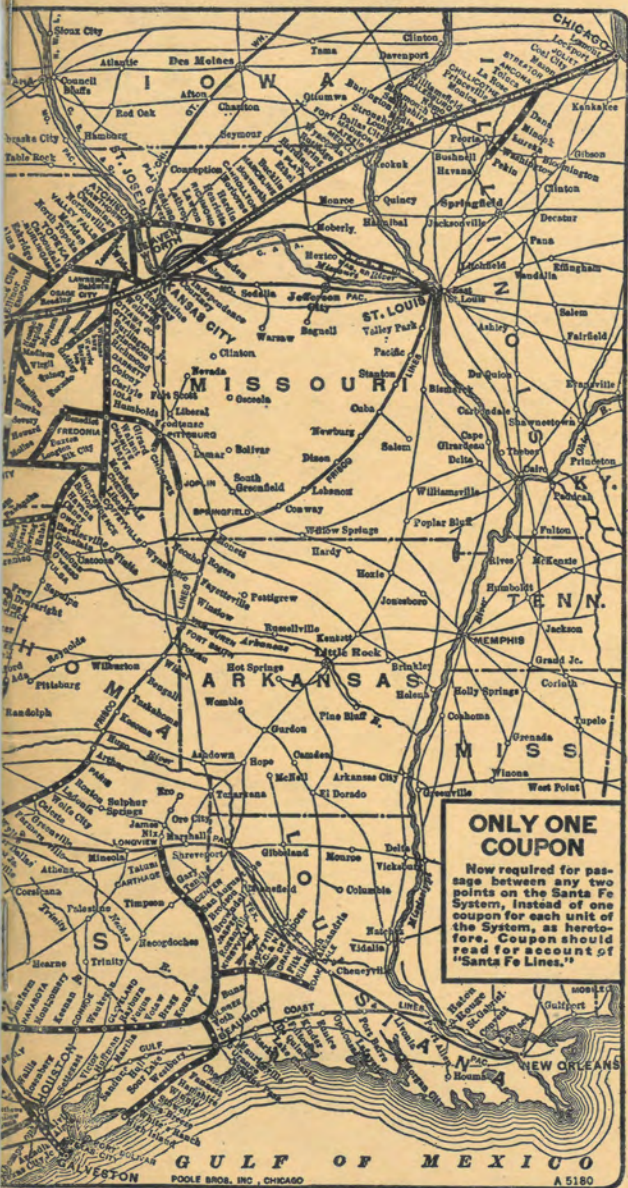


E
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er of Safety Committee,
actices.



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

The Atchison, Topeka and Santa Fe Railway Co.

WESTERN LINES Northern District

NEW MEXICO DIVISION

TIME TABLE No.

77

IN EFFECT
Sunday, November 18, 1945

At 12:01 A. M.
Mountain Standard Time

Superseding Time Table No. 76, Dated May 13, 1945,
and any Supplements Thereto.

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

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

G. R. BUCHANAN,
Asst. General Manager,
La Junta, Colorado.

D. M. RANKIN,
Superintendent,
Las Vegas, N. M.

First District.

Trains have no time table superiority between Bridge 554-B and signal bridge carrying Signal 5552, at La Junta, and will move within such limits at restricted speed, not exceeding 15 miles per hour.

Trains have no time table superiority between coal chute and west crossover west of the passenger station at Trinidad, and will move within such limits at restricted speed, not exceeding 15 miles per hour.

Automatic Block:

M.P. 554.9 to M.P. 659.5.

Double track between C. & S. Crossing and Raton.

Time at C. & S. Crossing applies at end of double track.

Trains must get numbered clearance card (Form 902) before leaving La Junta, Trinidad and Raton.

D. & R. G. W. and C. & S. trains must get clearance card (Form 902) before leaving Jansen.

Crotch switch west end of siding Wootton will be normally lined and locked for movement to westward main track and crotch switch at east end of siding will be normally lined and locked for movement to eastward main track.

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

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

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

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

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

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

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

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

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

| Track Capacity 55 ft. Per Car. | | WESTWARD. | | | | | Distance from Atchison. | Ruling Grade Ascending. | TIME TABLE No. 77, November 18, 1945. |
|-----------------------------------|------------|--------------------------|----------------------------|----------------------------|------------------|------------------------|----------------------------|----------------------------|---|
| | | First Class. | | | | | | | |
| | | 7 | 21 | 17 | 19 | 3 | | | |
| Other Tracks. | Sidings. | Fast Mail Express. | El Capitan. | The Super Chief. | The Chief. | California Limited. | Miles. | STATIONS. | |
| | Yard | Leave Daily. | Leave Sun. and Wed. | Leave Sun. and Wed. | Leave Daily. | Leave Daily. | 554.9 | LA JUNTA. 3.1 | |
| 85 | 75 | PM 5.30 | AM 8.21 | AM 8.07 | AM 7.10 | AM 12.15 | 558.0 | ORMEGA. 5.5 | |
| 5 | 75 | 5.35 | 8.26 | 8.12 | 7.15 | 12.22 | 563.5 | BENTON 4.6 | |
| 4 | 56 | 5.40 | 8.31 | 8.17 | 7.21 | 12.30 | 568.0 | RENE. 4.3 | |
| 18 | 74 | 5.45 | 8.35 | 8.21 | 7.26 | 12.39 | 568.0 | TIMPAS. 5.8 | |
| 7 | 75 | 5.49 | 8.39 | 8.25 | 7.30 | 12.47 | 572.3 | AYER. 4.9 | |
| 5 | 75 | 5.55 | 8.44 | 8.30 | 7.36 | 12.56 | 578.2 | MINDEMAN. 3.0 | |
| 5 | 75 | 6.00 | 8.48 | 8.34 | 7.42 | 1.04 | 583.0 | BLOOM. 5.5 | |
| 48 | 54 | 6.03 | 8.51 | 8.37 | 7.45 | 1.09 | 586.0 | DELHI. 4.0 | |
| 9 | 58 | 6.08 | 8.56 | 8.42 | 7.51 | 1.18 | 591.5 | HOUGHTON. 4.6 | |
| 7 | 74 | 6.12 | 9.00 | 8.46 | 7.55 | 1.25 | 595.5 | THATCHER. 4.6 | |
| 60 | 98 | 6.17 | 9.04 | 8.50 | 8.00 | 1.33 | 600.1 | SIMPSON. 4.5 | |
| 27 | 64 | 6.22 | 9.09 | 8.55 | 8.05 | 1.41 | 604.7 | TYRONE. 5.8 | |
| 8 | 74 | 6.27 | 9.14 | 9.00 | 8.10 | 1.49 | 609.2 | MODEL. 3.4 | |
| 33 | 75 | 6.32 | 9.19 | 9.05 | 8.16 | 1.59 | 615.0 | EARL. 3.9 | |
| 5 | 55 | 6.35 | 9.22 | 9.08 | 8.20 | 2.05 | 618.4 | KADREW. 3.9 | |
| 5 | 57 | 6.40 | 9.27 | 9.13 | 8.25 | 2.12 | 622.3 | HOEHNES. 6.0 | |
| 53 | 76 | 6.45 | 9.32 | 9.18 | 8.30 | 2.20 | 626.3 | EL MORO. 3.5 | |
| | 75 | 6.51 | 9.37 | 9.23 | 8.36 | 2.30 | 632.3 | C. & S. CROSSING. 0.9 | |
| | Yard | 18 6.56 | 9.41 | 9.27 | 8.40 | 2.36 | 635.8 | TRINIDAD. 1.9 | |
| | Yard | s 7.05 | s 9.48 | 9.34 | s 8.50 | s 2.50 | 636.7 | JANSEN. 3.2 | |
| 28 | | 7.08 | 9.51 | 9.37 | 8.54 | 2.54 | 638.6 | STARKVILLE. 4.7 | |
| 8 | E63 W43 | 7.14 | 9.57 | 9.44 | 9.00 | 3.01 | 641.8 | GALLINAS. 1.6 | |
| 127 | E26 W74 | 7.22 | 10.05 | 9.52 | 9.08 | 3.10 | 646.5 | MORLEY. 3.6 | |
| 90 | | 7.26 | 10.08 | 9.56 | 9.12 | 3.14 | 648.1 | WOOTTON. 1.0 | |
| 54 | 74 | 7.39 | 10.21 | 10.08 | 9.26 | 3.29 | 651.8 | LYNN. 3.2 | |
| 4 | 52 | 7.45 | 10.27 | 10.14 | 9.32 | 3.35 | 652.8 | KEOTA. 3.6 | |
| | | 7.55 | 10.35 | 10.23 | 9.41 | 3.45 | 655.9 | RATON. (104.6) | |
| | Yard | 8.05 PM | 10.44 AM | 10.32 AM | 9.50 AM | 3.55 AM | 659.5 | | |
| | | Arrive Daily. | Arrive Sun. and Wed. | Arrive Sun. and Wed. | Arrive Daily. | Arrive Daily. | | | |
| | | 40.5 | 43.9 | 43.3 | 39.3 | 28.5 | | Average speed per hour. | |

First District.

| TIME TABLE No. 77, November 18, 1945. | 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 Wed. and Sat. | Arrive Daily. | Arrive Wed. and Sat. |
| LA JUNTA. 3.1 | 0 | W F T Y | C | AM 5.30 | AM 6.50 | PM 1.47 | PM 5.00 | PM 8.17 |
| ORMEGA. 5.5 | 0 | | B | 5.23 | 6.43 | 1.40 | 4.53 | 8.10 |
| BENTON. 4.6 | 0 | | B | 5.16 | 6.35 | 1.35 | 4.47 | 8.05 |
| RENE. 4.3 | 0 | | B | 5.10 | 6.29 | 1.31 | 4.42 | 8.01 |
| TIMPAS. 5.8 | 0 | | C | 5.04 | 6.23 | 1.27 | 4.37 | 7.57 |
| AYER. 4.9 | 0 | | B | 4.56 | 6.14 | 1.21 | 4.31 | 7.52 |
| MINDEMAN. 3.0 | 0 | | B | 4.50 | 6.07 | 1.16 | 4.26 | 7.48 |
| BLOOM. 5.5 | 0 | W | B | 4.46 | 6.03 | 1.12 | 4.23 | 7.45 |
| DELHI. 4.0 | 0 | | B | 4.39 | 5.55 | 1.07 | 4.17 | 7.40 |
| HOUGHTON. 4.6 | 0 | | B | 4.34 | 5.49 | 1.03 | 4.13 | 7.36 |
| THATCHER. 4.6 | 0 | W F Y | C | 4.27 | 5.43 | 12.59 | 4.08 | 7.32 |
| SIMPSON. 4.5 | 31.7 | | B | 4.21 | 5.38 | 12.55 | 4.03 | 7.28 |
| TYRONE. 5.8 | 31.7 | | B | 4.15 | 5.32 | 12.50 | 3.58 | 7.24 |
| MODEL. 3.4 | 31.1 | | B | 4.08 | 5.23 | 12.45 | 3.52 | 7.19 |
| EARL. 3.9 | 31.7 | | B | 4.03 | 5.18 | 12.41 | 3.48 | 7.15 |
| KADREW. 3.9 | 30.8 | | B | 3.58 | 5.12 | 12.36 | 3.44 | 7.10 |
| HOEHNES. 6.0 | 31.7 | W | C | 3.53 | 5.06 | 12.31 | 3.39 | 7.05 |
| EL MORO. 3.5 | 0 | | B | 3.47 | 4.52 | 12.26 | 3.32 | 7.00 |
| C. & S. CROSSING. 0.9 | 0 | | C | 3.42 | 4.43 | 12.22 | 3.27 | 6.56 ⁷ |
| TRINIDAD. 1.9 | 0 | W F T | C | s 3.40 | s 4.40 | 12.20 | s 3.25 | 6.54 |
| JANSEN. 3.2 | 0 | | C | 3.29 | 4.28 | 12.17 | 3.16 | 6.50 |
| STARKVILLE. 4.7 | 0 | W | B | 3.22 | 4.21 | 12.10 PM | 3.09 | 6.42 |
| GALLINAS. 1.6 | 0 | | B | 3.12 | 4.11 | 11.59 | 2.59 | 6.32 |
| MORLEY. 3.6 | 0 | | C | 3.08 | 4.07 | 11.56 | 2.55 | 6.28 |
| WOOTTON. 1.0 | 175.3 | | B | 2.59 | 3.58 | 11.47 | 2.46 | 6.19 |
| LYNN. 3.2 | 175.3 | | C | 2.53 | 3.52 | 11.41 | 2.40 | 6.13 |
| KEOTA. 3.6 | 174.2 | | B | 2.40 | 3.40 | 11.32 | 2.30 | 6.04 |
| RATON. | | W F T Y | C | 2.30 AM | 3.30 AM | 11.23 AM | 2.20 PM | 5.55 PM |
| (104.6) | | | | Leave Daily. | Leave Daily. | Leave Wed. and Sat. | Leave Daily. | Leave Wed. and Sat. |
| Average speed per hour. | | | | 34.9 | 31.4 | 43.6 | 39.3 | 44.2 |

Trains have no time table superiority between Bridge 554-B and signal bridge carrying Signal 5552, at La Junta, and will move within such limits at restricted speed, not exceeding 15 miles per hour.

