

The Atchison, Topeka & Santa Fe Railway Co.

WESTERN LINES
SOUTHERN DISTRICT



PECOS DIVISION



EMPLOYEES' TIME TABLE

70

IN EFFECT

Sunday

July 5, 1942

AT 12:01 O'CLOCK A. M.

Mountain Standard Time

70

Superseding Time Table No. 69, Dated February 8, 1942, and Any Supplements Thereto.

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

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

C. F. ABRAMS,
Trainmaster,
Clovis, N. M.

H. A. HEYDT,
Trainmaster,
Clovis, N. M.

R. C. Johnson,
J. A. Elrod,
E. V. Church,

C. R. TUCKER,
Acting Asst. General Manager,
Amarillo, Texas.

M. T. JONES,
Chief Dispatcher,
Clovis, N. M.

Train Dispatchers:
H. L. Marsh,
L. J. Michelet,
T. J. Anderson,
Clovis, N. M.

J. C. Collins,
H. H. Rumsey,
W. L. Roche,

D. TRAHEY,
Superintendent,
Clovis, New Mexico.

RAY HARRISON,
Night Chief Dispatcher,
Clovis, N. M.

FIRST DISTRICT.

PECOS DIVISION.

SECOND DISTRICT.

WESTWARD.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 70, July 5, 1942.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.	
First Class.										First Class.	
23	1									24	2
Grand Canyon Limited.	The Scout.									Grand Canyon Limited.	The Scout.
Leave Daily.	Leave Daily.	No. Cars.	No. Cars.	Miles.						Arrive Daily.	Arrive Daily.
PM 4.15	AM 2.10 ²		Yard	656.7						PM 12.50	AM 2.10 ¹
4.23	2.20	29	112	662.2	28.0		W F T Y	C		12.42	2.02
4.29	2.30	21	130	667.4	28.1			B		12.36	1.54
4.36	2.41	30	130	672.9	26.4			B		12.27	1.46
4.46	2.52	114	130	680.8	19.0			B		12.27	1.46
4.53	3.02	10	130	687.2	26.0			W	C	12.18	1.36
5.00	3.09	62	110	693.1	0				B	12.08	1.25
5.06	3.16	17	138	698.5	0				B	12.02 PM	1.18
5.11	3.23	69	130	702.8	0				B	11.56	1.12
5.20	3.33	30	110	710.1	26.4			W	C	11.51	1.07
5.32	3.46	84	127	716.8	26.4				B	11.42	12.58
5.44	3.57	4	110	724.4	31.7			W Y	C	11.33	12.49
5.53	4.06	24	110	730.3	31.7				B	11.24	12.39
6.02	4.15	4	110	737.0	31.7			W	B	11.18	12.33
6.11	4.27	61	130	743.9	31.7				B	11.11	12.25
6.20	4.37	5	130	750.2	31.7			W	C	11.04	12.17
6.29	4.47	29	127	756.1	31.7				B	10.58	12.11
6.36	4.56	3	110	761.8	31.7			W	B	10.52	12.05 AM
6.46	5.06	38	110	769.0	31.7				B	10.47	11.59
6.57	5.16	4	110	775.7	31.7			W	C	10.40	11.51
7.07	5.27	8	130	782.6	31.7				B	10.33	11.44
7.13 PM	5.35 AM		Yard	787.5	1.7				B	10.27	11.37
Arrive Daily.	Arrive Daily.				31.7			W F T Y	C	10.20 AM	11.30 PM
(44.0)	(38.3)	Average speed per hour.....						(52.2)	(49.0)		

