

The Atchison, Topeka & Santa Fe Railway Co.



WESTERN LINES.
NORTHERN DISTRICT.



RIO GRANDE DIVISION.

EMPLOYEES' TIME TABLE No. 48.

IN EFFECT

SUNDAY, NOVEMBER 14, 1926,

AT 12:01 O'CLOCK A. M.

MOUNTAIN STANDARD TIME.

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

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

F. A. LEHMAN,
General Manager,
AMARILLO, TEXAS.

C. H. BRISTOL,
Asst. General Manager,
LA JUNTA, COLORADO.

H. R. LAKE,
Supt. Transportation,
CHICAGO, ILLINOIS.

B. A. WEST,
Superintendent,
SAN MARCIAL, NEW MEXICO.

SPECIAL RULES AND REGULATIONS.

Effective on the Rio Grande Division and Superseding all General Rules Inconsistent Therewith.

A book of the Atchison, Topeka & Santa Fe Railway System Rules and Regulations of the Operating Department, dated 1909, and the current Time Table must be in the hands of all employes of the Operating Department.

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

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

The following stations have Yard Limits (see No. 93, General Rules): Albuquerque, Abajo, Isleta, Belen, Socorro, San Antonio, San Marcial, Engle, Cutter, Rincon, Las Cruces, El Paso, Nutt, Deming, Silver City, Hanover Junction, San Jose, Santa Rita, Whitewater, Fierro, Magdalena, and Hurley. At all other stations trains must be protected as per Nos. 99 and D-99 of General Rules.

Standard thermometers are located at Albuquerque, Abajo, Belen, San Marcial, El Paso, Deming, Hurley, Socorro, and Rincon.

Bulletin books are located at Albuquerque, Abajo, Socorro, San Marcial, Rincon, El Paso Union Depot, El Paso Freight Office, Deming, Hurley, Silver City.

Trainmen on freight trains must see that couplings, wheels, journals, and brakes of the cars in their train are in good order by inspecting them, when their duties will permit, as often as the train stops for any purpose, but in no case will a freight train be run continuously for more than forty miles without a stop being made for the purpose of inspecting equipment.

So far as practicable, hand baggage should not be placed in the aisles of passenger cars.

Heavy hand baggage or packages should not be allowed in overhead racks where there is possible danger of their falling from same.

Train crews are enjoined to supervise the stowing of baggage and see that it is accomplished in such manner as to minimize hazard of accident to passengers.

An additional copy of all train orders and clearance cards shall be furnished to conductors for prompt delivery to rear brakeman.

Conductors of freight and mixed trains will leave telegraph train reports, Form 903, at all stations, except register stations, where cars are picked up or set out. Operators will send these reports to dispatcher when reporting arrival and departure of trains.

Substitute for note under Rule 221-A of Current Rules and Regulations, Operating Department: This rule not applicable to double track where separate signals are provided for trains on sidings.

Rule 854, Book of Rules and Regulations Operating Department, is amended as follows:

On single track when stopped by an automatic block signal, send flagman ahead immediately, wait five minutes and follow UNDER CONTROL except that when next governing signal in advance can be plainly seen to indicate proceed and track is clear, train may at once proceed under control. Flagman need precede train only to a point where next governing signal in advance can be seen to indicate proceed and track seen to be clear.

If the communicating signal fails, or an engine not equipped with air signal is used to handle passenger trains, verbal understanding must be had between conductor and engineman, and approaching each flag station immediately following audible signal 14-M, as per Book of Rules and Regulations, hand or lamp signal "Proceed" or "Stop" must be given by conductor. This supersedes instructions appearing in first paragraph, page 219, of Book of Rules and Instructions for Operating and Maintaining Air Brakes.

Where upper quadrant three-position signals are installed, the following indications will be provided:

Stop—Arm horizontal, or red light.
Proceed Under Control—Arm 45 degrees upward, or yellow light.
Proceed—Arm vertical, or green light.
Signals operated under automatic signal rules will be designated by a number plate.

Slow boards, painted yellow, with the required numerals and the word "miles" in black are located 1500 feet in advance of certain curves, bridges or other points where speed of trains is permanently restricted. The numerals indicate the maximum speed in miles per hour allowed any train, but in no wise abrogate nor modify special rules, train orders nor instructions further restricting the speed of any or all trains.

Resume speed boards, painted green, without lettering, are located at end of the restricted territory, which the rear of the train having passed, normal speed may be resumed.

Where two or more restricted areas are close together, but one slow board will be used, it being understood that the speed indicated thereon applies until the "green" board is passed.

All trains must stop at the head of heavy grades, make service test of air brakes, and see that retaining valves are turned in a horizontal position before starting.

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

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

Brakemen will ride on top of trains between Grama and Rincon, to assist in controlling train, in way of handling retainers, when so instructed by the engineer.

The speed of passenger trains will ordinarily be that prescribed in the schedule, but in cases of delay, requiring greater speed in order to enable trains to make meeting points, or to secure connections, the speed may be so moderately increased above that prescribed in the schedule, as, in the judgment of the conductor and engineman in charge of the train, may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Enginemen of trains in which are dining or cafe cars will, during meal hours, regulate speed and manipulate air, rounding curves and making station stops, so that train will move smoothly, without jar, and train conductors must observe that this is done.

Trains moving against the current of traffic on double track will reduce speed to twenty (20) miles per hour, or three (3) minutes for each mile, around sharp curves and where view is obscure, and use whistle freely as warning signal.

All trains will not exceed speed of fifteen (15) miles per hour, or four (4) minutes per mile over Barelas Crossing, east end Abajo Yard.

All trains will not exceed speed of ten (10) miles per hour, or six (6) minutes for each mile while passing around the Mesa west of San Marcial.

All freight trains will not exceed speed of twenty (20) miles per hour, or three (3) minutes for each mile between Grama and Rincon.

While running through the corporate limits of cities and towns named below, trains must not exceed the speed shown, and the engine bell must be rung constantly until without the limits:

Ten (10) miles per hour, or six (6) minutes per mile through Silver City.

Fifteen (15) miles per hour, or four (4) minutes per mile through Albuquerque and El Paso.

Trains handling steam wrecking cranes, steam shovels, clam shells, ditchers, pile drivers, and spreaders will not exceed speed of twenty-four (24) miles per hour, or two and one-half (2½) minutes for each mile.

Trains handling scale test cars will not exceed speed of thirty (30) miles per hour or two (2) minutes for each mile.

Trains having dead engines in tow must observe the following:
If dead engine has rods down or disconnected with one pair of drivers "swung" or suspended off rail, speed of train must not exceed ten (10) miles per hour, or six (6) minutes for each mile.
With rods down or disconnected but with all drivers on rail, speed of train must not exceed fifteen (15) miles per hour, or four (4) minutes for each mile.

With all rods up and connected, speed of train may be increased to twenty (20) miles per hour, or three (3) minutes for each mile.