Trains have no time table superiority between coal chute and west crossover west of the passenger station at Trinidad, and will move within such limits at restricted speed, not exceeding 15 miles per hour.

Automatic Block:

M.P. 554.9 to M.P. 659.5.

Double track between C. & S. Crossing and Raton.

Time at C. & S. Crossing applies at end of double track.

Trains must get numbered clearance card (Form 902) before leaving La Junta, Trinidad and Raton.

D. & R. G. W. and C. & S. trains must get clearance card (Form 902) before leaving Jansen.

Crotch switch west end of siding Wootton will be normally lined and locked for movement to westward main track and crotch switch at east end of siding will be normally lined and locked for movement to eastward main track.

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

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

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

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

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

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

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

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

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

Second District.

| Track Capacity 55 ft. Per Car. | | WESTWARD. | | | | | Distance from Atahson. | Rolling Grade Ascending. | TIME TABLE No. 77, November 18, 1945. |
|-----------------------------------|----------|--------------------------|----------------------------|----------------------------|---------------------|------------------------|---------------------------|-----------------------------|---|
| | | First Class. | | | | | | | |
| | | 7 | 21 | 17 | 19 | 3 | | | |
| Other Tracks. | Sidings. | Fast Mail Express. | El Capitan. | The Super Chief. | The Chief. | California Limited. | Miles. | STATIONS. | |
| | Yard | Leave Daily. | Leave Sun. and Wed. | Leave Sun. and Wed. | Leave Daily. | Leave Daily. | | | |
| | | PM 8.10 | AM 10.47 | AM 10.35 | AM 9.55 | AM 4.00 | 659.5 | 0 | RATON. 2.9 |
| 102 | 73 | 8.13 | 10.51 | 10.38 | 9.58 | 4.05 | 662.4 | 0 | DILLON. 2.1 |
| 9 | 32 | 8.15 | 10.54 | 10.40 | 10.01 | 4.08 | 664.7 | 0 | OTERO. 6.6 |
| 278 | 48 | 8.22 | 11.04 ²² | 10.47 | 10.08 | 4.17 | 671.3 | 0 | HEBRON. 7.5 |
| 5 | 75 | 8.30 | 11.12 | 10.55 ²² | 10.16 | 4.27 | 678.8 | 0 | SCHOMBERG. 7.2 |
| 54 | 56 | 8.37 | 11.18 | 11.02 | 10.23 | 4.39 | 686.0 | 66.5 | MAXWELL. 5.0 |
| 60 | 62 | 8.41 | 11.22 | 11.06 | 10.27 | 4.46 | 691.0 | 69.7 | FRENCH. 2.4 |
| 3 | 61 | 8.43 | 11.25 | 11.09 | 10.30 | 4.52 | 693.4 | 70.2 | GATO. 4.1 |
| 30 | 40 | 8.48 | 11.28 | 11.14 | 10.35 ²² | 4.58 | 697.5 | 0 | TORIL. 1.9 |
| 135 | 53 | 8.50 | 11.30 | 11.17 | 10.38 | 5.05 | 699.4 | 72.2 | SPRINGER. 6.1 |
| 7 | 48 | 8.58 | 11.36 | 11.22 | 10.46 | 5.15 | 705.8 | 70.0 | ROBINSON. 4.7 |
| 9 | 74 | 9.03 | 11.40 | 11.26 | 10.51 | 5.23 | 710.0 | 71.2 | COLMOR. 4.3 |
| 4 | 47 | 9.08 | 11.45 | 11.30 | 10.56 | 5.31 | 714.8 | 70.9 | NOLAN. 5.3 |
| 10 | 49 | 9.14 | 11.50 | 11.35 | 11.03 | 5.40 | 719.7 | 44.0 | LEVY. 5.7 |
| 73 | 74 | 9.20 | 11.55 | 11.40 | 11.09 | 5.50 | 725.8 | 70.2 | WAGON MOUND. 4.9 |
| 9 | 73 | 9.25 | 11.59 PM | 11.44 | 11.14 | 6.00 | 730.2 | 69.7 | BOND. 5.1 |
| 8 | 46 | 9.31 | 12.04 | 11.49 | 11.20 | 6.09 | 735.3 | 70.0 | OPTIMO. 7.0 |
| 3 | 43 | 9.41 | 12.12 | 11.58 | 11.29 | 6.19 | 742.3 | 52.8 | SHOEMAKER. 2.5 |
| | | | | PM | | | 744.8 | 52.8 | VALMORA. 4.8 |
| 68 | 72 | 9.51 | 12.22 | 12.08 | 11.39 | 6.35 | 750.2 | 70.0 | WATROUS. 5.2 |
| | 76 | 9.57 | 12.27 ²⁰ | 12.14 | 11.45 | 6.45 | 755.4 | 70.7 | KROENIG'S. 4.1 |
| 16 | 75 | 10.03 | 12.32 | 12.19 ²⁰ | 11.50 | 6.52 | 759.5 | 69.7 | ONAVA. 4.3 |
| 16 | 95 | 10.07 | 12.37 | 12.24 | 11.55 | 6.59 | 763.8 | 0 | AZUL. 3.9 |
| 3 | 75 | 10.11 | 12.41 | 12.28 | 11.59 PM | 7.05 | 767.7 | 0 | ARRIBA. 2.4 |
| | Yard | 10.15 PM | 12.46 PM | 12.33 PM | 12.05 PM | 7.10 AM | 770.1 | | LAS VEGAS. |
| | | Arrive Daily. | Arrive Sun. and Wed. | Arrive Sun. and Wed. | Arrive Daily. | Arrive Daily. | | | (110.0) |
| | | 52.8 | 55.5 | 56.0 | 50.8 | 34.7 | | | Average speed per hour. |

Trains have no time table superiority between automatic signals 7691 and 7702 at Las Vegas and will move within such limits at restricted speed, not exceeding 15 miles per hour.

Automatic Block:

M.P. 659.5 to M.P. 769.9.

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

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

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

Second District.

| TIME TABLE No. 77, November 18, 1945. | Ruling Grade Ascending. | Fuel, Water, Turn Tables and Wyes. | Communications. | EASTWARD. | | | | |
|---|----------------------------|--|-----------------|--------------------------|----------------------------|---------------------------|----------------------------|------------------------|
| | | | | First Class. | | | | |
| | | | | 8 | 22 | 20 | 18 | 4 |
| STATIONS. | | | | Fast Mail Express. | El Capitan. | The Chief. | The Super Chief. | California Limited. |
| | | | | Arrive Daily. | Arrive Wed. and Sat. | Arrive Daily. | Arrive Wed. and Sat. | Arrive Daily. |
| RATON. 2.9 | 70.7 | W T Y | C | AM 3.25 | AM 11.19 | PM 2.15 | PM 5.51 | AM 2.25 |
| DILLON. 2.1 | 70.7 | | B | 3.17 | 11.13 | 2.11 | 5.45 | 2.17 |
| OTERO. 6.6 | 75.0 | | B | 3.14 | 11.11 | 2.08 | 5.42 | 2.14 |
| HEBRON. 7.5 | 70.2 | Y | C | 3.04 | 11.04 ²¹ | 2.00 | 5.35 | 2.05 |
| SCHOMBERG. 7.2 | 68.4 | | B | 2.54 | 10.55 ¹⁷ | 1.52 | 5.27 | 1.55 |
| MAXWELL. 5.0 | 66.0 | | C | f 2.43 | 10.45 | 1.43 | 5.20 | 1.45 |
| FRENCH. 2.4 | 70.0 | | C | f 2.34 | 10.40 | 1.38 | 5.14 | 1.38 |
| GATO. 4.1 | 72.8 | | B | 2.30 | 10.38 | 1.35 | 5.11 | 1.34 |
| TORIL. 1.9 | 66.0 | Y | B | 2.25 | 10.35 ¹⁹ | 1.32 | 5.07 | 1.28 |
| SPRINGER. 6.1 | 70.2 | W | C | s 2.22 | 10.32 | 1.30 | 5.05 | f 1.25 |
| ROBINSON. 4.7 | 69.7 | | B | 2.10 | 10.25 | 1.23 | 4.58 | 1.14 |
| COLMOR. 4.3 | 67.9 | | B | 2.04 | 10.20 | 1.18 | 4.53 | 1.08 |
| NOLAN. 5.3 | 69.7 | | B | 1.58 | 10.16 | 1.14 | 4.48 | 1.03 |
| LEVY 5.7 | 67.9 | | B | 1.52 | 10.11 | 1.09 | 4.43 | 12.57 |
| WAGON MOUND. 4.9 | 16.5 | W | C | s 1.45 | 10.05 | 1.02 | 4.38 | 12.50 |
| BOND. 5.1 | 69.7 | | B | 1.36 | 10.00 | 12.57 | 4.33 | 12.44 |
| OPTIMO. 7.0 | 70.2 | | B | 1.30 | 9.54 | 12.51 | 4.28 | 12.38 |
| SHOEMAKER. 2.5 | 0 | | B | f 1.20 | 9.45 | 12.43 | 4.19 | 12.29 |
| VALMORA. 4.8 | 52.8 | | B | f | | | | |
| WATROUS. 5.2 | 70.0 | | C | f 1.10 | 9.35 | 12.33 | 4.09 | 12.17 |
| KROENIG'S. 4.1 | 0 | | B | 1.02 | 9.30 | 12.27 ²¹ | 4.04 | 12.11 |
| ONAVA. 4.3 | 63.7 | | B | 12.56 | 9.25 | 12.19 ¹⁷ | 3.59 | 12.05 AM |
| AZUL. 3.9 | 69.7 | | B | 12.50 | 9.20 | 12.14 | 3.54 | 11.59 |
| ARRIBA. 2.4 | 69.7 | | B | 12.45 | 9.15 | 12.09 | 3.49 | 11.54 |
| LAS VEGAS. | | W T Y | C | 12.40 AM | 9.10 AM | 12.05 ¹⁹ PM | 3.45 PM | 11.50 PM |
| (110.0) | | | | Leave Daily. | Leave Wed. and Sat. | Leave Daily. | Leave Wed. and Sat. | Leave Daily. |
| Average speed per hour. | | | | 40.0 | 51.2 | 50.8 | 52.4 | 42.6 |

Trains have no time table superiority between automatic signals 7691 and 7702 at Las Vegas and will move within such limits at restricted speed, not exceeding 15 miles per hour.

Automatic Block:

M.P. 659.5 to M.P. 769.9.

