

The Atchison, Topeka & Santa Fe Railway Co.

WESTERN LINES
NORTHERN DISTRICT



NEW MEXICO DIVISION



EMPLOYEES' TIME TABLE

67

IN EFFECT

Sunday,

June 12, 1938

AT 12:01 O'CLOCK A. M.

Mountain Standard Time

67

Superseding Time Table 66, Dated February 20, 1938, and any Supplements Thereto.

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

H. B. LAUTZ,
General Manager,
Amarillo, Texas.

J. A. GILLIES,
Asst. General Manager,
La Junta, Colorado.

H. R. McKEE,
Superintendent,
Las Vegas, N. M.

SPECIAL RULES AND REGULATIONS.

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

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

YARD LIMIT STATIONS

(See Rules 93 and D 153, Operating Department.)

La Junta, Trinidad, Starkville, Raton, Dillon, Hebron, Wagon Mound, Las Vegas, Rowe, Fox Mill Spur, Glorieta, Lamy, Albuquerque, Abajo, Isleta, Belen, Socorro, Magdalena, San Marcial, Cutter, Rincon, Las Cruces, El Paso, Preston, Koehler Jct., Cimarron, Ute Park, Santa Fe, Willard, Kennedy (Estancia District only), Estancia, Deming, Whitewater, Silver City, Hurley, Bayard, Hanover Junction, Cobre, Santa Rita, Fierro, Boise City, Felt, Clayton and Farley.

Raton yard limit extends to yard limit board west of Dillon and to end of track at Sugarite.

Dillon yard limit on Blossburg District extends to end of track Swastika.

Koehler Junction yard limit on Koehler District extends to end of track west of Koehler.

Preston yard limit on Van Houten District extends to end of track west of Van Houten.

3
First class trains moving against the current of traffic must move within yard limits at restricted speed.

STANDARD CLOCKS

La Junta—Telegraph Office and Roundhouse.
Trinidad—Passenger Station.
Raton—Passenger Station.
Las Vegas—Yard Office and Roundhouse.
Lamy—Passenger Station.
Albuquerque—Yard Office and Roundhouse.
Abajo—Yard Office.
Belen—Yard Office and Passenger Station.
Socorro—Passenger Station.
Rincon—Passenger Station.
El Paso—Freight Station and Union Depot.
Hurley—Passenger Station.
Boise City—Passenger Station.

STANDARD THERMOMETERS

La Junta, Timpas, Thatcher, Model, Trinidad, Lynn, Raton, French, Springer, Wagon Mound, Watrous, Las Vegas, Rowe, Glorieta, Lamy, Kennedy, Domingo, Bernalillo, Abajo, Belen, Socorro, Rincon, El Paso, Santa Fe, Deming, Silver City and Huiley.

BULLETIN BOOKS

La Junta { Roundhouse Register Room.
 { Telegraph Office
Trinidad—Passenger Station.
Raton { Roundhouse Register Room.
 { Passenger Station.
Las Vegas { Roundhouse Register Room.
 { Yard Office.
Lamy—Passenger Station.
Albuquerque { Roundhouse Register Room.
 { Yard Office.
Abajo—Yard Office.
Belen { Yard Office.
 { Roundhouse Register Room.
Socorro—Passenger Station.
Rincon—Passenger Station.
El Paso { Freight Station.
 { Roundhouse Register Room.
Hurley—Passenger Station.
Boise City—Passenger Station.
Clayton—Passenger Station.

FORM 903

Conductors of freight and mixed trains will leave Form 903 at all stations, except register stations, where cars are picked up or set out.

1 N. M. RULES

AMENDED RULE 5

That part of Rule 5, Operating Department, reading: "Time applies at point indicated by station sign, conforming to time table designation" is amended to read:

"The time applies to the switch where an inferior train enters a siding; where there is no siding, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signals, it applies to the place where traffic is received or discharged."

RESTRICTED SPEED SIGNALS

Temporary restricted speed signals prescribed by Rule 10-A, Operating Department, will be displayed one mile in advance of the point to be protected.

Permanent slow boards are located approximately 2,500 feet in advance of curves, bridges, or other locations where speed of trains is permanently restricted. The maximum speed in miles per hour indicated in no wise abrogates or modifies special rules, train orders or instructions further restricting the speed of any train, and does not permit the operation of any locomotive in excess of the maximum speed prescribed in time table Rule 28.

The restricted speed must be observed until the rear of train has passed the "Resume Speed" board painted green.

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.

Permanent slow boards are located:

Westward	Eastward	Westward	Eastward
M.P. 555.7	M.P. 556.3	M.P. 787.9	M.P. 789.4
M.P. 619.0	M.P. 556.9	M.P. 788.6	M.P. 789.5
M.P. 631.9	M.P. 625.2	M.P. 792.4	M.P. 794.1
M.P. 636.9	M.P. 633.5	M.P. 793.1	M.P. 800.5
M.P. 637.6		M.P. 794.8	
	M.P. 637.9	M.P. 801.0	M.P. 802.1
M.P. 689.7	M.P. 639.0	M.P. 803.2	M.P. 809.4
M.P. 690.1	M.P. 690.9	M.P. 811.7	M.P. 814.9
M.P. 691.5	M.P. 691.6	M.P. 816.4	M.P. 819.7
M.P. 695.5	M.P. 692.5		M.P. 820.5
M.P. 697.7	M.P. 696.5	M.P. 824.2	
M.P. 732.8	M.P. 700.7	M.P. 830.0	M.P. 833.0
M.P. 735.6	M.P. 734.1	M.P. 852.1	M.P. 854.6
M.P. 737.7	M.P. 737.0	M.P. 854.5	M.P. 855.9
M.P. 741.5	M.P. 741.5	M.P. 857.0	M.P. 857.8
M.P. 772.1	M.P. 750.5	M.P. 858.1	M.P. 859.1
M.P. 778.4	M.P. 778.7	M.P. 858.2	M.P. 859.5
M.P. 781.2	M.P. 781.3	M.P. 860.6	M.P. 862.1
M.P. 783.1	M.P. 783.2	M.P. 883.3	M.P. 885.4
M.P. 786.0	M.P. 784.4		
	M.P. 787.5		

El Paso District

M.P. 914.4	M.P. 959.1	M.P. 1020.2	M.P. 1021.2
M.P. 957.4	M.P. 960.5	M.P. 1021.6	M.P. 1023.5
M.P. 959.1	M.P. 964.3	M.P. 1075.3	M.P. 1079.5
M.P. 961.3	M.P. 966.5	M.P. 1078.9	M.P. 1080.6
M.P. 965.1	M.P. 985.8	M.P. 1080.5	M.P. 1082.0
M.P. 985.8	M.P. 988.1	M.P. 1082.3	M.P. 1083.7
M.P. 987.0	M.P. 988.1	M.P. 1082.3	M.P. 1083.7
M.P. 998.0	M.P. 1000.7	M.P. 1084.8	M.P. 1086.5
M.P. 1000.4	M.P. 1001.5	M.P. 1090.1	M.P. 1091.3
M.P. 1001.7	M.P. 1002.8	M.P. 1091.4	M.P. 1095.1
M.P. 1006.5	M.P. 1007.6	M.P. 1149.5	M.P. 1150.5
M.P. 1007.4	M.P. 1008.9	M.P. 1150.8	M.P. 1153.4
M.P. 1018.4	M.P. 1019.5	M.P. 1153.2	M.P. 1155.2

Deming District

M.P. 1080.1	M.P. 1085.5
-------------	-------------

TORPEDOES

When unattended torpedoes are exploded, trains may resume normal speed at a distance of one mile from that point. (See Rule 15, Operating Department.)

AMENDED RULE 86

Where automatic block is continuous between stations inferior trains in the same direction will only be required to clear superior trains sufficiently to give clear signal indication in the rear. (See Rule 86, Operating Department.)

AMENDED RULE S-83

Rule S-83, as applied at Isleta and end of double track at Hahn and Trinidad, is amended to read:

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

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

Abajo—First class trains will register by Form 903. Rule S-83 is modified as applied to westward first-class trains as follows: A train must not leave its initial station on any district, or a junction, or pass from double to single track until it has been ascertained whether all trains due, which are superior, have arrived or left. The train register at Albuquerque will be taken to indicate that trains shown thereon have arrived or left Abajo.

AMENDED RULE 204

Additional copy of all train orders and clearance cards shall be furnished for delivery to rear brakeman. (See Rule 204, Operating Department.)

AMENDED RULE 221

Rule 221, Operating Department, is amended to read: "Where a fixed signal is used at a train order office, it must indicate 'stop' when there is an operator on duty, except when changed to 'proceed' to allow a train to pass when there are no train orders for any train in that direction.

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

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

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

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

AMENDED RULE 360

Rule 360 is amended to read: Station announcements will be omitted between the hours of 10:00 p.m. and 6:00 a.m. when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

OVERHEAD OBSTRUCTIONS

(See Rule 810 Operating Department.)

Mile Posts	Bridge Number	Name
First District		
639.2.....	639-B	Overhead Crossing C. & S. Ry.
652.2.....	Eastward Tunnel, Raton Mountain.
Second District		
689.6....	689-A	Vermejo River.
691.2....	691-A	Overhead Crossing, S. P. Ry.
748.4....	748-D	Mora River.
Third District		
785.1....	785-A	Tecolote River
830.6....	830-C	Apache Creek
831.8....	831-B	Apache Creek
El Paso District		
902.5....	902-C	Coal Avenue Viaduct.
951.5....	951-A	Rio Puerco
961.3....	961-A	Rio Salado
1006.2....	1006-A	Rio Grande
1112.5....	Las Cruces	Seed conveyor and wire over compress track at oil mill
Deming District		
1082.9....	1082-D	Rio Grande
39.6....	39-D	San Vincente
45.3....	45-A	San Vincente

Fierro District

3.7.... Hanover Loading chute over Peru Mining Co. track

DWARF SIGNALS.