All classes of engines, when backing up, will not exceed speed of twenty (20) miles per hour, or three (3) minutes for each mile.

In heading in or out over the following turnouts and cross-overs, passenger trains will not exceed speed of thirty (30) miles per hour, or two (2) minutes per mile; freight trains twenty (20) miles per hour, or three (3) minutes per mile. On all other turnouts and cross-overs, passenger and freight trains will not exceed speed of ten (10) miles per hour, or six (6) minutes per mile.

Albuquerque: M. P. 901.7, near New York Avenue.

Abajo: End of double track.

PASSENGER TRAIN SPEED RESTRICTIONS

Passenger trains and engines running light will not exceed a speed of fifteen (15) miles per hour or four (4) minutes for each mile on curves at MP 958.4 and 961.2, west of La Joya, looking out for drifting sand; and will not exceed a speed of thirty (30) miles per hour or two (2) minutes for each mile on curves between MP 962.5 and 963.5 west of La Joya as shown by slow boards defining these locations.

Passenger trains and engines running light will not exceed a speed of ten (10) miles per hour or six (6) minutes for each mile between MP 1006.9 and 1008.2 between San Marcial and Pope, looking out for falling rock; and will not exceed a speed of thirty (30) miles per hour or two (2) minutes for each mile on curve at MP 1092.4 west of Tonuco as shown by slow boards defining these locations.

Passenger trains and engines running light will not exceed a speed of twenty-five (25) miles per hour or two (2) minutes and twenty-four (24) seconds for each mile on Magdalena District.

Passenger trains and engines running light will not exceed a speed of thirty (30) miles per hour or two (2) minutes for each mile on Silver City District between Burro Mountain Junction and Silver City.

FREIGHT TRAIN SPEED RESTRICTIONS

Freight trains will not exceed a speed of fifteen (15) miles per hour or four (4) minutes for each mile on curves between MP 958.4 and 961.2 west of La Joya, looking out for drifting sand; and will not exceed a speed of twenty-five (25) miles per hour or two (2) minutes and twenty-four (24) seconds for each mile on curves between MP 962.5 and 963.5 west of La Joya as shown by slow boards defining these locations.

Freight trains will not exceed a speed of ten (10) miles per hour or six (6) minutes for each mile between MP 1006.9 and 1008.2 between San Marcial and Pope, looking out for falling rock; and will not exceed a speed of twenty-five (25) miles per hour or two (2) minutes and twenty-four (24) seconds per mile on curve at MP 1092.4 west of Tonuco as shown by slow boards defining these locations.

Freight and mixed trains and engines running light will not exceed a speed of twenty-five (25) miles per hour or two (2) minutes and twenty-four (24) seconds for each mile on Magdalena District.

Freight and mixed trains and engines running light will not exceed a speed of twenty (20) miles per hour or three (3) minutes for each mile on Lake Valley District.

Freight and mixed trains and engines running light will not exceed a speed of twenty (20) miles per hour or one (1) mile in three (3) minutes for each mile on Silver City District between Burro Mountain Junction and Silver City.

All trains and engines running light will not exceed a speed of fifteen (15) miles per hour or four (4) minutes for each mile on tangent track and twelve (12) miles per hour or five (5) minutes for each mile on all curves on Santa Rita and Fierro Districts.

Time signals will be sent daily at 10 a. m., "Mountain" time, from the Master Clock of the Washington, D. C., U. S. Naval Observatory, to all telegraph stations on this road. These signals are automatic clock-beats, repeated over the wires by the Master Clock. All repeater switches should be thrown. The following programme will be observed:

H. M. S.
 9 57 00 A. M., Second beats commence and continue until the 28th second inclusive, when circuit opens until
 9 57 30 A. M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until
 9 58 00 A. M., When second beats commence again, continuing until the 28th second, inclusive, when circuit opens until
 9 58 30 A. M., When second beats commence again, continuing to the 55th second, inclusive, when circuit opens until
 9 59 00 A. M., When second beats commence and continue until the 28th second, inclusive, when circuit opens until
 9 59 30 A. M., When second beats commence again, continuing to the 50th second, inclusive, when circuit opens until
 10 00 00 A. M., When the circuit closes one dot, and then opens again, when all repeater switches should be thrown back to original position.

This programme affords ample opportunity to identify the minute and second. If from interruption of wires, or other causes, the time should fail to be transmitted from the Master Clock at Washington, the time will be struck by the Master Clock at Topeka, from Standard Time in the General Watch Inspector's office, as per above programme; or should there be a failure from any cause in receiving time each day, Operators will get time from the Dispatcher's Office of their division.

It is important that every Station shall have absolutely correct time, and Operators receiving time will, if necessary, correct the Station Clock to agree with time signal as received.

Standard Clocks are located at Albuquerque, Abajo, Belen, San Marcial, Rincon, El Paso, Deming, and Hurley.

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

Also, that it is dangerous to stand erect upon cars, and especially cars of extraordinary height, while passing over, through or under the following-named bridges or viaducts, and necessary precautions must be used by all employes to protect themselves from injury from overhead structures at said points while riding on top of cars:

RIO GRANDE DIVISION.

MILE POST	BRIDGE NUMBER	NAMES
		First District
951.5....	951-A	Rio Puerco
961.3....	961-A	Rio Salida
		Second District
1005.8....	1005-A	Rio Grande
		Third District
1082.9....	1082-D	Rio Grande
		Silver City District
39.6....	39-D	San Vincente
45.3....	45-A	San Vincente

RAILROAD CROSSINGS AND JUNCTIONS.

Isleta—Connecting switch between Rio Grande Division and Coast Lines, also east switches of passing tracks on each the Coast Lines and Rio Grande Division, are protected by inter-locking system with home signals but without distant signals.

All trains will approach Isleta under control, and when given proper signal may proceed through inter-locking plant at speed of ten (10) miles per hour, or six (6) minutes per mile.

Following whistle signals will indicate route which trains wish to take:

WESTBOUND.

Coast Line Main—1 long.
 Rio Grande Main—1 long, 1 short.
 Rio Grande Passing Track—1 long, 2 short, 1 long.
 Coast Line Passing Track—2 long, 1 short.

EASTBOUND.

Coast Line Main—1 long.
 Rio Grande Main—1 short, 1 long.

West Belen Junction—All trains to and from Pecos Division will approach junction between Pecos and Rio Grande Divisions, Belen Yard, under control and proceed under control from there to passenger station at Belen, looking out for Rio Grande Division trains crossing into yard.

East Belen Junction—Switches at East Belen Junction are normally lined for Coast Line trains. Rio Grande Division and Coast Line trains are governed by automatic signals. Normal position of home signal, Rio Grande Division, westward, is RED; and eastward, CAUTION.

All Rio Grande Division trains must come to full stop before passing these signals and line switches by hand, after which they will be governed by signal indication.

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.

