 enginemen.

Conductors of freight trains will be held personally responsible for speed of trains on all grades, and while descending grades between Glorieta and Lamy and Raton and Jansen must ride in cupola of caboose or on top of train, and watch closely.

Brakemen will remain on top of cars descending grades of two (2) per cent or over, also at such other points as the safety of the train requires.

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.

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 crossovers, 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 crossovers, passenger and freight trains will not exceed speed of ten (10) miles per hour, or six (6) minutes per mile.

Wootton: Crossover from East bound to West bound main track two hundred (200) feet west of depot.

Las Vegas: Crossover from main track to passenger track just East of office building. Crossover from main track to passenger track opposite freight depot.

Chapelle: Two crossovers from main track to passing tracks at depot.

Fox: Crossover East end of East bound main track at tower.

Glorieta: Crossover West end of West bound main track at summit.

Canyoncito: Two crossovers from main track to passing track at tower.

Hahn: Turnout at East end of East bound main track at depot.

While running through the corporate limits of cities and towns named below, trains must not exceed speed shown and the engine bell must be rung constantly until without the limits: Fifteen (15) miles per hour, or four (4) minutes per mile, through Trinidad, Raton, Springer, Las Vegas, Los Cerrillos and Albuquerque.

PASSENGER TRAIN SPEED RESTRICTIONS.

Passenger trains and engines running light will not exceed speed of forty (40) miles per hour, or one (1) minute and thirty (30) seconds per mile, on curve at M. P. 619.5, west of Earl, and on curves between M. P. 622.8 and M. P. 624.5, west of Kadrew, as shown by slow boards defining locations, and will use not less than one (1) hour and fifty (50) minutes Trinidad to La Junta.

Passenger trains and engines running light will not exceed speed of twenty-five (25) miles per hour, or two (2) minutes and twenty-four (24) seconds for each mile, descending grades between Raton and Jansen.

Passenger trains and engines running light will not exceed speed of ten (10) miles per hour, or six (6) minutes per mile, through either tunnel.

Passenger trains and engines running light will not exceed speed of forty (40) miles per hour, or one (1) minute and thirty (30) seconds per mile, on curves between M. P. 747.5 and M. P. 749.2, in Shoemaker Canyon, west of Valmora, as shown by slow boards defining locations.

Passenger trains and engines running light will not exceed speed of thirty-five (35) miles per hour, or one (1) minute and forty-three (43) seconds per mile, on curves between M. P. 779.7, west of Ojita, and M. P. 790.0, west of Chapelle; and on curves between M. P. 795.0, west of Blanchard, and M. P. 815.0, west of Gise. Also on curve M. P. 819.6, west of Rowe, as shown by slow boards defining this latter location.

Passenger trains and engines running light will not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile, between Glorieta and Lamy; but will not exceed twenty (20) miles per hour, or three (3) minutes for each mile, between M. P. 829.0 and Canyoncito; and between M. P. 832.0 and M. P. 833.0 in Apache Canyon, west of Canyoncito, as shown by slow boards defining these two locations.

Passenger trains and engines running light will not exceed speed of forty (40) miles per hour, or one (1) minute and thirty (30) seconds per mile, on curves M. P. 841.5, west of Spiess; M. P. 845.9, west of Kennedy; M. P. 851.3, west of Galisteo; M. P. 858.4, west of Waldo, as shown by slow boards defining locations; and will use not less than fifty-five (55) minutes between Lamy and Elota.

Passenger and mixed trains and engines running light will not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile, on Santa Fe, Des Moines and Rocky Mountain Districts.

FREIGHT TRAIN SPEED RESTRICTIONS.

Slow boards at M. P. 619.5, west of Earl; between M. P. 622.8 and M. P. 624.5, west of Kadrew; between M. P. 747.5 and M. P. 749.2, west of Valmora; at M. P. 819.6, west of Rowe; between M. P. 829.0 and Canyoncito; between M. P. 832.0 and M. P. 833.0, in Apache Canyon west of Canyoncito; at M. P. 841.5, west of Spiess; at M. P. 845.9, west of Kennedy; at M. P. 851.3, west of Galisteo; at M. P. 858.4, west of Waldo, govern passenger train and light engine speed restrictions and do not apply to freight trains and light engine speeds, enginemen and trainmen of which will be governed by the following:

Freight trains and engines running light will not exceed speed of fifteen (15) miles per hour, or four (4) minutes for each mile, descending grades between Raton and Jansen.

Freight trains and engines running light will not exceed speed of ten (10) miles per hour, or six (6) minutes per mile, through either tunnel.

Freight trains and engines running light will not exceed speed of fifteen (15) miles per hour, or four (4) minutes for each mile, between Glorieta and Lamy.

Freight trains and engines running light will not exceed speed of thirty-five (35) miles per hour, or one (1) minute and forty-three (43) seconds for each mile, at other points on First, Second and Third Districts.

Freight trains and engines running light will not exceed speed of twenty-five (25) miles per hour, or two (2) minutes and twenty-four (24) seconds for each mile, on Santa Fe, Rocky Mountain and Des Moines Districts, and fifteen (15) miles per hour, or four (4) minutes for each mile, on Hot Springs District and all coal mine branches.

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 to 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, Trinidad, Raton, Las Vegas, Albuquerque and Abajo.

All employees 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 employees 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 employees to protect themselves from injury from overhead structures at said points while riding on top of cars:

NEW MEXICO DIVISION.

MILE POSTS.	BRIDGE NUMBER.	NAMES.
639.2	639-B	Overhead Crossing C. & S. Ry.
652.0	}	Eastward Tunnel, Raton Mountain, East End.
652.4		West End.
691.2	691-A	Overhead Crossing, S. P. Ry.
785.1	785-A	Teelote River.
842.9.....	842-D	Overhead Crossing. A. T. & S. F. Ry.

H. R. McKEE,
Train Master,
LAS VEGAS, N. M.

A. L. PURSLEY,
Chief Dispatcher,
LAS VEGAS, N. M.

RAILROAD CROSSINGS AND JUNCTIONS.

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

El Moro.—D. & R. G. W. crossing, .4 mile west, is protected by standard interlocking plant. When signals are clear, trains may cross at speed not exceeding twenty-five (25) miles per hour, or two (2) minutes and twenty-four (24) seconds per mile.

Trinidad.—C. & S. crossing, .9 mile east, is protected by standard interlocking plant. When signals are clear, trains may cross at speed not exceeding fifteen (15) miles per hour, or four (4) minutes per mile.

Dillon.—Signal, normal position "Stop," telephone attached to pole, located on Des Moines District, 500 feet from Second District Main Line Switch will govern train movements from Des Moines District to Second District and will be cleared by operator Dillon on telephone request if automatic block is clear, after which movement will be made in accordance with operating Rule 93.

Santa Fe.—A. T. & S. F. crossing, .5 mile east. After coming to a stop, brakeman must go ahead of train and flag this crossing, knowing that it is clear before giving proceed signal. Trains will not proceed towards this crossing after stop is made until signal is given by brakeman.

Colfax.—S. P. crossing at depot is protected by interlocking plant. When signals are clear, trains may cross at a speed not exceeding fifteen (15) miles per hour, or four (4) minutes per mile. No lights on signals and plant normal for S. P.

STAFF RULES.

1. No train or engine will run Wootton to Lynn, Lynn to Raton, Lynn to Wootton, Wootton to Gallinas, Gallinas to Starkville, Glorieta to Canyoncito or Canyoncito to Lamy unless engineman has in his possession a positive staff, which he will take from the staff crane, operator or conductor. The staff must be retained by the engineman while any part of his train is in the block, except as provided for in Rules 4 and 5, and delivered to the operator while passing the staff office at the other end of the block.