In connection with Rules 10-F, 701, 702, 703 and 704, Operating Department, when upper quadrant signals are used as dwarf or low home signals, they will display the same indications as high home signals and have the same names. Red light will be displayed for the stop indication.

AMENDED RULE 711

Rule 711, Operating Department, is amended to read: Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the timetable or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

AMENDED RULE 872.

Rule 872, Operating Department, is amended to read: When the engine has been coupled on and gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

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

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

AUTOMATIC BLOCK

On single track trains in clear on siding or other tracks will not use siding switches (or other switches not equipped with switch indicators) until indication of signals in both directions has been observed.

Trains moving from siding to main track will foul the circuit and set signal before lining switch.

REMOTE CONTROL SWITCHES AND INTERLOCKING PLANTS

Interlocked, remote control switches handled from station: These switches are equipped with switch targets indicating GREEN for main track and YELLOW for turnout in facing point direction only. Interlocked signals governing movement over these switches indicate PROCEED for main track and RESTRICTED SPEED for main track or turnout.

Trains stopped by any of these interlocked signals will ascertain from signalman by telephone the reason therefor, and if signalman advises no known cause and his lineup properly set for movement of this train, block will be flagged as prescribed by Rule No. 830 (a).

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

The following addition is made to Rule 782: When an interlocking plant is out of order and signals cannot be operated and the operator or towerman desires an engine or train to move through the plant, he may give this permission by signal with yellow flag or light. A member of the crew must then flag each interlocked switch and derail.

SPEED RESTRICTIONS.

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

Trains handling steam wrecking crane, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened), and similar machinery moving on their own running gear, must not exceed speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile.

LOCOMOTIVES HANDLED DEAD IN TRAINS

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

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

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

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

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

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

SPRING SWITCHES, TURNOUTS, AND CROSSOVERS

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

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

Station	Type	Location	Miles per Hour	
			Passenger	Freight
Thatcher	Spring	East and west end siding	15	15
Kadrew	Spring	West end siding	15	15
Trinidad	Interlock	East end double track	30	20
Jansen	Spring	East leg of wye M.P. 639.5	15	15
Wootton	Spring	West end siding westward track	15	15
Wootton	Spring	East end siding eastward track	15	15
Lynn	Spring	West end siding westward track	15	15
Schomberg	Spring	East end siding	15	15
Springer	Spring	West end siding	15	15
Nolan	Spring	West end siding	15	15
Wagon Mound	Spring	West end siding	15	15
Bond	Spring	West end siding	15	15
Schoemaker	Spring	East and west end siding	15	15
Watrous	Spring	East and west end siding	15	15
Las Vegas	Spring	East end freight yard	15	15
Las Vegas	Turnout	Crossover west end passenger siding	30	30
Chapelle	Spring	East and west end siding	15	15
Ribera	Spring	East and west end siding	15	15
Sands	Spring	East end siding	15	15
Rowe	Spring	East and west end siding	15	15
Fox	Spring	East end siding	15	15
Fox	Spring	End of double track	25	20
Glorieta	Spring	West end siding	15	15
Glorieta	Interlock	End of double track	30	15
Canyoncito	Spring	East and west end siding	15	15
Lamy	Spring	East and west end No. 1 track	15	15
Kennedy	Spring	East end siding	15	15
Los Cerrillos	Spring	East end siding	15	15
Domingo	Spring	East and west end siding	15	15
Nueve	Spring	West end siding	15	15
Hahn	Spring	East end double track	25	20
Abajo	Interlock	End of double track	40	30
Isleta	Interlock	Albuquerque Division junction	*40	30

* (Applies to trains to and from El Paso District only)

HIGHWAY CROSSINGS

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

Trinidad—Linden Avenue, Commercial Street, Nevada Avenue, University Avenue, Stonewall Avenue, fifteen (15) miles per hour or four (4) minutes for each mile.

Raton—First and Second Streets, fifteen (15) miles per hour or four (4) minutes for each mile.

Las Vegas—Jackson and University Streets, fifteen (15) miles per hour or four (4) minutes for each mile.

Albuquerque—All crossings between Trumbull Avenue and Mountain Road, thirty (30) miles per hour or two (2) minutes for each mile.

Silver City—All crossings between Garden Crossing and Passenger Depot, ten (10) miles per hour or six (6) minutes for each mile.

MAXIMUM SPEED FOR ENGINES

ENGINES	PASSENGER		FREIGHT, MIXED AND LIGHT	
	MILES PER HOUR	TIME PER MILE MIN. SEC.	MILES PER HOUR	TIME PER MILE MIN. SEC.
512-559; 1200-1388 (EXCEPT)	82	0 44	50	1 12
1207, 1210, 1214 AND 1215	45	1 20	45	1 20
1413-1556; 3500-3534	82	0 44	50	1 12
3400-3459 (EXCEPT)	90	0 40	50	1 12
3420, 3438, 3456, 3457	100	0 36	50	1 12
3460-3465	100	0 36	50	1 12
3700-3750	70	0 51	50	1 12
3751-3764 (EXCEPT)	77	0 47	50	1 12
3751-3753	90	0 40	50	1 12
789-825; 870-874	30	2 00	30	2 00
885-999; 1600-1705; 1950-1989	35	1 43	35	1 43
1000-1152	50	1 12	45	1 20
1788-1799	40	1 30	40	1 30
1800-1887	45	1 20	45	1 20
2504-2506; 2535-2556; 2565-2569	35	1 43	35	1 43
2507-2534	50	1 12	45	1 20
3010-3020; 3129-3158	35	1 43	35	1 43
3160-3287; 3800-3940; 4000-4115; 5000	50	1 12	50	1 12
GAS-ELECTRIC MOTORS	60	1 00	45	1 20*
DIESEL-ELECTRICS	100	0 36	45	1 20*
REGULARLY ASSIGNED TO SWITCHING SERVICE	20	3 00	20	3 00
ALL OTHER CLASSES	20	3 00	20	3 00
ALL CLASSES BACKING UP	20	3 00	20	3 00

A tolerance of ten (10) per cent is allowed on the above, excepting Diesel-electrics, 3400-3459; 3460-3465; 3700-3750; 3751-3764, and 3800-3940 engines.

*When running light, maximum speed for Diesel-electric engines is 75 miles per hour, or 48 seconds per mile, and for Gas-electric motor cars, 60 miles per hour, or one minute per mile.

TRAIN SPEED RESTRICTIONS.

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances. Maximum speed for engines prescribed in Rule 28 must not be exceeded.

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.

TRAIN INSPECTION

Freight trains must not be operated in excess of sixty-five miles without a stop being made for inspection of equipment, except this distance may be exceeded between Springer and Las Vegas; Lamy and Abajo; Belen and San Marcial; Socorro and Cutter; San Marcial and Rincon, and Rincon and El Paso, provided stop and inspection is made at stations entering and leaving the excepted limits.

MAXIMUM SPEED FOR TRAINS

LOCATION	PASSENGER			FREIGHT MIXED AND LIGHT		
	MILES PER HOUR	TIME PER MILE MIN.	SEC.	MILES PER HOUR	TIME PER MILE MIN.	SEC.
FIRST DISTRICT				50	1	12
SECOND DISTRICT				50	1	12
THIRD DISTRICT				50	1	12
EL PASO DISTRICT:						
ALBUQUERQUE AND ISLETA				50	1	12
ISLETA AND EL PASO	60	1	00	45	1	20
ROCKY MOUNTAIN DISTRICT	30	2	00	30	2	00
KOEHLER DISTRICT	15	4	00	15	4	00
VAN HOUTEN DISTRICT	15	4	00	15	4	00
SUGARITE DISTRICT	15	4	00	15	4	00
BLOSSBURG DISTRICT	15	4	00	15	4	00
CLAYTON DISTRICT	30	2	00	30	2	00
SANTA FE DISTRICT	30	2	00	30	2	00
ESTANCIA DISTRICT	20	3	00	20	3	00
DEMING DISTRICT:						
RINCON AND DEMING	45	1	20	45	1	20
DEMING AND WHITEWATER	45	1	20	45	1	20
WHITEWATER AND MILE POST 34	45	1	20	45	1	20
MILE POST 34 AND SILVER CITY	30	2	00	30	2	00
MAGDALENA DISTRICT	25	2	24	25	2	24
SANTA RITA DISTRICT	25	2	24	25	2	24
FIERRO DISTRICT	25	2	24	25	2	24

Passenger trains must 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 Gallinas, and thirty (30) miles per hour or two (2) minutes for each mile, Gallinas to Jansen.

3800 class engines running light must not be coupled together or exceed speed of fifteen (15) miles per hour or four (4) minutes for each mile descending grade between Raton and Gallinas, and twenty (20) miles per hour or three (3) minutes for each mile descending grades between Gallinas and Jansen. 900 and 1600 class engines running light or handling caboose cars only must not exceed speed of fifteen (15) miles per hour or four (4) minutes for each mile descending grades between Raton and Gallinas, and twenty-five (25) miles per hour or two (2) minutes twenty-four (24) seconds for each mile descending grades between Gallinas and Jansen. Other engines running light or handling caboose cars only must not exceed speed of twenty-five (25) miles per hour or two (2) minutes twenty-four (24) seconds for each mile descending grades between Raton and Jansen.

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

Trains and engines running light will not exceed speed of thirty (30) miles per hour or two (2) minutes for each mile ascending grades between Raton and Jansen.

Trains and engines running light must not exceed speed of ten (10) miles per hour, or six (6) minutes for each mile, between Wootton and Lynn.

Passenger trains and engines running light or engines handling caboose cars only must not exceed speed of thirty (30) miles per hour or two (2) minutes for each mile between east switch at Glorieta and Mile Post 833.

Freight trains must not exceed speed of fifteen (15) miles per hour, or four (4) minutes for each mile descending grade between Glorieta and Lamy, and between Trahey and Dyke.

Eastward freight trains must not exceed speed of thirty (30) miles per hour, or two (2) minutes for each mile between Hockett and Hatch.

