

The Atchison, Topeka & Santa Fe Railway Co.

WESTERN GRAND DIVISION.

NEW MEXICO DIVISION.

EMPLOYEES' TIME TABLE No. 29.

IN EFFECT

SUNDAY, JUNE 16, 1907,

AT 12:01 O'CLOCK A. M.

MOUNTAIN STANDARD TIME.

Superseding Time Table No. 28, Dated November 4, 1906, and any Supplements thereto.

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

J. E. HURLEY,

General Manager,
TOPEKA, KANSAS.

R. J. PARKER,

General Superintendent,
LA JUNTA, COLORADO.

C. W. KOUNS,

Supt. of Transportation,
CHICAGO, ILLINOIS.

J. M. KURN,

Superintendent,
LAS VEGAS, NEW MEXICO

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 November, 1901, must be in the hands of all employes of the Operating Department.

Except as otherwise provided, all Eastbound Trains are superior to Westbound Trains of the same class.

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

Conductors of freight and accommodation trains will fill up Telegraph Train Reports (Form 903), and leave them at all stations except registering stations. Operators will send these reports by wire promptly to the Trainmaster's office.

The following stations have Yard Limits (see No. 98(a) General Rules): La Junta, Trinidad, Raton, Las Vegas, Albuquerque and Lamy. At all other stations trains must be protected as per Nos. 99, 99(a) and 99(b) of General Rules.

Time signals will be sent daily at 9.00 A. M., "Mountain" time, from the Master Clock of the Western Union Telegraph Co., St. Louis, (who compare time daily with 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. The following programme will be observed:

H. M. S.
 8 57 00 A. M., The Master Clock will begin sending the word "Time," (when all repeater switches should be thrown,) and continues until
 8 57 50 A. M., When the circuit is opened until
 8 58 00 A. M., When the Master Clock will begin sending double dots every second, continuing until
 8 58 50 A. M., When the circuit opens again until
 8 59 00 A. M., When the Master Clock begins sending single dots every second, continuing until
 8 59 50 A. M., When the circuit opens again until
 9 00 00 A. M., When the Master Clock closes the circuit one dot, and then opens the circuit 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 St. Louis, 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 signals as received.

Standard clocks are located at La Junta, Raton, Las Vegas Dispatcher's office, Las Vegas Yard office, and Albuquerque.

While running through the corporate limits of cities and towns named below, trains must not exceed the speed shown, and the engine bell must be rung constantly until without the limits: Albuquerque, Los Cerrillos, Trinidad, Springer, Raton, and Las Vegas: five (5) miles per hour.

In Colorado, a railroad company has the right to eject from its trains 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 at 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 accommodations 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.

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.

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

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through or under the following-named bridges or viaducts, and necessary precautions must be used by all employes to protect themselves

from injury from overhead structures at said points while riding on top of cars.

NEW MEXICO DIVISION.

MILE	PORTS.	BRIDGE NUMBER.	NAMES.
652.0	Tunnel, Raton Mountain, East End.
652.4	" " " " West End.
691.2	No Number	Overhead Crossing, Dawson Ry.
785.1	432	Tecolote River.
843.1	No Number	Overhead Crossing, Santa Fe Central Ry.
861.9	690	Wires.

RAILROAD CROSSINGS.

La Junta.—All trains arriving at La Junta yard from the west will be governed by the Hall Automatic Signal.

El Moro.—D. & R. G. crossing, .2 mile west, is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed not exceeding fifteen (15) miles per hour.

Trinidad.—Colorado & Southern crossing, 1 mile east, is protected by standard interlocking system, with distant and home signals and derails. When signals are clear, trains may cross at speed not exceeding fifteen (15) miles per hour.

Santa Fe.—Santa Fe Central Crossing, 0.5 mile east. After coming to a full stop, brakeman must go ahead of train and flag this crossing, knowing that it is clear before giving an all-right signal. Trains will not proceed towards this crossing after stop is made until all-right signal is given by brakeman.

All trains must stop at the head of heavy grades, make service test of air brakes, and see that retaining valves are turned in a horizontal position before starting. When descending grades between Morley and Raton, trains must not exceed a speed of one mile in three minutes. All trains will reduce speed to 20 miles per hour at second curve east of Hoehnes.

A freight train must not exceed a speed of one mile in three minutes, descending grade between Glorieta and Lamy. Passenger trains and Light Engines must not exceed a speed of one mile in three minutes, descending grade between Glorieta and Canyoncito and through Apache Canyon, and will use not less than twenty-five minutes from Glorieta to Lamy.

Conductors of freight trains will ride on top of cars descending grades of three (3) per cent. or over, and will be held personally responsible for speed of trains on all grades.

Brakemen will remain on top of cars descending grades of two (2) per cent. or over, and at such other places as Conductors may direct.