R. F. GOERING,
 Superintendent Terminal,
 EL PASO, TEXAS

H. E. FELL,
 Train Master,
 SAN MARCIAL, N. M.

W. S. LeBARON,
 Ass't. Train Master,
 HURLEY, N. M.

S. S. ALLISON,
 Chief Dispatcher,
 SAN MARCIAL, N. M.

TRAIN DISPATCHERS:

R. D. Brownfield,
O. T. Miller,
H. H. Edwards,
B. C. Dancer,
 SAN MARCIAL, N. M.

STAFF RULES.

Positive Staff gives train right to **proceed** expecting to find block clear of trains ahead.

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

Signals will be provided at Abajo, Barr and Isleta as a guide for engineers. At Abajo and Isleta the present block signals will be used for this purpose and will display indications as follows:

Arm extended at right angles to pole by day or red light by night meaning "STOP," staff not ready.

Arm extending downward at an angle of 45 degrees by day or green light by night meaning "PROCEED," absolute staff ready.

Arm extending upward at an angle of 45 degrees by day or yellow light by night meaning "PROCEED UNDER CONTROL," Permissive Staff or Ticket ready.

At Barr head-in signal will be provided in addition to block or staff signal. These head-in signals will be located at the east and west passing track switches and will display a normally clear indication. When it is desired to head trains in, head-in signal will be placed at "STOP" position. Indications displayed by block signal at Barr will have the same meaning as indications displayed by block signals at Abajo and Isleta.

Positive and Permissive Staff will be delivered to trains in motion from staff crane. Permissive Staff Tickets will be delivered to trains in motion by nineteen order hoop.

Staff boxes have been provided at Abajo, Barr and Isleta to receive staff when train is through with same. Staff crane at Abajo is located on the station side of the main line and near the west end of Station the staff box is located about forty feet west of the crane. At Barr two staff boxes have been provided for, one for east bound trains and one for west bound trains. The staff box for east bound trains is located just west of the station, while that for west bound trains is located just east of the station, both being on the same side of the main line as the station. The staff crane at this point is located half way between these two boxes. At Isleta the staff box is located opposite the station and across track from same. The staff crane at this point is located on the same side of track as station and opposite the junction switch.

1. No trains or engines will be run in either direction between Abajo and Barr, or Barr and Isleta, unless engineman has in his possession a Positive Staff, a Permissive Staff or a Permissive Ticket, which he will take from staff crane, nineteen order hoop, operator or conductor as case may require. Staff must be retained by engineman while any part of his train is in the block, except as provided for in Staff Rule No. 7, or when delivered to operator while passing staff office at other end of block, in accordance with Staff Rules Nos. 2 and 6.

2. Engineer may deliver staff to operator either by hand, if standing still, or by throwing same into staff box provided for that purpose, if train is in motion. In delivering staff to staff box, engineer should exercise care to see that same is not thrown too hard, as rough handling may result in damage to staff, thereby tying up staff block until another staff can be furnished by Signal Maintainer.

3. Engineer only, will receive staffs as his authority to proceed. Train Conductor will not receive staff except as same is given to him for delivery to engineer.

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

5. Under no circumstances will staff or ticket be transferred from one train to another. They must always be delivered to Staff Operator in accordance with Rules 1 and 2.

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

7. When two or more engines are coupled together and it becomes necessary for the leading engine to cut off before arrival at staff office, the staff or ticket must be delivered to the other engineman, who will then be governed by Staff Rule No. 1.

8. Enginemen must examine contents of pouch and note whether authority to run is given by absolute or Permissive Staff or Permissive Ticket. If Absolute Staff has been given engineman will know that trains are clear of block ahead. If Permissive Staff, Permissive Ticket or Permissive Staff or Ticket is given engineman will proceed under control as defined by definitions on pages 7 and 125 and Rule 741 in Book of Rules and Regulations.

Permissive Staff is distinguished from Absolute Staff by being larger in diameter and composed of rings of metal known as Permissive Tickets erected on a shaft or stud known as Permissive Staff.

9. Engineman in accepting Permissive Ticket must note whether Operator holds Permissive Staff proper in his hand at time of delivery and under no circumstances must engineman accept Permissive Ticket as giving him the right to run until he knows that Operator has Permissive Staff in his possession. (See Staff Rule No. 15.)

10. Where both Permissive Staff and remaining tickets, or Permissive Staff and all tickets belonging thereto are delivered to the engineer, he may accept same as right to run in accordance with instructions outlined in Staff Rules Nos. 8 and 14.

11. Under all circumstances these trains must be protected in accordance with Time Card Rule No. 99.

12. Under no circumstances must Operators deliver staff or ticket from one train to another until it has been passed through the instrument. Under no circumstances must Operator place staff in instrument or report train to the other end as having passed out of the block until he positively has seen markers or is assured that train is in the clear on passing siding.

13. Permissive attachment is to be used only on instructions from the dispatcher, when it is necessary to have several trains follow each other through the block at short intervals. When Permissive Attachment is used, trains will be spaced in accordance with Time Card Rule No. 91. Permissive Staff or Tickets may be used in either direction being delivered to trains as outlined in Rules 1, 9, 10, and 15.

14. When it is desired to use Permissive Staff at other end of block for movement of trains, Permissive Staff with all Tickets belonging thereto must be sent to other end of block by train, which when so handled will constitute a movement under absolute staff block. The complete Permissive Staff with all Tickets being issued to engineer as his authority to run.

15. Operators in delivering Permissive Tickets to trains must display Permissive Staff and remaining tickets to engineer in order that he may know that he has right to run on Permissive Ticket in accordance with instructions given in Rule 9.

16. To secure positive staff, Operator at station at which staff is desired will call on Operator at other end using staff bell code for staff wanted. Operator at other end will then answer with bell code for answer to call, holding push button until Operator wanting staff removes same from machine. When Operator at other end does this Operator desiring staff will then be free to take same from machine by revolving same through locking drums, and removing staff from opening provided for that purpose. The above will be possible, of course, only when there is no other staff in the block or hung in the crane for train, or in other words, when staff machines register staff in. As soon as Operator

desiring staff has removed staff from the machine he should push button using staff code for answer to call. This is necessary to make machine register staff out. When Operator at other end receives the staff and deposits same in his machine, he should register staff in by using staff bell code for train out of block.

17. To secure Permissive Staff it will be necessary for Operator to take a positive staff out of the machine following procedure outlined in Staff Rule No. 16. This Positive Staff must be inserted in opening provided for same in Permissive Attachment, and must be turned to reverse position, this will unlock the door of Permissive Attachment and allow Operator to remove Permissive Staff and Tickets from the Attachment. A Permissive Ticket should be delivered to each train to be run permissive, with the exception of the last train, which train will receive the Permissive Staff and all remaining tickets. When the Permissive Staff and all tickets have been received at the station at the other end, they should be assembled in proper order, and locked into the permissive attachment at that point by use of positive staff which Operator will find locked into Permissive Attachment. When Permissive Staff has been placed in Permissive Attachment Operator will, after closing door of attachment, be free to remove Positive Staff from same, which operation will lock the Permissive Staff into the attachment. This Positive Staff, when same has been removed from the Permissive Attachment, should be locked into the Positive machine, which operation will clear staff block for handling of trains by Positive Staff.

