

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

LOCAL WATCH INSPECTORS—NEW MEXICO DIVISION.

A. J. BRADLEYLa Junta.
RHOADES-HARBRIDGE COMPANY.....Trinidad.
JAS. A. WHITED.....Raton.
C. R. BAKER (Gordons Jewelry).....Las Vegas.
FRANK MINDLIN.....Albuquerque.
BERNARD SPITZ.....Santa Fe.
C. L. CARROLL.....Belen.
M. E. TREMBLY.....Belen.
P. R. GANTZ.....Silver City.
T. P. DODD.....El Paso.

SURGEONS OF

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

DR. R. G. SMITH, Chief Surgeon.....Topeka.

LA JUNTA HOSPITAL.

DR. J. ALAN SHAND, Surgeon in Charge.
DR. R. S. JOHNSTON, JR., Assistant Surgeon.
DR. R. S. JOHNSTON, Consultant.
DR. C. J. BROWN, Consulting Dentist.
DR. M. A. FARNSWORTH, Eye, Ear, Nose and Throat.
DR. HAROLD T. LOW, Consulting Urologist.

ALBUQUERQUE HOSPITAL.

DR. R. W. MAHER, Surgeon in Charge.
DR. J. W. WIGGINS, Assistant Surgeon.
DR. M. D. MORRIS, Assistant Surgeon.
DR. LAWRENCE WILKINSON, Assistant Surgeon.
DR. THEODORE SPITZ, Anesthetist.
DR. W. R. LOVELACE, Surgical Consultant.
DR. GORDON STRANCE, Thoracic Surgeon.
DR. B. F. ROBERTS, Eye, Ear, Nose and Throat Specialist.
DR. S. J. JELSO, Dermatologist.
DR. ALFRED LOPEZ, Dentist.
DR. J. G. MANSER, Dentist.
DR. JOHN D. MORROW, Consulting Dentist.
DR. H. J. BECK, Urologist.
DR. W. H. THEARLE, Tuberculosis Consultant.
DR. J. R. VAN ATTA, X-ray and Laboratory Consultant.
DR. R. E. FORBIS, Orthopedic Consultant.
DR. ED. PARNALL, Orthopedic Consultant.

LOCAL SURGEONS.

DR. H. E. ABRUMS.....Trinidad.
DR. C. B. ELLIOTT.....Raton.
DR. V. K. ADAMS.....Raton.
DR. L. A. THOMPSON.....Springer.
DR. C. H. GELLENTHIEN.....Valmora.
DR. J. A. EVANS.....Las Vegas.
DR. W. A. STARK.....Las Vegas.
DR. W. R. LOVELACE.....Albuquerque.
DR. LEGRAND WARD.....Santa Fe.
DR. H. T. LEHMAN.....Socorro.
DR. A. J. EVANS.....Magdalena.
DR. H. B. JOHNSON.....Hot Springs.
DR. W. P. SEDGWICK.....Las Cruces.
DR. L. R. GADDIS.....El Paso.
DR. R. J. PHILLIPS.....El Paso.
DR. J. A. STEEL.....Hatch.
DR. B. D. ROGERS.....Deming.
DR. C. S. GUTHREY.....Silver City.
DR. N. P. GRENFELL.....Bayard.

EYE, EAR, NOSE and THROAT SPECIALISTS
AT LOCAL POINTS.

DR. JOHN D. MARTIN.....El Paso.
DR. E. T. BUTTERFIELD (Eye Specialist).....Las Vegas.

The Atchison, Topeka and Santa Fe Railway Co.

WESTERN LINES
Northern District

NEW MEXICO DIVISION

TIME TABLE No.

83

IN EFFECT

Sunday, February 20, 1949

At 12:01 A. M.

Mountain Standard Time

This Time Table is for the exclusive use and guidance
of Employees.

G. C. JEFFERIS,
General Manager,
Amarillo, Texas.

W. L. MORE,
Asst. General Manager,
La Junta, Colorado.

W. H. JONES,
Superintendent,
Las Vegas, N. M.

Time table 84 eff 2 April 50

1 FIRST DISTRICT.

NEW MEXICO DIVISION.

Signal System Two in effect LaJunta to C&S Crossing (not including C&S Interlocking).

Signal System One in effect C&S Crossing to Raton.

Automatic Block System between LaJunta and Raton.

Two Main tracks between Raton and C&S Crossing.

Rule 251 in effect C&S Crossing to West switch Wootton and from East switch Lynn to Raton.

Rule 261 in effect East switch Lynn to West switch Wootton on both tracks.

Trains or engines stopped by any of these interlocked signals will be governed by Rule 652. Within these interlocked limits rear of train will be protected by interlocked signals.

Dwarf signals without number plates operated from control station are located at Gallinas, Wootton and Lynn, controlling movements to main track. Trains stopped by any of these signals will ascertain from control station by telephone the reason thereof, and if control station advises no known cause and line up is properly set for movement, train may proceed as prescribed by Rule 509-C.

Trains moving from mine track to siding at Gallinas will communicate with control station by telephone before entering siding. Emergency telephones connected with control station are located near all main track switches at Gallinas, Wootton, 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.

Time at C&S Crossing applies at end of two tracks.

Between bridge 554-B and signal bridge carrying signals 5552 and 5554 at LaJunta, and between coal chute and West crossover West of passenger station at Trinidad: There is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Crotch switch at West end of siding Lynn will be normally lined and locked for movement to Westward main track.

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.

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

D&RGW and C&S trains must secure numbered clearance card before leaving Jansen.

Trains originating LaJunta, Trinidad and Raton must secure numbered clearance card before leaving point of origin. Regular trains will be governed by indication of train order signal Trinidad.

Track Capacity 50 ft. Per Car.		WESTWARD.					Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 83, February 20, 1949.
		First Class.							
		7	17	21	19	3			
Other Tracks.	Sidings.	Fast Mail Express.	The Super Chief.	El Capitan.	The Chief.	California Limited.	Miles.	STATIONS.	
	Yard	Leave Daily. PM 5.15	Leave Daily. AM 9.47	Leave Daily. AM 8.32	Leave Daily. AM 6.35	Leave Daily. AM 12.50	554.9	LA JUNTA. YL 3.1	
93	82	5.20	9.53	8.38	6.42	12.57	558.0	ORMEGA. 5.5	
5	82	5.25	9.57	8.42	6.48 ⁸	1.04	563.5	BENTON. 4.6	
4	61	5.29	10.01	8.46	6.53	1.10	568.0	RENE. 4.3	
19	81	5.33	10.04	8.49	6.57 ^f	1.15	572.3	TIMPAS. 5.8	
7	82	5.38	10.08	8.53	7.02	1.22	578.2	AYER. 4.9	
5	82	5.42	10.12	8.57	7.06	1.27	583.0	MINDEMAN. 3.0	
52	59	5.45	10.14	8.59	7.09	1.31	586.0	BLOOM. 5.5	
9	63	5.50	10.19	9.04	7.14	1.37	591.5	DELHI. 4.0	
7	81	5.54	10.23	9.08	7.17	1.43	595.5	HOUGHTON. 4.6	
66	107	5.59	10.27	9.12	7.21 ^f	1.49	600.1	THATCHER. 4.6	
27	70	6.04	10.32	9.17	7.25	1.56 ⁴	604.7	SIMPSON. 4.5	
8	81	6.08	10.36	9.21	7.29	2.02	609.2	TYRONE. 5.8	
36	82	6.12	10.40	9.25	7.33	2.09	615.0	MODEL. 3.4	
5	60	6.15	10.43	9.28	7.36	2.13	618.4	EARL. 3.9	
5	62	6.20	10.47	9.32	7.40	2.18	622.3	KADREW. 3.9	
58	83	6.25	10.53	9.38	7.46	2.23	626.3	HOEHNES. 6.0	
	82	6.31	10.58	9.43	7.51	2.30	632.3	EL MORO. 3.5	
		6.35	11.01	9.46	7.54	2.34	635.8	C. & S. CROSSING. 0.9	
	Yard	^s 6.45	11.05	9.50	^s 8.00	^s 2.45	636.7	TRINIDAD. YL 1.9	
30		6.48	11.08	9.53	8.03	2.49	638.6	JANSEN. 3.2	
8	E69 W47	6.54	11.14	9.59	8.09	2.55	641.8	STARKVILLE. 4.7	
139	E28 W81	7.02	11.22	10.07	8.17	3.03	646.5	GALLINAS. 1.6	
99		7.06	11.26	10.11	8.21	3.07	648.1	MORLEY. 3.6	
59	81	7.19	11.36	10.22	8.32	3.21	651.8	WOOTTON. 1.0	
4	57	7.25	11.40	10.26	8.36	3.27	652.8	LYNN. 3.2	
		7.35	11.49	10.35	8.45	3.36	655.9	KEOTA. 3.6	
	Yard	^s 7.45 PM	^s 11.59 AM	^s 10.45 AM	^s 8.55 AM	^s 3.45 AM	659.5	RATON. YL	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(104.6)	
		41.8	47.5	47.2	44.8	35.8		Average speed per hour.	

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

NEW MEXICO DIVISION.

FIRST DISTRICT. 2

TIME TABLE No. 83, February 20, 1949.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.					
				First Class.					
				4	8	22	20	18	
STATIONS.				California Limited.	Fast Mail Express.	El Capitan.	The Chief.	The Super Chief.	
				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
LA JUNTA. YL 3.1	0		W F T Y	C s	AM 3.10	AM 7.05	PM 1.50	PM 4.30	PM 8.25
ORMEGA. 5.5	0			B	3.02	6.57	1.42	4.22	8.17
BENTON. 4.6	0			B	2.54	6.48 ¹⁹	1.38	4.16	8.13
RENE. 4.3	0			B	2.47	6.38	1.34	4.12	8.09
TIMPAS. 5.8	0			C	2.40 ^f	6.33	1.30	4.08	8.05
AYER. 4.9	0			B	2.32	6.25	1.26	4.03	8.00
MINDEMAN. 3.0	0			B	2.25	6.19	1.22	3.59	7.56
BLOOM. 5.5	0		W	B	2.20	6.14	1.19	3.56	7.53
DELHL. 4.0	0			B	2.13	6.06	1.15	3.50	7.48
HOUGHTON. 4.6	0			B	2.07	6.00	1.12	3.46	7.45
THATCHER. 4.6	0		W F Y	C	2.01 ^f	5.51	1.08	3.41	7.40
SIMPSON. 4.5	31.7			B	1.56 ³	5.44	1.04	3.36	7.36
TYRONE. 5.8	31.7			B	1.50	5.36	1.00	3.31	7.32
MODEL. 3.4	31.1			B	1.44	5.28	12.55	3.25	7.27
EARL. 3.9	31.7			B	1.40	5.23	12.51	3.20	7.22
KADREW. 3.9	30.8			B	1.35	5.18	12.46	3.15	7.17
HOEHNES. 6.0	31.7			C	1.28	5.10	12.40	3.09	7.11
EL MORO. 3.5	0			B	1.22	5.03	12.35	3.02	7.05
C. & S. CROSSING. 0.9	0			C	1.17	4.58	12.32	2.57	7.02
TRINIDAD. YL 1.9	0		W F T	C s	1.15	4.55	12.30	2.55	7.00
JANSEN. 3.2	0			C	1.07	4.43	12.25	2.49	6.56
STARKVILLE. 4.7	0		W	B	1.00	4.36	12.18	2.43	6.49
GALLINAS. 1.6	0			B	12.50	4.26	12.08	2.33	6.39
MORLEY. 3.6	0			C	12.45	4.22	12.04 PM	2.29	6.35
WOOTTON. 1.0	175.3			B	12.36	4.13	11.55	2.20	6.26
LYNN. 3.2	175.3			C	12.30	4.07	11.50	2.16	6.21
KEOTA. 3.6	174.2			B	12.20	3.55	11.40	2.06	6.11
RATON. YL			W F T Y	C	12.10 AM	3.45 AM	11.31 AM	1.55 PM	6.02 PM
(104.6)					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.					34.8	31.4	45.1	40.5	43.1

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

Signal System Two in effect LaJunta to C&S Crossing (not including C&S Interlocking).