WESTWARD.		Capacity of Other Tracks.	Capacity of Sidings.	Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 70, July 5, 1942.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.	
First Class.										First Class.	
23	1									24	2
Grand Canyon Limited.	The Scout.									Grand Canyon Limited.	The Scout.
Leave Daily.	Leave Daily.	No. Cars.	No. Cars.	Miles.						Arrive Daily.	Arrive Daily.
PM 7.15	AM 5.40		Yard	787.5						AM 10.17	PM 11.25
7.29	5.55	5	110	792.3	31.7			W F T Y	C	10.06	11.14
7.38	6.05	4	110	798.0	31.7				B	10.00	11.05
7.46	6.13	52	130	803.8	10.5				B	10.00	11.05
7.52	6.19	33	110	808.8	31.7				C	9.53	10.57
8.01	6.29	1	130	815.5	31.7				W	9.46	10.50
8.06	6.34	3	130	819.5	31.7				B	9.46	10.50
8.11	6.39	3	90	823.4	31.7				C	9.39	10.41
8.17	6.47	25	110	828.8	12.1				B	9.34	10.36
8.26	6.57	3	130	835.8	30.5				B	9.29	10.31
8.36	7.07	232	110	842.1	30.3				B	9.23	10.25
8.47	7.18	3	130	849.3	31.7				W Y	9.15	10.16
8.59	7.30	144	235	855.7	31.7				W Y	9.08	10.08
9.07	7.39	4	130	862.2	31.7				W Y	8.57	9.56
9.22	7.49	23	130	868.9	3.2				Y	8.50	9.49
9.37	8.07 ²⁴	3	130	875.5	0				C	8.50	9.49
9.45	8.15	74	130	881.6	0				B	8.34	9.35
9.51	8.21	3	130	886.1	0				W	8.22	9.22 ²³
10.01	8.31	7	130	892.1	0				B	8.07 ¹	9.07
10.25 PM	8.55 AM		Yard	896.5	12.1				W	7.57	8.59
Arrive Daily.	Arrive Daily.								B	7.51	8.53
(34.2)	(33.5)	Average speed per hour.....						(39.1)	(37.3)		

All trains must get numbered clearance card (Form 902) before leaving Clovis and Vaughn.
Automatic Block:
M. P. 657.1 to M. P. 787.5.

All trains must get numbered clearance card (Form 902) before leaving Vaughn and Belen.
All trains originating at Mountainair must get numbered clearance card (Form 902) before leaving Mountainair.

Automatic Block:
M.P. 787.5 to M.P. 896.5.

Trains will look out for obstructions on track through cuts between Scholle and Sais.

Belen—All trains and engines between West end passenger siding (east for New Mexico Division) and Albuquerque Division Junction have no time table superiority. All trains and engines moving over main track within these limits must run at restricted speed.

ROSWELL DISTRICT.

PECOS DIVISION.

CARLSBAD DISTRICT.

Table for Roswell District, No. 70, July 5, 1942. Columns include Westward, First Class, Capacity of Other Tracks, Capacity of Sidings, Distance from Clovis Junction, Pulling Grade Ascending, TIME TABLE, Fuel, Water, Turn Tables and Wyes, Communications, Eastward, First Class, The Cavern, and Arrive Daily.

(36.1) Average speed per hour (32.5)

All trains must get numbered clearance card (Form 902) before leaving Clovis and Roswell. No switch lights on Roswell District. Water tank M.P. 74.5. Trains 25 and 26 have no Time Table superiority between East Wye Switch and Passenger Station Clovis.

ESTANCIA DISTRICT.

Table for Estancia District, No. 70, July 5, 1942. Columns include Westward, First Class, Capacity of Other Tracks, Capacity of Sidings, Distance from Willard, Pulling Grade Ascending, TIME TABLE, Fuel, Water, Turn Tables, Wyes, Communications, Eastward, First Class, Mixed, and Arrive Wednesday and Saturday.

(16.3) Average speed per hour (18.2)

Trains 39 and 40 have no time table authority. Trains must get numbered clearance card (Form 902) before leaving Willard. No switch lights Estancia District except Willard.

Table for Pecos Division, No. 70, July 5, 1942. Columns include WESTWARD, First Class, Capacity of Other Tracks, Capacity of Sidings, Distance from Clovis Junction, Pulling Grade Ascending, TIME TABLE, Fuel, Water, Turn Tables, and Wyes, Communications, EASTWARD, First Class, The Cavern, Way Freight, Mixed, and Arrive Daily.