18. Proper signals must be set as soon as possible after staff has been unlocked from the machine and has been placed in staff crane, or is ready for delivery by nineteen order hoop or otherwise.

19. Operators will display clear indication on block signal when desiring to notify enginemen that they may expect Positive Staff. Caution indication must be displayed on this signal to notify enginemen that they may expect Permissive Staff or Ticket. Head in signals at Barr should be placed at "STOP" when it is desired to head trains in. These head-in signals must be kept normally clear except when it is desired to head trains in and when in clear position they will indicate to train that same has a right to come down the main line as far as block signal at station.

20. Signal must be left in position they were in when engineman passed them until rear end of train has passed the signal.

21. All signals must be returned to their normal position after the train has passed them.

22. Operators will report all trains in and out of the block to Operators at other end of the block using staff bell code provided for this purpose.

23. Operators will fill out, daily, Standard Form 862, station train and block register, filling in the information called for thereon with the following exceptions: Under columns "Block given and received," Operator will place the staff number given to each train, designating kind of staff given by the following symbols, which symbols can be written just above staff number in the columns above quoted:

Staff	Symbol	Staff	Symbol
Positive Staff.....	A	Permissive Staff and Tickets..	PT
Permissive Staff.....	P	Permissive Staff Ticket.....	T

Under columns "OS Station East" and "OS Station West," Operator should show time which they reported trains into and out of the block by staff bell code. Other information asked for on this report may be filled out in the usual manner.

24. Under no circumstances will Permissive Staff be used during foggy, stormy or inclement weather when view of engineman is liable to be obscured.

Passengers will be carried on the following Freight Trains only; when more than one section, only the last section will carry passengers. In addition, in Kansas passengers will be carried on regular through freight trains between points where they are scheduled to stop, except exclusive live stock trains on main line.

ILLINOIS DIVISION.—Trains 49, 50, 53, 54, 55 and 56; 47 and 48 between Pekin and Streator; 51 and 52 between Joliet and Streator.
MISSOURI DIVISION.—Trains 44, 45, 59, 60, 61, 62, 57 and 58 between Dumas and Marceline.
EASTERN DIVISION.—Trains 61, 62, 63, 64, 65, 66, 67, 68, 71, 72, 73, 74, 145, 146, 147 and 148.
MIDDLE DIVISION.—Trains 94, 95, 310, 311, 332, 333, 351, 352, 389, 390, 396, and 397; 387 and 388, between Little River and Ellinwood; 308 and 309 between Concordia and Superior.
OKLAHOMA DIVISION.—Trains 413, 414, 417, 418, 419, 420, 421, 422, 443, 444, 447, 448, 449, 450, 453 and 454.

SOUTHERN KANSAS DIVISION.—Trains 215, 216, 217, 218, 223, 224, 231, 232, 247, 248, 263, 264, 273 and 274.
WESTERN DIVISION.—Trains 77, 78, 79, 80, 81, 82, 83 and 84.
ARKANSAS RIVER DIVISION.—Trains 87, 88 89 and 90.
NEW MEXICO DIVISION.—Trains 71 and 72.
PANHANDLE DIVISION.—Trains 59, 60, 67, 68, 69, 70, 71, 72, 77, 78, 83, 84, 85 and 86.
PECOS DIVISION.—Trains 45, 46, 47 and 48.
PLAINS DIVISION.—Trains 73, 74, 85, 86, 87 and 88 between Woodward and Shattuck.

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

THESE SPECIAL RULES APPLY ONLY TO PAYING PASSENGERS.

When stops are authorized to pick up passengers, agents may flag trains accordingly.

- No. 1. (a) Will stop at any station on Illinois and Missouri Divisions for passengers to Newton and beyond, and at Stronghurst for Kansas City and beyond,
 (b) At any station for passengers to Arizona and California.
 (c) At any station west of Kansas City to discharge passengers from East of Kansas City or St. Joseph District.
 (d) At Holliday for passengers from No. 202 for points at which No. 1 is scheduled to stop, when No. 202 does not make connection with No. 134 at Ottawa, and for passengers from No. 210 at which No. 1 is scheduled to stop.
 (e) At De Soto to discharge passengers from Kansas City, Kan. (Argentine Station) and at De Soto, Lecompton, Carbondale, Scranton and Reading for passengers for points at which No. 1 is scheduled to stop, and to discharge passengers from Kansas City, Mo., and Topeka and St. Joseph District.
 (f) At Coal City for passengers destined west of Ancona.
 (g) At Lee, St. Francis and Folsom to discharge passengers from Cuyler and east.
- No. 2. (a) Will stop at any station La Junta to Chicago to discharge passengers from Phoenix Arizona, and from points in California.
 (b) At Kinsley to discharge passengers from Albuquerque and west for points Nettleton to Nickerson inclusive.
 (c) At any station east of Kansas City to discharge passengers from South of Newton.
- No. 5-6. From Chicago (a) Will stop at any station in Illinois to discharge passengers from beyond Chicago.
 (b) At any station Chicago to Ft. Madison for passengers to Kansas City or beyond, and St. Joseph District.
 (c) At stations Coal City to Ransom, inclusive, to discharge passengers from Chicago or Joliet, and at Hart to discharge passengers from Chicago and for passengers for Kansas City and west.
 (d) At Princeville and Williamsfield to discharge passengers from Chicago.
 (e) At any station west of Kansas City to discharge passengers from any line east of Kansas City.
 (f) At any station between Kinsley and Dodge City to discharge passengers from Nickerson to Nettleton inclusive.
 (g) At any station west of Dodge City to discharge passengers from east of Dodge City, and at any station west of Dodge City to pick up passengers for beyond La Junta.
 (h) At any station La Junta to Denver to discharge passengers from east or south of La Junta.
 (i) At any station south of Wichita to discharge passengers from east and west of Newton, and at any station south of Winfield to discharge passengers from El-dorado District, and to discharge passengers from Southern Kansas Div.
- No. 5-6. From Denver. (a) Will stop at any station Denver to Pueblo for passengers east and south of Newton.
 (b) At stations Dodge City to Newton to discharge passengers from west of Dodge City destined First District when connection is not made at Dodge City with No. 68.
 (c) At Speareville for passengers for east or south of Newton.
 (d) At any station Dodge City to Ellinwood to pick up passengers for McPherson District.
 (e) At all Agency stations Western Division for passengers to Chicago and east.
 (f) At any station on Oklahoma, Middle and Eastern Divisions to discharge passengers from south of Purcell.
 (g) At any station in Missouri and Illinois to discharge passengers from west and south of Newton and passengers reaching Kansas City on train 210.
 (h) At Bucklin for passengers for Chicago and east.
- No. 8. (a) Will stop at any point Albuquerque to La Junta to discharge passengers from Phoenix or points in California.
 (b) At any station Dodge City to Newton to discharge passengers from west of Dodge City.
 (c) At any station on Middle and Eastern Divs. to discharge passengers from west of Newton.
 (d) At Lebo, Melvern, Quenemo and Pomona for passengers for east of Kansas City.
- No. 9. (a) At Las Animas to discharge passengers from Kansas City or east thereof.
 (b) At any station Newton to La Junta for passengers to Arizona or California.
 (c) On Sunday at any station on Second District, Western Division, Whiteside to Lewis, to discharge passengers from Kansas City and east.
- No. 10. (a) Will stop at any station Belen to Clovis to discharge passengers from Albuquerque and Belen and beyond and to pick up passengers for Slaton Division and beyond Sweetwater.
 (b) At any station Wellington to Newton to discharge passengers from Mulvane and West, and on Missouri and Illinois Divisions to discharge passengers from west of Newton.