F. E. SUMMERS,

Train Master,

RATON, N. M.

N. M. R.

E. DOWLING,

Chief Dispatcher,

RATON, N. M.

J. E. McMAHON,

Train Master,

LAS VEGAS, N. M.

J. B. FORD,

Chief Dispatcher,

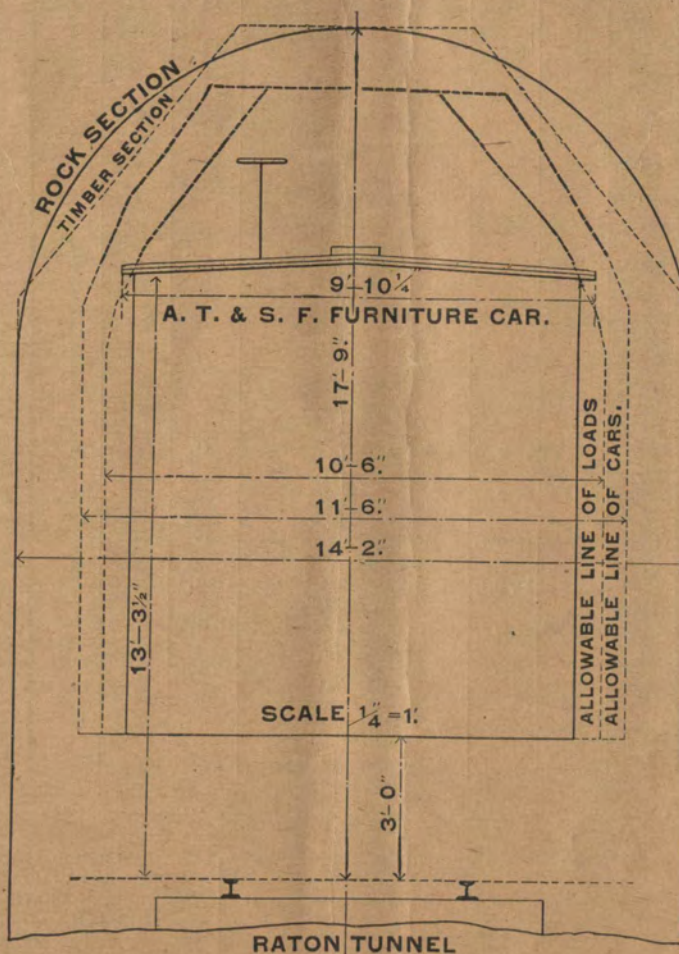
LAS VEGAS, N. M.

MAXIMUM DIMENSIONS OF FREIGHT CARS

THAT CAN BE HANDLED OVER THE A. T. & S. F. SYSTEM.

HEIGHT FROM TOP OF RAIL TO UPPER EDGE OF EAVES' BOARDS OR EAVES' MOLDINGS, OR OUT- SIDE PROJECTIONS OF CAR OR LOAD.	EXTREME WIDTH OF CARS FROM OUT TO OUT OF ROOF BOARDS OF EAVES' MOLDINGS, AND OF LOADS ON OPEN CARS.	
	FOR COVERED CARS, ALL LENGTHS.	FOR LOADS ON, OPEN CARS.
3' TO 11'	11'-6"	10'-6"
12'	11'-6"	10'-0"
13'	10'-8"	9'-0"
13'-6"	10'-2"	8'-6"
14'	9'-8"	8'-0"
14'-6"	9'-0"	7'-6"
15'	8'-6"	7'-0"
15'-6"	8'-0"	6'-0"
16'	7'-0"	5'-0"
16'-6"	6'-0"	4'-0"

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



NEW MEXICO DIVISION.—FIRST DISTRICT.