On Fierro District, and between Bayard and Santa Rita on the Santa Rita District, trains and engines running light must not exceed speed of fifteen (15) miles per hour, or four (4) minutes for each mile on curves.

3 N. M. RULES

Trains handling engines from Albuquerque shop to Belen, must not exceed speed of twenty (20) miles per hour or three (3) minutes for each mile.

All trains must stop at Glorieta and all freight trains at Lynn and Wootton: all eastward passenger trains at Wootton and all westward passenger trains at Lynn and make test of air brakes as prescribed by Rule 875.

Service test of air brakes as prescribed by Rule 879 must be made by passenger trains before entering Raton Tunnel in either direction.

Tonnage of freight trains on descending grades of 3% or over must not exceed seventy-five (75) tons per operative brake, unless cars being handled are equipped with empty-load brake, the load brake being cut in and in service.

Conductors of freight trains will be held responsible for speed of trains on all grades, and while descending grades between Glorieta and Lamy and Raton and Jansen and on Magdalena, Deming, Santa Rita, and Fierro Districts must ride in cupola of caboose or on top of train.

Brakeman must remain on top of cars descending grades of two (2) per cent or over.

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

—30—

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

LOCATION	Miles from Atchison	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Jansen Wye (Eastward track)	639.5	5	E. & W.	None
Turner (Westward track)	650.1	8	West	Freight only
THIRD DISTRICT				
Fox Mill Spur (Length 4.13 miles)	820.3	42	East	Freight only
Algodones	878.9	9	West	Freight only
EL PASO DISTRICT				
Kinney	907.1	6	East	Freight only
Polvadero	966.7	No Siding		Passenger only
Fort Selden	1097.3	5	West	Nos. 13 and 14 and freight
Barker	1113.9	2	East	Freight only
BLOSSBURG DISTRICT	Miles from Dillon			
Dunn Spur	1.3	28	West	Freight only
Gardiner Store Spur	1.8	29	East	Freight only
ESTANCIA DISTRICT	Miles from Kennedy			
Witt	41.3	14	West	Freight only
MAGDALENA DISTRICT	Miles from Socorro			
Billings Spur	10.0	9	West	Freight only
Quarry Tracks	11.0	53	E. & W.	Freight only
Kelly	28.5	34	E. & W.	Freight only
FIERRO DISTRICT	Miles from Hanover Jct.			
Black Hawk	2.3	15	E. & W.	Freight only
Peru Mining Co.	3.8	24	E. & W.	Freight only

—31—

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

Trinidad.—C. & S. crossing, M.P. 635.8, protected by interlocking plant.

Lynn.—Crossover switches are protected by interlocking plant.

Glorieta.—End of double track protected by interlocking plant.

Abajo.—End of double track is protected by interlocking plant.

Isleta.—Junction between New Mexico and Albuquerque Divisions, both ends of siding on Albuquerque Division and east end of siding on New Mexico Division governed by interlocking plant.

Following whistle signals will indicate routes:

WESTWARD

Albuquerque Division Main Track, _____
 New Mexico Division Main Track, _____ 0
 New Mexico Division, Siding, _____ 0 0 _____
 Albuquerque Division, Siding, _____ 0 _____

EASTWARD

Albuquerque Division Main Track, _____
 New Mexico Division Main Track, _____ 0

Belen.—A. T. & S. F. crossing M.P. 932.4 protected by automatic signals. Governing signals are cleared by approaching trains when opposing routes are not occupied. Preliminary section extending 300 feet west from signal 9322 governing eastward movements must be occupied for one minute before signal will clear. When signals governing this crossing do not clear promptly and there is no apparent cause, crossing must be flagged by one of the crew.

Belen.—Crossover switches west end Yard from New Mexico Division main to No. 2 track are provided with switch indicators. Crossover movements are protected by automatic signals governing Pecos Division trains. New Mexico Division trains heading in or out of No. 2 track will be governed by position of switch indicators.

Belen.—Automatic block west end of yard. Signal indication supercedes time table superiority between Signal 8951 and Albuquerque Division junction switch 0.2 mile west of depot.

Belen.—Trains entering or leaving east end Belen Yard must use short connecting track and must leave switches set for lead after using either runaround or long tail track.

Colfax.—S. P. crossing at depot protected by gate normally lined against A. T. & S. F. Ry.

Santa Fe.—A. T. & S. F. crossing M.P. 17.6. Used jointly by D. & R. G. W. and A. T. & S. F. trains and protected by derail set normally against D. & R. G. W. movements. All trains approach crossing at restricted speed and if derails are normal trains may cross without stopping.

—32—

Between Trinidad and Wootton and between Lynn and Raton trains will run as prescribed by Rule D-152. The movement of trains will be supervised by the train dispatcher who will issue instructions to signalmen when required.

Trains not authorized by time table between Trinidad and Raton will move on receipt of clearance card Form 902 and trains so authorized will display signals as prescribed by Rule 21. Trains originating at intermediate points between Trinidad and Raton will display signals as prescribed by Rule 21 and will move on signal indication without clearance card.

Train orders relating to track conditions unless annulled, once issued to a conductor or engineman, continue in effect to them although the schedule or section number or the running orders of their train be changed.

Except as affected by these rules, all block signals and train rules remain in force.

Between clearance point of siding at west end of Wootton and clearance point of siding at east end of Lynn, trains will be governed by interlocked signals operated from Lynn. Signal indication is authority for movements on either track in either direction between these points. Trains stopped by any of these interlocked signals will ascertain from signalmen at Lynn by telephone the reason therefor, and if signalman advises no known cause and his lineup properly set for movement of this train, block will be flagged as prescribed by Rule 830 (a). Within these interlocked limits rear of train will be protected by interlocked signals.

Dwarf signals without number plates operated from Lynn are located at Gallinas, Wootton and Lynn controlling movements to main track. Train stopped by any of these signals will ascertain from signalman at Lynn by telephone the reason therefor, and if signalman advises no known cause, and his lineup is properly set for movement, train may proceed as prescribed by Rule 830 (b).

Trains moving from mine track to siding at Gallinas will communicate with office at Lynn by telephone before entering siding. Emergency telephones connected with office at Lynn are located near all main track switches at Gallinas, Wootton and west end of siding at Lynn and at west end of eastward tunnel and east end of westward tunnel.

Wye on eastward main track 0.9 mile west of Jansen. Spring switch at tail track of wye. Dwarf signal governs reverse movements against this switch. Spring switch at east end of east leg of wye. Dwarf signals govern movements from east leg of wye to main track and westward movements on eastward main track.

All trains between Raton and Dillon will operate under time table superiority and rules except as hereafter provided.

At Dillon light indicator is located in telephone box on Signal 6622 at east end of siding. When train from Blossburg District is ready to leave Dillon, conductor will call operator at Raton. Operator will, after being instructed by train order, display proceed indication which will supersede time table and train order superiority and authorize movement from Dillon to west end of Raton freight yard subject to indication of automatic signals.

Interlocking signals operated from Rowe, control all train movements between east switch Rowe and double track junction switch Fox. Signal indication supersedes time table and train order superiority within these limits. Trains doing switching at Fox will advise signalman at Rowe of moves they desire to make and if they go outside interlocking signal limits must obtain permission from Rowe before re-entering. Telephones connected with Rowe office are located on signals at each end of Rowe and Fox sidings. Telephone for Fox mill track switch is located on pole on south side of siding at Fox. Trains stopped by any of these interlocked signals will ascertain from operator at Rowe by telephone the reason therefor, and if operator advises no known cause and his line-up as indicated in office is properly set for movement of this train, conductor will flag block as per Rule 830 (a), giving particular attention to proper position of all facing point switches. Eastward inferior trains that meet trains

on double track between Glorieta and Fox will be given Form T train order at Rowe.

Westward automatic signal 7741 at west end westward siding, and eastward automatic signal 7742 at east end eastward siding Romero located on left side of track. See Rule 712.

33

FOOTBOARD RULE.

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

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

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

34

STATUTORY REGULATIONS

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

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

done upon a tender of refund of the unearned portion of the fare.

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 employes 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.

In Texas 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 point on the line of the road, whether a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling-house or town, or the weather is so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected at a station where suitable accommodation can be procured for his safety and comfort.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

J. F. CARDER,
Trainmaster,
Las Vegas, N. M.

J. W. WALTER,
Trainmaster,
El Paso, Texas

C. W. FRASER,
Assistant Trainmaster,
Hurley, N. M.

T. C. LOONEY,
Chief Dispatcher,
Las Vegas, N. M.

O. T. MILLER,
Night Chief Dispatcher,
Las Vegas, N. M.

C. M. Strausen,
C. A. Purcell,

L. E. Alldredge,
V. P. Devine,

E. L. Robinson,
O. S. Parrish,

G. C. Compton,
O. R. King,

W. E. Rose,
J. C. Hope,

LAS VEGAS, N. M.

Train Dispatchers:

Surgeons of The Atchison, Topeka and Santa Fe Railway Company and The A. T. & S. F. Hospital Association

NEW MEXICO DIVISION.

Dr. J. P. KASTER, Chief Surgeon, Topeka.
Dr. M. L. BISHOFF, Assistant Chief Surgeon, Topeka.

LA JUNTA HOSPITAL.

Dr. R. S. JOHNSTON, Surgeon in Charge.
Dr. A. P. CASH, Assistant Surgeon.
Dr. C. C. WEBER, Assistant Surgeon.
Dr. C. J. BROWN, Consulting Dentist.
Dr. M. A. FARNSWORTH, Eye, Ear, Nose and Throat.

ALBUQUERQUE HOSPITAL.

Dr. H. W. GOELITZ, Surgeon in Charge.
Dr. GEO. J. GORE, Assistant Surgeon.
Dr. B. F. ROBERTS, Eye, Ear, Nose and Throat.
Dr. W. R. LOVELACE, Surgical Consultant.
Dr. L. C. COOK, Urologist.
Dr. EARL S. RICHMOND, Consulting Dentist.