Signal System One in effect C&S Crossing to Raton. Automatic Block System between LaJunta and Raton. Two Main tracks between Raton and C&S Crossing. Rule 251 in effect C&S Crossing to West switch Wootton and from East switch Lynn to Raton.

Rule 261 in effect East switch Lynn to West switch Wootton on both tracks.

Trains or engines stopped by any of these interlocked signals will be governed by Rule 652. Within these interlocked limits rear of train will be protected by interlocked signals.

Dwarf signals without number plates operated from control station are located at Gallinas, Wootton and Lynn, controlling movements to main track. Trains stopped by any of these signals will ascertain from control station by telephone the reason thereof, and if control station advises no known cause and line up is properly set for movement, train may proceed as prescribed by Rule 509-C.

Trains moving from mine track to siding at Gallinas will communicate with control station by telephone before entering siding. Emergency telephones connected with control station are located near all main track switches at Gallinas, Wootton, 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.

Time at C&S Crossing applies at end of two tracks.

Between bridge 554-B and signal bridge carrying signals 5552 and 5554 at LaJunta, and between coal chute and West crossover West of passenger station at Trinidad: There is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Crotch switch at West end of siding Lynn will be normally lined and locked for movement to Westward main track.

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.

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

D&RGW and C&S trains must secure numbered clearance card before leaving Jansen.

Trains originating LaJunta, Trinidad and Raton must secure numbered clearance card before leaving point of origin. Regular trains will be governed by indication of train order signal Trinidad.

Signal System Two in effect between Raton and Las Vegas.

Automatic Block System between Raton and LasVegas.

Between Automatic block signals 7701 and 7704 at LasVegas there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Trains must secure numbered clearance card before leaving Raton and LasVegas.

All trains between Raton and Dillon will operate under time table superiority and rules except as hereinafter 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 control station. Control station, 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 Raton freight yard, subject to indication of automatic signals. Such trains will display signals as prescribed by Rule 21.

Eastward trains holding main track at Otero to meet opposing trains must stop West of the preliminary sign until opposing train has entered siding.

Westward trains holding main track at Toril to meet opposing trains must stop East of the preliminary sign until opposing train has entered siding.

Track Capacity 50 ft. Per Car.		WESTWARD.					Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 83, February 20, 1949.
		First Class.							
		7	17	21	19	3			
Other Tracks.	Sidings.	Fast Mail Express.	The Super Chief.	El Capitan.	The Chief.	California Limited.	Miles.	STATIONS.	
		Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
	Yard	PM 7.50	PM 12.02	AM 10.48	AM 9.00	AM 3.50	659.5	RATON. YL 2.9	
112	80	7.54	12.05	10.51	9.03	3.54	662.4	DILLON. 2.1	
9	85	7.56	12.07	10.53	9.05	3.57	664.7	OTERO. 6.6	
283	94	8.02	12.13	10.58	9.11	4.05	671.3	HEBRON. YL 7.5	
5	82	8.09	12.20	11.08 ²²	9.17	4.14	678.8	SCHOMBERG. 7.2	
59	61	8.16	12.26	11.15	9.23 ^f	4.22	686.0	MAXWELL. 5.0	
66	68	8.20	12.30	11.19	9.27 ^f	4.28	691.0	FRENCH. 2.4	
3	67	8.22	12.32	11.21	9.29	4.32	693.4	GATO. 4.1	
33	44	8.25	12.35	11.24	9.32	4.38	697.5	TORIL. 1.9	
148	58	8.27	12.37	11.26	9.34 ^s	4.42	699.4	SPRINGER. 6.1	
7	52	8.32	12.42	11.31	9.39	4.50	705.3	ROBINSON. 4.7	
9	81	8.37	12.46	11.35	9.43 ^f	4.57	710.0	COLMOR. 4.3	
4	51	8.41	12.49	11.38	9.46	5.03	714.3	NOLAN. 5.3	
11	53	8.45	12.54 ²⁰	11.43	9.51	5.11	719.7	LEVY. 5.7	
80	81	8.51	12.58	11.47	9.55 ^s	5.18	725.3	WAGON MOUND. 4.9	
9	80	8.56	1.03	11.51	9.58	5.25	730.2	BOND. 5.1	
8	50	9.01	1.08	11.56 ^{PM}	10.04	5.32	735.3	OPTIMO. 7.0	
3	47	9.10	1.18	12.05	10.14 ²²	5.42	742.3	SHOEMAKER. 2.5	
							744.8	VALMORA. 4.8	
69	79	9.20	1.28	12.15 ²⁰	10.27 ^f	5.52	750.2	WATROUS. 5.2	
	83	9.26	1.33	12.21	10.35	5.58	755.4	KROENIG'S. 4.1	
17	82	9.30	1.37	12.25	10.43	6.03	759.5	ONAVA. 4.3	
17	104	9.35	1.41	12.29	10.50	6.08	763.8	AZUL. 3.9	
3	82	9.39	1.44	12.32	10.56	6.15	767.7	ARRIBA. 2.4	
	Yard	9.45 ⁴ PM	1.50 ^s PM	12.37 ^s PM	11.05 ^s AM	6.20 AM	770.1	LAS VEGAS. YL	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(110.0)	
		57.3	61.1	60.5	52.8	44.0		Average speed per hour.	

AUTOMATIC BLOCK SYSTEM

NEW MEXICO DIVISION.

TIME TABLE No. 83, February 20, 1949.		Ruling Grade Ascending.	Fuel Water, Turn Tables and Wyes.	Communications.	EASTWARD.				
					First Class.				
					8	22	20	18	4
					Fast Mail Express.	El Capitan.	The Chief.	The Super Chief.	California Limited.
STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
RATON. YL 2.9	70.7	W F T Y	C	s	AM 3.40	AM 11.28	PM 1.50	PM 5.59	AM 12.05 AM
DILLON. 2.1	70.7		B		3.32	11.21	1.43	5.51	11.58
OTERO. 6.6	75.0		B		3.30	11.19	1.41	5.49	11.56
HEBRON. YL 7.5	70.2	Y	C		3.20	11.14	1.35	5.44	11.49
SCHOMBERG. 7.2	68.4		B		3.10	11.08 ²¹	1.29	5.38	11.41
MAXWELL. 5.0	66.0		C	f	3.00	11.02	1.23	5.32	11.33
FRENCH. 2.4	70.0		C	f	2.51	10.58	1.19	5.28	11.27
GATO. 4.1	72.8		B		2.48	10.56	1.16	5.26	11.24
TORIL. 1.9	66.0	Y	B		2.43	10.53	1.12	5.23	11.19
SPRINGER. 6.1	70.2	W	C	s	2.40	10.51	1.10	5.21	11.14
ROBINSON. 4.7	69.7		B		2.32	10.46	1.05	5.16	11.06
COLMOR. 4.3	67.9		B		2.27	10.42	1.01	5.13	11.01
NOLAN. 5.3	69.7		B		2.23	10.39	12.58	5.10	10.56
LEVY. 5.7	67.9		B		2.17	10.35	12.54 ¹⁷	5.07	10.51
WAGON MOUND. 4.9	16.5	W	C	s	2.10	10.31	12.45	5.03	10.45
BOND. 5.1	69.7		B		2.02	10.27	12.41	4.59	10.38
OPTIMO. 7.0	70.2		B		1.56	10.22	12.35	4.54	10.31
SHOEMAKER. 2.5	0		B	f	1.47	10.14 ¹⁹	12.26	4.46	10.21
VALMORA. 4.8	52.8		B	f					
WATROUS. 5.2	70.0		C	f	1.38	10.03	12.15 ²¹	4.36	10.11
KROENIG'S. 4.1	0		B		1.31	9.58	12.06	4.32	10.05
ONAVA. 4.3	63.7		B		1.25	9.55	12.02 PM	4.29	10.00
AZUL. 3.9	69.7		B		1.20	9.51	11.56	4.25	9.55
ARRIBA. 2.4	69.7		B		1.15	9.47	11.51	4.21	9.50
LAS VEGAS. YL		W F T Y	C		1.10 AM	9.43 AM	11.47 AM	4.18 PM	9.45 ⁷ PM
(110.0)					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.					44.0	62.9	53.6	65.3	47.1

AUTOMATIC BLOCK SYSTEM

Signal System Two in effect between Raton and Las Vegas.

Automatic Block System between Raton and Las Vegas.

Between Automatic block signals 7701 and 7704 at Las Vegas there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Trains must secure numbered clearance card before leaving Raton and Las Vegas.

All trains between Raton and Dillon will operate under time table superiority and rules except as hereinafter 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 control station. Control station, 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 Raton freight yard, subject to indication of automatic signals. Such trains will display signals as prescribed by Rule 21.

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Westward trains holding main track at Toril to meet opposing trains must stop East of the preliminary sign until opposing train has entered siding.

5 THIRD DISTRICT.

NEW MEXICO DIVISION.