WESTWARD.						EASTWARD.												
Second Class.		First Class.				Capacity of Sliding.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE		Ruling Grade Ascending.	Distance from Alchison.	Telegraph Office.	First Class.				Second Class.
39	33	9	7	3	1				No. Cars.	No. 29.				Miles.	2	4	8	10
Refrigerator Freight.	Mexico and California Fast Freight.	California Fast Mail.	Mexico and California Express.	California Limited.	California Express.		June 16, 1907.						Atlantic Express.	Chicago Limited.	Kansas City and Chicago Express.	Kansas City and Chicago Express.	Fruit Express.	
Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		
AM 2.00	PM 9.45	AM 11.15	AM 8.30	PM 11.20	AM 5.15	1480	W F T Y	LA JUNTA.			N	PM 10.20	AM 7.05	AM 10.15	PM 9.00	AM 7.30		
	2.20	10.12 ²	11.21	8.37	11.27	65		3.1	0	554.9								
	2.40	10.50	11.30	8.47	11.37	68		ORMEGA.	0	558.0	N	10.12 ³⁸	6.57	10.07	8.49	7.20		
	2.52	11.05	11.37	8.55	11.45	80		5.4	31.7	563.4		10.02	6.49	9.55	8.41	7.05		
	3.05	11.20	11.45	9.05	11.54	94	W	4.6		568.0		9.55	6.42	9.47	8.34	6.55		
	3.25	11.45	11.54	9.14	AM 12.03	68		4.3	0	572.3	N	9.48	6.34 ³⁴	9.40	8.28	6.34 ⁴		
	3.45	AM 12.11 ³	PM 12.01	9.25 ⁸	12.11 ³³	49		5.8	0	578.1	N	9.40	6.25	9.31	8.19	5.55 ¹		
	4.00	12.35	12.07	9.33	12.19	68	W	4.7	0	582.8		9.34	6.17	9.25 ⁷	8.12	5.39		
	4.25	12.55	12.16	9.42	12.29	99	W	3.2	0	586.0	N	9.29	6.10 ¹	9.19	8.06	5.27		
	4.53 ³⁴	1.10	12.23	9.50	12.37	69		5.4	0	591.4		9.21	6.01	9.09	7.57	5.07		
	5.10	1.45	12.31	10.01	12.47	149	W F Y	4.0	0	595.4		9.15	5.54	9.01	7.49	4.53 ³⁹		
	5.41 ⁴	2.10	12.39	10.11	12.56	112		4.6	0	600.0	N	9.09	5.47	8.53	7.41	4.30		
	6.00	2.25	12.46	10.21	1.04	70	W	4.6	31.7	604.6		9.02	5.41 ³⁹	8.44	7.32	4.05		
	6.20	2.45	12.54	10.34	1.14	68		TYRONE.	31.7	609.2	N	8.56	5.36	8.33	7.22	3.40		
	6.40	3.05 ³⁴	1.00	10.43	1.20	80		5.8	31.1	615.0		8.47	5.28	8.22	7.12	3.15		
	7.00	3.16	1.06	10.51	1.27	80		3.4	31.7	618.4	N	8.42	5.22	8.16	7.06	3.05 ³⁸		
	7.38 ¹	3.30	1.14	11.01	1.37	101	W	3.6	31.7	622.0		8.36	5.14	8.10	6.58	2.57		
	8.00 ⁸	4.00	1.23	11.12	1.48	74		4.6	31.7	626.6	N	8.27	5.06	8.00 ³⁹	6.50	2.45		
	8.25	4.25	1.35	11.30	2.00	385	W F T	5.6	0	632.2		8.19	4.57	7.50 ¹	6.40	2.30		
	8.45	4.49 ⁴	2.00	11.55	2.05 ³⁴			0.2	0	632.4	N							
	9.30	5.02	2.05	PM 12.01	2.10		No Sliding.	3.0	0	635.4								
	9.45	5.20	2.15	12.11	2.20	131	W	1.0	0	636.4	N	8.10	4.49 ³⁸	7.40	6.30	2.15		
	10.15	5.55	2.27	12.26	2.35	150	W F	2.4	0	638.3	N	7.45	4.47	7.15	6.05	2.05 ⁸		
	10.43	5.55	2.27	12.26	2.35	150	W F	3.1	0	641.9	N	7.37	4.40	7.07	5.55	1.50		
	11.45	7.10	2.50	12.56	3.00	55		4.7	0	646.6	N	7.26	4.31	6.58	5.48	1.35		
								MORLEY.	0	646.6	N	7.10	4.18	6.43	5.35	1.15		
								5.0	0	651.6	N	6.54	4.03	6.25	5.20	12.55		
								WOOTTON.	0	651.9								
								0.3	162.1									
								STATE LINE.	175.3									
	11.55	7.30	2.55	1.01	3.05	75		1.0	0	652.9	N	6.48	3.55	6.17	5.15	12.45		
	PM 12.10	7.45	3.07	1.11	3.17	75		3.1	174.2	656.0	N	6.32	3.38	6.00	5.00	12.05 AM		
	12.25 PM	8.05 AM	3.25 PM	1.25 PM	3.30 AM	701	W F T Y	3.4		659.4	N	6.20 PM	3.25 AM	5.45 AM	4.45 PM	11.35 PM		
	Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			RATON.				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.		
	(11.2)	(10.6)	(27.9)	(23.2)	(25.6)	(24.1)		(104.5)				(29.4)	(29.4)	(25.6)	(27.3)	(13.5)		

The west switch at Wootton will be kept set for eastbound track. East switch at Lynn for westbound track.
 All Trains must get Clearance Cards before leaving La Junta, Trinidad and Raton.
 Eastbound trains Wootton to Starkville, westbound trains Lynn to Raton, and all trains between Lynn and Wootton, will be governed by Train Staff Rules.
NO. 39 RUNS SUNDAY AND THURSDAY.
 Rules governing the movement of trains with the current of traffic on double track by means of block signals: Between Trinidad and Wootton, and Lynn and Raton, trains will run with the current of traffic by block signals, whose indications will supersede time-table superiority.
 All trains shall keep to the right.