(14.4) (18.0) (37.6) Average speed per hour (37.6) (12.7) (23.1)

All trains must get numbered clearance card (Form 902) before leaving Roswell, Carlsbad and Pecos. No switch lights on Carlsbad District. Emergency telegraph box Red Bluff, Riverton and Patrole. Trains 45 and 46 have no time table authority. Trains will stop prior to crossing Delaware River Bridge 213-B and a member of train crew will precede the train before crossing.

SPECIAL RULES AND REGULATIONS.

Effective on the Pecos 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.)
 Clovis, Vaughn, Mountainair, Belen, Willard (Estancia Dist.), Estancia, Stanley, Portales, Elida, Roswell, South Springs (includes Air Port spur), Dexter, Hagerman, Artesia, Carlsbad (includes Carlsbad industrial spur), Loving (includes Loving industrial spur), and Pecos.

3

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

STANDARD CLOCKS

Clovis—Telegraph Office and Yard Office.
 Vaughn—Passenger Station.
 Belen—Yard Office and Passenger Station.
 Roswell—Freight Station.
 Carlsbad—Passenger Station.

STANDARD THERMOMETERS

Clovis, Melrose, Fort Sumner, Yeso, Vaughn, Willard, Mountainair, Belen, Portales, Roswell and Carlsbad.

BULLETIN BOOKS

Clovis Telegraph Office, Yard Office and Roundhouse Register Room.
 Vaughn Telegraph Office, Roundhouse Register Room.
 Belen Yard Office and Roundhouse Register Room.
 Roswell Freight Station.
 Carlsbad Passenger Station and Roundhouse Register Room.

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.

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."

AMENDED RULE 10(A)

Rule 10-A. A temporary low speed signal (yellow disc, yellow flag, and/or yellow light) shall be displayed one mile or more each way from structure or segment of track over which speed of trains shall be reduced. When so displayed, trains must not exceed fifteen miles per hour, unless otherwise specified by train order or bulletin, until rear of train shall have passed a temporary resume speed signal (green disc, green flag, and/or green light) which will mark the end of the restriction.

Permanent slow boards (3 feet wide by 1 foot 4 inches high, yellow background with black numerals, mounted on post) will be located not less than 2500 feet each way from structure or segment of track where speed of trains is permanently reduced. The numerals on the track side denote maximum speed for passenger trains, and the numerals on the field side denote maximum speed for freight trains. Special rules and regulations in the time table, train orders, bulletins, special instructions, or temporary low speed signals which require speeds lower than those indicated on the permanent slow boards, are not abrogated by the latter.

Permanent resume speed boards (3 feet wide by 1 foot 4 inches high, mounted on post, green without lettering) will be located just beyond structure or segment of track governed by permanent slow boards, where, rear of trains having passed, normal speed may be resumed.

Where there occurs a succession of permanent locations requiring varying maximum speed, appropriate permanent slow boards will be placed to indicate the maximum permissible speeds over the structure or track beyond them. Under such circumstances only one permanent resume speed board will be installed at the end of the series of locations.

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 103-A

The second paragraph of Rule 103-A is abrogated.

AMENDED RULE 104(A)

First paragraph of Rule 104(A) is amended to read: At meeting or passing points the employe attending the switch must not unlock derail or main line switch, nor station himself nearer to main track switch than the clearance point, and when safe to do so, on opposite side of track, until expected train has been met or passed. When complying with Rule S 89-A, after lining and locking switch, he must take position not nearer than clearance point, and, when safe to do so, on opposite side of track, until inferior train enters siding.

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 as follows:
 "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 310 Operating Department.)

MILE POSTS	BRIDGE NUMBER	NAMES
Carlsbad District		
167.6	167B	Pecos River
181.7	181C	Pecos River
198.9	198B	Black River

DWARF SIGNALS

In connection with Rules 10F, 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 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.

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 the signal before lining switch.