Track Capacity 50 ft. Per Car.		WESTWARD.					Distance from Albuquerque.	Ruling Grade Ascending.	TIME TABLE No. 83, February 20, 1949.
		First Class.							
		7	17	21	19	3			
Other Tracks.	Sidings.	Fast Mail Express.	The Super Chief.	El Capitan.	The Chief.	California Limited.	Miles.	STATIONS.	
	Yard	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.			
		PM 9.50	PM 1.53	PM 12.40	AM 11.10	AM 6.25	770.1	LAS VEGAS. YL 4.5	
9	78	9.56	1.59	12.46	11.17	6.32	774.6	ROMERO. 3.9	
6	52	10.02	2.05	12.52	11.26 ²⁰	6.39	778.5	OJITA. 4.6	
13	51	10.09	2.11	12.58	11.34	6.46	783.2	MYERS. 5.5	
8	115	10.17	2.17	1.05	11.40 ^f	6.55	788.8	CHAPELLE. 4.8	
3	E58 W50	10.25	2.23	1.12	11.47	7.03	793.6	BLANCHARD. 5.8	
22	60	10.35	2.33	1.22	11.57 ^f PM	7.15	799.4	RIBERA. 4.0	
13	64	10.42	2.39	1.29	12.04	7.23	803.3	SANDS. 3.4	
19	57	10.49	2.44	1.35	12.10 ^f	7.30	807.0	ILFELD. 4.0	
16	58	10.56	2.49	1.41	12.16	7.36	811.0	GISE. 4.8	
84	81	11.03	2.55	1.46	12.21 ^f	7.44	816.0	ROWE. 4.4	
	61	11.10	3.01	1.52	12.27	7.51	820.4	FOX. 4.8	
102	114	11.20	3.12	2.00	12.35 ^f	8.01	825.2	GLORIETA. YL 4.6	
13	102	11.30	3.24	2.10	12.45	8.15 ²²	830.0	CANYONCITO. 5.1	
	Yard	11.50	3.40	2.25 ^s	1.00 ^s	8.35	835.2	LAMY. YL 2.1	
	61	11.53	3.45	2.30 ¹⁸	1.02	8.41	837.3	SPIESS. 6.4	
15	105	11.59 AM	3.50	2.36	1.08	8.48	843.8	KENNEDY. 4.9	
	82	12.03	3.53	2.41	1.11	8.54	848.7	GALISTEO. 3.6	
37	68	12.07	3.57	2.45	1.15 ^f	9.00	852.3	LOS CERRILLOS. 1.7	
121	97	12.10	4.00	2.47	1.17	9.03	853.9	WALDO. 6.1	
	58	12.18	4.08	2.55	1.24	9.10	860.0	ROSARIO. 5.8	
26	88	12.25	4.13	3.01	1.29 ^f	9.21 ²⁰	865.3	DOMINGO. 6.8	
	59	12.30	4.19	3.06	1.34	9.33	872.2	ELOTA. 4.4	
	81	12.34	4.23	3.11	1.37	9.42	876.6	NUEVE. 5.7	
	81	12.38	4.28	3.18	1.43	9.54	882.4	RUIZ. 3.6	
50	60	12.41	4.32	3.22	1.51 ¹⁸	10.05	886.0	BERNALILLO. 8.6	
90	52	12.48	4.40	3.31	2.06	10.17	894.7	ALAMEDA. 4.1	
45	85	12.52	4.46	3.36	2.12	10.25	898.8	HAHN. 3.6	
	Yard	1.00 AM	4.55 PM	3.45 PM	2.20 PM	10.35 AM	902.4	Albuquerque. YL	
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		(131.6)	
		41.5	42.7	42.6	41.5	31.6		Average speed per hour.	

Signal System Two in effect between LasVegas and Albuquerque.

Automatic Block System between LasVegas and Albuquerque.

Two Main Tracks between Fox and Glorieta and between Hahn and Albuquerque.

Rule 251 in effect between end of two tracks Fox and end of two tracks Glorieta.

Rule 261 in effect on main track between East siding switch Rowe and end of two tracks Fox.

Trains or engines stopped by interlocked signals this location will be governed by Rules 652 and 653.

Telephones connected with control station are located on signals at each end of Rowe and Fox sidings.

Between:

Automatic block signals 7701 and 7704 at LasVegas, and Automatic block signals 9013 and 9032 at Albuquerque:

There is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Time of trains at Fox and Hahn applies at end of two tracks.

Time of Westward trains at Glorieta applies at end of two tracks.

Trains must secure numbered clearance card before leaving LasVegas and Lamy.

Trains originating at Albuquerque and Abajo must secure numbered clearance card before leaving point of origin.

Eastward trains holding main track at Waldo or Spiess to meet opposing trains must stop West of the preliminary sign until opposing train has entered siding.

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

AUTOMATIC BLOCK SYSTEM

2 Tracks

NEW MEXICO DIVISION.

TIME TABLE No. 83, February 20, 1949.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD.				
				First Class.				
				22	20	18	4	8
				El Capitan.	The Chief.	The Super Chief.	California Limited.	Fast Mail Express.
STATIONS.				Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.
LAS VEGAS. YL 4.5	74.9	W F T Y	C	AM 9.40	AM 11.42	PM 4.15	PM 9.40	AM 1.05
ROMERO. 3.9	75.0		B	9.32	11.35	4.08	9.30	12.55
OJITA. 4.6	75.0		B	9.25	11.26 ¹⁹	4.00	9.23	12.46
MYERS. 5.5	75.0		B	9.18	11.18	3.54	9.15	12.38
CHAPELLE. 4.8	0	W	C	9.12	11.11	3.47	9.09	12.30
BLANCHARD. 5.8	75.0		B	9.05	11.05	3.39	9.04	12.20
RIBERA. 4.0	0	W	B	8.55	10.55	3.29	8.54	12.10
SANDS. 3.4	0		B	8.50	10.50	3.24	8.49	12.01 AM
ILFELD. 4.0	0		B	8.46	10.45	3.19	8.45	11.52
GISE. 4.8	61.2		B	8.41	10.40	3.15	8.40	11.43
ROWE. 4.4	0	W	C	8.36	10.35	3.10	8.35	11.35
FOX. 4.8	0		B	8.30	10.29	3.03	8.28	11.25
GLORIETA. YL 4.6	158.4		Y	8.25	10.22	2.55	8.20	11.18
CANYONCITO. 5.1	158.4		B	8.15 ³	10.10	2.45	8.05	11.05
LAMY. YL 2.1	73.9	W F Y	C	8.05	10.00	2.35	7.55	10.55
SPIESS. 6.4	75.0		B	8.00	9.52	2.30 ²¹	7.44	10.38
KENNEDY. 4.9	70.7		B	7.55	9.45	2.25	7.36	10.31
GALISTEO. 3.6	75.0		B	7.50	9.38	2.20	7.30	10.25
LOS CERRILLOS. 1.7	75.0	W	C	7.47	9.35	2.17	7.25	10.20
WALDO. 6.1	73.1		B	7.45	9.33	2.15	7.22	10.15
ROSARIO. 5.8	52.8		B	7.38	9.26	2.08	7.14	10.07
DOMINGO. 6.8	26.4	W	C	7.34	9.21 ³	2.04	7.08	10.01
ELOTA. 4.4	26.4		B	7.30	9.15	2.00	7.02	9.54
NUEVE. 5.7	52.8		B	7.27	9.12	1.57	6.58	9.50
RUIZ. 3.6	26.4		B	7.23	9.08	1.53	6.53	9.45
BERNALILLO. 8.6	26.4		C	7.21	9.06	1.51 ¹⁹	6.49	9.42
ALAMEDA. 4.1	26.4		B	7.13	8.58	1.43	6.40	9.30
HAHN. 3.6	26.4		B	7.10	8.55	1.40	6.35	9.25
Albuquerque. YL		W F T	C	7.05 AM	8.50 AM	1.35 PM	6.30 PM	9.20 PM
(131.6)				Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.
Average speed per hour.				50.9	45.9	49.3	41.5	35.1

AUTOMATIC BLOCK SYSTEM

Signal System Two in effect between LasVegas and Albuquerque.

Automatic Block System between LasVegas and Albuquerque.

Two Main Tracks between Fox and Glorieta and between Hahn and Albuquerque.

Rule 251 in effect between end of two tracks Fox and end of two tracks Glorieta.

Rule 261 in effect on main track between East siding switch Rowe and end of two tracks Fox.

Trains or engines stopped by interlocked signals this location will be governed by Rules 652 and 653.

Telephones connected with control station are located on signals at each end of Rowe and Fox sidings.

Between:

Automatic block signals 7701 and 7704 at Las Vegas, and Automatic block signals 9013 and 9032 at Albuquerque:

There is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Time of trains at Fox and Hahn applies at end of two tracks.

Time of Westward trains at Glorieta applies at end of two tracks.

Trains must secure numbered clearance card before leaving LasVegas and Lamy.

Trains originating at Albuquerque and Abajo must secure numbered clearance card before leaving point of origin.

Eastward trains holding main track at Waldo or Spiess to meet opposing trains must stop West of the preliminary sign until opposing train has entered siding.

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

7 EL PASO DISTRICT.

NEW MEXICO DIVISION.

Signal System One in effect on El Paso District.

Automatic Block System between:

MP 902.4 and MP 915.0
MP 931.3 and MP 935.0
MP 1077.6 and MP 1078.7

Two main tracks between Albuquerque and Abajo and at Belen between MP 895.6 and MP 896.7.

Between:

Automatic block signals 9013 and 9032 at Albuquerque, and between Albuquerque Division Junction MP 896.7 and Automatic block signal 9324 at Belen there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 251 (ABS) governs all trains on two main tracks at Belen MP 895.6 to MP 896.7.

Rule 261 (CTC) governs El Paso District trains between El Paso District Junction Belen MP 895.5 and end of two main tracks MP 895.6.

Train register at Albuquerque will be taken to indicate that trains shown thereon have arrived or left Abajo.

Time of trains at Abajo applies at end of two tracks.

Trains not originating at Abajo register there by form 903.

Trains must secure numbered clearance card before leaving Belen and Rincon.

Trains originating Albuquerque, Abajo, Isleta and Socorro must secure numbered clearance card before leaving point of origin.

At Isleta, Eastward Albuquerque Division trains, having received New Mexico Division numbered clearance card at Dalies, will be governed by the indication of the train order signal.

Albuquerque Division trains originating at Albuquerque or Abajo must secure numbered clearance card from both Albuquerque and New Mexico Divisions before leaving point of origin. Such clearance cards will specify whether issued by Albuquerque or New Mexico Division.