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 must 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 must obtain authority to give this permission from the dispatcher.
 When necessary to run trains against the current of traffic, movement must be controlled by train orders.
 Except as affected by these rules, block signal and train rules will remain in force.

NEW MEXICO DIVISION.—SECOND DISTRICT.

WESTWARD.						EASTWARD.											
Second Class.		First Class.				Capacity of Stings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 29. June 16, 1907.	Ruling Grade Ascending.	Distance from Alchibon.	Telegraph Offices.	First Class.				Second Class.
39	33	9	7	3	1								2	4	8	10	34
Refrigerator Freight.	Mexico and California Fast Freight.	California Fast Mail.	Mexico and California Express.	California Limited.	California Express.								Atlantic Express.	Chicago Limited.	Kansas City and Chicago Express.	Kansas City and Chicago Express.	Fruit Express.
Leave Sunday and Thursday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	No. Cars.			Miles.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			
PM 1.45	AM 9.50	PM 3.30	PM 1.35	AM 3.35	AM 10.10	701	WF TY	0		659.4	N	PM 6.15	AM 3.15	AM 5.40	PM 4.35	PM 10.35	
1.57	10.00	3.36	1.45	3.42	f10.17	208		0		662.7	N	6.08	3.09	f 5.30	f 4.26	10.15	
2.02	10.06	3.40	1.50	3.46	f10.21	61	W	0		664.7		6.04	3.05	f 5.26	f 4.21	10.07	
2.25	10.32 ¹	3.50	2.02	3.56	f10.32 ³³	183	Y	0		671.6	N	5.48	2.53	f 5.09	f 4.08	9.37	
2.45	10.49	3.57 ¹⁰	2.10	4.04	f10.38	74	W	0		675.8	N	5.39	2.45	f 4.59	f 3.57 ⁹	9.20	
3.05	11.04	4.05	2.20	4.11	f10.46	69		0		680.9		5.29	2.37	f 4.47	f 3.40	9.00	
3.31 ¹⁰	11.19	4.13	2.30	4.18	f10.56	100		0		684.4		5.29	2.37	f 4.47	f 3.40	9.00	
3.55	11.34	4.20	2.40	4.25 ⁸	s11.06	35		69.9		686.0	N	5.19	2.26	f 4.36	f 3.31 ³⁹	8.40	
4.09	11.41	4.24	2.46	4.30	f11.11	86		70.2		687.0	D	5.12	2.17	f 4.25 ³	s 3.22	8.15	
4.31 ⁹	11.55	4.31 ³⁹	2.55	4.37	f11.18	57	Y	0		690.9		5.07	2.12	f 4.18	3.16	8.07	
4.57 ²	PM 12.05	4.36	s 3.02 ¹⁰	4.42	s11.23	133	W	0		693.3		5.07	2.12	f 4.18	3.16	8.07	
5.30	12.25	4.45 ²	3.17	4.52	f11.35	68		72.2		697.5		5.01	2.05	f 4.11	3.08	7.55	
5.55	12.40	4.54	3.25	5.01	f11.43	70	W	0		699.9	N	s 4.57 ³⁹	2.00	s 4.04	s 3.02 ⁷	7.40	
6.40 ³⁴	12.55	5.01	3.32	5.11	f11.51	68		70.0		705.3		4.45 ⁹	1.51	f 3.52	f 2.51	7.10	
7.10	1.30	5.10	3.45	5.24	f12.04	70		71.2		699.0		4.32	1.44	f 3.42	f 2.44	6.55	
7.35	2.18 ¹⁰	5.20	s 4.00 ²	5.36	s12.16	126	WF	0		710.1	N	4.32	1.44	f 3.42	f 2.44	6.55	
7.50	2.35	5.28 ³⁴	4.15	5.45	f12.24	68		70.9		714.3		4.23	1.37	f 3.34	f 2.37	6.40 ³⁹	
8.15	3.37 ²	5.37	4.26	5.55	f12.36	69		44.0		719.3		4.11	1.29	f 3.25	f 2.29	6.25	
8.45	4.40 ⁷	5.47	4.40 ³³	6.07	f12.49	64	W	70.2		725.4	N	s 4.00 ⁷	1.19	s 3.14	s 2.18 ³³	6.00	
9.20	5.25	6.00	f 4.55	6.21	s 1.06	90		70.2		730.2		3.47	1.09	f 3.00	f 2.07	5.28 ⁹	
9.45	6.08 ⁹	6.08 ³³	5.04	6.30	f 1.16 ¹⁰	81		70.1		735.3	D	3.37 ³³	1.00	f 2.50	f 1.59	5.05	
10.15	6.45	6.15	5.11	6.37	f 1.28	54		70.4		742.3	N	3.23	12.45	f 2.35	f 1.45	4.40 ⁷	
10.30	7.10	6.21	5.17	6.44	f 1.35	96		68.6		750.2	N	3.09	12.30	s 2.20	s 1.30	4.10	
10.45	7.30	6.26	5.23	6.50	f 1.41	62		70.0		755.3		2.59	12.21	f 2.10	f 1.16 ¹	3.50	
11.00 PM	7.45 PM	6.30 PM	5.30 PM	6.55 AM	1.50 PM	661	WF TY	70.7		759.4	N	2.52	12.13	f 2.02	f 1.08	3.25	
Arrive Sunday and Thursday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			70.1		763.3		2.42	12.04 AM	f 1.52	f 1.01	3.05	
(11.9)	(11.2)	(36.9)	(28.4)	(33.3)	(30.2)	Average speed per hour.....					74.7		2.32	11.56	f 1.42	12.52	2.45
								0		767.7		2.32	11.56	f 1.42	12.52	2.45	
								0		770.2	N	2.25 PM	11.50 PM	1.35 AM	12.45 PM	2.30 PM	
								0				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
												(28.9)	(32.5)	(27.1)	(28.9)	(13.7)	