REMOTE CONTROL SWITCHES AND INTERLOCKING PLANTS

Interlocked, remote control switches handled from station:
 Melrose, Ft. Sumner, Yeso, Vaughn (West end of freight yard), Encino, Mountainair, Becker, Belen ((East end west bound freight yard (west for New Mexico Division) Belen Junction switch, East and West end passenger siding, and all main track switches Albuquerque Division Junction.))

These switches are equipped with switch targets indicating GREEN for main track and YELLOW for turn out in facing point direction only.

Interlocked signals governing movement over these switches indicate, PROCEED for main track and RESTRICTED SPEED for main track or turn out.

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

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

SPEED RESTRICTIONS

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

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

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)

STATUTORY REGULATIONS

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 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 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.

PECOS DIVISION.

WESTWARD.					TIME TABLE No. 70, July 5, 1942.	EASTWARD.					
47	39	37	43	33		34	44	CTX	38	40	48
Way Freight.	Way Freight.	Way Freight.	Arizona-California Fast Freight.	California Texas, Okla. Fast Freight.		Sou. Calif., Chicago Fast Freight.	Nor. Calif., Chicago Fast Freight.	California Texas Fast Freight.	Way Freight.	Way Freight.	Way Freight.
Leave Daily Ex. Sunday.	Lv. Tuesday, Thursday, Saturday.	Lv. Monday, Wednesday and Friday.	Leave Daily.	Leave Daily.		Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Tuesday, Thursday and Saturday.	Ar. Monday, Wednesday, Friday.	Arrive Daily Ex. Monday.
AM 4.30		AM 8.00	PM 6.30	AM 4.00		PM 5.40 PM	AM 12.05 AM	AM 9.30	PM 5.00 PM		AM 9.25
	AM 7.00	PM 6.30 PM	AM 12.45 1.00	10.15 10.30		9.40 8.50	PM	4.45 4.00 AM	6.30 AM	PM 9.00 PM	
	PM 3.30 PM		5.30 AM	PM 3.00 PM		12.05 AM	8.05 AM	11.30 PM		8.00 AM	
11.30 AM											2.00 AM
Arrive Daily Ex. Sunday.	Ar. Tuesday, Thursday, Saturday.	Ar. Monday, Wednesday and Friday.	Arrive Daily.	Arrive Daily.		Leave Daily.	Leave Daily.	Leave Daily.	Lv. Tuesday, Thursday and Saturday.	Lv. Monday, Wednesday, Friday.	Leave Daily Ex. Monday.

TRAINS SHOWN ON THIS PAGE HAVE NO TIME TABLE AUTHORITY.

SURGEONS OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY AND THE A. T. & S. F. HOSPITAL ASSOCIATION

Dr. M. L. BISHOFF, Chief Surgeon, Topeka.
Dr. H. W. GOOTEE, Assistant Chief Surgeon, Topeka.

PECOS DIVISION.

LOCAL SURGEONS

Dr. J. W. TAYLOR, Ft. Sumner.
Dr. H. E. BIELINSKI, Vaughn.
Dr. GEO. H. BUER, Mountainair.
Dr. A. D. TUTTLE, Portales.
Dr. L. W. JOHNSON, Roswell.

Dr. A. C. SHULER, Carlsbad.
Dr. C. RUSSELL, Artesia.
Dr. JIM CAMP, Pecos.
Dr. A. E. BESSETTE, Belen.
Dr. L. R. JONES, Belen.
Dr. J. H. WIGGINS, Estancia.

CLOVIS HOSPITAL

Dr. H. A. MILLER, Surgeon in Charge.
Dr. WALTER D. DABBS, Assistant Surgeon.
Dr. R. L. CURRY, Eye, Ear, Nose and Throat Specialist.
Dr. I. D. JOHNSON, Consulting Dentist.

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

LOCAL WATCH INSPECTORS, PECOS DIVISION.

MAY BROTHERS, Clovis
(Semi-monthly Trips to Vaughn).