- No. 11-12. (a) Will stop at Olathe for passengers to La Junta and beyond, and at Ottawa Junction for passengers beyond Newton, west or south, at which No. 11 is scheduled to stop.
 (b) At Florence for passengers to Dodge City and west for points at which No. 11-12 is scheduled to stop, and at Littleton to discharge passengers from Colorado Springs, Pueblo and east.
 (c) At Mulvane for passengers from No. 22 destined to points south at which No. 11 is scheduled to stop.
 (d) At Newkirk to discharge passengers from Winfield and east, and to pick up passengers for Guthrie and beyond where No. 11 is scheduled to stop.
 (e) At Manzanola and Fowler to discharge passengers from east of La Junta and to pick up passengers for Denver.
- No. 11-12. From Denver. (a) Will stop at Castle Rock to pick up and discharge passengers, and at Littleton to pick up passengers for Colorado Springs, Pueblo and east where this train is scheduled to stop.
 (b) At Monument for passengers destined Colorado Springs and beyond.
 (c) At Florence, Strong City and Osage City to discharge passengers from west of La Junta.
 (d) At Holliday to discharge passengers from west of La Junta for Second and Third Districts Eastern Division and Southern Kansas Division points.
 (e) On Middle and Eastern Divisions to discharge passengers from south of Purcell.
 (f) At Edmond to pick up passengers for Ponca City, Arkansas City, Winfield, Mulvane, Wichita, Newton, and east and west of Newton where train 12 east and trains 11-12 west are scheduled to stop, and at Mulvane to discharge passengers from Edmond.
 (g) At Newkirk to discharge passengers from Guthrie and south and to pick up passengers for Winfield and beyond at which No. 12 east and No. 11-12 west of Newton are scheduled to stop.
- No. 14. (a) Will stop at any station La Junta to Newton to discharge passengers from La Junta and west or north thereof.
 (b) At any station on Missouri and Illinois Divisions to discharge passengers from west of Kansas City.
 (c) At Stronghurst and Williamsfield for passengers for Chicago and East and to discharge passengers from Kansas City.
 (a) At any station south of Arkansas City to discharge passengers from east and west of Newton, and at Chilocco for passengers for Ponca City and south.
 (b) At any station south of Guthrie to discharge passengers from Panhandle Div. via Enid District.
- No. 18. (a) Will stop at any station south of Newton to discharge passengers from south of Purcell, and at Chilocco to discharge passengers from Ponca City and south.
 (b) At any station east of Newton to discharge passengers from south of Newton.
- No. 21. (a) Will stop at any station to discharge passengers from east of Kansas City and from connections at Wellington, Harper, Kiowa and Avard.
 (b) At any station Newton to Clovis for passengers to any point west and south of Clovis, including points west of Albuquerque, Deming and El Paso.
- No. 22. (a) Will stop at any station, except Folsom, St. Francis and Lee, to discharge passengers from Amarillo and west; and at Folsom, St. Francis and Lee to discharge passengers from west of Amarillo.
 (b) At stations east of Attica to discharge passengers from Medicine Lodge District.
 (c) At points between Mulvane and Emporia to discharge passengers from west of Mulvane.
 (d) At Ottawa Jct. to discharge passengers from Wichita and west destined Ottawa and south, and at Olathe to discharge passengers from Wichita and west.
 (e) At any station Kansas City to Chicago to discharge passengers from any line west of Kan. City and to discharge passengers from St. Joseph and connecting lines.
 (f) At Bucklin, Gorin, Williamsfield, and Princeville for passengers to Chicago and east.
 (g) At Baring and Wyaconda for passengers for Galesburg and east at which No. 22 is scheduled to stop.
- No. 201. Will stop at Turner and Morris for passengers south of Holliday.
 No. 203. Will stop at Earleton, Thayer, Morehead, Bolton and Wayside to discharge passengers from Kansas City and east.
 No. 204. Will stop at Richmond and Princeton to discharge passengers from south and west of Cherryvale, and at Wellsville, Edgerton and Gardner to discharge passengers from Ottawa and south.
 No. 210. Will stop at Holliday to discharge passengers for No. 1.

THE FOLLOWING SIGNS INDICATE—

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

RIO GRANDE DIVISION.—FIRST DISTRICT.

WESTWARD.

Third Class.				First Class.								Capacity of Sidings.	Fuel, Water, Turn Tables and Turn Wagon.	TIME TABLE No. 48, November 14, 1926	Rising Grade Ascending.	Distance from Atchison.
77	39	833	31	13	3	15	7	19	9							
Way Freight.	Refrigerator Freight.	Fast Freight.	Mexico and California Fast Freight.	El Paso Express.	California Limited.	El Paso Passenger.	Fast Mail.	The Chief.	The Navajo.	No. Cars.	W F T	STATIONS.	Miles.			
Lv. Tuesday, Thursday and Saturday.	Leave Friday and Monday.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Yard	Y	ALBUQUERQUE.	902.4			
AM 10.30	PM 2.20		PM 11.35	PM 11.30	PM 12.15	AM 9.50	AM 9.20	AM 8.30	AM 8.15			1.5	0			
10.45 AM	2.30 PM	AM 6.00	11.45 PM	11.33	12.18	9.55	9.23	8.33	8.18	78		ABAJO.	908.9			
				11.42	12.27	10.05	9.32	8.42	8.27			5.9	21.1			
				\$11.50	12.35 PM	\$10.15	9.40 AM	8.50 AM	8.35 AM	118		BARR.	909.8			
				AM 12.02		\$10.30				128		5.2	15.8			
				12.11		10.40				102		ISLETA.	915.0			
												7.4	10.6			
				12.20		\$10.50				Yard	W F T Y	LOS LUNAS.	922.4			
				12.30								5.0	21.1			
												CHLOE.	927.4			
												5.0	19.0			
												East Belen Junction.	932.4			
												0.2	2.1			
				12.37								BELEN	932.6			
												1.0	21.1			
												West Belen Junction.	933.6			
				12.42						12		3.0	21.1			
												JARALES.	936.6			
										No Siding		2.7	13.2			
												BOSQUE.	939.8			
												3.2	3.7			
				12.47						125		SABINAL.	942.5			
												3.8	12.1			
				12.52						4		ABEYTAS	946.1			
												2.2	0			
				12.57						No Siding		BERNARDO.	948.8			
												5.2	15.8			
				1.07						107	W	LA JOYA.	953.5			
												11.4	21.1			
				1.25						73		SAN ACACIA.	964.9			
												6.0	26.4			
				1.35						104		LIMITAR.	970.9			
												6.9	19.2			
				\$ 1.50						189	W F Y	SOCORRO.	977.8			
												10.4	26.4			
				\$ 2.09						137		SAN ANTONIO.	988.2			
												7.0	15.6			
				2.22						93		ELMENDORF.	995.2			
												9.9	14.5			
			1.00 PM	2.40 AM		1.20 ¹⁶ PM				Yard	W F T Y	SAN MARCIAL.	1005.1			
Ar. Tuesday, Thursday and Saturday.	Arrive Friday and Monday.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.			(102.7)				