LOCAL SURGEONS.

Dr. H. E. ABRUMS, Trinidad.
Dr. O. J. WHITCOMB, Raton.
Dr. C. B. ELLIOTT, Raton.
Dr. L. A. THOMPSON, Springer.
Dr. J. H. STEELE, Wagon Mound.
Dr. W. E. KASER, Las Vegas.
Dr. F. H. CRAIL, Las Vegas.
Dr. C. H. GELLENTHIEN, Valmora
Dr. W. R. LOVELACE, Albuquerque.
Dr. LEONARD W. LEVISOHN, Cimarron.
Dr. E. L. WARD, Santa Fe.
Dr. J. H. WIGGINS, Estancia.
Dr. A. E. BESSETTE, Belen.
Dr. R. R. BARTELS, Socorro.
Dr. R. E. MCBRIDE, Las Cruces.

Dr. H. E. STEVENSON, El Paso.
Dr. E. B. CLARK, El Paso.
Dr. J. A. STEEL, Hatch.
Dr. GEO. T. COLVARD, Deming.
Dr. N. D. FRAZIN, Silver City.
Dr. S. J. HANKS, Hurley.
Dr. R. H. GRAHAM, Clayton.

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

Dr. T. B. LYONS, Raton.
Dr. S. G. VON ALMON, El Paso.

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

J. H. MACE, Assistant General Watch Inspector (Roadway and Station Service), Kansas City, Mo.

LOCAL WATCH INSPECTORS, NEW MEXICO DIVISION

RICHARD J. GORDON, Las Vegas.
JAS. A. WHITED, Raton.
N. S. LARSEN, La Junta.
RHOADES-HARBIDGE COMPANY, Trinidad.

FRANK MINDLIN, Albuquerque.
J. G. MORRIS, Traveling Watch Inspector, Albuquerque.
H. C. YONTZ, Santa Fe (semi-monthly trips to Lamy).

FRANK A. ARNOLD, El Paso.
W. C. WONDER, Boise City.
R. A. CALDWELL, Clayton.

NEW MEXICO DIVISION.—FIRST DISTRICT.

The time of Nos. 17, 18, 21 and 22, must be cleared not less than five minutes by other first-class trains, and not less than ten minutes by all other trains and engines.

WESTWARD.						EASTWARD.									
First Class.						First Class.									
3	7	17	19	21	9	TIME TABLE									
California Limited.	Fast Mail Express.	The Super Chief.	The Chief.	El Capitan.	The Navajo.	No. 67.					No. 67.				
						June 12, 1938.					June 12, 1938.				
Leave Daily.	Leave Daily.	Leave Sunday and Wednesday.	Leave Daily.	Leave Sunday and Wednesday.	Leave Daily.	STATIONS.	Rolling Grade Ascending.	Fuel, Water, Turb. Tables and Wyes.	Communications.	California Limited.	Fast Mail Express.	El Capitan.	The Chief.	The Super Chief.	The Navajo.
PM 10.50	PM 6.40	AM 9.17	AM 7.45	AM 7.42	AM 3.30	LA JUNTA.				AM 3.06	AM 6.40	PM 2.40	PM 4.45	PM 9.15	AM 1.10
10.57	6.45	9.23	7.52	7.48	3.37	3.1	0		C	2.58	6.33	2.35	4.39	9.09	1.03
11.05	5.50	9.28	7.58	7.53	3.43	ORMEGA.	0		B	2.50	6.26	2.30	4.33	9.04	12.55
11.13	5.55	9.32	8.03	7.57	3.49	5.5	0		B	2.43	6.20	2.26	4.28	9.00	12.48
11.20	5.59	9.35	8.08	8.00	3.55	BENTON.	0		B	2.37	6.15	2.22	4.24	8.56	12.42
11.29	6.04	9.40	8.14	8.05	4.03	4.6	0		B	2.30	6.08	2.17	4.18	8.51	12.35
11.36	6.09	9.44	8.19	8.09	4.09	4.3	0		B	2.25	6.03	2.13	4.13	8.47	12.29
11.40	6.12	9.47	8.23	8.12	4.14	TIMPAS.	0		B	2.21	6.00	2.10	4.09	8.44	12.24
11.49	6.17	9.52	8.29	8.17	4.22	5.8	0		B	2.15	5.55	2.06	4.03	8.39	12.17
11.55	6.21	9.56	8.34	8.21	4.27	AYER.	0		B	2.10	5.50	2.03	3.59	8.35	12.11
AM 12.05 ¹⁰	6.25	10.01	8.40	8.26	4.35	4.9	0		C	2.05	5.45	1.59	3.53	8.30	12.05 ⁸ AM
12.15	6.30	10.06	8.46	8.31	4.43	MINDEMAN.	0		B	1.59	5.40	1.55	3.48	8.25	11.59
12.22	6.35	10.10	8.50	8.35	4.50	3.0	31.7		B	1.52	5.35	1.51	3.43	8.21	11.50
12.30	6.40	10.15	8.56	8.40	5.00	5.8	31.7		C	1.45	5.29	1.46	3.37	8.16	11.40
12.35	6.43	10.18	8.59	8.43	5.05	MODEL.	31.1		B	1.40	5.25	1.43	3.33	8.13	11.34
12.42	6.48	10.23	9.04	8.48	5.10	EARL.	31.7		B	1.35	5.20	1.39	3.28	8.09	11.28
12.48	6.53	10.28	9.09	8.53	5.15 ⁸	3.9	30.8	W	C	1.30	5.15 ⁹	1.34	3.23	8.04	11.21
12.58	6.58	10.33	9.15	8.58	5.23	KADREW.	31.7		B	1.22	5.07	1.28	3.16	7.58	11.11
1.05	7.02	10.37	9.18	9.02	5.28	HOHNES.	0		C	1.16	5.02	1.25	3.11	7.55	11.05
1.15	7.10	10.44	9.25	9.09	5.40	EL MORO.	0		C	1.15	5.00	1.24	3.10	7.54	11.04
1.18	7.13	10.47	9.27	9.12	5.45	3.5	0		C	1.11	4.56	1.21	3.05	7.51	10.56
1.25	7.19	10.53	9.33	9.19	5.52	C. & S. CROSSING.	0		C	1.04	4.49	1.14	2.58	7.44	10.49
1.35	7.28	11.01	9.42	9.27	6.02	0.9	0		B	12.54	4.39	1.04	2.48	7.34	10.39
1.39	7.31	11.04	9.45	9.30	6.06	1.9	0		C	12.50	4.35	1.00	2.45	7.30	10.35
1.55	7.42	11.18	9.57	9.42	6.22	JANSEN.	0		B	12.41	4.26	12.51	2.36	7.21	10.26
2.01	7.48	11.24	10.03	9.48	6.28	3.2	175.3		C	12.35	4.20	12.45	2.30	7.15	10.20
2.10	7.56	11.32	10.11	9.56	6.36	4.7	0		B	12.25	4.10	12.36	2.20	7.06	10.10
2.20 AM	8.05 PM	11.41 AM	10.20 AM	10.05 AM	6.45 AM	GALLINAS.	174.2	WF TY	C	12.15 AM	4.00 AM	12.27 PM	2.10 PM	6.57 PM	10.00 PM
Arrive Daily.	Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Daily.	MORLEY.				Leave Daily.	Leave Daily.	Leave Wednesday and Saturday.	Leave Daily.	Leave Wednesday and Saturday.	Leave Daily.
(29.9)	(43.3)	(43.6)	(40.5)	(43.9)	(32.2)	WOOTTON.				(36.9)	(39.2)	(47.2)	(40.5)	(45.5)	(33.0)
						LYNN.				Average speed per hour.....					
						3.2									
						KEOTA.									
						3.6									
						RATON.									
						(104.8)									

Double track between C. & S. Crossing and Raton.
 Trains have no time table superiority between Bridge 554-B and signal bridge carrying Signal 5552, at La Junta, and must run at restricted speed, expecting to find tracks occupied by other trains. Responsibility for accident rests with the approaching train.
 Trains must get numbered clearance card (Form 902) before

leaving La Junta, Trinidad and Raton.
 D. & R. G. W. and C. & S. trains must get clearance card (Form 902) before leaving Jansen.
 Crotch switch west end of siding Wootton will be normally lined and locked for movement to westward main track and crotch switch at east end of siding will be normally lined and locked for movement to eastward main track.

Crotch switch at west end of siding Lynn will be normally lined and locked for movement to westward main track.
 Automatic Block:
 M.P. 554.9 to M.P. 635.7.
 M.P. 636.8 to M.P. 651.8.
 M.P. 652.8 to M.P. 659.5.
 Interlocking Signals:
 M.P. 635.7 to M.P. 635.9.
 M.P. 651.8 to M.P. 652.8.

NEW MEXICO DIVISION.—SECOND DISTRICT.