All trains must get Clearance Cards before leaving Raton and Las Vegas.

NO. 39 RUNS SUNDAY AND THURSDAY.

NEW MEXICO DIVISION.—THIRD DISTRICT.

WESTWARD.						EASTWARD.											
Second Class.		First Class.				Capacity of Stages.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 29, June 16, 1907.	Ruling Grade Ascending.	Distance from Atchison.	Telegraph Office.	First Class.				Second Class.
39	33	9	7	3	1								2	4	8	10	34
Refrigerator Freight.	Mexico and California Fast Freight.	California Fast Mail.	Mexico and California Express.	California Limited.	California Express.	No. Cars.		STATIONS.		Miles.		Atlantic Express.	Chicago Limited.	Kansas City and Chicago Express.	Kansas City and Chicago Express.	Fruit Express.	
Leave Monday and Friday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.							Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
AM 1.25 ⁸	PM 8.50	PM 6.55	PM 5.55	AM 7.00	PM 2.15	661	W F T Y	LAS VEGAS.		770.2	N	PM 2.00	PM 11.40	AM 1.25 ³⁹	PM 12.20	PM 1.20	
1.47	9.15	7.05	6.05	7.09	2.25	154		4.8 ROMERO.	74.9	775.0	D	1.47	11.27	1.10	12.09	12.55	
2.03	9.30	7.13	6.13	7.18	2.35	71		3.4 OJITA.	75.0	778.4	N	1.37	11.17	12.57	12.01 PM	12.42	
2.15	9.45	7.24	6.22	7.28	2.45	69		4.8 SULZBACHER.	75.0	783.2		1.21	11.02	12.43	11.47	12.17 PM	
2.40	10.15	7.37	6.36	7.42	3.02	110	W	5.9 CHAPELLE.	75.0	789.1	N	1.07	10.47	12.30	11.33	11.50	
3.05	10.37 ⁴	7.50	6.48	7.54	3.17	80		4.5 BLANCHARD.	0	793.6		12.58	10.37 ³³	12.20	11.23	11.35	
3.40	11.10	8.04	7.02	8.10	3.32	109	W	5.7 RIBERA.	75.0	799.3	N	12.40	10.25	12.02 AM	11.08 ³⁴	11.08 ¹⁰	
4.15	11.50 ⁸	8.16	7.14	8.22	3.45	81		4.1 SANDS.	31.1	803.4		12.30	10.15	11.50 ³³	10.57	10.45	
4.47	AM 12.30	8.27	7.25	8.33	3.58	94		3.6 FULTON.	0	807.0	N	12.23	10.05	11.41	10.50	10.35	
5.19	1.00	8.39	7.36	8.45	4.10	68		4.0 GISE.	0	811.0		12.15	9.55	11.30	10.42	10.23	
6.00	1.30	8.54	7.50	9.00	4.25	118	W F	5.0 ROWE.	66.0	816.0	N	12.05 PM	9.45	11.15	10.32	10.08	
6.30	1.55	9.07	8.04	9.14	4.38	25		4.6 DECATUR.	70.0	820.6		11.50	9.35	11.00	10.18	9.50	
6.40	2.05	9.11	8.08	9.18	4.42	66		1.2 FOX.	0	821.8		11.47	9.32	10.55	10.15	9.45	
7.10	2.47	9.25 ⁴	8.20	9.35 ³⁴	5.05	212	Y	3.5 CLORIETA.	0	825.3	N	11.40	9.25 ⁹	10.45	10.10	9.35 ⁸	
7.35	3.15	9.38	8.33	9.50 ¹⁰	5.18	120		4.7 CANYONCITO.	158.4	830.0	N	11.17	9.01	10.20	9.50 ³	9.00	
7.55 ³⁴	3.45	9.50 ⁸	8.45 ⁴	10.05	5.30	250	W F Y	5.1 LAMY.	158.4	835.1	N	11.05	8.45 ⁷	10.00	9.35	8.05 ³⁹	
8.25	4.15	9.55	8.50	10.10	5.40			2.7 TWITCHELL.	73.9	837.8		10.55	8.40	9.50 ⁹	9.25	7.40	