(6.0) (36.2) (37.8) (29.4) (37.8) (37.8) (37.8) Average speed per hour.

All trains originating at Albuquerque must get Clearance Card before leaving Albuquerque.
 All trains must get Clearance Card before leaving San Marcial.
 All trains originating at Abajo must get Clearance Card before leaving Abajo.
 Double track between Albuquerque and Abajo. All trains will keep to the right.
 Switch at end double track, Abajo, located in front of telegraph office. Normal position is for eastward trains.
 Trains between Abajo and Isleta will be operated by train staff.
 Emergency Telephone at Limitar and west end Belen Yard.
 Train 39 runs Fridays, and Mondays.
 Train 77 runs Tuesdays, Thursdays and Saturdays.
 Nos. 31, 32, 39, 833 and 834 have no time table authority.
 Automatic block signals Albuquerque to Abajo.

RIO GRANDE DIVISION.—FIRST DISTRICT.

EASTWARD.

Ruling Grade Ascending.	TIME TABLE No. 48, November 14, 1926	Telegraph and Telephone Offices.	First Class.						Third Class.		
			8	14	2	16	4	20	32	78	834
			Santa Fe Eight.	Denver Express.	The Navajo.	Kansas City and Chicago Passenger.	California Limited.	The Chief.	Fruit Express.	Way Freight.	Fruit Express.
STATIONS.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Ar. Monday, Wednesday and Friday.	Arrive Daily.		
14.9	ALBUQUERQUE. 1.5	N	AM 2.10	AM 7.00	PM 2.00	PM 4.50	PM 5.10	PM 8.20	PM 9.00	AM 8.45	
26.4	ABAJO. 5.9	N	2.06	6.56	1.57	4.45	5.05	8.16	8.50 PM	8.30 AM	PM 6.50
26.4	BARR. 5.2	P	1.58	6.46	1.47	4.34	4.55	8.08			
26.4	ISLETA. 7.4	N	1.50 AM	6.38	1.40 PM	4.25	4.45 PM	8.00 PM			
26.4	LOS LUNAS. 5.0	D		6.25		4.11					
21.1	CHLOE 5.0	T		6.15		4.01					
3.4	East Belen Junction. 0.2										
26.4	BELEN. 1.0	N		6.05		3.50					
26.4	West Belen Junction. 3.0	P		5.50		3.26					
16.1	JARALES. 2.7			5.43		3.20					
26.4	BOSQUE. 3.2			5.38		3.15					
26.4	SABINAL. 3.6			5.34		3.10					
21.1	ABEYTAS. 2.2			5.28		3.04					
26.4	BERNARDO. 5.2			5.24		3.01					
26.4	LA JOYA. 11.4	D		5.15		2.52					
26.4	SAN ACACIA. 6.0	T		4.55		2.30					
26.4	LIMITAR. 6.9			4.45		2.19					
26.4	SOCORRO. 10.4	N		4.30		2.07					
26.4	SAN ANTONIO. 7.0	P		4.13		1.49					
28.1	ELMENDORF. 9.9	D		4.01		1.37					
	SAN MARCIAL. (102.7)	N		3.45 AM		1.20 ¹⁵ PM					11.00 AM
		P	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Leave Daily.	Lv. Monday, Wednesday and Friday.	Leave Daily.

Average speed per hour..... (37.8) (28.7) (37.8) (35.4) (30.2) (37.8) (6.0)

All trains originating at Albuquerque must get Clearance Card before leaving Albuquerque.

All trains must get Clearance Card before leaving San Marcial. All trains originating at Abajo must get Clearance Card before leaving Abajo.

Double track between Albuquerque and Abajo. All trains will keep to the right.

Switch at end double track, Abajo, located in front of telegraph office. Normal position is for eastward trains.

Trains between Abajo and Isleta will be operated by train staff. Eastbound trains register at Isleta by Form 903.

Eastbound passenger trains approach cross-overs at viaduct just west of Albuquerque passenger station under control.

No. 78 runs Mondays, Wednesdays and Fridays.

Nos. 31, 32, 39, 833, and 834 have no time table authority.

Automatic block signals Abajo to Albuquerque.

MAGDALENA DISTRICT.

WESTWARD.				Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 48, November 14, 1926	Ruling Grade Ascending.	Distance from Socorro.	Telegraph and Telephone Offices.	EASTWARD.	
Third Class.		No. Cars.	Miles.								Third Class.	
45	43										44	46
Mixed.	Mixed.			Mixed.	Mixed.							
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.			Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.							
PM 1.00	AM 7.00	189	0	WFY	PM 12.10 PM	PM 5.00						
f 1.55	s 7.55	18	16.0	W	\$11.15	f 4.00						
2.30 PM	8.30 AM	112	26.9	WY	10.45 AM	3.30 PM						
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.				Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.						
(18.4)	(15.4)	Average speed per hour.....			(19.0)	(15.4)						

All trains must get Clearance Card before leaving Socorro and Magdalena. No. 43 is superior to No. 44. No. 45 is superior to No. 46.

No Switch Lights on Magdalena District. Kelly Spur M. P. 26.3; capacity 20 cars.

RIO GRANDE DIVISION.—SECOND DISTRICT.