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

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

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

Third District

| Track Capacity 55 ft. Per Car. | | WESTWARD. | | | | | Distance from Atchison. | Ruling Grade Ascending. | TIME TABLE No. 77, November 18, 1945. |
|-----------------------------------|------------|---------------------------|---------------------------------|---------------------------------|-----------------------|------------------------|----------------------------|----------------------------|---|
| | | First Class. | | | | | | | |
| | | 7 | 21 | 17 | 19 | 3 | | | |
| Other Tracks. | Sidings. | Fast Mail Express. | El Capitan. | The Super Chief. | The Chief. | California Limited. | Miles. | | STATIONS. |
| | Yard | Leave Daily. PM | Leave Sun. and Wed. PM | Leave Sun. and Wed. PM | Leave Daily. PM | Leave Daily. AM | | | |
| | | 10.20 | 12.49 | 12.38 | 12.10 ²⁰ | 7.15 | 770.1 | 51.7 | LAS VEGAS. 4.5 |
| 9 | 71 | 10.29 | 12.56 | 12.43 | 12.18 | 7.25 | 774.6 | 87.1 | ROMERO. 3.9 |
| 6 | 48 | 10.35 | 1.01 | 12.48 | 12.23 | 7.31 | 778.5 | 0 | OJITA. 4.6 |
| 12 | 47 | 10.43 | 1.08 | 12.55 | 12.29 | 7.39 | 783.2 | 89.8 | MYERS. 5.5 |
| 8 | 105 | 10.52 | 1.16 | 1.02 | 12.36 ^f | 7.49 | 788.8 | 89.8 | CHAPELLE. 4.8 |
| 3 | E51 W46 | 11.00 ⁴ | 1.23 | 1.08 | 12.43 | 7.57 | 793.6 | 0 | BLANCHARD. 5.8 |
| 20 | 55 | 11.10 | 1.33 | 1.17 | 12.53 ^f | 8.08 | 799.4 | 89.8 | RIBERA. 4.0 |
| 12 | 59 | 11.17 | 1.39 | 1.23 | 12.59 | 8.18 ²² | 803.3 | 89.1 | SANDS. 3.4 |
| 18 | 52 | 11.24 ⁸ | 1.45 | 1.28 | 1.04 ^f | 8.26 | 807.0 | 89.8 | ILFELD. 4.0 |
| 15 | 51 | 11.31 | 1.51 | 1.33 | 1.10 | 8.35 | 811.0 | 89.8 | GISE. 4.8 |
| 77 | 74 | 11.38 | 1.58 | 1.39 | 1.16 ^f | 8.45 | 816.0 | 89.8 | ROWE. 4.4 |
| | 56 | 11.45 | 2.05 | 1.45 | 1.22 | 8.54 | 820.4 | 89.8 | FOX. 4.8 |
| 93 | 104 | 11.58 ¹⁸ AM | 2.18 | 1.57 ^f | 1.35 ^s | 9.10 | 825.2 | 0 | GLORIETA. 4.6 |
| 12 | 93 | 12.08 | 2.28 | 2.09 ¹⁸ | 1.45 | 9.20 | 830.0 | 0 | CANYONCITO. 5.1 |
| | Yard | 12.25 ^s | 2.37 | 2.19 ^s | 2.00 ^s | 9.43 | 835.2 | 0 | LAMY. 2.1 |
| | 56 | 12.27 | 2.40 | 2.22 | 2.04 | 9.46 | 837.3 | 0 | SPIESS. 6.4 |
| 14 | 96 | 12.34 | 2.46 | 2.29 | 2.12 | 9.57 ²⁰ | 843.8 | 0 | KENNEDY. 4.9 |
| | 75 | 12.39 | 2.51 | 2.35 | 2.19 | 10.08 | 848.7 | 0 | GALISTEO. 3.6 |
| 34 | 62 | 12.43 | 2.55 | 2.39 | 2.24 ^f | 10.15 | 852.3 | 0 | LOS CERRILLOS. 1.7 |
| 110 | 89 | 12.45 | 2.57 | 2.41 | 2.27 | 10.18 | 853.9 | 0 | WALDO. 6.1 |
| | 53 | 12.53 | 3.04 | 2.49 | 2.35 | 10.28 | 860.0 | 47.5 | ROSARIO. 5.8 |
| 24 | 80 | 12.59 | 3.10 | 2.55 | 2.42 ^f | 10.38 | 865.3 | 0 | DOMINGO. 6.8 |
| | 54 | 1.06 | 3.16 | 3.03 | 2.50 | 10.50 | 872.2 | 21.1 | ELOTA. 4.4 |
| | 74 | 1.11 | 3.20 | 3.08 | 2.56 | 10.58 | 876.6 | 21.1 | NUEVE. 5.7 |
| | 74 | 1.17 | 3.25 | 3.15 | 3.04 | 11.08 | 882.4 | 26.4 | RUIZ. 3.6 |
| 46 | 55 | 1.21 | 3.28 | 3.20 | 3.10 ^s | 11.15 | 886.0 | 0 | BERNALILLO. 8.6 |
| 82 | 48 | 1.30 | 3.37 | 3.30 | 3.20 | 11.30 | 894.7 | 21.1 | ALAMEDA. 4.1 |
| | 78 | 1.34 | 3.41 | 3.34 | 3.25 | 11.38 | 898.8 | 18.5 | HAHN. 3.6 |
| | Yard | 1.40 AM | 3.47 PM | 3.40 PM | 3.35 PM | 11.45 AM | 902.4 | | ALBUQUERQUE. |
| | | Arrive Daily. | Ar. Sun. and Wed. | Ar. Sun. and Wed. | Arrive Daily. | Arrive Daily. | | | (131.6) |
| | | 39.5 | 44.3 | 42.9 | 38.5 | 29.2 | | | Average speed per hour. |

Trains have no time table superiority between automatic signals 7691 and 7702 at Las Vegas and will move within such limits at restricted speed, not exceeding 15 miles per hour.

Trains have no time table superiority between automatic signals 9013 and 9032, at Albuquerque, and will move within such limits at restricted speed, not exceeding 15 miles per hour.

Automatic Block M.P. 770.4 to M.P. 902.1.

Double track between Fox and Glorieta and between Hahn and Albuquerque. Time of trains at Fox and Hahn applies at end of double track.

Time of westward trains at Glorieta applies at end of double track.

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

Trains originating at Albuquerque and Abajo must get numbered clearance card (Form 902) before leaving point of origin.

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

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

Third District.

| TIME TABLE No. 77, November 18, 1945. | Ruling Grade Ascending. | Fuel, Water, Turn Tables and Wyes. | Communications. | EASTWARD. | | | | | | |
|---|----------------------------|--|-----------------|-------------------------|---------------------|-------------------------|---------------------|--------------------|--|--|
| | | | | First Class. | | | | | | |
| | | | | 22 | 20 | 18 | 4 | 8 | | |
| STATIONS. | | | | | | | | | | |
| | | | | El Capitan. | The Chief. | The Super Chief. | California Limited. | Fast Mail Express. | | |
| | | | | Arrive Wed. and Sat. AM | Arrive Daily. AM | Arrive Wed. and Sat. PM | Arrive Daily. PM | Arrive Daily. AM | | |
| LAS VEGAS. 4.5 | 74.9 | W F T Y | C | 9.07 | 11.59 ¹⁹ | 3.42 | 11.45 | 12.35 | | |
| ROMERO. 3.9 | 75.0 | | B | 9.00 | 11.47 | 3.34 | 11.32 | 12.22 | | |
| OJITA. 4.6 | 75.0 | | B | 8.54 | 11.41 | 3.25 | 11.24 | 12.14 | | |
| MYERS. 5.5 | 75.0 | | B | 8.47 | 11.35 | 3.17 | 11.16 | 12.05 AM | | |
| CHAPELLE. 4.8 | 0 | W | C | 8.39 | 11.28 | 3.09 | 11.08 | 11.56 | | |
| BLANCHARD. 5.8 | 75.0 | | B | 8.33 | 11.21 | 3.03 | 11.00 ⁷ | 11.48 | | |
| RIBERA. 4.0 | 0 | W | C | 8.23 | 11.11 | 2.53 | 10.47 | 11.38 | | |
| SANDS. 3.4 | 0 | | B | 8.18 ³ | 11.05 | 2.47 | 10.41 | 11.30 | | |
| ILFELD. 4.0 | 0 | | B | 8.14 | 11.00 | 2.42 | 10.35 | 11.24 ⁷ | | |
| GISE. 4.8 | 61.2 | | B | 8.09 | 10.55 | 2.36 | 10.29 | 11.16 | | |
| ROWE. 4.4 | 0 | W | C | 8.04 | 10.50 | 2.30 | 10.23 | 11.09 | | |
| FOX 4.8 | 0 | | B | 7.58 | 10.44 | 2.24 | 10.16 | 11.01 | | |
| GLORIETA. 4.6 | 158.4 | Y | C | 7.52 | 10.38 | 2.18 ²¹ | 10.08 | 10.54 ^s | | |
| CANYONCITO. 5.1 | 158.4 | | B | 7.40 | 10.24 | 2.09 ¹⁷ | 9.55 | 10.40 | | |
| LAMY. 2.1 | 73.9 | W F Y | C | 7.30 | 10.14 ^s | 2.00 ¹⁹ | 9.45 ^s | 10.30 ^s | | |
| SPIESS. 6.4 | 75.0 | | B | 7.22 | 10.04 | 1.53 | 9.36 | 10.20 | | |
| KENNEDY. 4.9 | 70.7 | | B | 7.14 | 9.57 ³ | 1.45 | 9.25 | 10.10 ^f | | |
| GALISTEO. 3.6 | 75.0 | | B | 7.09 | 9.52 | 1.40 | 9.18 | 10.05 | | |
| LOS CERRILLOS. 1.7 | 75.0 | W | C | 7.06 | 9.48 | 1.37 | 9.13 | 10.00 ^f | | |
| WALDO. 6.1 | 73.1 | | B | 7.04 | 9.45 | 1.35 | 9.10 | 9.57 | | |
| ROSARIO. 5.8 | 52.8 | | B | 6.58 | 9.39 | 1.29 | 9.01 | 9.48 | | |
| DOMINGO. 6.8 | 26.4 | W | C | 6.53 | 9.34 | 1.24 | 8.53 | 9.40 ^f | | |
| ELOTA. 4.4 | 26.4 | | B | 6.47 | 9.28 | 1.18 | 8.45 | 9.31 | | |
| NUEVE. 5.7 | 52.8 | | B | 6.43 | 9.24 | 1.14 | 8.40 | 9.25 | | |
| RUIZ. 3.6 | 26.4 | | B | 6.40 | 9.20 | 1.11 | 8.34 | 9.18 | | |
| BERNALILLO. 8.6 | 26.4 | W | C | 6.38 | 9.17 | 1.08 | 8.30 | 9.13 ^s | | |
| ALAMEDA. 4.1 | 26.4 | | B | 6.32 | 9.10 | 1.02 | 8.20 | 9.01 | | |
| HAHN. 3.6 | 26.4 | | B | 6.29 | 9.05 | 12.59 | 8.15 | 8.55 | | |
| ALBUQUERQUE. | | W F T Y | C | 6.25 AM | 9.00 AM | 12.55 PM | 8.10 PM | 8.50 PM | | |
| (131.6) | | | | Lv. Wed. and Sat. | Leave Daily. | Lv. Wed. and Sat. | Leave Daily. | Leave Daily. | | |
| Average speed per hour. | | | | 48.7 | 44.1 | 47.3 | 36.7 | 35.1 | | |

Trains have no time table superiority between automatic signals 7691 and 7702 at Las Vegas and will move within such limits at restricted speed, not exceeding 15 miles per hour.

Trains have no time table superiority between automatic signals 9013 and 9032, at Albuquerque, and will move within such limits at restricted speed, not exceeding 15 miles per hour.

Automatic Block M.P. 770.4 to M.P. 902.1.

Double track between Fox and Glorieta and between Hahn and Albuquerque. Time of trains at Fox and Hahn applies at end of double track.

Time of westward trains at Glorieta applies at end of double track.

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

Trains originating at Albuquerque and Abajo must get numbered clearance card (Form 902) before leaving point of origin.

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

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

El Paso District.