Track Capacity 50 ft. Per Car.		WESTWARD. FIRST CLASS.										Distance from Alchison.	Ruling Grade Ascending.	TIME TABLE No. 83, February 20, 1949.	
		13	25	17	21	19	29	3	27	7					
		Express.	The Scout.	The Super Chief.	El Capitan.	The Chief.	Motor Passenger.	California Limited.	Motor Passenger.	Fast Mail Express.					
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Miles.		STATIONS.		
	Yard	PM 10.45	PM 8.00	PM 5.05	PM 3.55	PM 2.30	PM 2.20	AM 10.50	AM 9.15	AM 1.15	902.4	0	Albuquerque. YL	2 Tracks.	
	Yard	10.51	8.05	5.10	4.00	2.35	2.25	10.55	9.20	1.20	903.9	21.1	ABAJO. YL		
3	104	11.00	8.10	5.15	4.05	2.40	2.32	11.00	9.27	1.25	909.8	15.8	BARR.		
34	70	11.07	8.15	5.20 PM	4.10 PM	2.45 PM	2.40	11.05 AM	9.34	1.30 AM	915.0	10.6	ISLETA. YL		
	70	11.21	8.24				2.50		9.45		922.4	21.1	LOS LUNAS.		
	8	11 31	8.35				3.00		9.55		927.4	19.0	CHLOE.		
	Yard	s 11.50	s 8.50 PM				s 3.10 PM		s 10.05 AM		932.6	21.1	BELEN. YL		
		11.58 AM									936.6	13.2	JARALES.		
		12.03									939.3	3.7	BOSQUE.		
29	83	12.08									942.5	12.1	SABINAL.		
		12.20									949.5	15.8	BERNARDO.		
13	83	12.27									953.5	16.3	LA JOYA.		
7	80	12.41									963.5	19.5	SAN ACACIA.		
12	83	12.52									970.9	19.2	LIMITAR.		
101	83	s 1.06									977.8	26.4	SOCORRO. YL		
42	83	s 1.22									988.2	31.7	SAN ANTONIO.		
	82	1.42									999.0	0	ELMENDORF.		
3	119	1.53									1005.1	26.4	SAN MARCIAL.		
11	53	2.04									1012.3	26.4	POPE.		
1	55	f 2.17									1021.4	26.4	LAVA.		
	82	2.38									1031.5	26.4	CROCKER.		
35	63	s 2.56									1043.2	0	ENGEL.		
41	41	3.05									1046.9	26.4	JORNADA.		
22	82	f 3.13									1051.4	26.4	CUTTER.		
	47	f 3.21									1056.4	26.4	ALEMAN.		
8	83	f 3.33									1063.3	9.8	UPHAM.		
	82	3.40									1067.1	5.4	ALIVIO.		
44	49	f 3.50									1073.7	26.4	GRAMA.		
	Yard	s 4.00 AM									1079.6		RINCON. YL		
		Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.					
		33.7	36.2	50.4	50.4	50.4	36.2	50.4	36.2	50.4				(177.2)	
													Average speed per hour.		

NEW MEXICO DIVISION.

EL PASO DISTRICT. 8

TIME TABLE No. 83, February 20, 1949.		Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. FIRST CLASS.								
					14	22	26	20	28	18	30	4	8
					Express.	El Capitan.	The Scout.	The Chief.	Motor Passenger.	The Super Chief.	Motor Passenger.	California Limited.	Fast Mail Express.
STATIONS.					Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	
A. B. S.	Albuquerque. YL	2 Tracks	WFT	C	s 6.35	s AM 6.55	s AM 7.45	s AM 8.40	s AM 11.25	s PM 1.25	s PM 4.35	s PM 6.05	s PM 9.10
	1.5	14.9											
	ABAJO. YL		Y	C	6.28	6.50	7.39	8.34	11.19	1.20	4.28	5.59	9.05
	5.9	26.4											
	BARR.			B	6.18	6.44	7.33	8.29	11.13	1.14	4.21	5.54	8.59
	5.2	26.4											
	ISLETA. YL			C	f 6.10	6.40 AM	7.25	8.25 AM	11.06	1.10 PM	f 4.15	5.50 PM	8.55 PM
	7.4	26.4											
	LOS LUNAS.			C	f 5.58		7.13		10.50		s 4.01		
	5.0	25.8											
	CHLOE.			B	5.48		7.03		10.38		f 3.53		
	5.2	21.1											
	BELEN. YL			W F T Y	C	s 5.40		6.55 AM		10.30 AM		3.45 PM	
	4.0	26.4											
	JARALES.					5.15							
	2.7	16.1											
	BOSQUE.					5.08							
	3.2	26.4											
	SABINAL.				B	f 5.02							
	7.0	26.4											
BERNARDO.					f 4.52								
4.0	26.4												
LA JOYA.				B	4.45								
10.0	25.8												
SAN ACACIA.				B	f 4.30								
7.4	41.0												
LIMITAR.				B	4.20								
6.9	26.4												
SOCORRO. YL			WY	C	s 4.10								
10.4	26.4												
SAN ANTONIO.				B	s 3.45								
10.8	31.7												
ELMENDORF.				B	3.30								
6.1	31.7												
SAN MARCIAL.			W	B	3.20								
7.2	12.8												
POPE.				B	3.05								
9.1	26.4												
LAVA.				B	f 2.52								
10.1	26.4												
CROCKER.				B	2.38								
11.7	26.4												
ENGEL.				C	s 2.20								
3.7	26.4												
JORNADA.					2.11								
4.5	26.4												
CUTTER.			W	B	f 2.05								
5.0	26.4												
ALEMAN.				B	f 1.59								
6.9	26.4												
UPHAM.				B	f 1.50								
3.8	26.4												
ALIVIO.				B	1.44								
6.6	26.4												
GRAMA.				B	f 1.35								
5.9	63.4												
RINCON. YL			WFY	C	1.25 AM								
(177.2)					Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	
Average speed per hour.					33.2	50.4	36.2	50.4	36.2	50.4	36.2	50.4	

Signal System One in effect on El Paso District.

Automatic Block System between:
MP 902.4 and MP 915.0
MP 931.3 and MP 935.0
MP 1077.6 and MP 1078.7.

Two main tracks between Albuquerque and Abajo and at Belen between MP 895.6 and MP 896.7.

Between:
Automatic block signals 9013 and 9032 at Albuquerque, and between Albuquerque Division Junction MP 896.7 and Automatic block signal 9324 at Belen there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Rule 251 (ABS) governs all trains on two main tracks at Belen MP 895.6 to MP 896.7.

Rule 261 (CTC) governs El Paso District trains between El Paso District Junction Belen MP 895.5 and end of two main tracks MP 895.6.

Train register at Albuquerque will be taken to indicate that trains shown thereon have arrived or left Abajo.

Time of trains at Abajo applies at end of two tracks.

Trains not originating at Abajo register there by form 903.

Trains must secure numbered clearance card before leaving Belen and Rincon.

Trains originating Albuquerque, Abajo, Isleta and Socorro must secure numbered clearance card before leaving point of origin.

At Isleta, Eastward Albuquerque Division trains, having received New Mexico Division numbered clearance card at Dalies, will be governed by the indication of the train order signal.

Albuquerque Division trains originating at Albuquerque or Abajo must secure numbered clearance card from both Albuquerque and New Mexico Divisions before leaving point of origin. Such clearance cards will specify whether issued by Albuquerque or New Mexico Division.

Track Capacity 50 ft. Per Car.		WEST- WARD. NDeM 147 Pass- enger.	WEST- WARD. First Class 13 Express.	Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 83, February 20, 1949.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. NDeM 148 Pass- enger.	EAST- WARD. First Class 14 Express.
Other Tracks.	Sidings.	Leave Daily.	Leave Daily.	Miles.		STATIONS.				Arrive Daily.	Arrive Daily.
	Yard		AM 4.20	1079.6	26.4	RINCON. YL 7.7	26.4	WFY C			s AM 1.10
	83		f 4.33	1087.3	26.4	TONUCO. 8.4	26.4	B		f	12.55
7	53		4.50	1095.7	26.4	MEDLER. 0.4	0	B			12.40
			f 4.51	1096.1	26.4	RADIUM SPRINGS. 5.0	26.4			f	12.38
45	62		f 5.01	1101.1	21.5	LEASBURG. 2.4	26.4	Y B		f	12.30
4			f 5.05	1103.5	26.4	HILL. 3.4	26.4			f	12.26
42	62		f 5.12	1106.9	16.5	DONA ANA. 5.6	26.4	B		f	12.22
	Yard		s 5.25	1112.5	1.6	LAS CRUCES. YL 2.5	26.4	W C		s	12.15
53			s 5.31	1115.0	24.6	MESILLA PARK. 4.2	19.5	C		s	12.01 AM
			5.39	1119.2	17.4	FILLMORE. 4.7	29.5				11.53
33	83		f 5.50	1123.9	0	MESQUITE. 3.9	12.1	C		f	11.45
18			6.02	1127.8	0	VADO. 3.6	10.6	B			11.36
26	26		6.08	1131.4	9.5	BERINO. 5.0	6.8	B			11.29
42	62		s 6.19	1136.4	26.4	LA TUNA. 3.4	26.4	C		f	11.21
18			6.28	1139.8	26.4	VINTON. 2.6	26.4				11.15
18	35		s 6.33	1142.4	26.4	CANUTILLO. 2.9	26.4	C		f	11.10
	63		6.40	1145.3	3.7	MONTOYA. 2.6	21.1	B			11.05
4		PM	6.45	1147.9	26.4	WHITE. 7.3	26.4			AM	11.00
		1.05	s 7.00	1155.2	0	EL PASO Union Station. YL 0.8	0			s 7.15	10.45 PM
	Yard			1156.0	0	EL PASO. Freight Station. YL 0.5	0	WFT C			
		1.20 PM		1156.5		International Bridge End of Track. YL				7.00 AM	
		Arrive Daily.	Arrive Daily.			(76.9)				Leave Daily.	Leave Daily.
		5.2	28.3			Average speed per hour.				5.2	31.8

Signal System one in effect El Paso District.

Automatic Block:
M. P. 1151.6 to M.P. 1155.9.

Trains must secure numbered clearance card before leaving Rincon.

Trains originating El Paso Freight Station and El Paso Union Station must secure numbered clearance card before leaving point of origin.

National Railways of Mexico Trains 147 and 148 shown on this page have no time table superiority and must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 15 MPH. Time shown for these trains as information only.

Deming District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 47	Distance from Atchison.	Ruling Grade Ascending.	TIME TABLE No. 83, February 20, 1949.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyses.	Communications.	EAST- WARD. Second Class. 48
Other Tracks.	Sidings.	Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Daily.	Miles.	STATIONS.					Arrive Daily.
	Yard	AM 5.30	1079.6	26.4	RINCON. YL 5.2	26.4	WFY	C	PM 10.40
23	41	s 5.50	1084.8	63.9	HATCH. 9.1	16.8		C	s 10.20
	59	f 6.10	1093.9	63.4	HOCKETT. 11.0	26.4		B	f 10.00
75	44	f 6.32	1104.9	26.4	NUTT. 13.3	26.4	Y	B	f 9.38
	36	f 6.59	1118.2	26.4	FLORIDA. 7.6	26.4	W	B	f 9.10
	61	f 7.15	1125.8	26.4	MIRAGE. 7.1	26.4			f 8.55
	Yard	s 7.40 8.10	1132.9	57.0	DEMING. YL 3.1	62.3	WF	C	s 8.40 8.15
46	41	f 8.25	3.1	57.0	PERUHILL. 13.6	62.3			f 7.59
	53	f 8.55	16.7	73.9	SPALDING. 6.8	29.0	W	B	f 7.27
	12	s 9.10	23.5	69.2	FAYWOOD. 6.8	0		B	f 7.15
88	51	s 9.45	30.3	105.6	WHITEWATER. YL 6.1	79.2	WY	C	s 7.00
	7	f 9.55	36.4	117.2	SAN VINCENTE. 10.1	78.7			f 6.30
	Yard	s 11.05 AM	46.6		SILVER CITY. YL		Y	C	6.00 PM
		Arrive Daily.			(100.7)				Leave Daily.
		19.8			Average speed per hour.				23.7

No. 47 is superior to No. 48.