WESTWARD.										EASTWARD.									
First Class.										First Class.									
7	17	19	21	9	3					TIME TABLE									
Fast Mail Express	The Super Chief.	The Chief.	El Capitan.	The Navajo.	California Limited.	Capacity of Other Trains.	Capacity of Sidings.	Distance from Alchison.	Ruling Grade Ascending.	No. 67.	Ruling Grade Ascending.	Fuel, Water, Turf, Tables and Wyes.	Communications.	8	22	20	18	10	4
Leave Daily.	Leave Sunday and Wednesday.	Leave Daily.	Leave Sunday and Wednesday.	Leave Daily.	Leave Daily.	No. Cars.	No. Cars.	Miles.		June 12, 1938.				Fast Mail Express.	El Capitan.	The Chief.	The Super Chief.	The Navajo.	California Limited.
PM 8.10	AM 11.43	AM 10.25	AM 10.07	AM 6.50	AM 2.25		Yard	659.5	0	STATIONS.				Arrive Daily.	Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Wednesday and Saturday.	Arrive Daily.	Arrive Daily.
8.14	11.46	10.29	10.10	6.54	2.30	163	89	662.4	0	RATON.	70.7	WF TY	C	AM 3.55	PM 12.24	PM 2.05	PM 6.54	PM 9.55	AM 12.10
8.16	11.48	10.31	10.12	6.56	2.32	11	40	664.7	0	DILLON.	70.7		B	3.47	12.18	1.58	6.48	9.48	12.05
8.22	11.55	10.37	10.18	7.04	2.40	230	59	671.3	0	OTERO.	75.0		B	3.44	12.16	1.55	6.46	9.45	12.03 AM
8.30	PM 12.02 ²²	10.45	10.25	7.13	2.49	5	91	678.8	0	HEBRON.	70.2	Y	C	3.35	12.09	1.48	6.38	9.35	11.55
8.38	12.08	10.52	10.31	7.22	2.58	79	68	686.0	66.5	SCHOMBERG.	68.4		B	3.25	12.02 ¹⁷ PM	1.40	6.30	9.23	11.46
8.45	12.13	10.58	10.35	7.30	3.08 ⁸	53	76	691.0	69.7	MAXWELL.	66.0		C	3.15	11.53	1.32	6.23	9.12	11.38
8.48	12.15	11.01	10.37	7.33	3.12		75	693.4	70.2	FRENCH.	70.0		C	3.08 ³	11.47	1.26	6.18	9.03	11.32
8.53 ¹⁰	12.19	11.05	10.41	7.38	3.18	40	49	697.5	0	GATO.	72.8		B	3.04	11.44	1.24	6.15	8.58	11.29
8.55	12.21	11.07	10.43	7.41	3.20	179	65	699.4	72.2	TORIL.	66.0	Y	B	2.58	11.41	1.20	6.12	8.53 ⁷	11.24
9.01	12.26	11.14	10.48	7.50	3.28	9	59	705.3	70.0	SPRINGER.	70.2	W	C	2.55	11.39	1.17	6.10	8.48	11.22
9.05	12.30	11.19	10.53	7.55	3.35	11	91	710.0	71.2	ROBINSON.	69.7		B	2.47	11.34	1.10	6.03	8.39	11.15
9.09	12.34	11.26 ²²	10.58	8.00	3.42	6	58	714.3	70.9	COLMOR.	67.9		C	2.40	11.30	1.05	5.59	8.32	11.10
9.15	12.40	11.32	11.04	8.07	3.51	12	60	719.7	44.0	NOLAN.	69.7		B	2.33	11.26 ¹⁹	1.00	5.56	8.25	11.05
9.22	12.45 ²⁰	11.38	11.12 ²²	8.15	4.00	118	92	725.3	70.2	LEVY.	67.9	W	C	2.26	11.18	12.53	5.51	8.18	10.59
9.27	12.50	11.45	11.17	8.22	4.07	11	89	730.2	69.7	WAGON MOUND.	16.5		B	2.12	11.12 ²¹	12.45 ¹⁷	5.46	8.10	10.52
9.32	12.55	11.52	11.22	8.29	4.14	8	58	735.3	70.0	BOND.	69.7		B	2.12	11.07	12.36	5.40	8.03	10.46
9.41	1.03	PM 12.01	11.31	8.38	4.25	30	54	742.3	52.8	OPTIMO.	69.7		B	2.05	11.01	12.30	5.35	7.54	10.40
							No Siding	744.3	52.8	SHOEMAKER.	0		B	1.56	10.53	12.21	5.26	7.43	10.31
9.51	1.13	12.11 ²⁰	11.41	8.48	4.35	86	92	750.2	70.0	VALMORA.	52.8		C	1.46	10.43	12.11 ¹⁹	5.16	7.32	10.21
9.57	1.19	12.18	11.47	8.57	4.43		93	755.4	70.7	WATROUS.	70.0		B	1.40	10.38	12.05	5.11	7.23	10.15
10.02	1.23	12.23	11.51	9.03	4.50	12	101	759.5	69.7	KROENIG'S.	0		B	1.35	10.34	12.01 PM	5.07	7.17	10.11
10.06 ⁴	1.27	12.27	11.56 ²⁰	9.08	4.55	29	118	763.8	0	ONAVA.	63.7		B	1.30	10.30	11.56 ²¹	5.03	7.11	10.06 ⁷
10.10	1.31	12.31	11.59	9.15	5.00	4	91	767.7	0	AZUL.	69.7		B	1.25	10.26	11.49	4.58	7.05	9.55
10.15 PM	1.35 PM	12.35 PM	PM 12.03 PM	m 9.20 AM	5.05 AM		Yard	770.1	0	ARRIBA.	69.7	WF TY	C	1.20 AM	10.22 AM	11.45 AM	4.54 PM	7.00 PM	9.50 PM
Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Daily.	Arrive Daily.					(110.0)				Leave Daily.	Leave Wednesday and Saturday.	Leave Daily.	Leave Wednesday and Saturday.	Leave Daily.	Leave Daily.

(52.8) (58.9) (50.8) (56.9) (44.0) (41.3) Average speed per hour (42.6) (54.1) (47.1) (55.0) (37.7) (47.1)

Automatic Block:
M.P. 659.6 to M.P. 769.9.

Trains must get numbered clearance card (Form 902) before leaving Raton and Las Vegas.

The time of Nos. 17, 18, 21 and 22, must be cleared not less than five minutes by other first-class trains, and not less than ten minutes by all other trains and engines.

NEW MEXICO DIVISION—ROCKY MOUNTAIN DISTRICT.

WESTWARD.					EASTWARD.						
Second Class.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Hebron.	Rolling Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Second Class.	
85										86	
Mixed.		Mixed.		STATIONS.		STATIONS.		Mixed.			
Leave Tue., Thur. and Saturday		No. Cars.	No. Cars.	Miles.					Arrive Tue., Thur. and Saturday		
AM 3.55		371	62	0	HEBRON.		Y	C	AM 8.40		
				105.6	4.4	0					
\$ 4.05		177		4.4	PRESTON.	52.8			\$ 8.20		
f 4.20		129	33	11.2	6.8				f 8.00		
				52.8	KOEHLER JCT.	52.8	W				
f 4.35			28	17.2	6.0				f 7.45		
				31.7	VERMEJO.	52.8					
\$ 4.50		14	17	34.1	6.9				\$ 7.30		
				52.8	COLFAX. S. P. Crossing.	49.0					
f 5.10			29	32.2	8.1				f 7.10		
				52.8	CERROSOSO.	52.8					
\$ 5.30		60	47	38.4	6.2		Y	C	\$ 6.55		
				110.9	CIMARRON.						
6.05 AM		70	38	61.1	12.7	0	Y	C	6.20 AM		
				68.6	UTE PARK.	0					
Arrive Tue., Thur. and Saturday				51.3	0.2	0			Leave Tue., Thur. and Saturday		
					END OF TRACK. (5 1.3)						

(23.6) Average speed per hour (21.9)

No. 85 is superior to No. 86.
Trains must get numbered clearance card (Form 902) 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.

SANTA FE DISTRICT

WESTWARD.					EASTWARD.						
Second Class.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Lamy.	Rolling Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Second Class.	
95										96	
Mixed.		Mixed.		STATIONS.		STATIONS.		Mixed.			
Leave Daily Ex. Sunday.		No. Cars.	No. Cars.	Miles.					Arrive Daily Ex. Sunday.		
PM 1.00	AM 6.10		Yard	0	LAMY.		W F Y	C	AM 11.50	PM 2.50	
				105.6	13.6						
			5	13.6	BUNKER.	105.6					
				105.6	3.9						
				17.5	A. T. & S. F. Crossing.	105.6					
1.50 PM	7.00 AM		Yard	18.1	0.6		0		11.00 AM	2.00 PM	
					SANTA FE.		W Y	C			
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.
Trains will stop on flag at Bunker.
Trains must get numbered clearance card (Form 902) before leaving Lamy and Santa Fe.
No switch lights on Santa Fe district.

ESTANCIA DISTRICT.

WESTWARD.					EASTWARD.						
Second Class.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Kennedy.	Rolling Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Second Class.	
77										78	
Mixed.		Mixed.		STATIONS.		STATIONS.		Mixed.			
Leave Daily Ex. Sunday.		No. Cars.	No. Cars.	Miles.					Arrive Daily Ex. Sunday.		
AM 5.10		50	27	0.0	KENNEDY.			C	AM 11.40		
				55.4	6.2	137.1					
f 5.25		16		6.2	CLARK.	0		B	f 11.22		
				69.0	2.4						
f 5.33		15		8.6	DYKE	0		B	f 11.15		
				169.0	3.1						
f 5.42		39		11.7	TRAHEY.	0		B	f 11.05		
				60.7	7.5	72.3					
\$ 6.05			39	19.2	STANLEY.	72.3	W	B	\$ 10.40		
				68.6	11.7	61.2					
\$ 6.25		9	39	30.9	MORIARTY.	61.2		B	\$ 10.05		
				44.9	8.4	66.0					
f 7.00		13		39.3	McINTOSH.	66.0		B	f 9.40		
				10.6	7.6	10.6					
\$ 7.40		81	63	46.9	ESTANCIA.	10.6		C	\$ 9.15		
				42.2	11.8	42.2					
8.30 AM		216	135	53.7	WILLARD.		W F Y	C	8.40 AM		
Arrive Daily Ex. Sunday.					(58.7)				Leave Daily Ex. Sunday.		

(17.6) Average speed per hour (19.6)

No. 77 is superior to No. 78.
Trains must get numbered clearance card (Form 902) before leaving Willard and Kennedy.
No switch lights on Estancia District, except at Kennedy and Willard.
Eastward trains will stop at Trahey and make service test of airbrakes

NEW MEXICO DIVISION.—EL PASO DISTRICT.

WESTWARD.

First Class.