No train or engine will run Lamy to Canyoncito or Canyoncito to Glorieta, unless engineman has in his possession a positive staff or permissive ticket or permissive staff, which he will take from the staff crane, operator or conductor and which must be retained by the engineman while any part of his train is in the block, except as provided for in Rules 4 and 5, and delivered to the operator while passing the staff office at the other end of the block.

2. Positive staff gives train right to proceed expecting to find block clear of trains ahead.

Permissive staff, permissive ticket or permissive staff and tickets, gives train right to proceed under control, expecting to find trains in block ahead.

A staff is a round piece of iron, 7½ inches in length, and ¾ inches in diameter, with a handle and grooved, bearing a number on the handle.

Permissive staff is distinguished from positive staff by being larger in diameter, and composed of rings of metal known as permissive tickets, erected on a shaft or stud known as permissive staff.

3. When two or more engines are coupled together, the leading engineman must carry the staff or permissive ticket, but the engineman on the other engine or engines must know that staff or ticket has been received before proceeding.

4. Under no circumstances will a staff or ticket be transferred from one train to another. They must invariably be delivered to the staff operator.

5. After the engineman has passed the staff office at the other end of the block and delivered the staff to the operator, it becomes the duty of the operator to see that all the train clears the block before he inserts staff into instrument.

6. When two or more engines are coupled together and it becomes necessary for the leading engine to cut off before arrival at staff office, the staff or ticket must be delivered to the next engineman.

7. Enginemen must examine contents of pouch and note whether the authority is given by positive staff, permissive staff or permissive ticket.

8. If positive staff has been given, engineman will know that all trains are clear of the block ahead.

If permissive staff, permissive ticket or permissive staff and ticket are given, enginemen will proceed with caution expecting to find another train in the block.

9. Under all circumstances trains must be protected in accordance with operating book of rules, Rule No. 99.

10. Operator must not deliver a staff or ticket from one train to another until it has been passed through the instrument, and under no circumstances must an operator place a staff in the instrument or report a train to the other end as having passed out of the block until he has positively seen the markers or is assured that train has cleared the block.

11. The permissive attachment is to be used only by instructions from dispatcher when it is necessary to have several trains follow each other through the block on short intervals. Trains will be kept five minutes apart. In order to transfer permissive staff and tickets from stations where their use is prohibited to the other end of the block, a train must be sent through the block with permissive staff and all permissive tickets which will constitute a movement under absolute block.

12. Operators will report all trains in and out of block to operators at other end of block.

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.

In New Mexico the statute authorizes the Company to expel from its trains at any stopping-place, using no more force than may be necessary, any passenger who, upon demand, shall refuse to pay his fare, or shall behave in a rude, riotous or disorderly manner towards other passengers or the employees of such Company in charge of such cars, or who, upon his attention being called thereto, shall persist in violating the rules of the corporation against gambling upon its cars; and Conductors in New Mexico will be guided by a strict compliance with this statute.

TRAIN DISPATCHERS:

C. M. Strausen, **L. E. Alldredge,**
C. A. Purcell, **E. L. Robinson,**
V. P. Devine, **O. S. Parrish,**
G. C. Compton, **J. D. Guthrie,**
O. R. King,
W. E. Rose, **RATON, N. M.**
I. J. Ling,

LAS VEGAS, N. M.

J. R. SKILLEN,
Train Master,
RATON, N. M.

T. C. LOONEY,
Chief Dispatcher,
RATON, N. M.

NEW MEXICO DIVISION.—FIRST DISTRICT.

WESTWARD.								EASTWARD.											
Third Class.	First Class.							Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	First Class.							Third Class.	
71	31	39	3	7	19	9	13				No. Cars.	Ruling Grade Ascending.	Distance from Atchison.	Telegraph and Telephone Office.	2	4	20	8	14
Way Freight	Mexico and California Fast Freight.	Refrigerator Freight.	California Limited.	Fast Mail.	The Chief.	The Navajo.	El Paso Express					The Navajo.	California Limited.	The Chief.	Santa Fe Eight.	Denver Express	Fruit Express.	Way Freight.	
Leave Tuesday Thursday and Saturday.	Leave Daily.	Leave Thursday and Sunday	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Yard	W F T Y	Miles.	Miles.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Monday Wednesday Friday.	
AM 7.00	PM 12.30	AM 5.00	PM 10.55	PM 10.20	PM 8.45	PM 3.20	AM 5.20			59.7	N P	AM 2.45	AM 5.15	AM 8.05	PM 3.15	PM 9.20	AM 8.00	PM 2.00	
7.10			11.05	10.28	8.54	3.29	5.29	170		58.1		2.38	5.05	7.55	3.06	9.12		1.50	
7.25			11.13	10.35	9.03 ¹⁴	3.37	5.37	84		58.9		2.30	4.56	7.46	2.56	9.03 ¹⁹		1.35	
7.39 ²⁰			11.20	10.42	9.09	3.43	5.45	70		31.0		2.23	4.49	7.39 ⁷¹	2.48	8.57		1.25	
7.51			11.28	10.47	9.15	3.50	5.52	112	W	59.7	D P	2.17	4.43	7.31	2.41	8.48		1.15	
8.10			11.38	10.54	9.23	3.57	6.00	84		59.7		2.07	4.36	7.22	2.32	8.38		12.52	
8.22			11.46	11.00	9.29	4.04	6.08	85		59.7		1.59	4.30	7.14	2.24	8.30		12.30	
8.32			11.52	11.05	9.33	4.09	6.14	120	W	59.7		1.54	4.25	7.08	2.18	8.25		12.20 PM	
8.45			AM 12.02	11.13	9.42	4.17	6.27	95	W	59.7	D P	1.47	4.18	6.59	2.08	8.14		11.59	
9.00			12.12	11.19	9.48	4.23	6.34	98		59.7		1.42	4.12	6.52	2.00	8.07		11.47	
9.23			12.21	11.27	9.55	4.30	6.44 ²⁰	112	W F Y	59.7	D P	1.34	4.05	6.44 ¹³	1.52	7.58		11.30	
9.55			12.29	11.33	10.03	4.38	6.53	119		59.7		1.27	3.58	6.36	1.44	7.50		11.10	
10.18			12.37	11.39	10.10	4.46	7.00	90		0		1.20	3.50	6.29	1.36	7.42		10.55	
10.45			12.45	11.47	10.18	4.53	7.10	111		59.2		1.12	3.41	6.22	1.26	7.32		10.40	
11.03			12.51	11.52	10.23	4.59	7.17	75		59.7	D P	1.06	3.35	6.17	1.20	7.26		10.25	
11.27			12.58 ²	11.58	10.30	5.05	7.24	70		59.4	D T	12.58 ³	3.28	6.11	1.13	7.18		9.57	
11.53			1.07	AM 12.04	10.37	5.12	7.30	187	W	57.6		12.48	3.22	6.05	1.05	7.11		9.35	
PM 12.20			1.20	12.12	10.45	5.20	7.40	84		59.4	D T	12.38	3.12	5.57	12.55	7.00		9.15	
										59.7									
										59.1									
										28.1									
12.35 PM	5.30 PM	11.30 AM	1.30 AM	12.25 AM	10.55 PM	5.30 PM	7.50 AM	Yard	W F T			12.30 AM	3.05 AM	5.50 AM	12.45 PM	6.50 PM	1.40 AM	9.00 AM	
Arrive Tuesday Thursday and Saturday.	Arrive Daily.	Arrive Thursday and Sunday	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Monday Wednesday Friday.	
(14.6)			(31.7)	(33.2)	(37.7)	(37.7)	(32.7)Average speed per hour.....			(36.3)	(37.7)	(36.3)	(32.7)	(32.7)		(16.3)		

All Trains must get Clearance Card before leaving La Junta and Trinidad.
 No. 72 runs Monday, Wednesday and Friday.
 No. 71 runs Tuesday, Thursday and Saturday.
 Emergency telephone Benton and Ormegea.
 Nos. 31, 32 and 39 have no time table authority.
 Double track between C. and S. crossing and Trinidad. All trains will keep to the right.
 Automatic block signals M. P. 555.1 to M. P. 636.0.