WESTWARD.
FIRST CLASS.

| Track Capacity 55 ft. Per Car. | | WESTWARD. FIRST CLASS. | | | | | | | | Distance from Atchison. | Rolling Grade Ascending. | TIME TABLE No. 77, November 18, 1945. |
|-----------------------------------|----------|---------------------------|--------------------|---------------------------|---------------------------|----------------------|------------------------|----------------------|---------------------------|----------------------------|--------------------------------|---|
| | | 27 | 19 | 21 | 17 | 13 | 3 | 25 | 7 | | | |
| Other Tracks. | Sidings. | Motor Passenger. | The Chief. | El Capitan. | The Super Chief. | Express. | California Limited. | Motor Passenger. | Fast Mail. Express. | Miles. | STATIONS. | |
| | | Leave Daily. | Leave Daily. | Leave Sun. and Wed. | Leave Sun. and Wed. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. | | | |
| | Yard | PM 6.50 | PM 4.00 | PM 3.57 | PM 3.50 | PM 1.00 | PM 12.01 | AM 8.15 | AM 1.55 | 902.4 | 0 | ALBUQUERQUE. 1.5 |
| | Yard | 6.54 | 4.02 | 3.59 | 3.52 | 1.02 | 12.03 | 8.19 | 1.57 | 903.9 | 21.1 | ABAJO. 5.9 |
| 3 | 62 | f 7.02 | 4.08 | 4.05 | 3.58 | 1.10 | 12.09 | f 8.29 ²⁰ | 2.03 | 909.8 | 15.8 | BARR. 5.2 |
| 31 | 64 | f 7.10 ¹⁴ | 4.14 ¹⁴ | 4.11 ¹⁴ | 4.04 ¹⁴ | f 1.17 | 12.15 ¹⁴ | f 8.38 | 2.09 ¹⁴ | 915.0 | 10.6 | ISLETA. 7.4 |
| 65 | 76 | f 7.23 | | | | f 1.28 | | f 8.51 | | 922.4 | 21.1 | LOS LUNAS. 5.0 |
| 8 | 76 | f 7.31 | | | | 1.35 | | f 9.00 | | 927.4 | 19.0 | CHLOE. 5.2 |
| | Yard | 7.40 PM | | | | s 1.45 1.55 | | 9.10 AM | | 932.6 | 21.1 | BELÉN. 4.0 |
| | | | | | | 2.02 | | | | 936.6 | 13.2 | JARALES. 2.7 |
| | | | | | | 2.06 | | | | 939.3 | 3.7 | BOSQUE. 3.2 |
| 27 | 76 | | | | | f 2.10 | | | | 942.5 | 12.1 | SABINAL. 7.0 |
| | | | | | | f 2.18 | | | | 949.5 | 15.8 | BERNARDO. 4.0 |
| 12 | 76 | | | | | 2.23 | | | | 953.5 | 16.3 | LA JOYA. 10.0 |
| 7 | 73 | | | | | f 2.38 | | | | 963.5 | 19.5 | SAN ACACIA. 7.4 |
| 11 | 76 | | | | | 2.47 | | | | 970.9 | 19.2 | LIMITAR. 6.9 |
| 92 | 76 | | | | | s 3.02 | | | | 977.8 | 26.4 | SOCORRO. 10.4 |
| 39 | 76 | | | | | s 3.17 | | | | 988.2 | 31.7 | SAN ANTONIO. 10.8 |
| | 75 | | | | | 3.31 | | | | 999.0 | 0 | ELMENDORF. 6.1 |
| 3 | 109 | | | | | 3.39 | | | | 1005.1 | 26.4 | SAN MARCIAL. 7.2 |
| 10 | 49 | | | | | 3.51 | | | | 1012.3 | 26.4 | POPE. 9.1 |
| 1 | 50 | | | | | f 4.06 ¹⁴ | | | | 1021.4 | 26.4 | LAVA. 10.1 |
| | 48 | | | | | 4.21 | | | | 1031.5 | 26.4 | CROCKER. 11.7 |
| 32 | 58 | | | | | s 4.39 | | | | 1043.2 | 0 | ENGEL. 3.7 |
| 38 | 38 | | | | | 4.45 | | | | 1046.9 | 26.4 | JORNADA. 4.5 |
| 20 | 48 | | | | | f 4.50 | | | | 1051.4 | 26.4 | CUTTER. 5.0 |
| | 43 | | | | | f 4.57 | | | | 1056.4 | 26.4 | ALEMAN. 6.9 |
| 8 | 76 | | | | | f 5.06 | | | | 1063.3 | 9.8 | UPHAM. 3.8 |
| | 75 | | | | | 5.11 | | | | 1067.1 | 5.4 | ALIVIO. 6.6 |
| 40 | 45 | | | | | f 5.19 | | | | 1073.7 | 26.4 | GRAMA. 5.9 |
| | Yard | | | | | s 5.30 PM | | | | 1079.6 | | RINCON. |
| | | Arrive Daily. | Arrive Daily. | Ar. Sun. and Wed. | Ar. Sun. and Wed. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. | | | (177.2) |
| | | 36.2 | 54.0 | 54.0 | 54.0 | 39.4 | 54.0 | 32.9 | 54.0 | | | Average speed per hour. |

Trains have no time table superiority between automatic signals 9013 and 9032, at Albuquerque, and will move within such limits at restricted speed, not exceeding 15 miles per hour.

Trains have no time table superiority between Albuquerque Division Jct. and east passenger siding switch Belen, and will move within such limits at restricted speed.

Automatic Block:

M.P. 902.6 to M.P. 915.1.

M.P. 931.3 to M.P. 933.8.

M.P. 1077.6 to M.P. 1078.7.

Double track between Albuquerque and Abajo.

Time of trains at Abajo applies at end of double track.

Trains originating Albuquerque, Abajo, Isleta and Socorro must get numbered clearance card (Form 902) before leaving point of origin.

Albuquerque Division trains originating at Albuquerque or Abajo, must obtain numbered clearance card (Form 902) from both Albuquerque and New Mexico Divisions before leaving point of origin. Clearance cards (Form 902) issued at Albuquerque and Abajo will specify whether issued by New Mexico Division or Albuquerque Division.

Trains must get numbered clearance card (Form 902) before leaving Belen and Rincon.

First class trains register at Abajo by Form 903.

All trains and engines will be governed by signal indication from east passenger siding switch Belen to Junction switch with Pecos Division.

El Paso District.

| TIME TABLE No. 77, November 18, 1945. | Ruling Grade Ascending. | Fuel, Water, Turn Tables and Wyes. | Communications. | EASTWARD. FIRST CLASS. | | | | | | | |
|---|----------------------------|--|-----------------|----------------------------|--------------------|---------------------|----------------------------|--------------------|------------------------|--------------------------|---------------------|
| | | | | 22 | 20 | 26 | 18 | 14 | 4 | 8 | 28 |
| | | | | El Capitan. | The Chief. | Motor Passenger. | The Super Chief. | Express. | California Limited. | Fast Mail Express. | Motor Passenger. |
| STATIONS. | | | | Arrive Wed. and Sat. | Arrive Daily. | Arrive Daily. | Arrive Wed. and Sat. | Arrive Daily. | Arrive Daily. | Arrive Daily. | Arrive Daily. |
| ALBUQUERQUE. 1.5 | 14.9 | WFT | C | AM 6.15 | AM 8.50 | AM 10.20 | PM 12.45 | PM 7.30 | PM 7.55 | PM 8.45 | PM 11.10 |
| ABAJO. 5.9 | 26.4 | Y | C | 6.10 | 8.35 | 10.15 | 12.40 | 7.25 | 7.40 | 8.30 | 11.05 |
| BARR. 5.2 | 26.4 | | B | 6.05 | 8.25 ²⁵ | 10.06 | 12.35 | 7.17 | 7.34 | 8.24 | 10.55 |
| ISLETA. 7.4 | 26.4 | | C | 6.01 AM | 8.25 AM | 9.57 | 12.31 ²⁷ PM | 7.10 | 7.30 PM | 8.20 PM | 10.47 |
| LOS LUNAS. 5.0 | 25.3 | | C | | | 9.46 | | 6.58 | | | 10.36 |
| CHLOE. 5.2 | 21.1 | | B | | | 9.38 | | 6.49 | | | 10.28 |
| BELÉN. 4.0 | 26.4 | W F T Y | C | | | 9.30 AM | | 6.40 s 6.25 | | | 10.20 PM |
| JARALES. 2.7 | 16.1 | | | | | | | 6.15 | | | |
| BOSQUE. 3.2 | 26.4 | | | | | | | 6.10 | | | |
| SABINAL. 7.0 | 26.4 | | B | | | | | 6.04 | | | |
| BERNARDO. 4.0 | 26.4 | | | | | | | 5.53 | | | |
| LA JOYA. 10.0 | 25.3 | | B | | | | | 5.47 | | | |
| SAN ACACIA. 7.4 | 41.0 | | B | | | | | 5.32 | | | |
| LIMITAR. 6.9 | 26.4 | | B | | | | | 5.22 | | | |
| SOCORRO. 10.4 | 26.4 | WFY | C | | | | | 5.12 | | | |
| SAN ANTONIO. 10.8 | 31.7 | | B | | | | | 4.50 | | | |
| ELMENDORF. 6.1 | 31.7 | | B | | | | | 4.37 | | | |
| SAN MARCIAL. 7.2 | 12.8 | W | B | | | | | 4.28 | | | |
| POPE. 9.1 | 26.4 | | B | | | | | 4.18 | | | |
| LAVA. 10.1 | 26.4 | | B | | | | | 4.06 ¹³ | | | |
| CROCKER. 11.7 | 26.4 | | B | | | | | 3.54 | | | |
| ENGEL. 3.7 | 26.4 | | C | | | | | 3.40 | | | |
| JORNADA. 4.5 | 26.4 | | | | | | | 3.31 | | | |
| CUTTER. 5.0 | 26.4 | W | B | | | | | 3.26 | | | |
| ALEMAN. 6.9 | 26.4 | | B | | | | | 3.20 | | | |
| UPHAM. 3.8 | 26.4 | | B | | | | | 3.12 | | | |
| ALIVIO. 6.6 | 26.4 | | B | | | | | 3.07 | | | |
| GRAMA. 5.9 | 63.4 | | B | | | | | 2.57 | | | |
| RINCON. | | WFY | C | | | | | 2.45 PM | | | |
| (177.2) | | | | Lv. Wed. and Sat. | Leave Daily. | Leave Daily. | Lv. Wed. and Sat. | Leave Daily. | Leave Daily. | Leave Daily. | Leave Daily. |
| Average speed per hour. | | | | 54.0 | 30.2 | 30.2 | 54.0 | 37.3 | 30.2 | 30.2 | 36.2 |

Trains have no time table superiority between automatic signals 9013 and 9032, at Albuquerque, and will move within such limits at restricted speed, not exceeding 15 miles per hour.

Trains have no time table superiority between Albuquerque Division Jct. and east passenger siding switch Belen, and will move within such limits at restricted speed.

Automatic Block:

M.P. 902.6 to M.P. 915.1.

M.P. 931.3 to M.P. 933.8.

M.P. 1077.6 to M.P. 1078.7.

Double track between Albuquerque and Abajo.

Time of trains at Abajo applies at end of double track.

Trains originating Albuquerque, Abajo, Isleta and Socorro must get numbered clearance card (Form 902) before leaving point of origin.

Albuquerque Division trains originating at Albuquerque or Abajo, must obtain numbered clearance card (Form 902) from both Albuquerque and New Mexico Divisions before leaving point of origin. Clearance cards (Form 902) issued at Albuquerque and Abajo will specify whether issued by New Mexico Division or Albuquerque Division.

Trains must get numbered clearance card (Form 902) before leaving Belen and Rincon.

First class trains register at Abajo by Form 903.

All trains and engines will be governed by signal indication from east passenger siding switch Belen to Junction switch with Pecos Division.