WESTWARD.							EASTWARD.													
		First Class.					Capacity of Sliding.	Fuel, Water, Turb. Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE		Ruling Grade Ascending.	Distance from Alchison.	Telegraph and Telephone Offices.	First Class.			834	824	
823	833		7	15	13	No. Cars.				STATIONS.	Miles.				Miles.	16	14			8
Freight.	Fast Freight.		N de M Passenger	El Paso Passenger.	El Paso Express.			No. 48,						Kansas City and Chicago Passenger.	Denver Express.	N de M Passenger				
Leave Daily.	Leave Daily.		Leave Daily.	Leave Daily.	Leave Daily.	Yard	W F T	November 14, 1926						Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.	Arrive Daily.		
PM 2.45	PM 6.00			PM 1.45	AM 2.50									PM 12.55	AM 3.30			AM 6.30	AM 7.30	
				f 2.05	3.10 ¹⁴	60					0	1005.1	N P	f 12.55	3.10 ¹³					
				f 2.20	3.26	63					26.4	1012.3		f 12.36						
				f 2.35	3.42	59					26.4	1021.4		f 12.21	f 2.50					
				f 2.52	4.00	134					26.4	1031.5		f 12.06 PM	2.30					
				f 2.57	4.06	149	Y				26.4	1043.2	D V	f 11.50	s 2.10					
				f 3.03	4.13	83	W				0	1046.9		f 11.45	2.05					
				f 3.10	4.20	53					26.4	1051.2		f 11.38	f 1.57					
				f 3.20	4.31	95					26.4	1056.4		f 11.32	1.48					
				f 3.25	4.36	92					26.4	1063.3	V	f 11.22	f 1.37					
				f 3.35	4.45	104					9.8	1067.1		f 11.17	1.31					
				s 3.45	4.55 5.10	444	W F Y				5.4	1073.6		f 11.06	f 1.20					
8.30 PM				f 3.57	5.24	2					26.4	1079.6	N P	s 10.50	1.05 12.45				1.00 AM	
				f 3.59	5.27	93					26.4	1085.9		f 10.39	12.27					
				f 4.13	5.45	71					26.4	1087.3		f 10.37	f 12.24					
				f 4.16	5.48	3					26.4	1095.7		f 10.21	12.04					
				f 4.22	5.57	128	W Y				0	1097.3		f 10.18	f 12.01 AM					
				f 4.25	6.00	6					26.4	1101.1		f 10.12	f 11.53					
				s 4.32	6.07	120					21.5	1103.5		f 10.08	f 11.50					
				s 4.42	6.19	285	W				26.4	1106.9	D T	s 10.02	s 11.43					
				s 4.49	6.27	59					16.5	1112.5	N P	s 9.50	s 11.32					
				4.56	6.35	11					1.6	1115.2	N P	s 9.43	s 11.27					
				f 5.03	6.44	130					24.6	1119.2		9.38	11.20					
				f 5.09	6.52	18					17.4	1123.9	D T	s 9.28	f 11.12					
				s 5.15	7.00	37					0	1127.3		f 9.22	f 11.06					
				s 5.23	7.10	111	W				0	1131.4	D T	s 9.15	f 10.59					
				f 5.29	7.17	15					9.5	1136.4	D T	s 9.07	s 10.50					
				s 5.34	7.22	62					26.4	1139.8		f 9.00	f 10.45					
				f 5.39	7.28	71					26.4	1142.4	D T	s 8.55	f 10.41					
				f 5.41		NoSliding					26.4	1145.3		f 8.50	10.34					
				PM 1.35	6.00 PM	7.50 AM					3.7	1147.1		f 8.45						
				1.40			Yard	W F T			26.4	1155.2	N P	8.30 AM	10.15 PM	PM 12.30				
				1.50 PM							0	1156.1	N P			12.25			6.30 PM	
				Arrive Daily.	Arrive Daily.	Arrive Daily.					0	1156.5				12.15 PM				
														Leave Daily.	Leave Daily.	Leave Daily.			Leave Daily.	Leave Daily.

(4.4) (35.5) (31.6) Average speed per hour (34.3) (30.7) (4.4)

All Trains must get Clearance Card before leaving San Marcial and Rincon.
 Barker Spur M. P. 1113.7. Capacity 1 car.
 Emergency telephone at Cutter, Lava, Grama, Tonuco and Leasburg.
 Automatic block signals M. P. 1077.6 to Rincon.

Automatic block signals M. P. 1151.6 to El Paso.
 All Trains originating at Union Depot must get Clearance Card before leaving Union Depot.
 No. 823, 824, 833, and 834 have no time table authority.

All Trains originating at El Paso must get Clearance Card before leaving El Paso.
 All Trains will approach Union Depot Junction under control.

RIO GRANDE DIVISION.—THIRD DISTRICT.

WESTWARD.			Capacity of Siding.	Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 48, November 14, 1926	Rolling Grade Ascending.	Distance from Archaion.	Telegraph and Telephone Offices.	EASTWARD.		
Second Class.	First Class.	Passenger.								First Class.	Third Class.	
41	823									17	18	42
Mixed.	Freight.	Passenger.								Passenger.	Mixed.	Freight.
Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	No. Cars.			STATIONS.		Miles.		Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily.
AM 9.00	PM 9.10	AM 7.30	444	W F Y	26.4	RINCON.		1079.6	N P	PM 8.10	PM 3.00	AM 12.30
f 9.20		s 7.40	90		63.9	5.3 HATCH.		1084.9	D T	s 8.00	f 2.40	
f 10.20		f 8.00	65		53.0	9.0 HOCKETT.		1093.9		f 7.43	f 2.10	
f 10.55		f 8.15	36		63.4	7.4 EASLEY.		1101.3		f 7.30	f 1.45	
11.25 AM		s 8.25	65	Y	26.4	3.6 NUTT.		1104.9	D T	s 7.22	1.30 PM	
Via Lake Valley District.		f 8.47	40	W	26.4	13.3 FLORIDA.		1118.2		f 6.56	Via Lake Valley District.	
	1.00 AM	f 9.00	70		26.4	7.6 MIRAGE.		1125.3		f 6.41		
Arrive Daily Ex. Sunday.	Arrive Daily.	Arrive Daily.	Yard	W F T Y	26.4	7.1 DEMING.		1132.9	N P	f 6.30 PM	9.00 PM	Leave Daily Ex. Sunday.
					21.1	(53.3)		0		Leave Daily.	Leave Daily.	Leave Daily.

(10.5)

(90.5)

Average speed per hour

(32.0)

(16.9)

All trains must get Clearance Card before leaving Rincon, and Deming. Nos. 41 and 42 must get clearance card before leaving Nutt.

NOS. 823 AND 824 HAVE NO TIME TABLE AUTHORITY.

Emergency telephone Hockett and Florida.

SILVER CITY DISTRICT.