										Capacity of Other Tracks.	Capacity of Sidings.	Distance from Alachua.	Railing Grade Ascending.	TIME TABLE	
														No. 67.	
										June 12, 1938.					
										STATIONS.					
27	19	17	21	9	3	25	7	13							
Motor.	The Chief.	The Super Chief.	El Capitan.	The Navajo.	California Limited.	Motor.	Fast Mail Express.	Express.	No. Cars.	No. Cars.	Miles.				
Leave Daily.	Leave Daily.	Leave Sunday and Wednesday.	Leave Sunday and Wednesday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.							
PM 7.20	PM 4.45	PM 4.40	PM 3.05	PM 2.30	AM 9.30	AM 6.00	AM 1.45	AM 12.01		Yard	902.4	0			
7.23	4.47	4.42	3.07	2.32	9.32	6.03	1.47	12.03		Yard	908.9	21.1			
f 7.32	4.53	4.48	3.13	2.38	9.39	f 6.12 ¹⁴	1.53	12.12	6	77	909.8	15.8			
f 7.40	4.59 PM	4.54 PM	3.19 PM	2.46 PM	9.46 AM	f 6.21	1.59 AM	f 12.20	36	82	915.0	10.6			
f 7.52						f 6.32		f 12.32	37	95	922.4	21.1			
f 8.00						f 6.40		12.40	11	94	927.4	19.0			
											932.4	19.0			
8.10 PM						6.50 AM		s 12.50 1.00		Yard	932.6	21.1			
								f 1.08	14		936.6	13.2			
								f 1.13		No Siding	939.9	3.7			
								f 1.19	34	95	942.5	12.1			
								f 1.25	4		946.1	0			
								f 1.30		No Siding	949.5	15.8			
								f 1.36	15	94	953.5	16.3			
								f 1.53	9	90	963.5	19.5			
								f 2.05	14	95	970.9	19.2			
								s 2.20	118	94	977.8	26.4			
								s 2.35	54	95	983.2	15.6			
								f 2.47		95	985.1	0			
								s 3.05 ¹⁴	192	72	1005.1	26.4			
								f 3.17		61	1012.3	26.4			
								f 3.32	1	63	1021.4	26.4			
								f 3.47		60	1031.5	26.4			
								s 4.05	39	72	1043.2	0			
								f 4.11	103	47	1046.9	26.4			
								f 4.17	25	60	1051.4	26.4			
								f 4.25		54	1056.4	26.4			
								f 4.36	11	95	1063.9	9.8			
								f 4.42		94	1067.1	5.4			
								f 4.50	50	56	1073.7	26.4			
								5.00 AM		Yard	1079.6				
Arrive Daily.	Arrive Daily.	Arrive Sunday and Wednesday.	Arrive Sunday and Wednesday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.				(177.2)			
(36.2)	(54.0)	(54.0)	(54.0)	(47.2)	(47.2)	(36.2)	(54.0)	(36.8)	Average speed per hour...						

The time of Nos. 17, 18, 21 and 22, must be cleared not less than five minutes by other first-class trains, and not less than ten minutes by all other trains and engines.

Double track between Albuquerque and Abajo.
 Time of trains at Abajo applies at end of double track.
 Automatic Block: M.P. 902.7 to M.P. 914.4. M.P. 930.8 to M.P. 932.4. M.P. 1077.6 to M.P. 1078.7.
 Trains originating Albuquerque, Abajo, Isleta and Socorro must get numbered clearance card (Form 902) before leaving point of origin.
 Trains have no time table superiority between Mile Post 902 and Mile Post 903, at Albuquerque, and must run at restricted speed, expecting to find tracks occupied by other trains. Responsibility for accident rests with the approaching train.

NEW MEXICO DIVISION.—DEMING DISTRICT.

WESTWARD.				EASTWARD.			
Second Class.				Second Class.			
47				48			
Mixed.				Mixed.			
Leave Daily.				Arrive Daily.			
No. Cars.	No. Cars.	Miles.	Rolling Grade Ascending.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Rolling Grade Ascending.
	Yard	1079.6					
	25	47	26.4	26.4	W F Y	C	
		1084.8	63.9	16.8		C	\$10.20
		1093.9	63.0	26.4		B	f 10.00
		1101.3	63.4	15.0			f 9.45
	16	50	26.4	26.4	Y	C	s 9.38
		1118.2	26.4	26.4	W	B	f 9.10
		1125.3	26.4	26.4			f 8.55
	694	83	57.0	62.3			s 8.40
			57.0	62.3	W F T	C	s 8.15
	44		52.8	0			f 7.59
		8.0	52.8	0			f 7.45
	7	12.2	52.8	0			f 7.36
	13	61	73.9	29.0	W	B	f 7.27
		23.5	69.2	0		B	s 7.15
	101	59	105.6	79.2	W Y	C	s 7.00
		36.4	117.2	78.7			f 6.30
	Yard	46.6			W Y	C	6.00 PM
Arrive Daily.				Leave Daily.			

(19.8) Average speed per hour (23.7)

No. 47 is superior to No. 48.
 Trains must get numbered clearance card (Form 902) before leaving Rincon, Deming and Silver City.
 Junction switch at east wye Whitewater—normal position for Santa Rita District.
 Derail in main track M.P. 46.5.
 Mile Posts between Deming and Silver City indicate distance from Junction switch at Deming.
 No switch lights Ocho to Silver City.

FIERRO DISTRICT.

WESTWARD.				EASTWARD.			
Second Class.				Second Class.			
53				54			
Mixed.				Mixed.			
Leave Daily Ex. Sunday.				Arrive Daily Ex. Sunday.			
No. Cars.	No. Cars.	Miles.	Rolling Grade Ascending.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Rolling Grade Ascending.
		0.					
	46	34	158.4	0	Y	B	PM 1.50
		3.3	158.4	0		C	s 1.35
	47	15				B	1.20 PM
Arrive Daily Ex. Sunday.				Leave Daily Ex. Sunday.			

(11.6) Average speed per hour (11.6)

No. 53 is superior to No. 54.
 Junction switch at east wye Hanover Junction—normal position for Santa Rita District.
 No switch lights on Fierro District.
 Derail in main track 100 feet east of stock pens at Fierro.

SANTA RITA DISTRICT.

WESTWARD.				EASTWARD.			
Second Class.				Second Class.			
55				52			
Mixed.				Mixed.			
Leave Daily Ex. Sunday.				Arrive Daily Ex. Sunday.			
No. Cars.	No. Cars.	Miles.	Rolling Grade Ascending.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Rolling Grade Ascending.
		0.					
	101	59	105.6	0	W Y	C	AM 9.45
		8.3	101.4	42.2	W F Y	C	9.20 AM
	27	33	132.0	0		C	s 1.55
		12.9	132.0	0			1.50
		14.4	168.4	0	Y	B	12.45
		14.7	168.4	0			f 12.40
	263	16.7		0		C	12.30 PM
Arrive Daily Ex. Sunday.				Leave Daily Ex. Sunday.			

(16.6) (12.5) Average speed per hour (19.9) (15.4)

No. 51 is superior to No. 52.
 Nos. 50, 51 and 52 must get numbered clearance card (Form 902) before leaving Hurley.
 Trains must get numbered clearance cards (Form 902) before leaving White-water and Santa Rita.
 Derail in main track 50 feet east of east switch No. 5 track and 82 feet west of west switch No. 4 track Santa Rita.
 Junction switch at east wye Hanover Junction—normal position for Santa Rita District.
 Junction switch at east wye Whitewater—normal position for Santa Rita District.
 West wye switch Hurley—normal position for wye.
 No switch lights on Santa Rita District east of Hurley.

MAGDALENA DISTRICT.

WESTWARD.				EASTWARD.			
Second Class.				Second Class.			
43				44			
Mixed.				Mixed.			
Leave Daily Ex. Sunday.				Arrive Daily Ex. Sunday.			
No. Cars.	No. Cars.	Miles.	Rolling Grade Ascending.	Rolling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	Rolling Grade Ascending.
		0.					
	118	94	132.0	0	W F Y	C	AM 11.15
		15.9	132.0	31.7	W		f 10.30
	179	26.3			W Y	C	10.00 AM
Arrive Daily Ex. Sunday.				Leave Daily Ex. Sunday.			

(21.4) Average speed per hour (21.4)

No. 43 is superior to No. 44.
 Trains must get numbered clearance card (Form 902) before leaving Socorro and Magdalena.
 No switch lights on Magdalena District.

NEW MEXICO DIVISION—KOEHLER DISTRICT.

WESTWARD.		Capacity of Other Tracks.	Distance from Koehler Jct.	Ruling Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.	
No. Cars.	Miles.								STATIONS.	
162	0	158.4	KOEHLER JCT.	0	W Y	F				
180	3.3		3.3							
			KOEHLER.							
			3.3							

.....Average speed per hour.....

No switch lights on Koehler District.

VAN HOUTEN DISTRICT

WESTWARD		Capacity of Other Tracks.	Distance from Preston.	Ruling Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD	
No. Cars.	Miles.								STATIONS.	
177	0	147.8	PRESTON.	0						
100	3.5		3.5							
			VAN HOUTEN.							
			3.5							

.....Average speed per hour.....

No switch lights on Van Houten District.

SUGARITE DISTRICT.

WESTWARD		Capacity of Other Tracks.	Distance from Raton.	Ruling Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD	
No. Cars.	Miles.								STATIONS.	
Yard	0	105.6	RATON.	0	F W F Y	C				
60	4.2		4.2							
90	6.8		153.4							
			CARISBROOK.							
			2.6							
			SUGARITE.							
			6.8							

.....Average speed per hour.....

No switch lights on Sugarite District.

BLOSSBURG DISTRICT.

WESTWARD.		Capacity of Other Tracks.	Distance from Dillon.	Ruling Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.	
No. Cars.	Miles.								STATIONS.	
258	0	105.6	DILLON.	0	B					
145	3.3		3.3							
128	5.0		95.0							
			GARDINER.							
			1.7							
			SWASTIKA.							
			5.0							

.....Average speed per hour.....