8.35	4.28	10.00	8.56	10.15	5.45	68		5.8 KENNEDY.	75.0	843.6	N	10.45	8.32	9.42	9.16	7.15	
9.04 ¹⁰	4.50	10.10	9.08	10.28 ²	5.55	78		3.0 ORTIZ.	75.0	846.6		10.28 ³	8.17	9.27	9.04 ³⁹	6.35	
9.22	5.00	10.15	9.17 ⁸	10.35	6.01	69		5.7 LOS CERRILLOS.	75.0	852.3	N	10.18	8.10	9.17 ⁷	8.51	6.15	
10.00 ²	5.35 ³⁴	10.25	9.30	10.46	6.12	93	W	1.8 WALDO.	75.0	854.1		10.00 ³⁹	7.56	9.00	8.40	5.35 ³³	
10.15	5.52	10.29	9.35	10.50	6.16	187	Y	6.1 ROSARIO.	73.1	860.2		9.50	7.51	8.48	8.35	5.18	
10.40	6.30	10.39	9.45	11.01	6.26	79		5.7 DOMINGO.	52.8	865.5	N	9.38	7.37	8.38	8.24	4.55	
11.12 ³	7.00	10.49	9.55	11.12 ³⁹	6.36	149	W Y	6.7 ELOTA.	26.4	872.2		9.26	7.24	8.28	8.12	4.35	
11.50	7.30	11.00	10.04	11.22	6.46	77		4.4 ALGODONES.	26.4	876.6		9.14	7.07	8.15	8.00	4.10	
PM 12.15	7.52 ¹⁰	11.07	10.11	11.31	6.57 ⁴	68		9.5 BERNALILLO.	52.8	886.1	N	9.06	6.57 ¹	8.07	7.52 ³³	3.50	
1.10	8.51 ²	11.21	10.25	11.50	7.15	75	W	8.3 ALAMEDA.	0	894.4		8.51 ³³	6.43	7.50	7.32	3.30	
1.40	9.25	11.33	10.40	PM 12.04	7.32 ⁸	71		4.0 HAHN.	0	898.4	N	8.38	6.32	7.32 ¹	7.15	3.15	
2.00	9.40	11.41	10.47	12.12	7.38	80		4.0 ALBUQUERQUE.	0	902.4	N	8.32	6.26	7.26	7.07	3.05	
2.20 PM	9.55 AM	11.50 PM	10.55 PM	12.20 PM	7.45 PM	2286	W F T	(132.2)				8.25 AM	6.20 PM	7.20 PM	7.00 AM	2.55 AM	
Arrive Monday and Friday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.							Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
(10.7)	(10.5)	(27.6)	(27.0)	(27.1)	(24.9)	Average speed per hour.....					(24.5)	(28.4)	(22.5)	(25.6)	(13.3)		

All Trains must get Clearance Cards before leaving Las Vegas, Lamy, and Albuquerque.
All trains between Glorieta and Lamy will be governed by Train Staff rules.

No. 39 runs Monday and Friday.

NEW MEXICO DIVISION.—SANTA FE DISTRICT.

WESTWARD.						TIME TABLE			EASTWARD.			
First Class.			Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	No. 29, June 16, 1907.	Ruling Grade Ascending.	Distance from Atchison.	Telegraph Offices.	First Class.		
725	723	721								720	722	724
Mixed.	Express.	Express.	No. Cars.	W F T Y	STATIONS.	Miles.	Mixed.	Express.	Express.			
Leave Daily.	Leave Daily.	Leave Daily.	250		LAMY.	835.1	N	AM 9.15	PM 5.20	PM 8.40		
PM 10.05	PM 5.50	AM 10.10			17.6 S. F. C. Crossing. 0.5	105.6						
					SANTA FE.	852.7						
			109	W Y	(18.1)	853.2	D	8.25 AM	4.20 PM	7.40 PM		
Arrive Daily.	Arrive Daily.	Arrive Daily.						Leave Daily.	Leave Daily.	Leave Daily.		
(21.8)	(18.1)	(18.1)	Average speed per hour.....			(21.8)	(18.1)	(18.1)				

BLOSSBURG DISTRICT.