WESTWARD.			Capacity of Siding.	Fuel, Water, Turn Tables and Wyes.	Rolling Grade Ascending.	TIME TABLE No. 48, November 14, 1926	Rolling Grade Ascending.	Distance from Deming.	Telegraph and Telephone Offices.	EASTWARD.		
Second Class.	First Class.	Passenger.								First Class.	Second Class.	
47	49									17	18	48
Mixed.	Freight.	Passenger.								Passenger.	Mixed.	Freight.
Leave Daily Ex. Sunday.	Leave Daily.	Leave Daily.	No. Cars.			STATIONS.		Miles.		Arrive Daily.	Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
	AM 6.05	AM 9.50	Yard	W F T Y	57.0	DEMING.		0.0	N P	PM 6.05		PM 3.30
		f 10.07	69		52.8	8.9 OCHO.		8.9		f 5.50		
		f 10.17	8		52.8	4.2 VENCILL.		13.1		f 5.43		
		f 10.28	72	W	73.9	4.5 SPALDING.		17.6		f 5.35		
		s 10.43	12		69.2	6.8 FAYWOOD.		24.4		s 5.22		
PM 4.30	8.30 AM	11.00 11.10	144	W Y	105.6	6.8 WHITEWATER.		31.2	D T	5.10 5.00	AM 11.45	1.00 PM
4.42		11.20			67.6	3.5 BURRO MTN. JCT.		34.7		f 4.52	11.32	
4.48 ¹⁸		11.25 ⁴⁸	7		105.6	1.7 SAN VINCENTE.		33.4		4.48 ⁴⁷	11.25 ¹⁷	
f 5.25		f 11.40	25		117.2	8.9 HAWKINS.		45.3		f 4.30	f 10.58	
5.30 PM		11.50 AM	95	W Y		2.1 SILVER CITY.		47.4	D T	4.25 PM	10.50 AM	
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	Arrive Daily.				(47.4)				Leave Daily.	Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.

(15.2)

(25.3)

Average speed per hour

(31.6)

(17.7)

All trains must get Clearance Card before leaving Silver City.
No Switch Lights on Silver City District Except at Whitewater.
Emergency telephone Hawkins, Spalding and Burro Mountain Junction.
NOS. 49 AND 50 HAVE NO TIME TABLE AUTHORITY.

Deming to E. P. & S. W. Junction 1.4 miles.
Junction Switch at East wye, Whitewater, normal position for Hanover District.

RIO GRANDE DIVISION.—HANOVER DISTRICT.

WESTWARD.				Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 48, November 14, 1926	Ruling Grade Ascending.	Distance from Whitewater.	Telegraph and Telephone Offices.	EASTWARD.	
First Class.		No. Cars.	First Class.									
57	51		52								58	
Freight.	Mixed.										Mixed.	Freight.
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.						STATIONS.		Miles.		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.
AM 9.00	PM 12.05	144	W Y	105.6			WHITEWATER.	0	0.	D T	PM 3.45	PM 12.10
	f 12.18	3		105.6			4.8 APACHE.	0	4.8		f 3.30	
9.45 AM	\$ 12.30	486	WF Y	101.4			HURLEY.	42.2	8.3	N P	\$ 3.20	11.30 AM
	\$ 12.50	57		132.0			4.6 BAYARD.	0	12.9	D T	\$ 2.55	
	\$ 12.55 1.50		Y	158.4			1.5 HANOVER JCT.	0	14.4		2.53	
	\$ 2.05	46		158.4			3.3 HANOVER.	0	17.7	D T	\$ 2.38	
	2.15 PM	196					2.5 FIERRO.	0	20.2	D T	2.25 PM	
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.						(20.2)				Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.
(10.5)				Average speed per hour				(15.2)				

All trains will approach Hanover Junction and San Jose under control.
No. 51 is superior to No. 52.
Derail in main line just east of house track switch, Fierro.
NOS. 57 AND 58 HAVE NO TIME TABLE AUTHORITY.

No switch lights west of Hanover Junction.

Junction Switch at East wye Hanover Junction normal position for Santa Rita District.
Junction Switch at East wye Whitewater, normal position for Hanover District.

SANTA RITA DISTRICT.

WESTWARD.		Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 48, November 14, 1926	Ruling Grade Ascending.	Distance from Whitewater.	Telegraph and Telephone Offices.	EASTWARD.		
First Class.									First Class.		
53	54								Mixed.	Mixed.	
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	No. Cars.					Miles.		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	
PM 12.55	PM 1.50	7	Y	0		0	14.4		PM 1.30		
f 1.01	f 1.45	194		211.2		0	14.7		f 12.55		
1.20 PM	1.30 PM						16.5	D T	12.40 PM		
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.						(2.1)		Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	
(7.9)				Average speed per hour				(9.9)			

No. 53 is superior to No. 54.
Derail on main line 200 feet east of west house track switch at Santa Rita.
All trains will approach Hanover Junction and San Jose under control.
Emergency telephone, Hanover Junction.
Junction Switch at East wye Hanover Junction normal position for Santa Rita District.

LAKE VALLEY DISTRICT.

WESTWARD.		Capacity of Sidings.	Fuel, Water, Turn Tables and Wyes.	Ruling Grade Ascending.	TIME TABLE No. 48, November 14, 1926	Ruling Grade Ascending.	Distance from Nutt.	Telegraph and Telephone Offices.	EASTWARD.		
Third Class.									Third Class.		
41	42								Mixed.	Mixed.	
Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	No. Cars.					Miles.		Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.	
AM 11.35	PM 1.30	65	Y	63.4		0	0.	D T	PM 1.30		
f 12.10	f 12.55	11		171.6		0	9.5		f 12.55		
12.25 PM	12.40 PM	30	Y				13.1		12.40 PM		
Arrive Daily Ex. Sunday.	Arrive Daily Ex. Sunday.						(13.1)		Leave Daily Ex. Sunday.	Leave Daily Ex. Sunday.	
(15.7)				Average speed per hour				(15.7)			

No. 41 is superior to No. 42.
No switch lights on Lake Valley district.

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

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

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

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

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

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

RIO GRANDE DIVISION.

Dr. C. G. DUNCAN, Socorro.

Dr. R. E. McBRIDE, Las Cruces.

Dr. P. M. STEED, Deming.

Dr. H. E. STEVENSON, El Paso.

Dr. S. L. WILKINSON, Belen.

Dr. W. R. LOVELACE, Albuquerque.

Dr. H. A. MILLER, Clovis Hospital.

Dr. G. K. ANGLE, Albuquerque.

Dr. H. W. GOELITZ, Albuquerque Hospital.

Dr. F. S. SPEARMAN, San Marcial.

Dr. CARL HAGEN, Silver City.

Dr. F. N. CARRIER, Santa Rita.

Dr. S. J. HANKS, Hurley.

Dr. M. McCREARY, Magdalena.

Dr. V. K. ADAMS, Santa Rita.

Dr. E. B. CLARK, El Paso.

Dr. G. W. JONES, Clovis Hospital.

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

LOCAL INSPECTORS, RIO GRANDE DIVISION.

G. O. SILL, Traveling, Albuquerque.

CHAS. E. GASKILL, El Paso.

S. T. VANN, Albuquerque.

SANTA FE SAFETY FIRST

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

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