Trains must secure numbered clearance card before leaving Rincon, Deming and Silver City.

Junction switch at east wye White-water—normal position for Santa Rita District.

Derail in main track M.P. 46.5 will be left in non-derailing position except when equipment is left on main track west thereof.

Mile Posts between Deming and Silver City indicate distance from Deming.

No switch lights San Vincente to Silver City.

Magdalena District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class. 43	Distance from Socorro.	Ruling Grade Ascending.	TIME TABLE No. 83, February 20, 1949.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyses.	Communications.	EAST- WARD. Second Class. 44
Other Tracks.	Sidings.	Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Miles.	STATIONS.					Arrive Daily Ex. Sun.
101	83	AM 8.45	0.	132.0	SOCORRO. YL 15.9	0	WY	C	s 11.45
	17	f 9.35	15.9	132.0	WATER CANYON. 10.9	31.7	W		f 11.00
	Yard	s 10.00 AM	26.8		MAGDALENA. YL		WY	C	10.30 AM
		Arrive Daily Ex. Sun.			(26.8)				Leave Daily Ex. Sun.
		21.4			Average speed per hr.				21.4

No. 43 is superior to No. 44.

Trains must secure numbered clearance card before leaving Socorro and Magdalena.

No switch lights on Magdalena District.

Magdalena District Junction switch at Socorro:

Normal position for El Paso district.

Santa Fe District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.	Distance from Lamy.	Ruling Grade Ascending.	TIME TABLE No. 83, February 20, 1949.	Ruling Grade Ascending.	Fuel Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.
		93							94
		Mixed.							Mixed.
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Miles.		STATIONS.				Arrive Daily Ex. Sun.
	Yard	AM 6.10	0	105.6	LAMY. YL 18.1	105.6	WFY	C	AM 11.30
	Yard	7.10 AM	18.1		SANTA FE. YL		W Y	C	10.30 AM
		Arrive Daily Ex. Sun.			(18.1)				Leave Daily Ex. Sun.
		18.1			Average speed per hr.				18.1

No. 93 is superior to No. 94.
Trains must secure numbered clearance card before leaving Lamy and Santa Fe.
No switch lights on Santa Fe District.
Santa Fe District junction switch at Lamy:
Normal position for Third District.

Rocky Mountain District.

Track Capacity 50 ft. Per Car.		WEST- WARD.	Distance from Hebron.	Ruling Grade Ascending.	TIME TABLE No. 83, February 20, 1949.	Ruling Grade Ascending.	Fuel Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Tracks.	Sidings.		Miles.		STATIONS.				
305			0	105.6	HEBRON. YL 4.4	0	Y	C	
93			4.4	52.8	PRESTON. YL 6.8	52.8			
113			11.2		KOEHLER JCT. YL (11.2)		Y		

No switch lights on Rocky Mountain District.

Koehler District.

Track Capacity 50 ft. Per Car.		WEST- WARD.	Distance from Koehler Jct.	Ruling Grade Ascending.	TIME TABLE No. 83, February 20, 1949.	Ruling Grade Ascending.	Fuel Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Tracks.			Miles.		STATIONS.				
113			0	153.4	KOEHLER JCT. YL 3.3		0	Y	
121			3.3		KOEHLER. YL				
					(3.3)				

No switch lights on Koehler District.

Van Houten District.

Track Capacity 50 ft. Per Car.		WEST- WARD.	Distance from Preston.	Ruling Grade Ascending.	TIME TABLE No. 83, February 20, 1949.	Ruling Grade Ascending.	Fuel Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Tracks.			Miles.		STATIONS.				
93			0	147.8	PRESTON. YL 3.5		0		
123			3.5		VAN HOUTEN. YL				
					(3.5)				

No switch lights on Van Houten District.

Blossburg District.

Track Capacity 50 ft. Per Car.		WEST- WARD.	Distance from Dillon.	Ruling Grade Ascending.	TIME TABLE No. 83, February 20, 1949.	Ruling Grade Ascending.	Fuel Water, Turn Tables and Wyes.	Communications.	EAST- WARD.
Other Tracks.			Miles.		STATIONS.				
112			0	105.6	DILLON, 3.3		0	B	
15			3.3	95.0	GARDINER. YL 1.7		0		
113			5.0		BRILLIANT. YL (5.0)				

No switch lights on Blossburg District.

Santa Rita District.

Track Capacity 50 ft. Per Car.		WESTWARD. Second Class.		Distance from Whitewater.	Ruling Grade Ascending.	TIME TABLE No. 83, February 20, 1949.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EASTWARD. Second Class.	
		57	55							56	58
Other Tracks.	Sidings.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Miles.	STATIONS.					Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
		Mixed.	Mixed.							Mixed.	Mixed.
88	51	PM 3.35	AM 10.05	0.	105.6	WHITEWATER. YL 8.3	0	W Y	C	AM 9.30	PM 3.15
	Yard	s 4.05 PM	s 10.35 11.15	8.8	101.4	HURLEY. YL 4.6	42.2	WFY	C	9.05 AM	s 2.50 2.15
23	29		s 11.40	12.9	132.0	BAYARD. YL 1.5	0		C		s 1.55
			s 11.51	14.4	0	HANOVER JCT. YL 0.3	0		B		1.50 12.45
45			f 11.55 PM	14.7	168.4	COBRE. YL 2.0	0				f 12.40
	Yard		12.05 PM	16.7		SANTA RITA. YL			C		12.30 PM
		Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.			(16.7)				Leave Daily Ex. Sun.	Leave Daily Ex. Sun.
		16.6	12.5			Average speed per hour.				19.9	15.4

No. 55 is superior to No 58.

Nos. 55, 56 and 58 must secure numbered clearance card before leaving Hurley.

Trains must secure numbered clearance card before leaving Whitewater and Santa Rita.

Derail in main track 408 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 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.

Fierro District.

Track Capacity 50 ft. Per Car.		WEST- WARD. Second Class.		Distance from Hanover Jct.	Ruling Grade Ascending.	TIME TABLE No. 83, February 20, 1949.	Ruling Grade Ascending.	Fuel, Water, Turn Tables and Wyes.	Communications.	EAST- WARD. Second Class.	
		53								54	
Other Trks.	Sidings.	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Miles.	STATIONS.					Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
		Mixed.								Mixed.	
			PM 12.45	0.	158.4	Hanover Jct. YL 3.3	0		B	PM 1.50	
41		s 1.00		3.8	158.4	HANOVER. 2.5	0		C	s 1.35	
12			1.15 PM	5.8		FIERRO. YL				1.20 PM	
		Arrive Daily Ex. Sun.				(5.8)				Leave Daily Ex. Sun.	
				11.6		Average speed per hr.					11.6

No. 53 is superior to No. 54.

No switch lights on Fierro District.

Derail in main track 100 feet east of stock pens at Fierro.

Fierro district junction switch at Hanover Junction:

Normal position for Santa Rita district.

13 SPECIAL RULES.

NEW MEXICO DIVISION.

1. Except as otherwise provided, Eastward Trains are superior to Westward Trains of the same class.

2. YARD LIMITS.

Abajo.	La Junta.
Albuquerque.	Lamy.
Bayard.	Las Cruces.
Belen.	Las Vegas.
Blossburg Dist.	Magdalena.
Cobre.	Preston (includes
Deming.	Van Houten Dist.)
El Paso.	Raton.
Fierro.	Rincon.
Glorieta.	Santa Fe.
Hanover Jct.	Santa Rita.
Hebron.	Silver City.
Hurley.	Socorro.
Isleta.	Trinidad.
Koehler Jct. (includes	Whitewater.
Koehler Dist.)	

3. SPEED REGULATIONS.

(A) 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.

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS.

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT:		
La Junta and Trinidad	100	55
Trinidad and Raton	75	55
SECOND DISTRICT		
	75	55
THIRD DISTRICT:		
Las Vegas and Lamy	75	55
Lamy and Albuquerque	100	55
EL PASO DISTRICT:		
Albuquerque and Isleta	75	55
Isleta and El Paso	55	45
ROCKY MOUNTAIN DISTRICT		
	30	30
KOEHLER DISTRICT		
	15	15
VAN HOUTEN DISTRICT		
	15	15
BLOSSBURG DISTRICT		
	15	15
SANTA FE DISTRICT		
	30	30
DEMING DISTRICT:		
Rincon and Whitewater	45	45
Whitewater and Mile Post 34	45	45
Mile Post 34 and Silver City	30	30
MAGDALENA DISTRICT		
	25	25
SANTA RITA DISTRICT		
	25	25
FIERRO DISTRICT		
FIRST DISTRICT.		
Curve, M.P. 556.2 to 556.4	60	30
Curve, M.P. 557.2 to 557.4	90	55
Curve, M.P. 560.2 to 560.5	95	55
3 Curves, M.P. 575.5 to 577.2	85	55
3 Curves, M.P. 578.6 to 580.4	95	55
Curve, M.P. 581.1 to 581.5	85	55
Curve, M.P. 582.1 to 582.5	95	55
Curve, M.P. 584.4 to 584.6	95	55
3 Curves, M.P. 587.0 to 589.3	85	55
3 Curves, M.P. 589.5 to 590.6	95	55
Curve, M.P. 591.0 to 591.4	85	55
2 Curves, M.P. 593.2 to 594.1	85	55
2 Curves, M.P. 591.1 to 596.5	85	55

3. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS—(Cont'd).