NEW MEXICO DIVISION.—FIRST DISTRICT.

WESTWARD.							EASTWARD.																		
First Class.							First Class.																		
31	39	19	9	13	3	7	Capacity of Sidings.		Fuel, Water, Turn Tables and Wyes.		TIME TABLE		Baling Grade Ascending.		Distance from Atchison.		Telegraph and Telephone Offices.		4	20	8	14	2	32	
Mexico and California Fast Freight.	Refrigerator Freight.	The Chief.	The Navajo.	El Paso Express.	California Limited.	Fast Mail.	No. Cars.				No. 48, November 14, 1926		Miles.		California Limited.	The Chief.	Santa Fe Eight.	Denver Express.	The Navajo.	Fruit Express.					
Leave Daily.	Leave Thursday and Sunday	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.					STATIONS.			Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.					
PM 6.30	PM 12.15	PM 11.00	PM 6.00	AM 8.20	AM 1.40	AM 12.30	Yard	W F T			TRINIDAD. 1.9	0	636.7	P N	AM 3.00	AM 5.45	PM 12.15	PM 6.20	AM 12.20	AM 12.40					
		11.05	6.05	8.25	1.46	12.35	No Siding.				JANSEN. 3.2	0	638.6	P N	2.54	5.39	12.09	6.14	12.14						
		11.10	6.10	8.33	1.52	12.40	134	W			STARKVILLE. 4.8	0	641.3	P N	2.46	5.32	12.01 PM	6.06	12.06 AM						
		11.20	6.20	8.43	2.05	12.50	117	W Y			GALLINAS. 1.6	0	646.6	P N	2.31	5.21	11.46	5.51	11.51						
		11.24	6.24	8.48	2.10	12.54	No Siding.				MORLEY. 3.7	0	648.1	D P	2.27	5.17	11.42	5.47	11.47						
		11.47	6.47	9.12	2.35	1.17	80				WOOTTON. 0.8	175.3	651.3	N P	2.16	5.06	11.31	5.36	11.36						
		11.53	6.53	9.18	2.43	1.23	75				LYNN. 3.6	175.3	652.6	N P	2.10	5.00	11.25	5.30	11.30						
		AM 12.02	7.02	9.27	2.52	1.32	48				KEOTA. 3.4	0	656.1		1.57	4.47	11.12	5.17	11.17						
10.00 PM	8.15 PM	12.10 AM	7.10 PM	9.35 AM	3.00 AM	1.40 AM	Yard	W F T Y			RATON.	0	659.5	N P	1.45 AM	4.35 AM	11.00 AM	5.05 PM	11.05 PM	9.45 PM					
Arrive Daily.	Arrive Thursday and Sunday	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.					(22.8)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.				
		(19.5)	(19.5)	(18.2)	(17.1)	(19.5)	Average speed per hour.....						(18.2)	(19.5)	(18.2)	(18.2)	(18.2)								

All trains must get Clearance Card before leaving Trinidad and Raton.
 Double track between Trinidad and Raton.
 All trains will keep to the right.
Rules governing the movement of trains on double track by Staff System and Block Signals:
 Between Trinidad and Raton, trains will run with the current of traffic. Eastward trains Lynn to Starkville, westward trains Wootton to Raton, will be governed by Staff Rules.
 Eastward trains Raton to Lynn and Starkville to Trinidad, and westward trains Trinidad to Wootton, will be governed by block signals.
 The movement of trains on double track will be supervised by the train dispatcher, who will issue instructions to signalmen when required.

Trains having work to do which may detain them will obtain permission from the signalman at the last station at which there is a siding, before entering the block in which the work is to be done. The signalman will obtain authority to give this permission from the dispatcher.
 When necessary to run trains against the current of traffic, movement will be controlled by train orders.
 Except as affected by these rules, block signal and train rules will remain in force.
 Automatic block signals—
 M. P. 636.6 to M. P. 638.3
 M. P. 657.6 to M. P. 659.6—westward track only.
 Nos. 31, 32 and 39 have no time table authority.

NEW MEXICO DIVISION.—SECOND DISTRICT.

WESTWARD.										EASTWARD.																																																																																																																																																																																																																																																																																																																																																																																					
Third Class.		First Class.							Capacity of Siding.	Fuel, Water, Turn Tables and Wyes.	Baling Grade Ascending.	TIME TABLE										Baling Grade Ascending.	Distance from Alchison.	Telegraph and Telephone Offices.	First Class.						Third Class.																																																																																																																																																																																																																																																																																																																																																																
85	87	31	39	9	13	3	7	19				No. Cars.	No. 48, November 14, 1926	STATIONS.	Miles.	The Chief.	Santa Fe Eight.	Denver Express	The Navajo.	California Limited.	Fruit Express.				Mixed	Mixed.	20	8	14	2	4	32	88	86																																																																																																																																																																																																																																																																																																																																																													
Mixed.	Mixed.	Mexico and California Fast Freight.	Refrigerator Freight.	The Navajo.	El Paso Express	California Limited.	Fast Mail.	The Chief.	Yard	WF TY	0	RATON.	659.5	N P	AM 4.25	AM 10.50	PM 4.55	PM 10.50	AM 1.35	PM 8.30	PM 1.25	PM 5.10	AM 9.50	AM 6.30	PM 11.00	PM 5.00	PM 7.15	AM 9.40	AM 3.10	AM 1.45	AM 12.15	202	0	DILLON.	662.4	D T	4.19	10.43	4.47	10.43	1.28	1.15	5.00	f 9.58	6.40 AM	7.20	f 9.45	3.16	1.50	12.20	56	W	OTERO.	664.7	4.15	10.39	4.43	10.39	1.24	4.55	f 10.04	7.23	f 9.49	3.20	1.53	12.23	383	Y	HEBRON.	671.3	N P	4.04	10.26	4.30	10.27	1.15	4.40	10.20 AM	7.32	f 10.01	3.33	2.02	12.32	90	W	SCHOMBERG.	678.9	3.54 ³	10.13 ¹³	4.19	10.16	1.04	7.43	f 10.13 ⁸	3.54 ²⁰	2.11	12.43	144	0	MAXWELL.	686.0	D T	3.44	f 10.00	4.08	10.05	12.54 ¹⁹	7.53	f 10.28	4.08	2.20	12.54 ⁴	141	66.5	FRENCH.	691.0	D P	3.37	f 9.50	3.58	9.56	12.44	8.02	f 10.37	4.19	2.27	1.02	8.07	f 10.50	4.23	2.30	1.05	73	69.7	GATO.	693.5	3.34	9.46	3.52	9.53	12.41	8.13	f 10.58	4.32	2.36	1.12	46	Y	TORIL.	697.6	3.28	9.40	3.45	9.47	12.35	8.17	f 11.05	4.36	2.39	1.15	184	W	SPRINGER.	699.4	D P	3.25	f 9.37	3.42	9.44	12.32	8.26	f 11.15	4.47	2.47	1.25	55	72.2	RAYADO.	705.2	3.17	9.29	3.31	9.36	12.24	8.34	f 11.24	4.57	2.54	1.34	85	70.0	COLMOR.	710.0	D T	3.09	9.21	3.23	9.28	12.16	8.41	f 11.32	5.05	3.01 ²⁰	1.42	58	71.2	NOLAN.	714.3	3.01 ⁷	9.14	3.15	9.21	12.09	8.51	f 11.46	5.16	3.10	1.54	60	70.9	LEVY.	719.6	2.52	9.06	3.05	9.13	12.01 AM	9.02 ²	f 12.01	5.26	3.18	2.04	144	WF	WAGON MOUND.	725.3	D P	2.42	f 8.56	2.55	f 9.02 ⁹	11.50	9.09	f 12.10	5.35	3.25	2.14	91	69.7	BOND.	730.2	2.34	8.45	2.44	8.50	11.40	9.17	f 12.20	5.45	3.33	2.25 ²⁰	62	70.0	OPTIMO.	735.3	2.25 ¹⁹	8.35	2.35	8.40	11.30	9.27	f 12.32	5.58	3.43	2.36	71	W	SHOEMAKER.	742.3	D T	2.13	8.23	2.23	8.28	11.18	9.38	f 12.39	6.14	3.54	2.47	120	52.8	VALMORA.	744.3	2.00	f 8.10	2.06	8.15	11.05	9.46	f 1.00	6.24	4.01	2.56	84	70.0	WATROUS.	750.2	D P	1.52	8.02	1.57	8.07	10.57	9.53	f 1.10	6.32	4.08	3.03	85	69.7	KROENIG'S.	755.3	1.45	7.55	1.50	8.00	10.50	9.59	f 1.18	6.39	4.14	3.09	105	0	ONAVA.	759.5	D T	1.38	7.48	1.43	7.53	10.43	10.05	f 1.25	6.45	4.20	3.15	88	0	AZUL.	763.3	1.30	7.40	1.35	7.45	10.35	10.25	f 1.30 ¹⁴	6.50	4.25	3.20	Yard	WF TY	ARRIBA.	767.5	1.25	7.35	1.30 ¹³	7.40	10.30	11.00	AM	LAS VEGAS	770.1	N P	1.25	7.35	1.30 ¹³	7.40	10.30	11.00	AM
(23.6)	(17.4)	(37.9)	(28.9)	(30.2)	(41.5)	(35.9)	Average speed per hour.....					(36.8)	(34.0)	(32.4)	(34.9)	(35.9)	(17.4)	(23.6)																																																																																																																																																																																																																																																																																																																																																																													