El Paso District—Continued.

| Track Capacity 55 ft. Per Car. | | WEST- WARD. | Distance from Albion. | Ruling Grade Ascending. | TIME TABLE No. 77, November 18, 1945. | Ruling Grade Ascending. | Fuel, Water, Turn Tables and Wyes. | Communications. | EAST- WARD. |
|-----------------------------------|----------|------------------|--------------------------|----------------------------|---|----------------------------|--|-----------------|------------------|
| | | First Class. | | | | | | | Express. |
| Other Tracks. | Sidings. | 13 | Miles. | | STATIONS. | | | | 14 |
| | | Leave Daily. | | | | | | | Express. |
| | | PM 5.40 | 1079.6 | 26.4 | RINCON. 7.7 | 26.4 | WFY | C | Arrive Daily. |
| | Yard | | | | | | | | PM 2.35 |
| | 76 | f 5.52 | 1087.3 | 26.4 | TONUCO. 8.4 | 26.4 | | B | f 2.23 |
| 7 | 49 | 6.07 | 1095.7 | 26.4 | MEDLER. 0.4 | 0 | | B | 2.09 |
| | | f 6.08 | 1096.1 | 26.4 | RADIUM SPRINGS. 5.0 | 26.4 | | | f 2.08 |
| 41 | 57 | f 6.17 | 1101.1 | 21.5 | LEASBURG. 2.4 | 26.4 | Y | B | f 2.02 |
| 4 | | f 6.21 | 1103.5 | 26.4 | HILL. 3.4 | 26.4 | | | f 1.58 |
| 39 | 57 | f 6.26 | 1106.9 | 18.5 | DONA ANA. 5.6 | 26.4 | | B | f 1.53 |
| | Yard | s 6.38 | 1112.5 | 1.6 | LAS CRUCES. 2.5 | 26.4 | W | C | s 1.45 |
| 49 | | s 6.44 | 1115.0 | 24.6 | MESILLA PARK. 4.2 | 19.5 | | C | s 1.35 |
| | | 6.51 | 1119.2 | 17.4 | FILLMORE. 4.7 | 29.5 | | | 1.28 |
| 30 | 76 | f 7.00 | 1123.9 | 0 | MESQUITE. 3.9 | 12.1 | | C | f 1.21 |
| 17 | | 7.07 | 1127.8 | 0 | VADO. 3.6 | 10.6 | | B | 1.14 |
| 24 | 24 | 7.12 | 1131.4 | 9.5 | BERINO. 5.0 | 6.8 | | B | 1.09 |
| 39 | 57 | f 7.22 | 1136.4 | 26.4 | LA TUNA. 3.4 | 26.4 | | C | s 1.02 |
| 17 | | 7.28 | 1139.8 | 26.4 | VINTON. 2.6 | 26.4 | | | 12.56 |
| 17 | 32 | f 7.32 | 1142.4 | 26.4 | CANUTILLO. 2.9 | 26.4 | | C | f 12.51 |
| | 58 | 7.37 | 1145.3 | 3.7 | MONTOYA. 2.6 | 21.1 | | B | 12.47 |
| 4 | | 7.41 | 1147.9 | 26.4 | WHITE. 7.3 | 26.4 | | | 12.44 |
| | | 8.00 | 1155.2 | 0 | UNION DEPOT. 0.8 | 0 | | | 12.30 PM |
| | Yard | | 1156.0 | 0 | EL PASO. 0.5 | 0 | WFT | C | |
| | | | 1156.5 | | International Bridge End of Track. | | | | |
| | | Arrive Daily. | | | (76.9) | | | | Leave Daily. |
| | | 32.4 | | | Average speed per hour. | | | | 36.3 |

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

Trains must get numbered clearance card (Form 902) before leaving Rincon.

Trains originating El Paso and Union Depot must get numbered clearance card (Form 902) before leaving point of origin.

Deming District.

| Track Capacity 55 ft. Per Car. | | WEST- WARD. Second Class. | Distance from Atchison. | Ruling Grade Ascending. | TIME TABLE No. 77, November 18, 1945. | Ruling Grade Ascending. | Fuel, Water, Turn Tables and Wyes. | Communications. | EAST- WARD. Second Class. |
|-----------------------------------|----------|------------------------------------|----------------------------|----------------------------|---|----------------------------|--|-----------------|------------------------------------|
| | | 47 | | | | | | | 48 |
| Other Tracks. | Sidings. | Leave Daily. | Miles. | STATIONS. | Arrive Daily. | | | | |
| | Yard | AM 5.30 | 1079.6 | 26.4 | RINCON. 5.2 | 26.4 | WFY | C | PM 10.40 |
| 21 | 38 | s 5.50 | 1084.8 | 63.9 | HATCH. 9.1 | 16.8 | | C | s 10.20 |
| | 54 | f 6.10 | 1093.9 | 63.4 | HOCKETT. 11.0 | 26.4 | | B | f 10.00 |
| 69 | 40 | f 6.32 | 1104.9 | 26.4 | NUTT. 13.3 | 26.4 | Y | B | f 9.38 |
| | 38 | f 6.59 | 1118.2 | 26.4 | FLORIDA. 7.6 | 26.4 | W | B | f 9.10 |
| | 56 | 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. 4.0 | 62.3 | W F | C | s 8.40 8.15 |
| 42 | 38 | f 8.25 | 3.1 | 57.0 | PERUHILL. 13.5 | 62.3 | | | f 7.59 |
| | 49 | f 8.55 | 16.7 | 73.9 | SPALDING. 6.8 | 29.0 | W | B | f 7.27 |
| | 11 | s 9.10 | 23.5 | 69.2 | FAYWOOD. 6.8 | 0 | | B | f 7.15 |
| 80 | 47 | s 9.45 | 30.3 | 105.6 | WHITEWATER. 6.1 | 79.2 | W Y | C | s 7.00 |
| | 7 | f 9.55 | 36.4 | 117.2 | SAN VINCENTE. 10.1 | 78.7 | | | f 6.30 |
| | Yard | 11.05 AM | 46.6 | | SILVER CITY. | | 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 get numbered clearance card (Form 902) before leaving Rincon, Deming and Silver City.

Junction switch at east wye Whitewater—normal position for Santa Rita District.

Derail in main track M.P. 46.5 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 Junction switch at Deming.

No switch lights Peruhill to Silver City.

Magdalena District.

| Track Capacity 55 ft. Per Car. | | WEST- WARD. Second Class. | Distance from Socorro. | Ruling Grade Ascending. | TIME TABLE No. 77, November 18, 1945. | Ruling Grade Ascending. | Fuel, Water, Turn Tables and Wyes. | Communications. | EAST- WARD. Second Class. |
|-----------------------------------|----------|------------------------------------|---------------------------|----------------------------|---|----------------------------|--|-----------------|------------------------------------|
| | | 43 | | | | | | | 44 |
| Other Tracks. | Sidings. | Leave Daily Ex. Sun. | Miles. | STATIONS. | Arrive Daily Ex. Sun. | | | | |
| 92 | 76 | AM 8.45 | 0. | 132.0 | SOCORRO. 15.9 | 0 | W FY | C | AM 11.45 |
| | 16 | f 9.35 | 15.9 | 132.0 | WATER CANYON. 10.9 | 31.7 | W | | f 11.00 |
| 110 | | 10.00 AM | 26.8 | | MAGDALENA. | | 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 get numbered clearance card (Form 902) before leaving Socorro and Magdalena.

No switch lights on Magdalena District.

Santa Rita District.

| Track Capacity 55 ft. Per Car. | | WESTWARD. Second Class. | | Distance from Whitewater. | Ruling Grade Ascending. | TIME TABLE No. 77, November 18, 1945. | Ruling Grade Ascending. | Fuel, Water, Turn Tables and Wyes. | Communications. | EASTWARD. Second Class. | |
|-----------------------------------|----------|-----------------------------|-----------------------------|------------------------------|----------------------------|---|----------------------------|--|-----------------|-----------------------------|-----------------------------|
| | | 55 | 51 | | | | | | | 50 | 52 |
| | | Mixed. | Mixed. | | | | | | | Mixed. | Mixed. |
| Other Tracks. | Sidings. | Leave Daily Ex. Sun. | Leave Daily Ex. Sun. | Miles. | | STATIONS. | | | | Arrive Daily Ex. Sun. | Arrive Daily Ex. Sun. |
| 80 | 47 | PM 3.35 | AM 10.05 | 0. | 105.6 | WHITEWATER. 8.3 | 0 | W Y | C | AM 9.30 | PM 3.15 |
| | Yard | 4.05 PM | 10.35 11.15 | 8.3 | 101.4 | HURLEY. 4.6 | 42.2 | WFY | C | 9.05 AM | 2.50 2.15 |
| 21 | 27 | | s 11.40 | 12.9 | 132.0 | BAYARD. 1.5 | 0 | | C | | s 1.55 |
| | | | s 11.51 | 14.4 | 0 | HANOVER JCT. 0.3 | 0 | | B | | 1.50 12.45 |
| 41 | | | f 11.55 PM | 14.7 | 168.4 | COBRE. 2.0 | 0 | | | | f 12.40 |
| | Yard | | 12.05 PM | 16.7 | | SANTA RITA. | | | 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. 51 is superior to No. 52.
 Nos. 50, 51 and 52 must get numbered clearance card (Form 902) before leaving Hurley.
 Trains must get numbered clearance cards (Form 902) before leaving Whitewater and Santa Rita.
 Deraul 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 55 ft. Per Car. | | WESTWARD. Second Class. | | Distance from Hanover Jct. | Ruling Grade Ascending. | TIME TABLE No. 77, November 18, 1945. | Ruling Grade Ascending. | Fuel, Water, Turn Tables and Wyes. | Communications. | EASTWARD. Second Class. | |
|-----------------------------------|----------|-----------------------------|----------------------------|-------------------------------|----------------------------|---|----------------------------|--|-----------------|-----------------------------|-----------------------------|
| | | 53 | Mixed. | | | | | | | 54 | Mixed. |
| Other Trks. | Sidings. | Leave Daily Ex. Sun. | Leave Daily Ex. Sun. | Miles. | | STATIONS. | | | | Arrive Daily Ex. Sun. | Arrive Daily Ex. Sun. |
| | | PM 12.45 | 0. | 158.4 | | HANOVER JCT. 3.3 | 0 | | B | PM 1.50 | |
| 38 | | s 1.00 | 3.3 | 158.4 | | HANOVER. 2.5 | 0 | | C | s 1.35 | |
| 11 | | 1.15 PM | 5.8 | | | FIERRO. | | | | 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.
 Deraul in main track 100 feet east of stock pens at Fierro.

Santa Fe District.

| Track Capacity 55 ft. Per Car. | | WEST- WARD. Second Class. | Distance from Lamy. | Ruling Grade Ascending. | TIME TABLE No. 77, November 18, 1945. | 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. 18.1 | 105.6 | WFY | C | AM 11.30 |
| | Yard | 7.10 AM | 18.1 | | SANTA FE. | | 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 get numbered clearance card (Form 902) before leaving
Lamy and Santa Fe.

No switch lights on Santa Fe District.

Rocky Mountain District.

| Track Capacity 55 ft. Per Car. | | WEST- WARD. | Distance from Hebron. | Ruling Grade Ascending. | TIME TABLE No. 77, November 18, 1945. | Ruling Grade Ascending. | Fuel, Water, Turn Tables and Wyes. | Communications. | EAST- WARD. |
|-----------------------------------|----------|----------------|--------------------------|-------------------------------|---|----------------------------|--|-----------------|----------------|
| | | | | | | | | | |
| | | | | | | | | | |
| Other Tracks. | Sidings. | | Miles. | STATIONS. | | | | | |
| 278 | | | 0 | 105.6 | HEBRON. 4.4 | 0 | Y | C | |
| 85 | | | 4.4 | | PRESTON. 6.8 | | 52.8 | | |
| 103 | | | 11.2 | KOEHLER JCT. (11.2) | | | | | |

No switch lights on Rocky Mountain District

Koehler District.

| Track Capacity 55 ft. Per Car. | | WEST- WARD. | Distance from Koehler Jct. | Ruling Grade Ascending. | TIME TABLE No. 77, November 18, 1945. | Ruling Grade Ascending. | Fuel, Water, Turn Tables and Wyes. | Communications. | EAST- WARD. |
|-----------------------------------|--|----------------|-------------------------------|----------------------------|---|----------------------------|--|-----------------|----------------|
| | | | | | | | | | |
| | | | | | | | | | |
| Other Tracks. | | | Miles. | STATIONS. | | | | | |
| 103 | | | 0 | 158.4 | KOEHLER JCT. 3.3 | 0 | | | |
| 110 | | | 3.3 | | KOEHLER. | | (3.3) | | |

No switch lights on Koehler District.

Van Houten District.

| Track Capacity 55 ft. Per Car. | | WEST- WARD. | Distance from Preston. | Ruling Grade Ascending. | TIME TABLE No. 77, November 18, 1945. | Ruling Grade Ascending. | Fuel, Water, Turn Tables and Wyes. | Communications. | EAST- WARD. |
|-----------------------------------|--|----------------|---------------------------|----------------------------|---|----------------------------|--|-----------------|----------------|
| | | | | | | | | | |
| | | | | | | | | | |
| Other Tracks. | | | Miles. | STATIONS. | | | | | |
| 85 | | | 0 | 147.8 | PRESTON. 3.5 | 0 | | | |
| 112 | | | 3.5 | | VAN HOUTEN. | | (3.5) | | |

No switch lights on Van Houten District.