WESTWARD.			TIME TABLE			EASTWARD.						
Third Class.			Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	No. 29, June 16, 1907.	Ruling Grade Ascending.	Distance from Atchison.	Telegraph Offices.	Third Class.		
731										730		
Mixed.			No. Cars.			Miles.			Mixed.			
Leave Daily Ex. Sunday.			208		DILLON.	662.7	N	AM 8.45				
AM 7.45			60	105.6	4.6	0		8.20 AM				
					BLOSSBURG.	667.3						
Arrive Daily Ex. Sunday.					(4.6)			Leave Daily Ex. Sunday.				
(11.2)	Average speed per hour.....			(11.2)								

No. 731 has right to Blossburg over No. 730.

No Switch Lights on Santa Fe and Blossburg 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.

EASTERN GRAND DIVISION.

ILLINOIS DIVISION.—Trains 49, 50, 53, 54, 55, 56; 47 and 48 between Pekin and Streator; 51 and 52 between Joliet and Streator.

MISSOURI DIVISION.—Trains 45, 46, 59, 60; 57 and 58 between Dumas and Marceline.

EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 119, and 120.

MIDDLE DIVISION.—Trains 71, 72, 93, 318, 351, 352, 387, and 388.

SOUTHERN KANSAS DIVISION.—Trains 215, 216, 218, 219, 223, 224, 247, 248, 263, 264, 273, and 274.

OKLAHOMA DIVISION.—Trains 420, 421, 422 and 423; 425 between Newkirk and Ponca City.

WESTERN GRAND DIVISION.

WESTERN DIVISION.—Trains 73, 74, 77, 78, 79, 80, 578, and 579.

ARKANSAS RIVER DIVISION.—Trains 81, 82, 83, and 84.

COLORADO DIVISION.

NEW MEXICO DIVISION.

RIO GRANDE DIVISION.—Trains 99, 100, 829, 830, 831, and 832.

PANHANDLE DIVISION.—Trains 509, 510, 521, 522, 523, 524, 530, 531, 535 and 536.

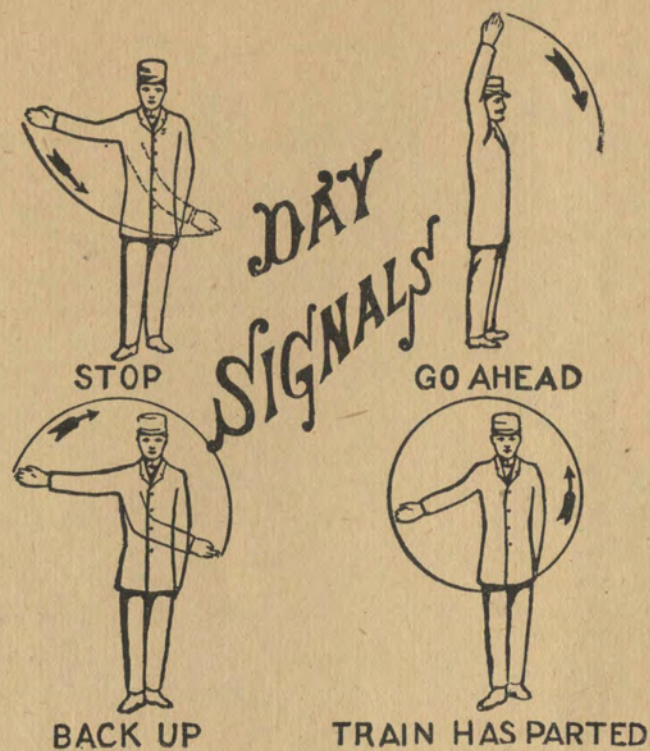
Men in charge of stock, when holding proper transportation, will be carried on any train having stock.