All trains must get Clearance Card before leaving Raton, and Las Vegas.
 Nos. 87 and 88 run Tuesday, Thursday and Saturday.
 Nos. 85 and 86 will register at Hebron, and No. 86 must get Clearance Card before leaving Hebron.
 Nos. 87 and 88 will register at Dillon and No. 88 must get Clearance Card before leaving Dillon.
 Emergency telephone Dillon, Schomberg, Nolan, Optimo and Arriba.
 Nos. 31, 32 and 39 have no time table authority.

Automatic block signals—
 M. P. 659.6 to M. P. 769.9.

NEW MEXICO DIVISION.—THIRD DISTRICT.

WESTWARD.								EASTWARD.													
Third Class.	First Class.							Capacity of Stalls	Fuel, Water, Turn Tables and Weigh.	Ruling Grade Ascending.	TIME TABLE No. 48, November 14, 1926	Ruling Grade Ascending.	Distance from Atchison.	Telegraph and Telephone Offices.	First Class.						Third Class.
75	31	39	9	13	3	7	19								8	14	2	4	20	32	76
Way Freight.	Mexico and California Fast Freight.	Refrigerator Freight.	The Navajo.	El Paso Express.	California Limited.	Fast Mail.	The Chief.	No. Cars.			STATIONS.	Miles.		Santa Fe Eight.	Denver Express.	The Navajo.	California Limited.	The Chief.	Fruit Express.	Way Freight.	
Leave Monday, Wednesday and Friday.	Leave Daily.	Leave Friday and Monday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Tuesday, Thursday and Saturday.	
AM 6.00	AM 8.00	AM 4.00	PM 10.20 ⁴	PM 2.00	AM 7.05 ⁸	AM 4.35	AM 3.30	Yard	W F T Y	51.7	LAS VEGAS.	74.9	PN	AM 7.05 ³	PM 1.00	PM 7.10	PM 10.20 ⁹	AM 1.15	AM 10.00	AM 10.30	
6.10			10.30	f 2.08	7.15	4.45	3.40	118		87.1	ROMERO.	75.0		6.55	f 12.50	7.00	10.10	1.05		10.20	
6.20			10.39	f 2.16	7.23	4.53	3.50	65		0	OJITA.	75.0		6.48	f 12.41	6.52	10.02	12.55		10.05	
6.35 ⁸			10.49	f 2.25	7.32	5.02	4.00	69		89.8	SULZBACHER.	75.0		6.35 ⁷⁵	f 12.30	6.41	9.51	12.42		9.50	
6.50			11.00	f 2.37	7.42	5.12	4.10	117	W	89.8	CHAPELLE.	0	PN	6.25	f 12.20	6.30	9.40	12.30		9.35	
7.10			11.14	f 2.50	7.55	5.23	4.23	120		0	BLANCHARD.	75.0		6.18	f 12.10 PM	6.23	9.33	12.20		9.15	
7.30			11.25	s 3.03	8.05	5.32	4.33	86	W	89.8	RIBERA.	0	DP	6.05	s 11.55	6.10	9.20	12.05 AM		8.50	
7.50			11.35	f 3.15	8.13	5.40	4.42	81		89.8	SANDS.	0		5.57	f 11.45	6.00	9.10	11.55		8.35	
8.21 ³			11.45 ²⁰	f 3.27	8.21 ⁷⁵ ₇₆	5.47 ⁸	4.50	82		90.3	JUNE	0		5.47 ⁷	f 11.35	5.50	9.00	11.45 ⁹		8.21 ³	
8.45			11.55	f 3.40	8.30	5.57	5.00	68		89.8	GISE.	0		5.37	f 11.25	5.41	8.51	11.36		8.00	
9.15			AM 12.04	s 3.52	8.39	6.05	5.09	105	W F	89.8	ROWE.	61.2	DP	5.27	s 11.15	5.31	8.41	11.27		7.45	
9.35			12.15	f 4.02	8.50	6.15	5.20 ⁸	90		89.8	FOX.	0	P	5.20 ¹⁹	f 11.07	5.24	8.34	11.20		7.30	
10.15			12.35	s 4.20	9.10	6.30	5.40	193	Y	89.8	GLORIETA.	0	PN	5.10	s 10.55	f 5.15	8.25	11.10		7.15	
10.40 ¹⁴			12.48	f 4.33	9.23	6.43 ⁷⁶	5.53	105		0	CANYONCITO.	158.4	NP	4.55	f 10.40 ⁷⁵	5.00	8.10	10.55		6.43 ⁷	
11.05 AM	2.00 PM	10.15 AM	1.00 AM	4.45 ² PM	9.35 AM	6.55 AM	6.05 AM	Yard	W F Y	0	LAMY.	158.4	NP	4.40 AM	10.25 AM	4.45 ¹³ PM	7.55 PM	10.40 PM	2.30 AM	6.15 AM	
											(65.1)			Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Tuesday, Thursday and Saturday.	
(12.9)			(24.4)	(23.7)	(26.0)	(27.9)	(25.2)	Average speed per hour					(26.9)	(25.2)	(26.9)	(26.9)	(25.2)			(15.3)	

All trains must get Clearance Card before leaving Las Vegas and Lamy.

All trains between Glorieta and Lamy will be governed by Staff rules.

Nos. 31, 32 and 39 have no time table authority.

No. 75 runs Monday, Wednesday and Friday.

No. 76 runs Tuesday, Thursday and Saturday.

Double track between Fox and Glorieta; all trains will keep to the right. Time of trains at Fox applies to end of double track.

Switches and cross-overs at end double track Fox and Glorieta are controlled by standard interlocking plants.

Emergency telephone Ojita and June.

Automatic Block Signals:

M. P. 770.4 to M. P. 826.9.

M. P. 827.9 to M. P. 832.0.

M. P. 832.6 to M. P. 835.3.

NEW MEXICO DIVISION.—THIRD DISTRICT.