No switch lights on Blossburg District.

CLAYTON DISTRICT.

WESTWARD.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Dodge City.	Ruling Grade Ascending.	TIME TABLE No. 67. June 12, 1938.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.				
Second Class.										Second Class.				
97	73									74	98			
Mixed.	Mixed.	No. Cars.	No. Cars.	Miles.						Mixed.	Mixed.			
Leave Fridays	Leave Daily									Arrive Daily.	Arrive Saturdays			
	AM 6.30		Yard	159.5	21.1	BOISE CITY.	0	W F Y	C	AM 4.00				
				160.1		0.6				Boise City Jct.				
				169.0		8.9				HARMER.				f 3.30
	f 6.50	37		178.7		9.7				FELT.	31.7	W	C	s 3.00
	s 7.10	127	34	190.0		11.3				NIETO.	28.2			f 2.25
	f 7.35		68	202.0		12.0				CLAYTON.	52.8			f 2.00
PM 8.30	8.00 AM	112	83	219.3		17.8				MT. DORA.	32.2	W	C	AM 1.35
f 9.00		13		224.3		4.5				CERNADA.	52.8	W	C	f 12.58
f 9.10		28		231.4		7.1				VARGAS.	52.8			f 12.45
f 9.30			66	240.5		9.1				SOFIA.	52.8			f 12.23 AM
f 10.00		66	65	255.0		14.5				FARLEY.	52.8	W Y		f 11.59
10.45 PM		79	62							(95.5)				11.20 PM
Arrive Fridays	Arrive Daily.									Leave Daily.	Leave Fridays			

(23.6) (28.3)Average speed per hour..... (21.3) (23.6)

Trains must get numbered clearance card (Form 902) before leaving Boise City and Clayton.

No. 97 is superior to No. 98 between Mt. Dora and Farley.

On joint track between Clayton and Mt. Dora trains will be governed by time table and rules of C. & S. Railway.

No switch lights on Clayton District.

Main track between Boise City Junction and Boise City is used by Colorado Division, Boise City District, and New Mexico Division, Clayton District, trains. Between these points trains have no time table superiority. Normal position of switch, Boise City Junction, is for Colorado Division trains.

NEW MEXICO DIVISION.

WESTWARD.						TIME TABLE No. 67. June 12, 1938.	EASTWARD.					
77	75	85	79	71	31		46	72	80	86	76	78
Mixed.	Way Freight.	Mixed.	Way Freight.	Way Freight.	New Mex., Colo., Kan. Fast Freight.		Fruit Express.	Way Freight.	Way Freight.	Mixed.	Way Freight.	Mixed.
Leave Daily Ex. Sunday.	Lv. Monday, Wednesday and Friday.	Lv. Tuesday, Thursday and Saturday.	Lv. Tuesday, Thursday and Sunday.	Leave Thursday and Sunday.	Leave Daily.	STATIONS.	Arrive Daily.	Arrive Saturday and Wednesday.	Ar. Monday, Wednesday and Friday.	Ar. Tuesday, Thursday and Saturday.	Ar. Tuesday, Thursday and Saturday.	Arrive Daily Ex. Sunday.
				AM 7.15	AM 10.30	LA JUNTA.	PM 6.15	PM 2.00 PM				
				PM 1.00	PM 1.50 2.20	TRINIDAD.	2.30	9.00				
		AM 3.30	AM 7.00	3.00 PM	4.30 5.30	RATON.	12.15 PM 11.30	7.00 AM	PM 2.30 PM	AM 9.05		
		3.40				DILLON.				8.55		
		3.55 AM				HEBRON.				8.40 AM		
	AM 5.30		PM 2.00 PM		11.00 AM 12.01	LAS VEGAS.	6.30 6.00	7.00 AM		PM 4.00 PM	PM	
AM 4.50	8.30 8.45				6.10	LAMY.	3.00			11.50 11.30	12.30 PM	
5.05 AM						KENNEDY.					11.59 AM	
	PM 1.00 PM				8.20	ALBUQUERQUE.	12.25			7.00 AM		
					8.30 AM	ABAJO.	12.15 AM					
Arrive Daily Ex. Sunday.	Ar. Monday, Wednesday and Friday.	Ar. Tuesday, Thursday and Saturday.	Ar. Tuesday, Thursday and Sunday.	Arrive Thursday and Sunday.	Arrive Daily.		Leave Daily.	Leave Saturday and Wednesday.	Lv. Monday, Wednesday, and Friday.	Lv. Tuesday, Thursday and Saturday.	Lv. Tuesday, Thursday and Saturday.	Leave Daily Ex. Sunday.

WESTWARD.						TIME TABLE No. 67. June 12, 1938.	EASTWARD.					
61	59	57	35	147	31		46	148	36	58	62	60
Mixed	Mixed	Mixed.	Freight.	N de M Passenger	Mexico and California Fast Freight.		Fruit Express.	N de M Passenger.	Freight.	Mixed.	Mixed	Mixed.
Leave Daily Ex. Sunday.	Leave Monday Wednesday and Friday	Leave Daily Ex. Sunday.	Leave Daily Ex. Monday.	Leave Daily.	Leave Daily.	STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily Ex. Monday.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Tue., Thur., Sat.
					AM 10.10	ABAJO.	PM 11.15					
PM 2.00					PM 12.01 8.00	BELEN.	10.00 PM 6.00			PM 1.15 PM		
3.30 PM	PM 5.00		AM 1.00		AM 12.45 1.30	SOCORRO.			AM 6.30	11.45 AM	AM 11.15	
	11.30 PM					RINCON.	12.20 AM 11.30				7.00 AM	
		PM 1.30				LEASBURG.				PM 1.20 PM		
				PM 2.05		UNION DEPOT.		AM 7.15				
		5.20 PM		2 20 PM	6.00 AM	EL PASO.	9.00 PM	6.55 AM		9.15 AM		
			3.40 AM			DEMING.			4.30 AM			
						WHITWATER.						
						HURLEY.						
Arrive Daily Ex. Sunday.	Arrive Mon., Wed. and Fri.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Monday.	Arrive Daily.	Arrive Daily.		Leave Daily.	Leave Daily.	Leave Daily Ex. Monday.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	Leave Tue., Thur., Sat.

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

ILLINOIS DIVISION—Trains 47, 48, 49, 50, 55 and 56. Trains 51 and 52 between Streator and Joliet.

MISSOURI DIVISION—Trains 59 and 60. Trains 57 and 58 between Dumas and Marcelline.

EASTERN DIVISION—Trains 61, 62, 63, 64, 65, 66, 71, 72, 73, 74, 75 and 76.

MIDDLE DIVISION—Trains 32, 36, 42, 59, 60, 63, 64, 69, 70, 75, 76, 87, 88, 89, 90, 97 and 98.

OKLAHOMA DIVISION—Trains 67, 68, 73, 74, 79, 80, 81, 82, 87 and 88.

SOUTHERN KANSAS DIVISION—Trains 85, 86, 95, 96, 97, 98; 89 and 90 between Cherryvale and Winfield; 91 and 92 between Pittsburg and Joplin.

WESTERN DIVISION—Trains 81 and 82.

COLORADO DIVISION—Trains 87 and 88.

NEW MEXICO DIVISION—Trains 71 and 72.

PANHANDLE DIVISION—Trains 57, 58, 59, 60, 61, 62, 69, 70, 71, 72, 83, 84, 119 and 120.

PECOS DIVISION—Trains 45 and 46.

PLAINS DIVISION—Trains 73 and 74; 85 and 86 between Waynoka and Canadian; 55 and 56 between Amarillo and Canadian.

SLATON DIVISION.

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

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

(Bold-faced type in following conditional stops indicates changes from previous time tables.)