- No. 1. (a) Will stop at any station Chicago to Kansas City to receive passengers ticketed to El Paso, Deming or points south or west thereof, as well as for passengers ticketed to Arizona and California points.
- (b) Will stop at Strong City or at any station Newton to La Junta for passengers ticketed to Southern California points, and will stop at any station west of Missouri River to let off passengers from foreign line points boarding train at Chicago or Kansas City, and to let off passengers from points east of Missouri River where No. 1 is scheduled to stop.
- No. 2. (a) Will stop at any station Albuquerque to La Junta to discharge passengers from west of Albuquerque.
- (b) Will stop at any station La Junta to Chicago to discharge passengers from west or south of La Junta.
- (c) Will stop on flag at Burlingame for passengers for Chicago or east thereof.
- No. 3. Will stop on flag at Holliday and Lawrence for passengers holding first class tickets for California.
- No. 5. (a) Will stop at any station Chicago to Ft. Madison to receive passengers ticketed to Kansas City and beyond.
- (b) Will stop at stations Coal City to Ransom inclusive to discharge passengers from Chicago or Joliet.
- (c) Will stop at any station Ft. Madison to Kansas City to receive passengers ticketed to points west of Kansas City.
- (d) Will stop on flag at Rothville, Dean Lake and Standish for passengers for St. Joseph District.
- (e) Will stop at any point in Missouri to discharge passengers from Chicago or east thereof.
- (f) Will stop at any station west of Missouri River to discharge passengers from east of Kansas City.
- (g) Will stop at stations Ellinwood to Dodge City to discharge passengers from McPherson District.
- (h) Will stop at any station La Junta to Denver to discharge passengers from east of La Junta.
- No. 6. (a) Will stop on flag at Littleton for passengers for points east or south of Newton.
- (b) Will stop at any station Dodge City to Chicago to discharge passengers from points between Denver and La Junta.
- (c) Will stop on flag at Speareville, Garfield, Pawnee Rock, Raymond and Alden for passengers for Chicago or east.
- (d) Will stop at any station Newton to Chicago to discharge passengers from south of Purcell.
- (e) Will stop at any station Kansas City to Chicago to discharge passengers from west of Kansas City.

- No. 7. (a) Will stop on flag at Gardner, Edgerton, Wellsville, Pomona, Quenemo, Melvern, Lebo and Neosho Rapids for passengers for Florence or points beyond where train is scheduled to stop.
- (b) Will stop at any station south of La Junta to discharge passengers from east of La Junta.
- (c) Will stop at any station west of Emporia to discharge passengers from the Southern Kansas Division points.
- (d) Will stop at any station Lamy to Albuquerque to discharge passengers from Santa Fe District.
- No. 8. (a) Will stop at any station on Middle or Eastern Divisions to discharge passengers from west of Newton.
- (b) Will stop at any station Kansas City to Chicago to discharge passengers from west of Kansas City.
- (c) Will stop on flag at Bucklin, Wyaconda and Norborne to receive passengers ticketed to points east of Ft. Madison.
- (d) May be flagged at Mazon, Dallas, Stronghurst and Williamsfield for passengers for Chicago or east.
- (e) May be flagged at Lockport on Sundays.
- No. 9. Will stop on flag at Dallas for passengers destined to Colorado or beyond; and to El Paso, Arizona, or California.
- No. 10. (a) Will stop at Florence, Strong City, Osage City, and Lawrence to discharge passengers from west of Newton.
- (b) Will stop at Holliday to discharge passengers from west of Newton for Southern Kansas Division or Leavenworth District.
- (c) Will stop at any station on Illinois Division to discharge passengers from Kansas City, St. Joseph District, or west thereof.
- Nos. 14, 20 and 24 will stop on flag at Penitentiary (east of Joliet).
- No. 18. (a) Will stop at any station south of Newton to discharge passengers from south of Purcell.
- (b) Will stop at any station east of Newton to discharge passengers from south of Newton.
- No. 109. Will stop at points between Argentine and Holliday on Sundays to receive and discharge passengers.
- No. 115. Will stop on flag at any station Olathe to Emporia for passengers for points south of Newton.
- No. 116. Will stop at any station Newton to Kansas City to discharge passengers from south or west of Newton.
- No. 405. Will stop at any station south of Wichita to discharge passengers from east or west of Newton.
- No. 406. (a) Will stop at any station to discharge passengers from south of Purcell.
- (b) Will stop at Seward to discharge passengers for points on Guthrie & Western.
- No. 501. Will stop at Sedgwick, Valley Center and Derby to discharge passengers from east of Newton.

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; d p—Day telephone office; n p—Night telephone office; W—Water station; F—Fuel station; T—Turn table; Y—Wye.



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

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

DRS. MINNEY & MAGEE, Specialists Eye and Ear, Topeka.

Dr. L. H. MUNN, Specialist Diseases Nerves and Spine, Topeka.

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

NEW MEXICO DIVISION.

Dr. E. B. SHAW, Las Vegas.
 Dr. H. M. SMITH, Assistant, Las Vegas.
 Dr. FRANK FINNEY, Hospital, La Junta.
 Dr. H. W. GOELITZ, Las Vegas Hospital.

Dr. A. L. STUBBS, La Junta.
 Dr. JOHN GRASS, Trinidad.
 Dr. J. M. DIAZ, Santa Fé.
 Dr. D. F. DAYTON, Trinidad.
 Dr. A. E. NORTHWOOD, Wagon Mound.

Dr. J. H. WROTH, Albuquerque
 Dr. F. PALMER, Los Cerillos.
 Dr. F. A. YOAKAM, Los Cerrillos.
 Dr. J. J. SHULER, Raton.

Map of
The Atchison, Topeka & Santa Fe Railway System
and Connections.