WESTWARD.								EASTWARD.														
Third Class.	First Class.							Capacity of Siding.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 48, November 14, 1926	Ruling Grade Ascending.	Distance from Alamosa.	Telegraph and Telephone Offices.	First Class.						Third Class.	
77	31	39	13	3	7	19	9								8	14	2	4	20	32	78	
Way Freight.	Mexico and California Fast Freight.	Refrigerator Freight.	El Paso Express	California Limited.	Fast Mail.	The Chief.	The Navajo.	No. Cars.			STATIONS.	Miles.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Monday, Wednesday and Friday.		
Leave Tuesday, Thursday and Saturday.	Leave Daily.	Leave Friday and Monday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Yard	W F Y		LAMY.	73.9	835.2	N P	AM 4.35	AM 10.20	PM 4.40	PM 7.50	PM 10.35	AM 2.10	PM 1.00	
			f 4.55	9.45	7.05	6.15	1.10	65		0	SPIESS.	75.0	837.4		4.80	f 10.15	4.35	7.45	10.30		12.45	
			f 5.07	9.59 ¹⁴	7.17	6.28	1.21	100		0	KENNEDY.	75.0	843.8	HD	4.16	f 9.59 ³	4.16	7.26	10.14		12.25	
			f 5.12	10.05	7.21	6.33	1.25	50		0	ORTIZ.	70.7	846.5		4.11	f 9.48	4.09	7.19	10.08		12.10	
			f 5.15	10.10	7.25	6.37	1.28	84		0	GALISTEO.	75.0	848.6		4.08	f 9.43	4.05	7.15	10.04		12.01 PM	
			s 5.22	10.18	f 7.32	6.45	1.35	85	W	0	LOS CERRILLOS.	75.0	852.3	P N	f 4.02	s 9.35	3.59	7.09	9.58		11.50	
			f 5.26	10.22	7.35	6.48 ⁷⁷	1.38	187		0	WALDO.	75.0	859.9	D T	f 3.58	f 9.29	3.55	7.05	9.54		11.30	
			f 5.36	10.34	7.45	6.59	1.48	63		0	ROSARIO.	73.1	860.0		3.49	f 9.17	3.45	6.55	9.44		11.00	
			s 5.46	10.45 ⁷⁸	f 7.55 ⁷⁷	7.10	1.58	183	W Y	47.5	DOMINGO.	52.8	865.3	P N	f 3.40	s 9.05	3.35	6.45	9.35		10.45 ³	
			f 5.58	10.56	8.06	7.21	2.09	62		0	7.0	26.4										
			f 6.02					6		21.1	ELOTA.	26.4	872.3		3.29	f 8.49 ⁷⁷	3.24	6.34	9.24		10.10	
			f 6.07	11.03	8.12	7.28	2.15	84		21.1	HAGAN JCT.	26.4	874.4			f 8.45						
			f 6.12					8		21.1	2.2	26.4			3.22	f 8.42	3.17	6.27	9.17		10.00	
			f 6.20 ⁴	11.11	8.19	7.36	2.23	84		21.1	NUEVE.	26.4	876.6									
			f 6.29	11.17	f 8.25 ¹⁴	7.42	2.30	94	W	26.4	2.2	26.4	878.8			f 8.38						
			f 6.45	11.30	8.40	7.54	2.43	60		21.1	ALGODONES.	52.8										
			f 6.52	11.37	8.47	8.00 ¹⁴	2.50 ⁸	90		26.4	3.5	26.4	882.3		3.15	f 8.32	8.10	6.20 ¹³	9.10		9.40	
			f 6.52	11.37	8.47	8.00 ¹⁴	2.50 ⁸	90		0	RUIZ.	26.4	882.3		3.15	f 8.32	8.10	6.20 ¹³	9.10		9.40	
			f 6.52	11.37	8.47	8.00 ¹⁴	2.50 ⁸	90		26.4	BERNALILLO.	26.4	886.0	P N	f 8.09	s 8.25 ⁷	3.04	6.14	9.05		9.30	
			f 6.52	11.37	8.47	8.00 ¹⁴	2.50 ⁸	90		21.1	8.7	26.4	894.7		2.56	f 8.07	2.54	6.04	8.54		9.05	
			f 6.52	11.37	8.47	8.00 ¹⁴	2.50 ⁸	90		18.5	ALAMEDA.	26.4	898.8	P	2.50 ⁹	f 8.00 ¹⁹	2.48	5.58	8.48		8.55	
			f 6.52	11.37	8.47	8.00 ¹⁴	2.50 ⁸	90			HAHN.	26.4										
			f 6.52	11.37	8.47	8.00 ¹⁴	2.50 ⁸	90			3.6	26.4										
			f 6.52	11.37	8.47	8.00 ¹⁴	2.50 ⁸	90			ALBUQUERQUE.		902.4	N P	2.40 AM	7.50 AM	2.40 PM	5.50 PM	8.40 PM	9.00 PM	8.45 AM	
			f 6.52	11.37	8.47	8.00 ¹⁴	2.50 ⁸	90			(67.2)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Monday, Wednesday and Friday.	

(14.0) (31.0) (32.2) (35.0) (33.6) (35.0) Average speed per hour (35.0) (26.9) (33.6) (33.6) (35.0) (15.8)

All trains must get Clearance Card before leaving Lamy.
 All trains originating at Albuquerque must get Clearance Card before leaving Albuquerque.
 No. 77 runs Tuesday, Thursday and Saturday.
 No. 78 runs Monday, Wednesday and Friday.
 Emergency telephone Rosario and Algodones.
 Nos. 31, 32 and 39 have no Time Table authority.
 Double Track Albuquerque to Hahn; all trains will keep to the right.
 Time of trains at Hahn applies to end of double track.
 Switches and crossovers at end of double track Hahn are controlled by standard interlocking plant.

New Mexico Division trains between Albuquerque and Abajo will be governed by current Rio Grande Division time table.

Automatic Block Signals:
 M. P. 835.4 to M. P. 902.1

NEW MEXICO DIVISION.—SANTA FE DISTRICT.

WESTWARD. Second Class.				Capacity of Sidings.	Fuel, Water, Turn Table and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 48. November 14, 1926			Ruling Grade Ascending.	Distance from Lamy.	Telegraph and Telephone Offices.	EASTWARD. Second Class.			
95		93					STATIONS.						94		96	
Mixed.	Mixed.	No. Cars.	W F T Y				LAMY.	Miles.	Mixed.				Mixed.			
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.							Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.							
PM 5.20	AM 10.30	Yard	W F T Y	105.6	0	LAMY.	105.6	PM 5.05	PM 7.15							
		5		105.6	13.8	HONDO.	105.6									
						A. T. & S. F. Crossing.										
				34.7	17.6	A. T. & S. F. Crossing.	0									
6.10 PM	11.20 AM	Yard	W Y		18.1	SANTA FE.		4.15 PM	6.25 PM							
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.					(18.1)		Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.							
(21.7)	(21.7)	Average speed per hour						(21.7)	(21.7)							

No. 95 is superior to No. 96.
 All trains will stop on flag at Hondo.
 All trains must get Clearance Card before leaving Lamy and Santa Fe.
 No switch lights on Santa Fe district.

BLOSSBURG DISTRICT.

WESTWARD.				Capacity of Sidings.	Fuel, Water, Turn Table and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 48. November 14, 1926			Ruling Grade Ascending.	Distance from Dillon.	Telegraph and Telephone Offices.	EASTWARD.	
No. Cars.		STATIONS.					Miles.							
202		DILLON.	4.4				0	D P						
60	105.6	BLOSSBURG.	4.1	4.4										
77	116.1	BRILLIANT.	(8.5)	8.5										
Average speed per hour														

No switch lights on Blossburg district.

SUGARITE DISTRICT.