- | | |
|--|---|
| <p>No. 1. (a) At any station Chicago to Belen, for passengers for Arizona or California.
(b) At Putnam, Sedgwick, or Valley Center, to discharge passengers from Newton or beyond.
(c) At Derby or Belle Plaine, for passengers for Wellington or beyond.
(d) At any station Wellington to Belen, to discharge passengers from Wichita or beyond.
(e) At any station Kiowa to Belen, to discharge passengers from Burlington or beyond.</p> <p>No. 2. (a) At any station Belen to Chicago, to discharge passengers from Arizona or California.
(b) At any station Belen to Kiowa, for passengers for Burlington or beyond.
(c) At any station east of Attica, to discharge passengers from Medicine Lodge District.
(d) At any station Wellington to Kansas City, to discharge passengers from Wellington or beyond.
(e) At Peabody or Florence, to discharge passengers from south of Newton or for passengers for Kansas City or beyond.
(f) At Strong City to discharge passengers from beyond Newton.
(g) At any station east of Kansas City, to discharge passengers from beyond Kansas City.
(h) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona or Mazon, for passengers for Chicago or beyond.</p> <p>No. 3. (a) At any station Chicago to Albuquerque, for passengers for Arizona or California.
(b) At any station Hutchinson to Kinsley, to discharge passengers from Kansas City or beyond; or for passengers for south and west of La Junta.</p> <p>No. 4. (a) At any station Albuquerque to Chicago, to discharge passengers from Arizona or California.
(b) At any station Kinsley to Hutchinson to discharge passengers from south or west of La Junta, or for passengers for Kansas City or beyond.
(c) At Joliet, to discharge passengers from Kansas City or beyond.</p> <p>No. 5. (From Chicago) (a) At any station in Illinois, to discharge passengers from beyond Chicago.
(b) At any station Chicago to Kansas City, except between Fort Madison and Marcelline, for passengers for Kansas City or beyond.
(c) At any station Chicago to Henrietta, for passengers for St. Joseph District.
(d) At any station Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet.
(e) At Princeville, Williamsfield, Stronghurst, or Dallas City, to discharge passengers from Chicago.
(f) At any station Fort Madison to Marcelline, to discharge passengers from east of Fort Madison.
(g) At any station Marcelline to Henrietta, or at Sheffield, to discharge passengers from Chicago.
(h) At Florence, to discharge passengers from Kansas City or beyond, for Eldorado or McPherson District.
(i) At Newkirk, to discharge passengers from Newton or beyond, or for passengers for Oklahoma City or beyond.
(j) At Edmond, to discharge passengers from Wichita or beyond, or for passengers for Ft. Worth or beyond.</p> <p>No. 5-6. (From La Junta) At any station La Junta to Denver, to discharge passengers from east or south of La Junta, and at Castle Rock to discharge or receive passengers.</p> <p>No. 5-6. (From Denver) At any station Denver to La Junta, for passengers for east or south of La Junta; and at Littleton, for passengers for Palmer Lake or beyond.</p> <p>No. 6. (From Galveston) (a) At Edmond, for passengers for Wichita or beyond.
(b) At Newkirk, to discharge passengers from Oklahoma City or beyond.
(c) At Florence, for passengers for Chicago or beyond.</p> <p>No. 8. (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond.
(b) At Las Animas, to discharge passengers from La Junta or beyond.
(c) At Ottawa Jct., to discharge passengers from Emporia or beyond.
(d) At Olathe, to discharge passengers from Newton or beyond.</p> <p>No. 9. (a) At any station Chicago to Albuquerque, for passengers for Albuquerque or beyond.
(b) At any station Chicago to La Junta for passengers for La Junta or beyond.
(c) At any station Fort Madison to Marcelline, to discharge passengers from east of Fort Madison; or for passengers.
(d) At any station Henrietta to Kansas City, to discharge passengers from east of Henrietta.
(e) At any station west of Kansas City, to discharge passengers from beyond Kansas City.
(f) At any station Kansas City to Newton, for passengers for south or west of Newton.
(g) At Burlingame, to discharge passengers from Kansas City or beyond.
(h) At any station Emporia to Newton, to discharge passengers.
(i) At any station Newton to Albuquerque, to receive or discharge passengers.</p> | <p>No. 10. (a) At any station Albuquerque to Newton, to receive or discharge passengers.
(b) At any station La Junta to Chicago, to discharge passengers from La Junta or beyond.
(c) At any station Newton to Kansas City, for passengers for Kansas City or beyond, or to discharge passengers from beyond Newton.
(d) At any station Florence to Kansas City, to discharge passengers from Eldorado or McPherson District.
(e) At Halsted Street, Chicago, to discharge passengers for Stock Yards District.</p> <p>No. 11. At Marcelline, to discharge passengers from Chicago or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 12. At Marcelline to discharge passengers from Kansas City or beyond; or for passengers for Chicago or beyond.</p> <p>No. 15. At any station Newton to La Junta, to receive or discharge passengers.</p> <p>No. 16. (From Pueblo) At any station Pueblo to Newton, to receive or discharge passengers.</p> <p>No. 19. At Chillicothe, to discharge passengers from Chicago or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 21. (a) At Hutchinson to discharge passengers from Kansas City or beyond; or for passengers for La Junta or beyond.
(b) At Glorieta, to discharge passengers from Trinidad or beyond; or for passengers for Gallup or beyond.</p> <p>No. 22. (a) At Glorieta, to discharge passengers from Gallup or beyond; or for passengers for Trinidad or beyond.
(b) At Trinidad, to discharge passengers; or for passengers for Kansas City or beyond.
(c) At Hutchinson to discharge passengers from La Junta or beyond; or for passengers for Kansas City or beyond.</p> <p>No. 23. (a) At any station Chicago to Belen, for passengers for Arizona or California.
(b) At any station Chicago to Kansas City, for passengers for Newton or beyond; at Coal City, for passengers for west of Ancona; at Stronghurst or Dallas City, for passengers for Kansas City or beyond, or to discharge passengers from Chicago or beyond; and at East Fort Madison, to discharge passengers from Chicago or beyond.
(c) At Medill or Baring, for passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.
(d) At any station Pomona to Emporia, for passengers south of Newton, or for west of Newton served by No. 15.
(e) At Strong City, to pick up or discharge passengers.</p> <p>No. 24. (a) At any station, Belen to Chicago, to discharge passengers from Arizona or California.
(b) At any station Emporia to Kansas City, to discharge passengers from Emporia or beyond.
(c) At any station LeLoup to Kansas City, to discharge passengers.
(d) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City.
(e) At any station Kansas City to Fort Madison to discharge passengers from Kansas City or beyond; or for passengers for Fort Madison or beyond.
(f) At East Fort Madison, Williamsfield, or Princeville, for passengers for Chicago or beyond.
(g) At Ransom, Kinsman, Verona or Mazon, to discharge passengers from west of Fort Madison; or for passengers for Chicago or beyond.</p> <p>No. 27. (a) At Eudora, to discharge passengers from Kansas City or beyond.
(b) At Osage City, to discharge passengers from Topeka or beyond.
(c) At Burlingame or Osage City, for passengers for south of Newton or for west of Newton served by No. 15.
(d) At Edmond, to discharge passengers from Ponca City or beyond.</p> <p>No. 27. At Littleton, Castle Rock, Larkspur, or Fountain for passengers for east or south of Pueblo.</p> <p>No. 28. (a) At Edmond, for passengers for Ponca City or beyond.
(b) At Strong City, to discharge passengers from south of Wichita for Strong City District.
(c) At any station between Emporia and Kansas City, to discharge passengers from beyond Newton.</p> <p>No. 47. (a) At Holliday, Gardner, Edgerton or Wellsville, to discharge passengers from Kansas City, Kans., or beyond; or for passengers for Ottawa or beyond; or west of Ottawa Jct. for No. 23.
(b) At Olathe, for passengers for south of Ottawa.
(c) At Richmond or Colony to discharge passengers from Ottawa or beyond; or for passengers for Chanute or beyond.
(d) At any station south of Chanute, to discharge passengers from Ottawa or beyond.</p> <p>No. 48. (a) At any station Tulsa to Chanute, for passengers for Richmond or beyond.</p> |
|--|---|

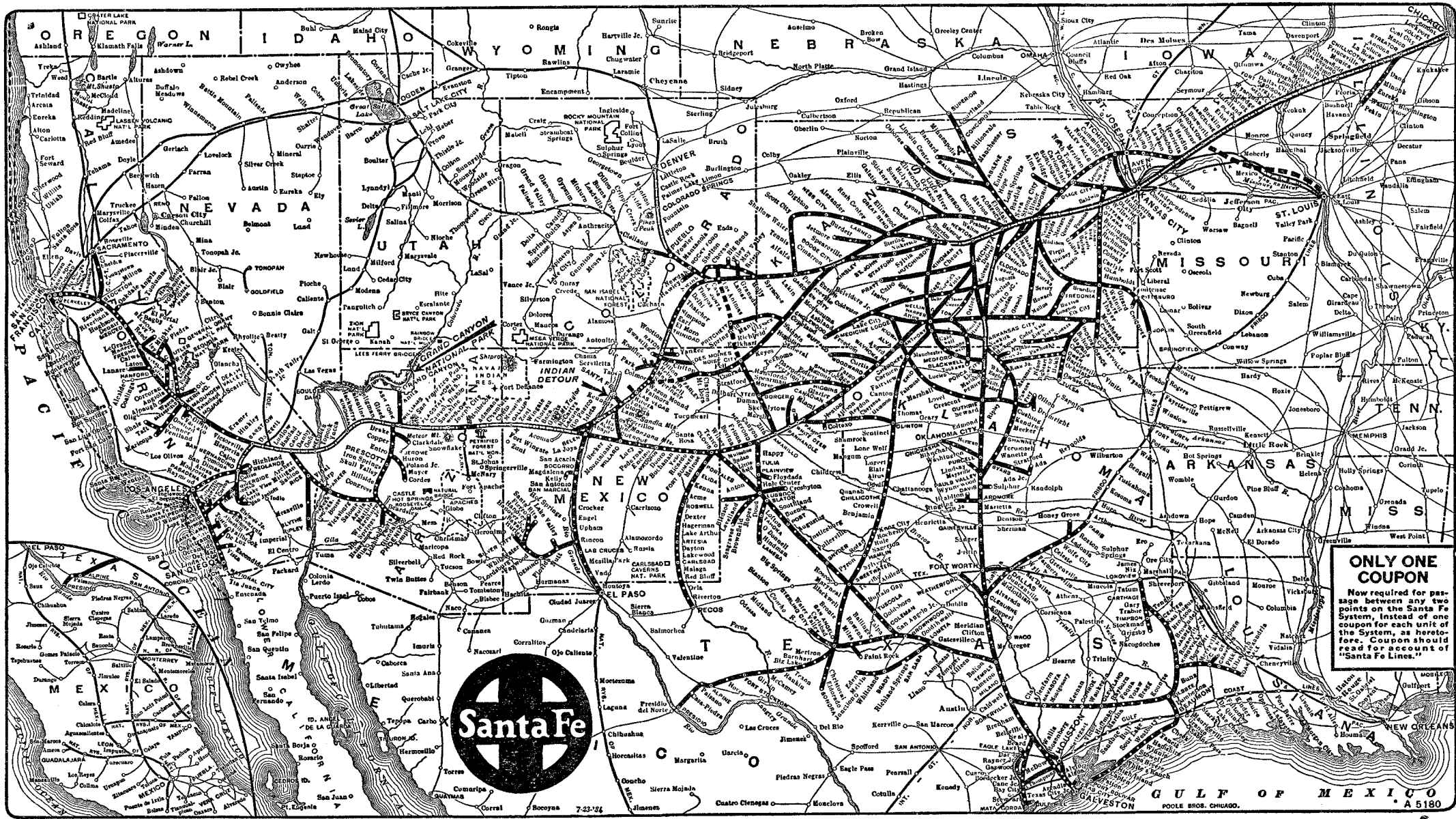
The following signs indicate:

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

SANTA FE SAFETY FIRST

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

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



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



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

GULF OF MEXICO
POOLE BROS. CHICAGO.
A 5180