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT—(Cont'd).		
3 Curves, M.P. 597.8 to 600.6	95	55
Curve, M.P. 602.2 to 602.6	95	55
Curve, M.P. 605.1 to 605.5	85	55
Curve, M.P. 606.6 to 607.3	85	55
Curve, M.P. 608.7 to 608.8	85	55
Curve, M.P. 615.5 to 615.9	85	55
Curve, M.P. 618.0 to 618.5	85	55
11 Curves, M.P. 619.5 to 624.7	40	40
Curve, M.P. 629.6 to 629.8	95	55
Curve, M.P. 632.8 to 633.3	95	55
Curve, M.P. 633.5 to 633.8	85	55
Curve, M.P. 637.4 to 637.5	35	35
2 Curves, M.P. 638.1 to 638.5	45	45
SECOND DISTRICT.		
2 Curves, M.P. 660.0 to 660.4	35	35
2 Curves, M.P. 660.8 to 661.7	75	55
11 Curves, M.P. 663.1 to 670.7	75	55
3 Curves, M.P. 676.5 to 679.2	75	55
Curve, M.P. 679.7 to 679.9	75	55
Curve, M.P. 682.4 to 682.9	75	55
Curve, M.P. 683.9 to 684.1	75	55
4 Curves, M.P. 686.4 to 688.1	75	55
Curve, M.P. 689.1 to 689.5	75	55
Curve, M.P. 690.2 to 690.4	50	50
Curve, M.P. 690.9 to 691.1	55	50
Curve, M.P. 691.6 to 692.0	65	50
2 Curves, M.P. 692.2 to 693.9	75	55
Curve, M.P. 695.0 to 695.2	75	55
Curve, M.P. 696.0 to 696.2	70	55
2 Curves, M.P. 698.3 to 700.3	65	50
Curve, M.P. 700.6 to 701.0	75	55
Curve, M.P. 703.5 to 703.8	75	55
Curve, M.P. 706.4 to 706.6	75	55
Curve, M.P. 707.5 to 707.7	75	55
Curve, M.P. 708.7 to 709.0	75	55
Curve, M.P. 710.6 to 711.1	75	55
Curve, M.P. 715.2 to 715.4	75	55
Curve, M.P. 716.1 to 716.4	75	55
3 Curves, M.P. 717.0 to 719.4	75	55
Curve, M.P. 723.9 to 724.3	75	55
Curve, M.P. 725.9 to 726.0	75	55
2 Curves, M.P. 730.7 to 732.4	75	55
2 Curves, M.P. 733.2 to 734.3	75	55
Curve, M.P. 736.1 to 736.3	45	45
2 Curves, M.P. 736.4 to 737.1	55	50
8 Curves, M.P. 738.2 to 740.8	45	45
21 Curves, M.P. 741.6 to 749.4	45	45
Curve, M.P. 750.4 to 751.0	75	55
2 Curves, M.P. 754.0 to 754.9	75	55
2 Curves, M.P. 757.9 to 759.3	75	55
Curve, M.P. 762.3 to 762.8	75	55
Curve, M.P. 763.6 to 764.5	75	55
Curve, M.P. 764.9 to 765.0	75	55
3 Curves, M.P. 766.7 to 768.6	75	55

NEW MEXICO DIVISION.

SPECIAL RULES. 14

3. SPEED REGULATIONS—(Cont'd.)

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS—(Cont'd.)

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
THIRD DISTRICT.		
3 Curves, M.P. 770.7 to 772.0	70	55
13 Curves, M.P. 772.6 to 778.4	45	45
7 Curves, M.P. 778.7 to 780.9	50	50
3 Curves, M.P. 781.7 to 782.8	50	50
3 Curves, M.P. 783.7 to 784.9	40	40
3 Curves, M.P. 786.1 to 787.0	50	50
Curve, M.P. 788.4 to 788.7	55	50
14 Curves, M.P. 789.0 to 793.3	50	50
3 Curves, M.P. 793.8 to 795.1	60	50
5 Curves, M.P. 795.2 to 796.6	30	30
7 Curves, M.P. 796.6 to 799.9	35	35
Curve, M.P. 800.4 to 800.7	70	55
Curve, M.P. 801.5 to 801.6	55	50
2 Curves, M.P. 802.2 to 802.8	50	50
11 Curves, M.P. 804.0 to 808.8	55	50
Curve, M.P. 809.4 to 809.7	75	55
Curve, M.P. 811.1 to 811.5	75	55
8 Curves, M.P. 812.3 to 814.4	50	50
2 Curves, M.P. 815.0 to 817.1	70	55
4 Curves, M.P. 818.5 to 819.5	45	45
2 Curves, M.P. 819.6 to 819.9	35	35
7 Curves, M.P. 820.0 to 822.6	50	50
3 Curves, M.P. 822.7 to 824.5	55	50
Curves, M.P. 824.5 to 825.0 EB	40	40
Curves, M.P. 824.5 to 829.0 WB	30	15
Curves, M.P. 825.0 to 829.0 EB	30	30
Curves, M.P. 829.0 to 829.4	{ WB 20	15
	{ EB 20	20
Curves, M.P. 829.4 to 832.3	{ WB 30	15
	{ EB 30	30
Curves, M.P. 832.3 to 832.9 EB	20	20
Curves, M.P. 832.3 to 833.4 WB	20	15
Curve, M.P. 834.8 to 835.0	55	50
Curve, M.P. 836.0 to 836.2	95	55
Curve, M.P. 838.2 to 838.6	85	55
2 Curves, M.P. 839.7 to 840.9	85	55
Curve, M.P. 842.1 to 842.4	85	55
2 Curves, M.P. 842.6 to 844.3	95	55
3 Curves, M.P. 845.4 to 847.3	85	55
2 Curves, M.P. 849.8 to 850.4	85	55
2 Curves, M.P. 850.7 to 851.5	70	55
3 Curves, M.P. 852.5 to 853.2	50	50
2 Curves, M.P. 853.3 to 853.7	40	40
3 Curves, M.P. 854.4 to 855.5	65	50
2 Curves, M.P. 855.5 to 856.6	70	55
2 Curves, M.P. 857.1 to 857.4	55	50
Curve, M.P. 857.6 to 857.7	50	50
5 Curves, M.P. 857.8 to 859.0	40	40
3 Curves, M.P. 860.2 to 862.3	80	55
Curve, M.P. 863.7 to 863.9	95	55
9 Curves, M.P. 865.8 to 872.1	85	55
3 Curves, M.P. 873.9 to 875.6	85	55
Curve, M.P. 877.5 to 877.7	90	55
3 Curves, M.P. 878.2 to 879.6	85	55

3. SPEED REGULATIONS—(Cont'd.)

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS—(Cont'd.)

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
THIRD DISTRICT—(Cont'd.)		
Curve, M.P. 880.8 to 881.1	90	55
3 Curves, M.P. 883.7 to 885.0	75	55
Curve, M.P. 888.7 to 889.3	95	55
Curve, M.P. 890.8 to 891.1	95	55
Curve, M.P. 895.7 to 896.1	95	55
Curve, M.P. 900.2 to 900.5	95	55
EL PASO DISTRICT.		
2 Curves, M.P. 905.2 to 905.4	75	55
Curve, M.P. 912.2 to 912.7	75	55
Bridge 913-A	75	55
Curve at Jct. Switch Isleta M.P. 914.9 (For Coast Lines Trains Only)	75	55
7 Curves, M.P. 932.0 to 932.9	15	15
3 Curves, M.P. 933.6 to 934.1	30	20
2 Curves, M.P. 945.1 to 945.4	40	40
7 Curves, M.P. 957.9 to 960.1	30	30
Curve, M.P. 960.8 to 961.2	50	40
7 Curves, M.P. 961.7 to 963.8	30	30
3 Curves, M.P. 965.5 to 966.3	45	45
2 Curves, M.P. 973.0 to 973.5	45	45
Curve, M.P. 985.3 to 985.5	55	40
Curve, M.P. 986.1 to 986.3	50	45
Curve, M.P. 987.5 to 987.7	40	30
Soft Track M.P. 993.7 to 994.3	45	45
Curve, M.P. 1006.9 to 1007.1	50	40
7 Curves, M.P. 1007.8 to 1011.0	50	40
4 Curves, M.P. 1014.1 to 1015.1	50	40
4 Curves, M.P. 1015.7 to 1017.8	50	40
3 Curves, M.P. 1018.7 to 1019.5	50	40
Curve, M.P. 1020.7 to 1020.8	40	40
Curve, M.P. 1022.1 to 1022.3	50	45
Curve, M.P. 1022.9 to 1023.1	45	30
2 Curves, M.P. 1036.2 to 1037.0	50	40
13 Curves, M.P. 1075.8 to 1079.6	40	30
2 Curves, M.P. 1079.6 to 1080.1	30	20
Curve, M.P. 1080.2 to 1080.3	35	25
3 Curves, M.P. 1082.8 to 1083.2	50	45
5 Curves, M.P. 1083.7 to 1085.1	55	40
Curve, M.P. 1085.2 to 1085.3	55	40
Curve, M.P. 1085.8 to 1086.0	45	35
3 Curves, M.P. 1090.1 to 1090.7	50	45
8 Curves, M.P. 1091.0 to 1092.4	15	15
9 Curves, M.P. 1092.4 to 1094.7	35	35
2 Curves, M.P. 1096.0 to 1096.6	55	40
Curve, M.P. 1098.8 to 1099.0	55	40
2 Curves, M.P. 1100.7 to 1101.6	55	40
Curve, M.P. 1150.0 to 1150.1	50	45
6 Curves, M.P. 1151.2 to 1152.9	45	45
4 Curves, M.P. 1153.7 to 1154.7	40	40
DEMING DISTRICT.		
4 Curves, M.P. 1103.8 to 1105.2	35	35

3. SPEED REGULATIONS—(Cont'd).

Passenger trains must not exceed speed of twenty-five (25) miles per hour descending grades between Raton and Gallinas, and thirty (30) miles per hour Gallinas to Jansen.

3800 and 5000 class engines running light or handling caboose cars only must not exceed speed of fifteen (15) miles per hour descending grade between Raton and Gallinas, and twenty (20) miles per hour 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 descending grades between Raton and Gallinas, and twenty-five (25) miles per hour 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 descending grades between Raton and Jansen.

Freight trains must not exceed speed of fifteen (15) miles per hour descending grades between Raton and Jansen.

Trains and engines running light will not exceed speed of thirty (30) miles per hour ascending grades between Raton and Jansen.

Trains and engines running light must not exceed speed of fifteen (15) miles per hour through tunnels between Wootton and Lynn.

Trains and engines running light must not exceed speed of thirty (30) miles per hour between east switch at Glorieta and Mile Post 833.

Freight trains must not exceed speed of fifteen (15) miles per hour, descending grade between Glorieta and Lamy.

Eastward freight trains must not exceed speed of thirty (30) miles per hour 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 on curves.

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 enginemen.