G. M. McCoy, Carlsbad.
C. L. CARROLL, Belen.

A. R. BOELLNER, Roswell.

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

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

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

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

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

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

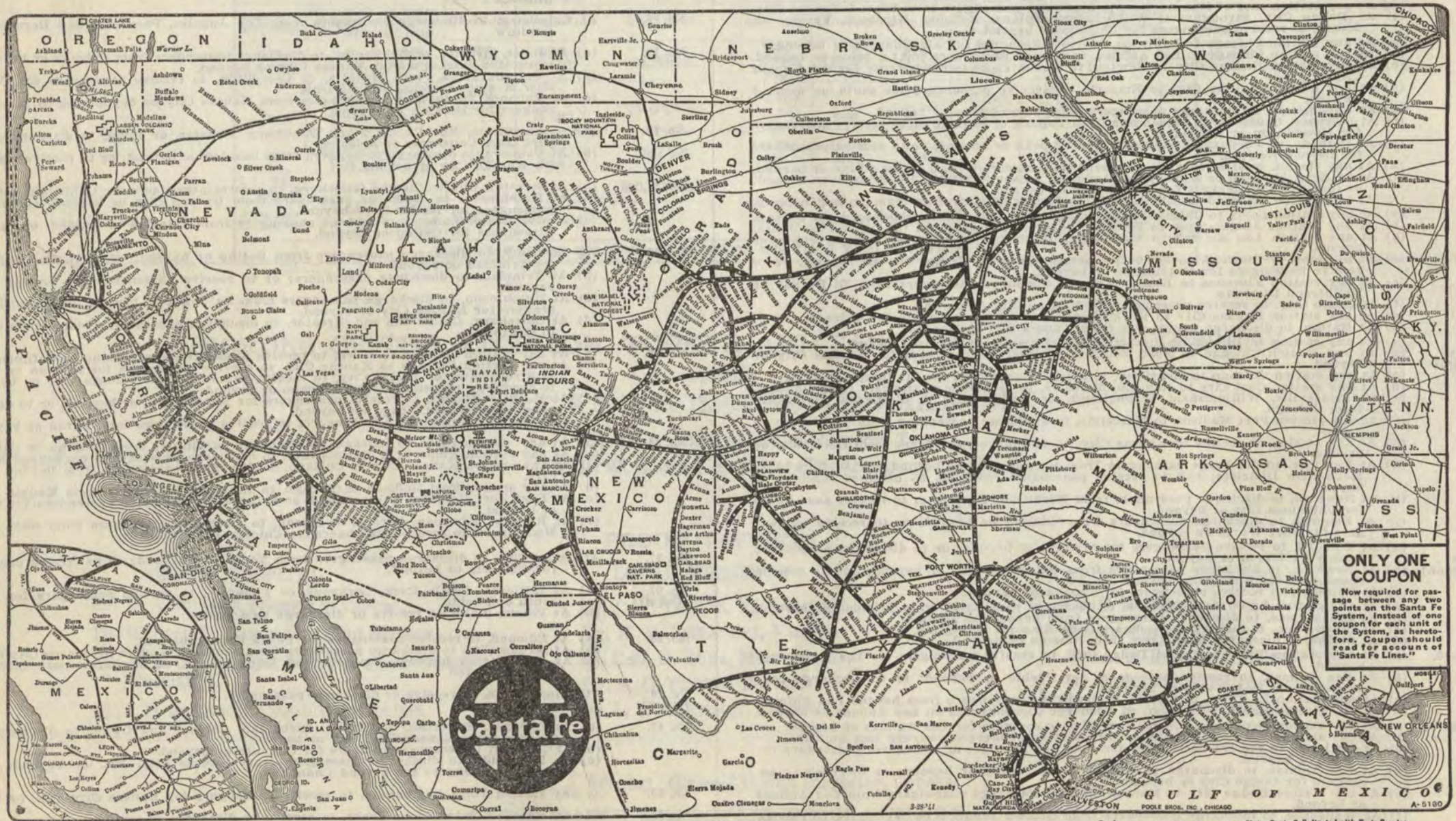
s—Regular Stop; f—Stop on signal; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water station; F—Fuel station; T—Turn table; Y—Wye.

SANTA FE FIRST

SAFETY

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

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



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

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