Blossburg District.

| Track Capacity 55 ft. Per Car. | | WEST- WARD. | Distance from Dillon. | Ruling Grade Ascending. | TIME TABLE No. 77, November 18, 1945. | Ruling Grade Ascending. | Fuel, Water, Turn Tables and Wyes. | Communications. | EAST- WARD. |
|-----------------------------------|--|----------------|--------------------------|----------------------------|---|----------------------------|--|-----------------|----------------|
| | | | | | | | | | |
| | | | | | | | | | |
| Other Tracks. | | | Miles. | STATIONS. | | | | | |
| 102 | | | 0 | 105.6 | DILLON. 3.3 | 0 | | B | |
| 14 | | | 3.3 | | GARDINER. 1.7 | | 0 | | |
| 103 | | | 5.0 | | BRILLIANT. (5.0) | | | | |

No switch lights on Blossburg District.

SPECIAL RULES AND REGULATIONS

Effective on the New Mexico Division and superseding all General Rules inconsistent therewith.

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

2. YARD LIMITS.

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

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

3. Rules M, 5, 10(A), 10(f), 15, S-83, 86, 95, 97, 103(A), 104(A), 204, 210, 221, 360, 632, 701, 705, 706, 711 and 872, of the Operating Department Rules are cancelled, superseded, or amended by the following.

4. RULE M Amended by adding.

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

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

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

5. RULE 5. First paragraph is amended to read:

Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving times. The time applies at the first siding switch where an opposing train enters the siding; where there is no such switch, it applies at the station.

6. RULE 10(A). Amended by adding.

Temporary reduced speed signals (yellow flag, yellow disc, or yellow light) will be displayed not less than one mile in advance of locations where speed of trains must be reduced. When so displayed trains must not exceed fifteen (15) miles per hour unless otherwise directed by train order or special instructions until rear of train has passed a temporary resume speed signal (green flag, green disc, or green light) which indicates the end of the restricted area.

Permanent slow boards, painted yellow with black numerals, will be located not less than 2500 feet in advance of locations where speed of trains must be reduced. The numerals thereon nearest the track indicate the maximum speed for passenger trains and on the field side the maximum speed for freight trains. Indicated speeds must not be exceeded until rear of train has passed a permanent resume speed board painted green. There may be more than one yellow board in advance of green board, in which case the reduced speed shown on each yellow board must be observed in succession until the rear of train has passed the green board.

7. RULES 10(f) and 701.

Substitute "Red" for "Purple" as the color indication for dwarf signals.

8. RULE 15.

The explosion of two torpedoes is a signal to proceed at restricted speed, to be acknowledged as prescribed by Rule 14(g). The explosion of one torpedo will indicate the same as two, but the use of two is required. Restricted speed must be observed for a distance of one mile from point of explosion.

9. RULE S-83. As applied at Isleta and end of double track at Abajo, Hahn, and C.&S. Crossing is amended to read:

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

Train register at Albuquerque will be taken to indicate that trains shown thereon have arrived or left Abajo or 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. First class trains will register by Form 903 at Abajo.

10. RULE 86. Amended to read:

Unless otherwise provided, an inferior train must clear the time of a superior train in the same direction not less than five (5) minutes, but must be clear at the time a first class train in same direction is due to leave the next station in the rear, where time is shown. Where automatic block signals are continuous, between stations, inferior trains in the same direction will only be required to clear superior trains sufficiently to avoid delay.

11. RULE 95. Amended to read:

Two or more sections may be run on the same schedule. Each section has equal time table authority. A train must not display signals for a following section, except as prescribed by Rule 85, without train orders, except on double track or centralized traffic control territory the dispatcher may authorize sections of a schedule at initial station by clearance card Form 902.

12. RULE 97. Amended to read:

Extra trains must not be run without train orders, except the dispatcher may, on double track with the current of traffic, authorize the running of extra trains, except work extras, by clearance card Form 902.

13. RULE 103(A). Amended to read:

Cars must not be "kicked" or "dropped" into a track on which occupied passenger or outfit cars are standing.

Passenger cars, either deadhead or in service, and outfit cars in service or occupied, must only be moved or switched with air brakes in use.

14. RULE 104(A) First paragraph amended to read:

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

15. RULE 204. Amended to read:

Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the conductor and engineman and also to anyone who acts as its pilot. A copy for each employe addressed must be supplied by the operator.

Orders addressed to operators restricting the movement of trains must be respected by conductors and enginemen the same as if addressed to them.

Additional copies of all train orders and clearance cards shall be furnished for delivery to rear brakeman.

16. RULE 210. Second paragraph is amended to read:

Enginemen must show train orders and clearance cards to firemen and, when practicable, to head brakeman; conductors, when practicable, must show them to the brakemen. Brakemen and firemen are required to read orders, see that the information shown on clearance card corresponds with the train orders received and, if necessary, must ask for them, reminding conductors and enginemen of their contents when needful.

17. RULE 221.

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

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

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

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

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

18. RULE 360. Amended by adding:

Station announcements will be omitted between the hours of 10:00 P.M. and 6:00 A.M., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

19. RULE 632.

In case of bleeding, firm pressure should be made directly upon bleeding point by holding pad of gauze or any clean cloth with the hand gripped or pressed firmly until bleeding is under control, after which, without disturbing the pad, further pressure may be continued by means of a bandage snugly wound around the limb or body at seat of injury. Only when bleeding cannot be stopped in this manner should a cord or cloth twisted around limb with stick or other lever be used, and when used the pressure should be momentarily released every fifteen minutes.

20. RULES 705 and 706. Amended by adding:

Where switch indicators are used, employes will be governed by indicator before fouling circuit or changing main track switch.

Indication displayed by switch indicators does not relieve train or engine-men from protecting their train as provided for by the rules.

21. RULE 872.

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

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

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

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

All freight trains stop at Lynn and Wootton; all eastward passenger trains at Wootton, and all westward passenger trains at Lynn, and make test of air brakes as prescribed by Rule 875. All trains stop at Glorieta and make test of air brakes as prescribed by Rule 875, except eastward passenger trains which have no helper or pusher. Such trains must make running test as prescribed by Rule 879 before passing summit of grade.

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

22. SPEED REGULATIONS.

(A) 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.

(B) MAXIMUM SPEED FOR TRAINS.

| LOCATION | PASSENGER | FREIGHT AND MIXED |
|-------------------------------|----------------|-------------------|
| | Miles Per Hour | Miles Per Hour |
| FIRST DISTRICT | | 50 |
| SECOND DISTRICT | | 50 |
| THIRD DISTRICT | | 50 |
| EL PASO DISTRICT: | | |
| Albuquerque and Isleta | | 50 |
| Isleta and El Paso | 60 | 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 | 25 | 25 |
| FIRST DISTRICT. | | |
| Curve, M.P. 556.2 to 556.4 | 60 | 30 |
| Curve, M.P. 557.2 to 557.4 | 90 | 50 |
| Curve, M.P. 560.2 to 560.5 | 95 | 50 |
| 3 Curves, M.P. 575.5 to 577.2 | 85 | 50 |
| 3 Curves, M.P. 578.6 to 580.4 | 95 | 50 |
| Curve, M.P. 581.1 to 581.5 | 85 | 50 |
| Curve, M.P. 582.1 to 582.5 | 95 | 50 |
| Curve, M.P. 584.4 to 584.6 | 95 | 50 |
| 3 Curves, M.P. 587.0 to 589.3 | 85 | 50 |
| 3 Curves, M.P. 589.5 to 590.6 | 95 | 50 |
| Curve, M.P. 591.0 to 591.4 | 85 | 50 |
| 2 Curves, M.P. 593.2 to 594.1 | 85 | 50 |
| 2 Curves, M.P. 595.1 to 596.5 | 85 | 50 |
| 3 Curves, M.P. 597.8 to 600.6 | 95 | 50 |
| Curve, M.P. 602.2 to 602.6 | 95 | 50 |
| Curve, M.P. 605.1 to 605.5 | 85 | 50 |
| Curve, M.P. 606.6 to 607.3 | 85 | 50 |
| Curve, M.P. 608.7 to 608.8 | 85 | 50 |
| Curve, M.P. 615.5 to 615.9 | 85 | 50 |

22. SPEED REGULATIONS—(Cont'd).

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

| LOCATION | PASSENGER | FREIGHT AND MIXED |
|--------------------------------|----------------|----------------------|
| | Miles Per Hour | Miles Per Hour |
| FIRST DISTRICT—(Cont'd). | | |
| Curve, M.P. 618.0 to 618.5 | 85 | 50 |
| 11 Curves, M.P. 619.5 to 624.7 | 40 | 40 |
| Curve, M.P. 629.6 to 629.8 | 95 | 50 |
| Curve, M.P. 632.8 to 633.3 | 95 | 50 |
| Curve, M.P. 633.5 to 633.8 | 85 | 50 |
| 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 | 50 |
| 11 Curves, M.P. 663.1 to 670.7 | 85 | 50 |
| 3 Curves, M.P. 676.5 to 679.2 | 85 | 50 |
| Curve, M.P. 679.7 to 679.9 | 90 | 50 |
| Curve, M.P. 682.4 to 682.9 | 85 | 50 |
| Curve, M.P. 683.9 to 684.1 | 85 | 50 |
| 4 Curves, M.P. 686.4 to 688.1 | 85 | 50 |
| Curve, M.P. 689.1 to 689.5 | 85 | 50 |
| 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 | 85 | 50 |
| Curve, M.P. 695.0 to 695.2 | 85 | 50 |
| Curve, M.P. 696.0 to 696.2 | 70 | 50 |
| 2 Curves, M.P. 698.3 to 700.3 | 65 | 50 |
| Curve, M.P. 700.6 to 701.0 | 80 | 50 |
| Curve, M.P. 703.5 to 703.8 | 85 | 50 |
| Curve, M.P. 706.4 to 706.6 | 85 | 50 |
| Curve, M.P. 707.5 to 707.7 | 85 | 50 |
| Curve, M.P. 708.7 to 709.0 | 85 | 50 |
| Curve, M.P. 710.6 to 711.1 | 90 | 50 |
| Curve, M.P. 715.2 to 715.4 | 95 | 50 |
| Curve, M.P. 716.1 to 716.4 | 85 | 50 |
| 3 Curves, M.P. 717.0 to 719.4 | 95 | 50 |
| Curve, M.P. 723.9 to 724.3 | 85 | 50 |
| Curve, M.P. 725.9 to 726.0 | 90 | 50 |
| 2 Curves, M.P. 730.7 to 732.4 | 85 | 50 |
| 2 Curves, M.P. 733.2 to 734.3 | 80 | 50 |
| 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 | 95 | 50 |
| 2 Curves, M.P. 754.0 to 754.9 | 95 | 50 |
| 2 Curves, M.P. 757.9 to 759.3 | 85 | 50 |
| Curve, M.P. 762.3 to 762.8 | 95 | 50 |
| Curve, M.P. 763.6 to 764.5 | 80 | 50 |
| Curve, M.P. 764.9 to 765.0 | 95 | 50 |
| 3 Curves, M.P. 766.7 to 768.6 | 85 | 50 |

22. SPEED REGULATIONS—(Cont'd).

(B) MAXIMUM 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 | 50 |
| 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 | 50 |
| 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 | 80 | 50 |
| Curve, M.P. 811.1 to 811.5 | 75 | 50 |
| 8 Curves, M.P. 812.3 to 814.4 | 50 | 50 |
| 2 Curves, M.P. 815.0 to 817.1 | 70 | 50 |
| 4 Curves, M.P. 818.5 to 819.4 | 50 | 50 |
| Curve, M.P. 819.6 to 819.7 | 40 | 40 |
| 2 Curves, M.P. 819.8 to 820.2 | 55 | 50 |
| 6 Curves, M.P. 820.5 to 822.6 | 50 | 50 |
| 3 Curves, M.P. 822.7 to 824.5 | 55 | 50 |
| 3 Curves, M.P. 829.0 to 829.4 | /WB EB | 20 20 |
| 4 Curves, M.P. 832.3 to 832.7 | /WB EB | 20 20 |
| Curve, M.P. 834.8 to 835.0 | 55 | 50 |
| Curve, M.P. 836.0 to 836.2 | 95 | 50 |
| Curve, M.P. 838.2 to 838.6 | 85 | 50 |
| 2 Curves, M.P. 839.7 to 840.9 | 85 | 50 |
| Curve, M.P. 842.1 to 842.4 | 85 | 50 |
| 2 Curves, M.P. 842.6 to 844.3 | 95 | 50 |
| 3 Curves, M.P. 845.4 to 847.3 | 85 | 50 |
| 2 Curves, M.P. 849.8 to 850.4 | 85 | 50 |
| 2 Curves, M.P. 850.7 to 851.5 | 70 | 50 |
| 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 | 50 |
| 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 | 50 |