WESTWARD				Capacity of Sidings.	Fuel, Water, Turn Table and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 48. November 14, 1926			Ruling Grade Ascending.	Distance from Raton.	Telegraph and Telephone Office.	EASTWARD	
No. Cars.		STATIONS.					Miles.							
Yard		RATON	4.0				0	N P						
66	105.6	CARISBROOK	2.6	4.0										
90	158.4	SUGARITE		6.6										
		CARISBROOK	3.4											
78	182.0	YANKEE	(10.0)	7.4										
Average speed per hour														

No switch lights on Sugarite district.

HOT SPRINGS DISTRICT.

WESTWARD				Capacity of Sidings.	Fuel, Water, Turn Table and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 48. November 14, 1926			Ruling Grade Ascending.	Distance from Las Vegas.	Telegraph and Telephone Offices.	EASTWARD	
No. Cars.		STATIONS.					Miles.							
Yard		LAS VEGAS	6.5				0	N P						
22	77.8	Montezuma College	2.5	6.5										
		END OF TRACK	(9.0)	9.0										
Average speed per hour														

No switch lights on Hot Springs district.

NEW MEXICO DIVISION—ROCKY MOUNTAIN DISTRICT.

DES MOINES DISTRICT.

WESTWARD.				TIME TABLE				EASTWARD.				WESTWARD.				TIME TABLE				EASTWARD.				
Third Class.				No. 48.				Third Class.				Third Class.				No. 48.				Third Class.				
85				November 14, 1926				86				87				November 14, 1926				88				
Mixed.								Mixed.				Mixed.								Mixed.				
Capacity of Sidings.	Fuel, Water, Turntables and Wyes.	Rolling Grade Ascending.	Distance from Hebron.	Telegraph Stations.	Rolling Grade Ascending.	Distance from Hebron.	Telegraph Stations.	Capacity of Sidings.	Fuel, Water, Turntables and Wyes.	Rolling Grade Ascending.	Distance from Dillon Junction.	Telegraph Stations.	Capacity of Sidings.	Fuel, Water, Turntables and Wyes.	Rolling Grade Ascending.	Distance from Dillon Junction.	Telegraph Stations.	Capacity of Sidings.	Fuel, Water, Turntables and Wyes.	Rolling Grade Ascending.	Distance from Dillon Junction.	Telegraph Stations.		
Leave Daily.				STATIONS.				Arrive Daily.				Leave Tues- day, Thursday and Saturday.				STATIONS.				Arrive Tues- day, Thursday and Saturday.				
AM 10.20	383	Y	0	N P	HEBRON.	0		AM 6.40	202	0		D T	AM 6.40	202	0		D T	AM 6.40	202	0		PM 1.15		
\$10.35	135		4.4		4.4	0		6.52	28	52.8	.0		6.52	28	52.8	.0		6.52	28	52.8	70.7		PM 1.15	
\$10.55	110	W Y	52.8		PRESTON.	52.8		7.25	26	39.6	58.8		7.25	26	39.6	58.8		7.25	26	39.6	52.8	2.2	1.00	
\$11.12	25		52.8		KOEHLER JCT.	52.8		7.35	5	52.8	52.8		7.35	5	52.8	52.8		7.35	5	52.8	52.8	14.1	12.25	
\$11.35	47		52.8		VERMEJO.	52.8		7.50	25	79.2	0		7.50	25	79.2	0		7.50	25	79.2	0	18.3	12.10 PM	
\$11.59	25		52.8		COLFAX.	52.8	D	8.15	25	0	24.9		8.15	25	0	24.9		8.15	25	0	20.2	11.50		
PM 12.20	65	W Y	52.8		CHERROSOSO.	52.8		8.35	6	0	24.9		8.35	6	0	24.9		8.35	6	0	24.9	11.30		
\$12.30	10		74.0		CIMARRON.	0	D	8.55	28	21.1	45.4		8.55	28	21.1	45.4		8.55	28	21.1	45.4	11.15		
\$12.40	15		110.9		TROUT.	0		9.20	1	21.1	22.2		9.20	1	21.1	22.2		9.20	1	21.1	22.2	10.50		
1.00 PM	50	W Y	110.9		HARLAN.	0		9.45 AM	86	0	34.1	D	9.45 AM	86	0	34.1	D	9.45 AM	86	0	34.1	10.27		
Arrive Daily.			68.8		UTE PARK.	0	D	9.45 AM	86	0	40.9		9.45 AM	86	0	40.9		9.45 AM	86	0	40.9	10.15 AM		
				END OF TRACK. (51.2)				Leave Daily.								(44.6)				Leave Tues- day, Thursday and Saturday.				
(19.2)				Average speed per hour				(17.5)				(14.5)				Average speed per hour				(14.9)				

No. 85 is superior to No. 86.
 All trains must get clearance card before leaving Hebron and Ute Park.
 No switch lights on Rocky Mountain District.
 Switches at Preston and Koehler Junction will be set and locked for Rocky Mountain District.

No. 87 is superior to No. 88.
 All trains must get clearance card before leaving Dillon and Des Moines.
 No switch lights on Des Moines District.

KOEHLER DISTRICT.

WESTWARD.				TIME TABLE				EASTWARD.						
				No. 48,										
				November 14, 1926										
Capacity of Sidings.	Fuel, Water, Turntables and Wyes.	Rolling Grade Ascending.	Distance from Koehler Jct.	Telegraph Stations.	Capacity of Sidings.	Fuel, Water, Turntables and Wyes.	Rolling Grade Ascending.	Distance from Koehler Jct.	Telegraph Stations.	Capacity of Sidings.	Fuel, Water, Turntables and Wyes.	Rolling Grade Ascending.	Distance from Koehler Jct.	Telegraph Stations.
No. Cars.			Miles.		No. Cars.			Miles.		No. Cars.			Miles.	
110	W Y		0		110	W Y		0		110	W Y		0	
130	F	168.4	3.3		130	F	168.4	3.3		130	F	168.4	3.3	
			3.3					3.3					3.3	
				Average speed per hour										

No Switch lights on Koehler District.

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, 74, 145, 146, 147 and 148.
MIDDLE DIVISION.—Trains 94, 95, 310, 311, 332, 333, 351, 352, 389, 390, 396, and 397; 387 and 388, between Little River and Ellinwood; 308 and 309 between Concordia and Superior.
OKLAHOMA DIVISION.—Trains 413, 414, 417, 418, 419, 420, 421, 422, 443, 444, 447, 448, 449, 450, 453 and 454.

SOUTHERN KANSAS DIVISION.—Trains 215, 216, 217, 218, 223, 224, 231, 232, 247, 248, 263, 264, 273 and 274.
WESTERN DIVISION.—Trains 77, 78, 79, 80, 81, 82, 83 and 84.
ARKANSAS RIVER DIVISION.—Trains 87, 88 89 and 90.
NEW MEXICO DIVISION.—Trains 71 and 72.
PANHANDLE DIVISION.—Trains 59, 60, 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, 86, 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) Will stop at any station on Illinois and Missouri Divisions for passengers to Newton and beyond, and at Stronghurst 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. 202 for points at which No. 1 is scheduled to stop, when No. 202 does not make connection with No. 134 at Ottawa, and for passengers from No. 210 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.
- No. 2. (a) Will stop at any station La Junta to Chicago to discharge passengers from Phoenix Arizona, and from points in California.
 (b) At Kinsley to discharge passengers from Albuquerque and west for points Nettleton to Nickerson inclusive.
 (c) At any station east of Kansas City to discharge passengers from South of Newton.
- No. 5-6. From Chicago (a) Will stop 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 to discharge passengers from Southern Kansas Div.
- No. 5-6. From Denver (a) Will stop at any station Denver to Pueblo for passengers east and south of Newton.
 (b) At stations Dodge City to Newton to discharge passengers from west of Dodge City destined First District when connection is not made at Dodge City with No. 68.
 (c) At Speareville for passengers for east or south of Newton.
 (d) At any station Dodge City to Ellinwood to pick up passengers for McPherson District.
 (e) At all Agency stations Western Division for passengers to Chicago and east.
 (f) At any station on Oklahoma, Middle and Eastern Divisions to discharge passengers from south of Purcell.
 (g) At any station in Missouri and Illinois to discharge passengers from west and south of Newton and passengers reaching Kansas City on train 210.
 (h) At Bucklin for passengers for Chicago and east.
- No. 8. (a) Will stop 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 on Middle and Eastern Divs. to discharge passengers from west of Newton.
 (d) At Lebo, Melvern, Quenemo and Pomona for passengers for east of Kansas City.
- No. 9. (a) At Las Animas to discharge passengers from Kansas City or east thereof.
 (b) At any station Newton to La Junta for passengers to Arizona or California.
 (c) On Sunday at any station on Second District, Western Division, Whiteside to Lewis, to discharge passengers from Kansas City and east.
- No. 10. (a) Will stop at any station Belen to Clovis to discharge passengers from Albuquerque and Belen and beyond and to pick up passengers for Slaton Division and beyond Sweetwater.
 (b) At any station Wellington to Newton to discharge passengers from Mulvane and West, and on Missouri and Illinois Divisions to discharge passengers from west of Newton.