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

STATIONS	STREETS	MILES PER HOUR
Trinidad.....	Commercial Street, Linden, Nevada, University and Stonewall Avenues.	15
Las Vegas.....	Jackson and University Streets.....	15
Albuquerque.....	All crossings between Trumbull Avenue and Mountain Road.....	30
Silver City.....	All crossings between Garden Crossing and Passenger Depot.....	10

3. SPEED REGULATIONS—(Cont'd).

(D) MAXIMUM LOCOMOTIVE SPEEDS

ENGINES	Miles Per Hour	Light Engines Forward	All Engines Backing up
		Miles Per Hour	Miles Per Hour
Diesels 1 to 33, Incl., and 51 to 62, Incl., and 70 to 73 Incl. 90 and 159.	100	40	40*
Diesels 100 to 157, Incl., 160, 161, 165 and 169-186, Incl., and 200-201	65	40	40*
Diesels 158, 162, 163, 164, 166 167 and 168	95	40	40*
Motors M-105, M-189, Incl.	60	60	25
Motor M-190	75	60	25
(A) Atlantic Type 79 in. Drivers	100	40	25
(B) Atlantic Type 74 in. Drivers	90	40	25
(C) Pacific Type 79-84 in. Drivers	100	40	25
(D) Pacific Type 73-74 in. Drivers	80	40	25
3700 to 3750, Incl.	70	40	25
2900-2929; 3751-3775; 3776-3785, Incl.	90	40	25
(E) Prairie Type 70 in. Drivers except 1800-1886	50 60	40 40	25 25
789-825; 870-874; 1790-1797, Incl.	30	30	20
885-999; 1600-1705; 1950-1991	35	35	20
1798-1799	55	40	25
2506; 2531; 2535 to 2553, Incl.	35	35	20
2565 to 2569, Incl.	35	35	20
2507 to 2530, Incl.; 2532	55	40	25
3011 to 3027; 3100-3158	45	35	20
3160-3287; 4000-4115	60	40	25
3800-3940	55	40	25
5000-5035, Incl.	60	40	25
All regularly assigned to switching service	20	20	20
All Other Engines	20	20	20

* Diesels when backing up as second unit, may operate at speed of the lead unit.

ENGINES AND DIAMETER OF DRIVERS

GROUP (A)	GROUP (B)	GROUP (C)	GROUP (D)	GROUP (E)
Atlantic Type 79" Drivers	Atlantic Type 74" Drivers	Pacific Type 79-84" Drivers	Pacific Type 73-74" Drivers	Prairie Type 70" Drivers
1413	550, 552, 556	1212	1226 to 1399*	1000 to 1152*
1416	558, 559	1218	3409, 3411	1207, 1210
1453	1458	3400 to 3408*	3443 to 3445*	1214, 1215
1468	1462, 1483	3410	3449	1800 to 1886*
1473	1487, 1488	3412 to 3442*	3500 to 3534*	
	1492	3446 to 3448*		
	1496, 1498	3450 to 3459*		
		3460 to 3465*		

* Both Inclusive.

3. SPEED REGULATIONS—(Cont'd).

(E) Movements Over Sub-merged Track.

Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed In Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines			
Passenger	3	5	5
Freight	5	5	5
44 Ton Yard.....	2	5	5
Other Yard.....	5	5	5
Diesel-Electric and Gas-Electric Motor Cars.....	3	5	5
Steam Engines			
Roller Bearing.....	9	5	5
Passenger Cars			
Roller Bearing.....	8	5	—
Friction Bearing.....	12	5	—

(F) Steam Wrecking Cranes, etc.

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, on First, Second, Third and El Paso Districts, and between Rincon and M.P. 34 on Deming District; twenty (20) miles per hour on Rocky Mountain and Santa Fe Districts, and between M.P. 34 and Silver City on Deming District, and fifteen (15) miles per hour on other districts.

(G) Locomotives Handled Dead in Trains.

Locomotives handled dead in trains with side rods in position are not to be run faster than twenty (20) miles per hour;

With side rods all removed and all drivers on rail fifteen (15) miles per hour;

With one pair of wheels "swung" or suspended off rail, ten (10) miles per hour;

Gas and Diesel-Electric motor cars being towed, sixty (60) miles per hour.

Passenger Diesel locomotives ninety (90) miles per hour.

Freight Diesel locomotives sixty (60) miles per hour.

Yard Diesel locomotives thirty (30) miles per hour.

Trains handling engines from Albuquerque shop to Belen, must not exceed speed of twenty (20) miles per hour.

Locomotives operating under their own steam with all side rods in place and one main rod removed, must not be operated to exceed following speeds:

20 MPH			25 MPH	35 MPH
All Freight and Switch Locomotives include types:			Passenger Locomotives	Mountain Type All Locomotives
0-4-0	2-6-2	2-10-0	Includes	Except Mountain Type Include
0-6-0	2-8-0	2-10-2	4-8-2	4-8-4
0-8-0	2-8-2	2-10-4	4-8-4	4-4-0
2-6-0	2-8-4			4-4-2
				4-6-0
				4-6-2
				4-6-4

(H) Spring Switches, Turnouts, and Crossovers.

In heading in or out over the following spring switches, turnouts and crossovers, 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 and crossovers trains or engines must not exceed speed of ten (10) miles per hour.

3. SPEED REGULATIONS—(Cont'd).

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
Ormega	Spring	East end siding.....	15	15
Benton	Spring	East and west ends siding.	15	15
Timpas	Spring	West end siding.....	15	15
Mindeman	Spring	West end siding.....	15	15
Bloom	Spring	West end siding.....	15	15
Delhi	Spring	West end siding.....	15	15
Houghton	Spring	West end siding.....	15	15
Thatcher	Spring	East and west ends siding.	15	15
Simpson	Spring	East end siding.....	15	15
Kadrew	Spring	East and west ends siding.	15	15
El Moro	Spring	West end siding.....	15	15
C & S Crossing	Interlock	End of two tracks.....	30	20
Jansen	Spring	East leg of wye M.P. 639.5	15	15
Jansen	Spring	Tail of wye switch.....	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
Raton	Spring	End of two tracks.....	15	15
Dillon	Spring	East end siding.....	15	15
Hebron	Spring	West end siding.....	25	20
Hebron	Spring	East end siding.....	15	15
Schomberg	Spring	East end siding.....	25	20
Schomberg	Spring	West end siding.....	15	15
Maxwell	Spring	East end siding.....	15	15
French	Spring	East end siding.....	15	15
Gato	Spring	East and west ends siding.	15	15
Springer	Spring	East and west ends siding.	15	15
Robinson	Spring	West end siding.....	15	15
Colmor	Spring	East and west ends siding.	15	15
Nolan	Spring	East and west ends siding.	15	15
Levy	Spring	East end siding.....	15	15
Wagon Mound	Spring	East and west ends siding.	15	15
Bond	Spring	East and west ends siding.	15	15
Optimo	Spring	West end siding.....	15	15
Shoemaker	Spring	East and west ends siding.	15	15
Watrous	Spring	East and west ends siding.	25	20
Kroenigs	Spring	East and west ends siding.	25	20
Onava	Spring	East and west ends siding.	25	20
Azul	Spring	East end siding.....	15	15
Arriba	Spring	East end siding.....	15	15
Las Vegas	Spring	East end freight yard....	25	20
Las Vegas	Spring	East and West ends Passenger tracks.....	25	20
Romero	Spring	East and west ends siding.	15	15
Ojita	Spring	East and west ends siding.	15	15
Myers	Spring	East and west ends siding.	15	15
Chapelle	Spring	East and west ends siding.	15	15
Ribera	Spring	East and west ends siding.	25	20
Sands	Spring	East and west ends siding.	25	20
Ilfeld	Spring	East and west ends siding.	25	20
Gise	Spring	East and west ends siding.	25	20
Rowe	Spring	East and west ends siding.	25	20
Fox	Spring	East end siding.....	15	15
Fox	Spring	End of two tracks.....	25	20
Glorieta	Spring	West end siding.....	15	15
Glorieta	Interlock	End of two tracks.....	30	15
Canyoncito	Spring	East end siding.....	15	15
Canyoncito	Spring	West end siding.....	25	20
Lamy	Spring	East and west ends No. 1 track.....	15	15
Kennedy	Spring	East and west ends siding.	15	15
Galisteo	Spring	West end siding.....	15	15
Los Cerrillos	Spring	East end siding.....	15	15
Waldo	Spring	West end siding.....	15	15
Rosario	Spring	East end siding.....	15	15
Domingo	Spring	East and west ends siding.	15	15
Elota	Spring	West end siding.....	15	15
Nueve	Spring	East and west ends siding.	15	15
Ruiz	Spring	West end siding.....	15	15
Hahn	Spring	End of Two tracks.....	25	20

17 SPECIAL RULES.

NEW MEXICO DIVISION.

3. SPEED REGULATIONS—(Cont'd).

STATION	TYPE	LOCATION	MILES PER HOUR	
			Passenger	Freight
Abajo	Interlock	End of Two tracks.....	40	30
Barr	Spring	East and west ends siding.	15	15
Isleta	Interlock	Albuquerque Division Jct. Westward trains to El Paso Dist.....	40	30
		Eastward trains from El Paso Dist.....	20	20
Belen	Interlock	Albuquerque Division Jct.	15	10
Belen	Interlock	Pecos Division Jct.....	15	10
Rincon	Spring	East end No. 2 track.....	15	15

(I) Speed Table. Table of train speeds (minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
—	36	100	1	18	46.1
—	37	97.3	1	20	45.0
—	38	94.7	1	22	43.9
—	39	92.3	1	24	42.9
—	40	90.0	1	26	41.9
—	41	87.8	1	28	40.9
—	42	85.7	1	30	40.0
—	43	83.7	1	32	39.1
—	44	81.8	1	34	38.3
—	45	80.0	1	36	37.5
—	46	78.3	1	38	36.8
—	47	76.6	1	40	36.0
—	48	75.0	1	42	35.3
—	49	73.5	1	44	34.6
—	50	72.0	1	46	34.0
—	51	70.6	1	48	33.3
—	52	69.2	1	50	32.7
—	53	67.9	1	52	32.1
—	54	66.6	1	54	31.6
—	55	65.5	1	56	31.0
—	56	64.2	1	58	30.5
—	57	63.2	2	—	30.0
—	59	61.0	2	05	28.8
1	—	60.0	2	10	27.7
1	02	58.0	2	15	26.7
1	04	56.2	2	30	24.0
1	06	54.2	2	45	21.8
1	08	52.9	3	—	20.0
1	10	51.4	3	30	17.1
1	12	50.0	4	—	15.0
1	14	48.6	5	—	12.0
1	16	47.4	6	—	10.0

4. DANGEROUS OBSTRUCTIONS. (See Rule 761).

Mile Posts	Bridge Number	Names
FIRST DISTRICT.		
636.4	Coal Chute, Trinidad.
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.
831.8	831-B	Apache Creek.

4. DANGEROUS OBSTRUCTIONS. (See Rule 761)—(Cont'd).

Mile Posts	Bridge Number	Names
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.

5. SPECIAL RULES AND FACILITIES.

(A) Service tests of air brakes as prescribed by Rules 945-E and 947 must be made on trains and engines at Glorieta and Lynn eastward, Wootton and Glorieta westward.

On passenger trains arriving at terminals where engine is not detached, train switched, or angle cock closed, brake test will be made in the following manner:

The arriving engineman will, after stopping, make a full application and leave brakes applied on train. Employees 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.

Enginemen handling trains of five or more lightweight cars will complete all station stops with light brake cylinder pressure on locomotive and entire train.

At local stations where brake tests are not to be made, train brakes will not be released until proceed signal is given.