- No. 11-12. (a) Will stop at Olathe for passengers to La Junta and beyond, and at Ottawa Junction for passengers beyond Newton, west or south, at which No. 11 is scheduled to stop.
 (b) At Florence for passengers to Dodge City and west for points at which No. 11-12 is scheduled to stop, and at Littleton to discharge passengers from Colorado Springs, Pueblo and east.
 (c) At Mulvane for passengers from No. 22 destined to points south at which No. 11 is scheduled to stop.
 (d) At Newkirk to discharge passengers from Winfield and east, and to pick up passengers for Guthrie and beyond where No. 11 is scheduled to stop.
 (e) At Manzanola and Fowler to discharge passengers from east of La Junta and to pick up passengers for Denver.
- No. 11-12. (a) Will stop at Castle Rock to pick up and discharge passengers, and at Littleton to pick up passengers for Colorado Springs, Pueblo and east where this train is scheduled to stop.
 (b) At Monument for passengers destined Colorado Springs and beyond.
 (c) At Florence, Strong City and Osage City to discharge passengers from west of La Junta.
 (d) At Holliday to discharge passengers from west of La Junta for Second and Third Districts Eastern Division and Southern Kansas Division points.
 (e) On Middle and Eastern Divisions to discharge passengers from south of Purcell.
 (f) At Edmond to pick up passengers for Ponca City, Arkansas City, Winfield, Mulvane, Wichita, Newton, and east and west of Newton where train 12 east and trains 11-12 west are scheduled to stop, and at Mulvane to discharge passengers from Edmond.
 (g) At Newkirk to discharge passengers from Guthrie and south and to pick up passengers for Winfield and beyond at which No. 12 east and No. 11-12 west of Newton are scheduled to stop.
- No. 14. (a) Will stop at any station La Junta to Newton to discharge passengers from La Junta and west or north thereof.
 (b) At any station on Missouri and Illinois Divisions 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.
 (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 Panhandle Div. via Enid District.
- No. 18. (a) Will stop 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) Will stop at any station to discharge passengers from east of Kansas City and from connections at Wellington, Harper, Kiowa and Avarad.
 (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) Will stop 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.
 (b) At stations east of Attica to discharge passengers from Medicine Lodge District.
 (c) At points between Mulvane and Emporia to discharge passengers from west of Mulvane.
 (d) At Ottawa Jct. to discharge passengers from Wichita and west destined Ottawa and south, and at Olathe to discharge passengers from Wichita and west.
 (e) 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.
 (f) At Bucklin, Gorin, Williamsfield, and Princeville for passengers to Chicago and east.
 (g) At Baring and Wyaconda for passengers for Galesburg and east at which No. 22 is scheduled to stop.
- No. 201. Will stop at Turner and Morris for passengers south of Holliday.
 No. 203. Will stop at Earlton, Thayer, Morehead, Bolton and Wayside to discharge passengers from Kansas City and east.
 No. 204. Will stop 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.
 No. 210. Will stop at Holliday to discharge passengers for No. 1.

THE FOLLOWING SIGNS INDICATE—

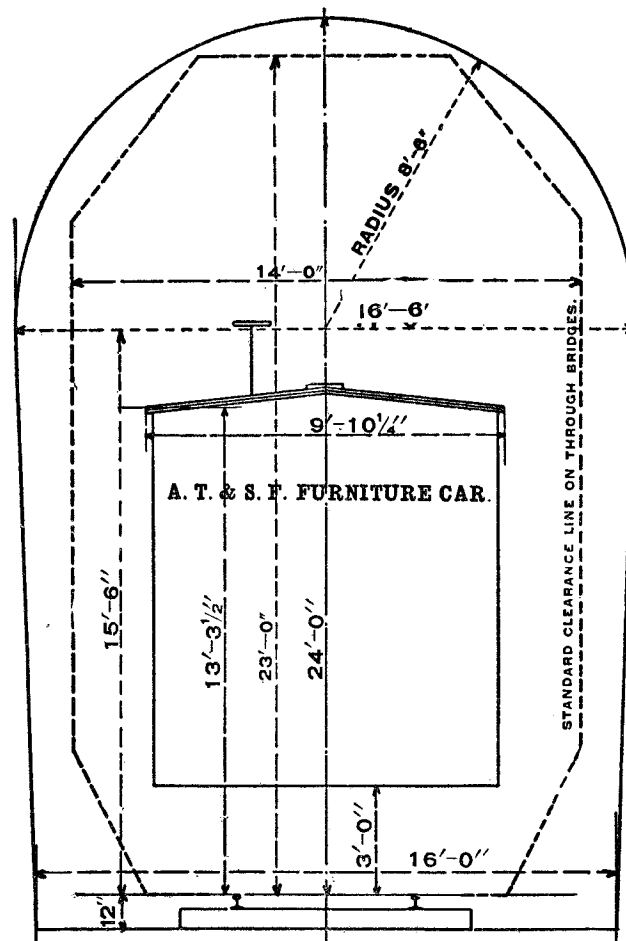
s—Regular Stop; f—Stop on signal; ¶—Stop for meals; N—Day and night telegraph office; G—Night telegraph office; D—Day telegraph office; P—Day and night telephone office; T—Day telephone office; V—Night telephone office; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

Maximum Dimensions of Freight Cars that can be Handled Through the Eastward Tunnel.

WITH HEIGHT FROM TOP OF RAIL TO UPPER EDGE OF EAVES' BOARDS OR EAVES' MOULDINGS, OR OUTSIDE PROJECTIONS OF CAR OR LOAD, AS INDICATED IN FIRST COLUMN. EXTREME WIDTH OF CARS FROM OUT TO OUT OF ROOF BOARDS OF EAVES' MOULDINGS, AND OF LOADS ON OPEN CARS AS INDICATED IN COLUMNS TWO AND THREE.

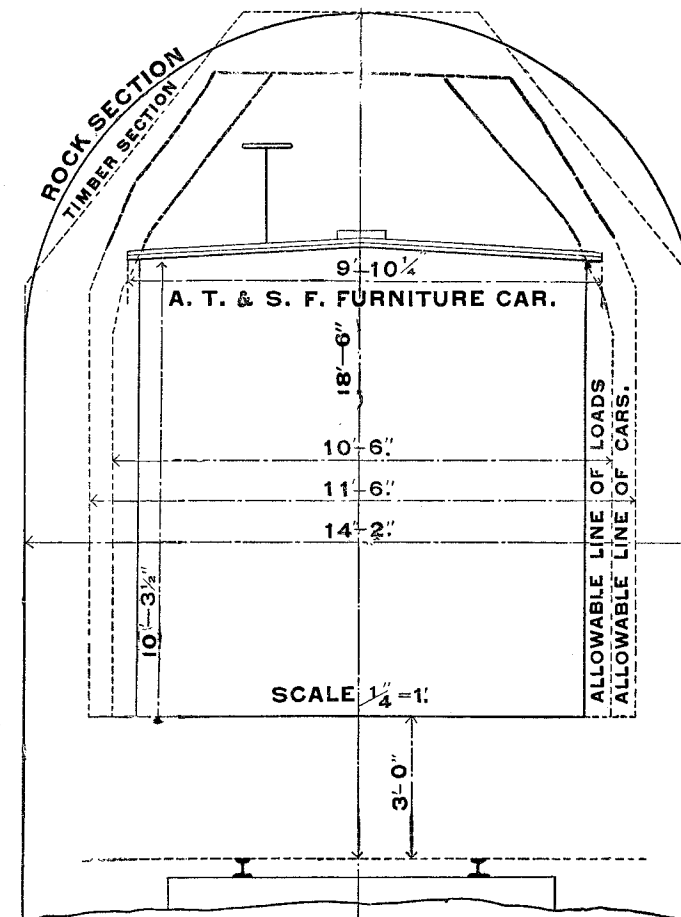
	FOR COVERED CARS, ALL LENGTHS.	FOR LOADS ON OPEN CARS.
3' TO 4'	11'-0"	10'-3"
14'-6"	11'-6"	10'-6"
15'	10'-6"	9'-0"
15'-6"	9'-9"	8'-0"
16'	8'-9"	6'-9"
16'-6"	7'-9"	5'-9"
17'-0"	6'-9"	4'-9"
17'-6"	5'-9"	3'-9"
18'-0"	5'-0"	3'-0"
18'-6"	4'-0"	2'-0"

BRAKES OR OTHER FIXTURES PROJECTING ABOVE ROOF OF CAR MUST BE WITHIN THE LINES LIMITING DIMENSIONS INDICATED BY DIAGRAM.



NEW RATON TUNNEL—WESTWARD.

WILL PASS ANY CAR OR LOAD THAT
WILL CLEAR BRIDGES AND BUILDINGS



OLD RATON TUNNEL—EASTWARD.

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

Dr. J. P. KASTER, Chief Surgeon, Topeka.

Dr. M. L. BISHOFF, Assistant Chief Surgeon, Topeka.

Drs. WILLIAMS & BOGGS, Specialists Eye and Ear, Topeka.

Dr. C. A. McGUIRE, Consultant, Topeka.

Dr. M. L. PERRY, Consultant, Topeka.

NEW MEXICO DIVISION.

Dr. E. B. SHAW, Las Vegas.

Dr. H. M. SMITH, Las Vegas.

Dr. A. L. STUBBS, La Junta.

Dr. R. S. JOHNSTON, La Junta Hospital.

Dr. J. A. MASSIE, Santa Fe.

Dr. H. E. ABRAHAMS, Trinidad.

Dr. G. K. ANGLE, Albuquerque.

Dr. W. R. LOVELACE, Albuquerque.

Dr. L. A. THOMPSON, Springer.

Dr. F. M. CRUME, Lamy.

Dr. F. PALMER, Los Cerrillos.

Dr. H. W. GOELITZ, Albuquerque Hospital.

Dr. O. J. WHITCOMB, Raton.

Dr. C. R. BASS, Cimarron.

Dr. W. G. BASSETT, Des Moines.

Dr. C. B. ELLIOTT, Raton.

Dr. GEO. SORENSON, La Junta Hospital.

Dr. C. J. BENNETT, La Junta Hospital.

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

LOCAL INSPECTORS, NEW MEXICO DIVISION

RICHARD J. GORDON, Las Vegas.

C. A. WHITED, Raton.

N. S. LARSEN, La Junta.

RHOADES-HARBRIDGE COMPANY, Trinidad.

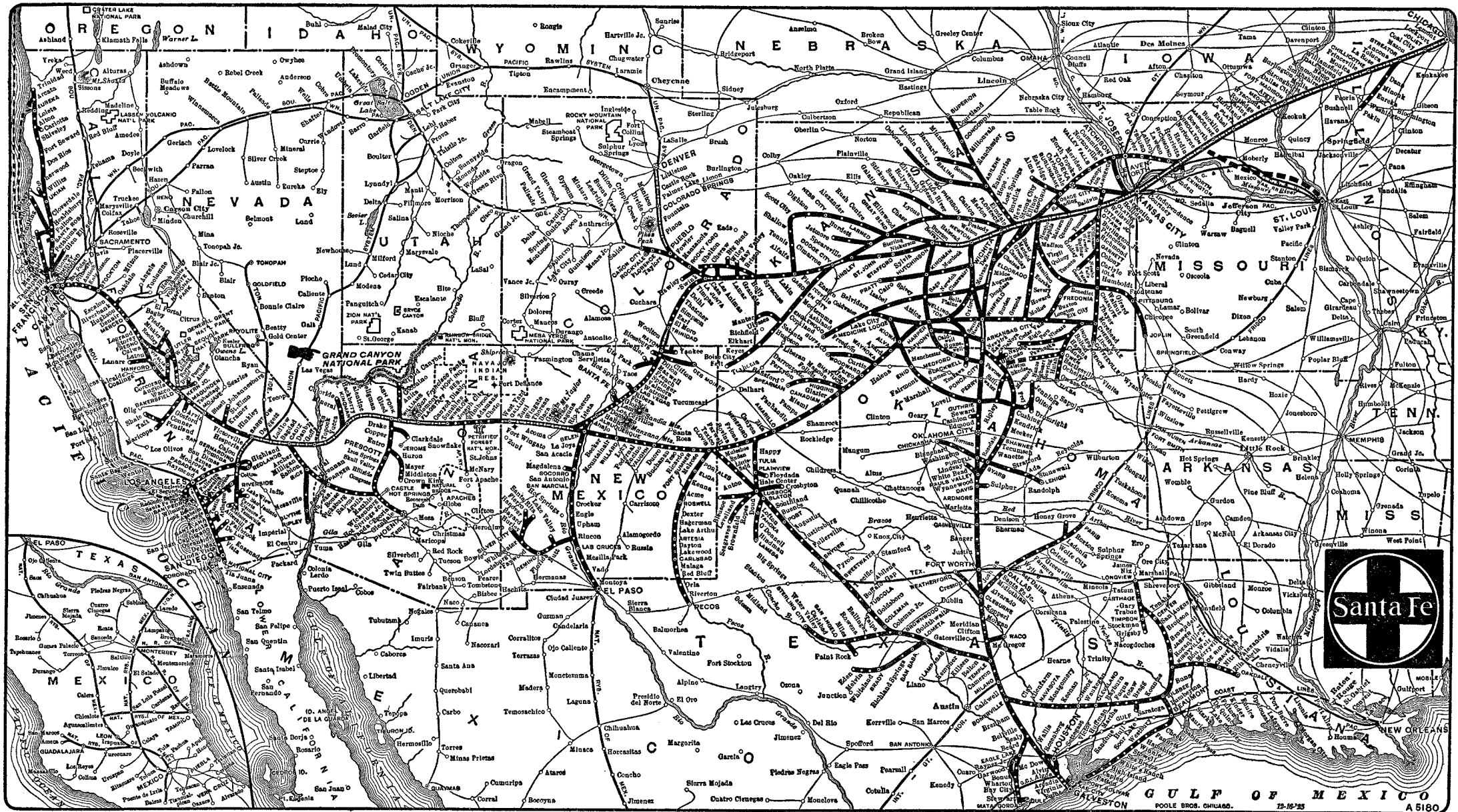
S. T. VANN, Albuquerque.

H. C. YONTZ, Santa Fe (semi-monthly trips to Lamy).

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.)



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