At stations where brake test is to be made by car inspectors, after completing station stop and the locomotive brakes fully applied, incoming engineman will immediately release train brakes to allow cars to move and slack to adjust. After allowing 30 seconds for brakes to release and cars to move, train brakes will be re-applied with full service application.

6. RAILROAD CROSSINGS AND JUNCTIONS.

C. & S. CROSSING, M.P. 635.8, protected by interlocking.

LYNN—Crossover switches protected by interlocking.

GLORIETA—End of two tracks protected by interlocking.

ABAJO—End of two tracks protected by interlocking.

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

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

BELÉN—Junction between Pecos and New Mexico Divisions and between New Mexico and Albuquerque Divisions protected by interlocking.

NEW MEXICO DIVISION.

7. SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGE OF TIME TABLE.

Location	Miles from Atchison	Car Capacity	Switch Connection	Flag Stops for Trains
FIRST DISTRICT				
Jansen Wye (Eastward track) ..	639.5	3	East & West	None.
Turner (Westward track)	650.1	11	West	Frts. only.
SECOND DISTRICT				
Union	741.5	13	East & West	Frts. only.
THIRD DISTRICT				
Alameda Gravel Pit Spur	893.7	88	West	Frts. only.
Zietman Spur	897.8	45	East	Frts. only.
Butane Spur	899.0	6	West	Frts. only.
EL PASO DISTRICT				
Kinney	907.1	6	East	Frts. only.
Polvadero	966.7	No siding		Pass. only.
McNierney Stock Yards	968.3	11	East & West	Frts. only.
United M&M Corp.	983.7	6	East & West	Frts. only.
Tiffany Stock Yards ..	1002.1	19	East & West	Pass. and freight.
Newalpitt	1086.0	2	East	Frts. only.
Fort Selden	1097.3	5	West	Pass. and freight.
Barker	1113.9	1	East	Frts. only.
BLOSSBURG DISTRICT				
Gardiner Store Spur ..	1.3	36	East	Frts. only.
MAGDALENA DISTRICT				
Quarry Tracks	11.0	36	East & West	Frts. only.
Kelly	28.5	29	East & West	Frts. only.
FIERRO DISTRICT				
Bullfrog Mine	0.2	10	East & West	Frts. only.
Black Hawk	2.3	12	East & West	Frts. only.
Kearney	2.6	19	East & West	Frts. only.
Peru Mining Co.	3.8	20	East & West	Frts. only.
Union Hill	4.7	37	East & West	Frts. only.
SANTA RITA DISTRICT				
Star Shaft	15.5	21	West	Frts. only.
Precipitate Spur	15.6	22	West	Frts. only.

8. BULLETIN BOOKS.

LA JUNTA..... Roundhouse Register Room, Telegraph office.
 TRINIDAD..... Passenger station.
 RATON..... Roundhouse Register Room, Passenger station.
 LAS VEGAS..... Roundhouse Register Room, Engineman's Wash Room, Yard Office.

8. BULLETIN BOOKS—(Cont'd).

LAMY..... Passenger station.
 ALBUQUERQUE.. Roundhouse Register Room, Yard Office.
 ABAJO..... Yard Office, Switch Shanty Trumbull Ave.
 BELEN..... Yard Office, Roundhouse Register Room.
 RINCON..... Passenger Station.
 EL PASO..... Freight station, Roundhouse Register Room.
 HURLEY..... Passenger Station, Switch Shanty at Chino Dumper.

9. STANDARD CLOCKS.

LA JUNTA..... Telegraph Office and Roundhouse Register Room.
 TRINIDAD..... Passenger Station.
 RATON..... Passenger Station.
 LAS VEGAS..... Telegraph Office and Roundhouse Register Room.
 LAMY..... Passenger Station.
 ALBUQUERQUE.. Telegraph Office and Roundhouse Register Room.
 ABAJO..... Telegraph Office.
 BELEN..... Yard Office and Passenger Station.
 RINCON..... Passenger Station.
 EL PASO..... Freight Station and Union Depot.
 HURLEY..... Telegraph Office.

10. STANDARD THERMOMETERS.

La Junta.	Springer.	Lamy.	El Paso.
Thatcher.	Wagon Mound.	Abajo.	Santa Fe.
Trinidad.	Las Vegas.	Belen.	Deming.
Lynn.	Glorieta.	Socorro.	Silver City.
Raton.	Hurley.	Rincon.	

11. 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.

N. BRIDGES, Assistant Superintendent..... El Paso, Texas.
 E. W. NOTGRASS, Trainmaster..... Las Vegas, N. M.
 J. H. BLAKE, Trainmaster..... Las Vegas, N. M.
 C. W. FRASER, Assistant Trainmaster..... Hurley, N. M.
 O. S. PARRISH, Chief Dispatcher..... Las Vegas, N. M.
 L. B. MAY, Assistant Chief Dispatcher..... Las Vegas, N. M.
 J. C. HOPE, Assistant Chief Dispatcher..... Las Vegas, N. M.

TRAIN DISPATCHERS—LAS VEGAS, N. M.

C. A. PURCELL.	W. E. ROSE.	J. W. FELLABAUM.	J. W. WOOSTER.
E. L. ROBINSON.	A. F. MATHIS.	J. Z. CLOUD.	E. WALD.
O. R. KING.	W. J. WINN.	W. L. KELLEY.	A. WHITE.
			R. E. COOPER.

19 FREIGHT SCHEDULES.

NEW MEXICO DIVISION.

WESTWARD.								Freight Train Terminals, and Junctions. (Subject to Change Without Notice.)	EASTWARD.							
35	59	31	51	75	79	71	31		46	72	80	76	52	46	60	36
Freight.	Way Freight.	Way Freight.	Freight.	Way Freight.	Way Freight.	Way Freight.	N. M. Colo. and Kansas Fast Freight.	Arrive Daily.	Way Freight.	Way Freight.	Way Freight.	Freight.	Way Freight.	Way Freight.	Freight.	
Leave Daily Ex. Sun.	Leave Tues. Thurs. and Sat.	Leave Daily Except Sun.	Leave Daily.	Leave Mon. Wed. and Fri.	Leave Sun. Tues. and Thur.	Leave Tues. Thurs. and Sat.	Leave Daily.	STATIONS.	Arrive Daily.	Arrive Mon. Wed. and Fri.	Arrive Mon. Wed. and Fri.	Arrive Tues. Thurs. and Sat.	Arrive Daily.	Arrive Daily Except Sun.	Arrive Mon. Wed. and Fri.	Arrive Daily Ex. Sun.
						AM 7.15	AM 10.30	LA JUNTA.	PM 4.00	PM 2.00 PM						
						PM 1.00	PM 1.50 2.20	TRINIDAD.	1.00 PM	9.00						
					AM 7.00	3.00 PM	4.30 5.30	RATON.	10.00 9.30	7.00 AM	PM 2.30 PM					
				AM 5.30	PM 2.00 PM		11.00 AM 12.01	LAS VEGAS.	5.00 4.00		7.00 AM	PM 3.00 PM				
				8.30 8.45			6.10	LAMY.	1.30 AM			10.50 10.30				
			PM 6.15	PM 2.00 PM			8.30 10.00	ABAJO.	11.30 10.30			6.00 AM	PM 2.15			
		AM 6.00	7.30 10.30				11.15 AM	BELEN.	9.30 PM				1.00 PM 11.00	PM 2.15		
		7.45 11.30	AM 12.30					SOCORRO.					12.45 PM 10.30			
AM 6.30	AM 10.00	PM 3.30 PM	2.30 3.30					RINCON.					4.00 3.00	1.00 AM	PM 3.55 PM	PM 10.00
	PM 4.05 PM		6.30 AM					EL PASO.					12.01 AM		10.00 AM	
9.00								DEMING.								7.30
PM 1.00 PM								HURLEY.								4.00 PM
Arrive Daily Ex. Sun.	Arrive Tues. Thurs. and Sat.	Arrive Daily Except Sun.	Arrive Daily.	Arrive Mon. Wed. and Fri.	Arrive Sun. Tues. and Thur.	Arrive Tues. Thurs. and Sat.	Arrive Daily.		Leave Daily.	Leave Mon. Wed. and Fri.	Leave Mon. Wed. and Fri.	Leave Tues. Thurs. and Sat.	Leave Daily.	Leave Daily Except Sun.	Leave Mon. Wed. and Fri.	Leave Daily. Ex. Sun.

TRAINS SHOWN ON THIS PAGE, HAVE NO TIME TABLE AUTHORITY.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS

The term "beyond" refers to regular, flag or conditional stops authorized herein

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
3	Nickerson to Dodge City	La Junta and beyond	Kansas City and beyond	21	Hutchinson	La Junta and beyond	Kansas City and beyond
4	Los Cerrillos	La Junta and beyond		21	Trinidad	Raton and beyond	
	Wagon Mound	Beyond La Junta	Albuquerque and beyond		22	Glorieta } Lamy }	Gallup and beyond
	Deerfield } Holcomb }	Dodge City and beyond	Beyond La Junta	Lamy		Trinidad and beyond	Gallup and beyond
	Dodge City to Hutchinson	Kansas City and beyond	La Junta and beyond	Trinidad	Kansas City and beyond	Any station	
1-102	Newton to Dodge City	Las Animas and beyond		Hutchinson	Kansas City and beyond	La Junta and beyond	
	Las Animas } Holly }	Pueblo and beyond	Dodge City and beyond	19	Garden City	Albuquerque and beyond	Kansas City and beyond
	La Junta to Pueblo		Beyond Las Animas	Valmora } Glorieta }	Barstow and beyond	Kansas City and beyond	
	Pueblo to Denver		Beyond La Junta	20	Glorieta } Valmora } Garden City }	Kansas City and beyond	Barstow and beyond
101-2	Denver to Pueblo	Las Animas and beyond				Kansas City and beyond	Albuquerque and beyond
	Littleton	Colorado Springs, Pueblo and beyond		23	Ft. Sumner } Vaughn } Mountainair }	Belen and beyond	Amarillo and beyond
	Pueblo to La Junta	Beyond Las Animas		24	Mountainair } Vaughn } Ft. Sumner }	Amarillo and beyond	Belen and beyond
	Las Animas } Holly }	Dodge City and beyond	Pueblo and beyond	27-(C&S)	Littleton } Castle Rock } Larkspur } Fountain }	Beyond Pueblo	
	Dodge City to Newton		Las Animas and beyond		Palmer Lake	Any station	Any station
18-130	La Junta to Denver		Beyond La Junta	28-(C&S)	Palmer Lake	Any station	Any station
141-14	Denver to La Junta	Beyond La Junta		105	Argonia	Beyond Kiowa	Wichita and beyond
				106	Argonia	Wichita and beyond	Beyond Wichita

Attendants accompanying live-stock or other shipments, may be carried on the train handling shipment of which they are in charge, when provided with proper transportation



SANTA FE SAFETY FIRST



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

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