22. SPEED REGULATIONS—(Cont'd).

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

| LOCATION | PASSENGER | FREIGHT AND MIXED |
|--|----------------|-------------------|
| | Miles Per Hour | Miles Per Hour |
| THIRD DISTRICT—(Cont'd). | | |
| Curve, M.P. 863.7 to 863.9 | 95 | 50 |
| 9 Curves, M.P. 865.8 to 872.1 | 85 | 50 |
| 3 Curves, M.P. 873.9 to 875.5 | 85 | 50 |
| Curve, M.P. 877.5 to 877.7 | 90 | 50 |
| 3 Curves, M.P. 878.2 to 879.5 | 85 | 50 |
| Curve, M.P. 880.8 to 881.1 | 90 | 50 |
| 3 Curves, M.P. 883.7 to 885.0 | 75 | 50 |
| Curve, M.P. 888.7 to 889.3 | 95 | 50 |
| Curve, M.P. 890.8 to 891.1 | 95 | 50 |
| Curve, M.P. 895.7 to 896.1 | 95 | 50 |
| Curve, M.P. 900.2 to 900.5 | 95 | 50 |
| EL PASO DISTRICT. | | |
| 2 Curves, M.P. 905.2 to 905.4 | 85 | 50 |
| Curve, M.P. 912.2 to 912.7 | 95 | 50 |
| Junction Switch at Isleta M.P. 914.9 (For Coast Lines Trains Only) | 75 | 50 |
| 3 Curves, M.P. 933.6 to 934.0 | 30 | 20 |
| 7 Curves, M.P. 957.9 to 960.1 | 30 | 30 |
| 7 Curves, M.P. 961.7 to 963.3 | 30 | 30 |
| 2 Curves, M.P. 965.5 to 966.1 | 45 | 45 |
| Curve, M.P. 986.1 to 986.3 | 50 | 45 |
| Curve, M.P. 987.5 to 987.7 | 45 | 45 |
| Soft Track M.P. 993.7 to 994.3 | 45 | 45 |
| 3 Curves, M.P. 1006.8 to 1008.5 | 50 | 45 |
| Curve, M.P. 1018.9 to 1019.1 | 50 | 45 |
| Curve, M.P. 1020.7 to 1020.8 | 40 | 40 |
| 2 Curves, M.P. 1022.1 to 1023.1 | 50 | 45 |
| 12 Curves, M.P. 1075.8 to 1078.6 | 45 | 45 |
| 4 Curves, M.P. 1079.6 to 1081.5 | 35 | 35 |
| 3 Curves, M.P. 1082.8 to 1083.2 | 50 | 45 |
| 2 Curves, M.P. 1085.2 to 1086.0 | 50 | 45 |
| 3 Curves, M.P. 1090.5 to 1091.1 | 50 | 45 |
| Falling Rocks M.P. 1091.2 to 1091.5 | 15 | 15 |
| 12 Curves, M.P. 1091.9 to 1094.7 | 35 | 35 |
| Curve, M.P. 1150.0 to 1150.1 | 50 | 45 |
| 7 Curves, M.P. 1151.2 to 1153.3 | 45 | 45 |
| 5 Curves, M.P. 1153.7 to 1154.7 | 40 | 40 |
| DEMING DISTRICT. | | |
| 4 Curves, M.P. 1103.8 to 1105.2 | 35 | 35 |

22. 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.

1790 and 3800 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.

Passenger trains and engines running light or engines handling caboose cars only 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.

| STATION | STREETS | MILES PER HOUR |
|------------------|--|----------------|
| Trinidad..... | Commercial Street, Linden, Nevada, University and Stonewall Avenues..... | 15 |
| Raton..... | First and Second Streets..... | 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 |

22. 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 15, Incl., and 50..... | 100 | 40 | 40* |
| Diesels 100 to 165, Incl..... | 65 | 40 | 40 |
| Gas-Electric M-105, M-189, Incl..... | 60 | 60 | 25 |
| Gas-Electric M-190..... | 75 | 60 | 25 |
| (A) Atlantic Type 79 in. Drivers..... | 100 | 40 | 25 |
| (B) Atlantic Type 73 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 to 3785, Incl..... | 90 | 40 | 25 |
| (E) Prairie Type 69 in. Drivers..... | 50 | 40 | 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..... | 35 | 35 | 20 |
| 3160-3287; 3800-3940; 4000-4115..... | 55 | 40 | 25 |
| 5000-5035, Incl..... | 65 | 40 | 25 |
| All regularly assigned to switching service | 20 | 20 | 20 |
| All Other Engines..... | 20 | 20 | 20 |

*Diesels 1 to 15 inclusive and 50 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 73" Drivers | Pacific Type 79-84" Drivers | Pacific Type 73-74" Drivers | Prairie Type 69" Drivers |
| 1413 | 550, 552, 556 | 1211, 1212 | 1226 to 1399* | 1000 to 1152* |
| 1416 | 558, 559 | 1218, 1222 | 3409, 3411 | 1207, 1210 |
| 1453 | 1420, 1425 | 3400 to 3408* | 3443 to 3445* | 1214, 1215 |
| 1468 | 1431, 1458 | 3410 | 3449 | 1800 to 1886* |
| 1473 | 1462, 1483 | 3412 to 3442* | 3500 to 3534* | |
| | 1487, 1488 | 3446 to 3448* | | |
| | 1491, 1492 | 3450 to 3459* | | |
| | 1496, 1498 | 3460 to 3465* | | |

*Both Inclusive.

(E) Moving Against Current of Traffic.

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

22. SPEED REGULATIONS—(Cont'd).

(F) Maximum Speed over Submerged Track.

Diesel-Electric engines and gasoline-electric cars shall not be operated, either by towing or using traction motors for power, through water having depth over rail greater than shown below:

| Type of Engine or Car. | Depth of Water | |
|-----------------------------|----------------|-------------|
| | New Wheels | Worn Wheels |
| Passenger Diesels..... | 4 in. | 3 in. |
| Freight Diesels..... | 6 in. | 5 in. |
| 44-Ton Yard Diesels..... | 3 in. | 2 in. |
| Other Yard Diesels..... | 6 in. | 5 in. |
| Gasoline-Electric Cars..... | 4 in. | 3 in. |

Maximum speed of Diesel engine or gasoline-electric motor car towed or operated through water, three miles per hour.

Steam engines and passenger cars equipped with roller bearings will not be run through water nine inches or more over rail; lightweight air-conditioned passenger cars, eight inches or more over rail, and heavyweight air-conditioned passenger cars not equipped with roller bearings, one foot or more over rail. When so operated, speed shall not exceed five miles per hour. This does not modify Rule 317-A, Operating Department.

(G) 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.

(H) 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-electric motor cars being towed, sixty (60) miles per hour;

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

Passenger locomotives, Mountain type, including 4-8-2 and 4-8-4, twenty-five (25) miles per hour. All except Mountain type, including 4-4-0 to 4-6-2, thirty-five (35) miles per hour.

Trains handling Diesel yard engines dead in train must not exceed speed of thirty (30) miles per hour.

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

(I) Spring Switches, Turnouts, and Crossovers.

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

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

22. SPEED REGULATIONS—(Cont'd).

| STATION | TYPE | LOCATION | MILES PER HOUR | |
|----------------|-----------|--|----------------|---------|
| | | | Passenger | Freight |
| Bloom | Spring | West end siding..... | 15 | 15 |
| Thatcher | Spring | East and west end siding.. | 15 | 15 |
| Kalrew | Spring | West end siding..... | 15 | 15 |
| C & S Crossing | Interlock | End of double track..... | 30 | 20 |
| Jansen | Spring | East leg of wye M.P. 639.5 | 15 | 15 |
| Wootton | Spring | West end siding westward track..... | 15 | 15 |
| Wootton | Spring | East end siding eastward track..... | 15 | 15 |
| Lynn | Spring | West end siding westward track..... | 15 | 15 |
| Raton | Spring | End of double track..... | 15 | 15 |
| Dillon | Spring | East end siding..... | 15 | 15 |
| Hebron | Spring | West end siding..... | 15 | 15 |
| Schomberg | Spring | East and west end siding.. | 15 | 15 |
| French | Spring | East end siding..... | 15 | 15 |
| Gato | Spring | West end siding..... | 15 | 15 |
| Springer | Spring | East and west end siding.. | 15 | 15 |
| Robinson | Spring | West end siding..... | 15 | 15 |
| Colmor | Spring | East end siding..... | 15 | 15 |
| Nolan | Spring | East and west end siding.. | 15 | 15 |
| Levy | Spring | East end siding..... | 15 | 15 |
| Wagon Mound | Spring | East and west end siding.. | 15 | 15 |
| Bond | Spring | East and west end siding.. | 15 | 15 |
| Shoemaker | Spring | East and west end siding.. | 15 | 15 |
| Watrous | Spring | East and west end siding.. | 15 | 15 |
| Azul | Spring | East end siding..... | 15 | 15 |
| Arriba | Spring | East end siding..... | 15 | 15 |
| Las Vegas | Spring | East end freight yard..... | 15 | 15 |
| Las Vegas | Turnout | Crossover west end passenger siding..... | 30 | 20 |
| Romero | Spring | West end siding..... | 15 | 15 |
| Ojita | Spring | East end siding..... | 15 | 15 |
| Myers | Spring | West end siding..... | 15 | 15 |
| Chapelle | Spring | East and west end siding.. | 15 | 15 |
| Ribera | Spring | East and west end siding.. | 25 | 20 |
| Sands | Spring | East and west end siding.. | 25 | 20 |
| Ilfeld | Spring | East end siding..... | 15 | 15 |
| Rowe | Spring | East and west end siding.. | 15 | 15 |
| Fox | Spring | East end siding..... | 15 | 15 |
| Fox | Spring | End of double track..... | 25 | 20 |
| Glorieta | Spring | West end siding..... | 15 | 15 |
| Glorieta | Interlock | End of double track..... | 30 | 15 |
| Canyoncito | Spring | East and west end siding.. | 15 | 15 |
| Lamy | Spring | East and west end No. 1 track..... | 15 | 15 |
| Kennedy | Spring | East end siding..... | 15 | 15 |
| Los Cerrillos | Spring | East end siding..... | 15 | 15 |
| Rosario | Spring | East end siding..... | 15 | 15 |
| Domingo | Spring | East and west end siding.. | 15 | 15 |
| Elota | Spring | West end siding..... | 15 | 15 |
| Nueve | Spring | East and west end siding.. | 15 | 15 |
| Ruiz | Spring | West end siding..... | 15 | 15 |
| Hahn | Spring | End of double track..... | 25 | 20 |
| Abajo | Interlock | End of double track..... | 40 | 30 |
| Barr | Spring | West end 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 |

22. SPEED REGULATIONS—(Cont'd).

(J) 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 |

23. OVERHEAD OBSTRUCTIONS.

| 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. |
| 830.6 | 830-C | Apache Creek. |
| 831.8 | 831-B | Apache Creek. |
| EL PASO DISTRICT. | | |
| 902.5 | 902-C | Coal Avenue Viaduct. |
| 951.5 | 951-A | Rio Puerco. |
| 961.3 | 961-A | Rio Salado. |
| 1006.2 | 1006-A | Rio Grande. |
| 1112.5 | Las Cruces | Seed conveyor and wire over compress track at oil mill. |
| DEMING DISTRICT. | | |
| 1082.9 | 1082-D | Rio Grande. |
| 39.6 | 39-D | San Vincente. |
| 45.3 | 45-A | San Vincente. |
| FIERRO DISTRICT. | | |
| 3.7 | Hanover | Loading chute over Peru Mining Co. track. |

24. INTERLOCKING PLANTS.

(A) RULE 711.

Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

(B) When signals of an interlocking plant cannot be operated and the operator desires a train or engine to be moved through the plant, permission may be given verbally or by proceed signal with yellow flag or light, which will authorize movement as per Rule 830 (a) or (b) but in such cases some member of crew must precede train or engine and examine each interlocked switch and derail affecting such movement and flag any railroad crossings within the limits.

When conditions are such that hand signals cannot be observed, permission may be given by telephone. If unable to communicate with operator, spike switch and proceed, under flag protection, to the next governing signal, leaving the switch lined and spiked in the position found, making report at the first available point of communication.

(C) Locations.

- C. & S. CROSSING, M.P. 635.8, protected by interlocking plant.
- LYNN—Crossover switches are protected by interlocking plant.
- GLORIETA—End of double track protected by interlocking plant.
- ABAJO—End of double track is protected by interlocking plant.
- ISLETA—Junction between New Mexico and Albuquerque Divisions, both ends of siding on Albuquerque and east end of siding on New Mexico Division protected by interlocking plant.

Following whistle signals will indicate routes:

WESTWARD

| | | |
|---------------------------------|-----------|---|
| Albuquerque Division main track | _____ | |
| New Mexico Division main track | _____ | 0 |
| New Mexico Division siding | _____ 0 0 | |
| Albuquerque Division siding | _____ 0 | |

EASTWARD

| | | |
|---------------------------------|-------|---|
| Albuquerque Division main track | _____ | |
| New Mexico Division main track | _____ | 0 |

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

25. SPECIAL RULES AND FACILITIES.

(A) In automatic block territory on single track trains in clear on siding or other tracks will not use siding switches (or other switches not equipped with switch indicators) until indication of signals in both directions have been observed.

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

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

26. 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 | Frt. only. |
| SECOND DISTRICT | | | | |
| Union | 741.5 | 13 | East & West | Frt. Only. |

26. SIDINGS, SPURS AND FLAG STOPS NOT SHOWN ON SCHEDULE PAGE OF TIME TABLE—(Cont'd).

| Location | Miles from Atchison | Car Capacity | Switch Connection | Flag Stops for Trains |
|----------------------------|-------------------------|--------------|-------------------|-----------------------|
| THIRD DISTRICT | | | | |
| Algodones | 878.9 | 6 | West | Frt. only. |
| EL PASO DISTRICT | | | | |
| Kimney | 907.1 | 6 | East | Frt. only. |
| Polvadero | 966.7 | No siding | | Pass. only. |
| McNierney Stock Yards | 968.3 | 11 | East & West | Frt. only. |
| United M&M Corp. | 983.7 | 6 | East & West | Frt. only. |
| Tiffany Stock Yards | 1002.1 | 19 | East & West | Pass. and freight |
| Newalpitt | 1086.0 | 2 | East | Frt. only. |
| Fort Selden | 1097.3 | 5 | West | Pass. and freight. |
| Barker | 1113.9 | 1 | East | Frt. only. |
| BLOSSBURG DISTRICT | Miles from Dillon | | | |
| Gardiner Store Spur | 1.3 | 36 | East | Frt. only. |
| MAGDALENA DISTRICT | Miles from Socorro | | | |
| Quarry Tracks | 11.0 | 36 | East & West | Frt. only. |
| Kelly | 28.5 | 29 | East & West | Frt. only. |
| FIERRO DISTRICT | Miles from Hanover Jct. | | | |
| Bullfrog Mine | 0.2 | 10 | East & West | Frt. only. |
| Black Hawk | 2.3 | 12 | East & West | Frt. only. |
| Kearney | 2.6 | 19 | East & West | Frt. only. |
| Peru Mining Co. | 3.8 | 20 | East & West | Frt. only. |
| Union Hill | 4.7 | 37 | East & West | Frt. only. |
| SANTA RITA DISTRICT | Miles from Whitewater | | | |
| Precipitate Spur | 15.6 | 22 | West | Frt. only. |

27. 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.
- 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.

28. 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.
- SOCORRO.....Passenger Station.
- RINCON.....Passenger Station.
- EL PASO.....Freight Station and Union Depot.
- HURLEY.....Telegraph Office.

29. 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. | |

30. 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.

J. F. CARDER, Assistant Superintendent.....El Paso, Texas.

E. W. NOTGRASS, Trainmaster.....Las Vegas, N. M.
J. N. LANDRETH, Trainmaster.....Las Vegas, N. M.
C. W. FRASER, Assistant Trainmaster.....Hurley, N. M.

O. S. PARRISH, Chief Dispatcher.....Las Vegas, N. M.
D. L. BADGLEY, Night Chief Dispatcher.....Las Vegas, N. M.
J. H. BLAKE, Assistant Chief Dispatcher.....Las Vegas, N. M.

TRAIN DISPATCHERS—LAS VEGAS, N. M.

C. A. PURCELL.
E. L. ROBINSON.
O. R. KING.

W. E. ROSE.
J. C. HOPE.
C. E. SMOOT.

A. F. MATHIS.
L. B. MAY.
W. J. WINN.

J. W. FELLABAUM.
J. Z. CLOUD.
W. L. KELLY.

J. W. WOOSTER.
J. F. WALLER.
E. WALD.

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

LOCAL WATCH INSPECTORS—NEW MEXICO DIVISION.

A. J. BRADLEY.....La Junta.
RHOADES-HARBIDGE COMPANY.....Trinidad.
JAS. A. WHITED.....Raton.
V. N. MINAS.....Las Vegas.
FRANK MINDLIN.....Albuquerque.

BERNARD SPITZ (monthly trips to Lamy).....Santa Fe.
C. L. CARROLL.....Belen.
P. R. GANTZ (monthly trips to Hurley).....Silver City.
FRANK A. ARNOLD.....El Paso.

Agents Socorro and Rincon will handle monthly watch registrations for train and engine men.

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

DR. M. L. BISHOFF, Chief Surgeon.....Topeka.

DR. H. W. GOOTEE, Assistant Chief Surgeon.....Topeka.

NEW MEXICO DIVISION.

LA JUNTA HOSPITAL.

DR. R. S. JOHNSTON, Surgeon in Charge.
DR. W. A. LOOP, Assistant Surgeon.

DR. C. J. BROWN, Consulting Dentist.
DR. M. A. FARNSWORTH, Eye, Ear, Nose and Throat.

ALBUQUERQUE HOSPITAL.

DR. H. W. GOELITZ, Surgeon in Charge.
DR. GEO. J. GORE, Assistant Surgeon.
DR. W. B. LOVELACE, Surgical Consultant.

DR. L. C. COOK, Urologist.
DR. JOHN D. MORROW, Consulting Dentist.
DR. W. H. THEARLE, Tuberculosis Consultant.

LOCAL SURGEONS.

DR. H. E. ABRUMS.....Trinidad.
DR. O. J. WHITCOMB.....Raton.
DR. C. B. ELLIOTT.....Raton.
DR. V. K. ADAMS.....Raton.
DR. L. A. THOMPSON.....Springer.
DR. J. H. STEELE.....Wagon Mound.
DR. W. E. KASER.....Las Vegas.
DR. F. H. CRAIL.....Las Vegas.
DR. W. A. STARK.....Las Vegas.
DR. C. H. GELLENTHIEN.....Valmora.
DR. W. R. LOVELACE.....Albuquerque.

DR. E. L. WARD.....Santa Fe.
DR. R. R. BARTELS.....Socorro.
DR. A. J. EVANS.....Magdalena.
DR. A. C. WHITE.....Hot Springs.
DR. R. E. MCBRIDE.....Las Cruces.
DR. L. R. GADDIS.....El Paso.
DR. T. J. McCAMANT.....El Paso.
DR. J. A. STEEL.....Hatch.
DR. J. G. MOIR.....Deming.
DR. N. D. FRAZIN.....Silver City.

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

DR. S. G. VON ALMON.....El Paso.

| WESTWARD. | | | | | | | | | Freight Train Terminals, and Junctions. (Subject to Change Without Notice.) | EASTWARD. | | | | | | | | |
|------------------|------------------------------|-----------------------------------|------------------|------------------|------------------------------------|---------------------------------------|--|---|--|-------------------|------------------------------------|------------------------------------|--|---------------------|----------------------|-----------------------------------|------------------------------------|------------------|
| 35 | 57 | 31 | 59 | ADV TDF | 75 | 79 | 71 | 31 | | 46 | 72 | 80 | 76 | G-46 | 60 | 46 | 58 | 36 |
| Freight. | Way Freight. | Way Freight. | Freight. | Freight. | Way Freight. | Way Freight. | Way Freight. | N. M. Colo. and Kansas Fast Freight. | | Fruit Express. | Way Freight. | Way Freight. | Way Freight. | Freight. | Freight. | Way Freight. | Way Freight. | Freight. |
| Leave Daily. | Leave Thurs. and Sat. | Leave Daily Except Sun. | Leave Daily. | Leave Daily. | Leave Mon. Wed. and Fri. | Leave Sun. Tues. and Thurs. | Leave Thurs. Thurs. and Sat. | Leave Daily. | | Arrive Daily. | Arrive Mon. Wed. and Fri. | Arrive Mon. Wed. and Fri. | Arrive Thurs. Thurs. and Sat. | Arrive Daily. | Arrive Daily. | Arrive Daily Except Sun. | Arrive Mon. Wed. and Fri. | Arrive Daily. |
| | | | | | | | AM 7.15 | AM 10.30 | LA JUNTA. | PM 4.00 | PM 2.00 PM | | | | | | | |
| | | | | | | | PM 1.00 | PM 1.30 2.30 | 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 4.45 | | | | | |
| | | | | | 8.30 8.45 | | | 6.10 | LAMY. | 1.30 AM | | 12.35 12.15 PM | | | | | | |
| | | | PM 6.15 | PM 12.15 | PM 1.00 PM | | | 9.30 10.00 | ABAJO. | 11.30 10.30 | | 7.45 AM | PM 6.30 | PM 2.15 | | | | |
| | | | | | 12.45 PM | | | | ISLETA. | | | | 6.00 PM | | | | | |
| | | 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 2.30 PM | 2.30 3.30 | | | | | | RINCON. | | | | | 4.00 3.00 | 1.00 AM | PM 2.55 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. | Arrive Thurs. and Sat. | Arrive Daily Except Sun. | Arrive Daily. | Arrive Daily. | Arrive Mon. Wed. and Fri. | Arrive Sun. Tues. and Thurs. | Arrive Thurs. Thurs. and Sat. | Arrive Daily. | | Leave Daily. | Leave Mon. Wed. and Fri. | Leave Mon. Wed. and Fri. | Leave Thurs. Thurs. and Sat. | Leave Daily. | Leave Daily. | Leave Daily Except Sun. | Leave Mon. Wed. and Fri. | Leave Daily. |

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

PASSENGERS WILL BE CARRIED ON THE FOLLOWING FREIGHT TRAINS ONLY:

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

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

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

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

- | | |
|---|---|
| <p>No. 1 (a) At Morris and Olathe to receive passengers for Arizona and California. (b) At Ottawa Jct. to receive passengers for Wichita and beyond.</p> <p>No. 2 (a) At any station Wichita to Kansas City, to discharge passengers from Wellington or beyond. (b) At Florence, to discharge passengers from south of Newton. (c) At Strong City, to discharge from Wichita or beyond. (d) At any station east of Kansas City, to discharge passengers from beyond Kansas City. (e) At Dallas City, Stronghurst, Williamsfield, Toluca, Ransom, Kinsman, Verona, or Mazon, to receive passengers for Chicago or beyond.</p> <p>No. 3 (a) At Toluca, to receive for Kansas City and beyond. (b) At any station Hutchinson to Dodge City to discharge passengers from Kansas City and beyond and to receive passengers for La Junta and beyond. (c) At Stafford, St. John or Kinsley, to discharge passengers from Hutchinson or beyond; or to receive passengers for Dodge City or beyond. (d) At Granada to receive passengers for California.</p> <p>No. 4 (a) At Los Cerrillos, to receive for La Junta and beyond. (b) At Deerfield and Holcomb, to receive passengers for Dodge City and east, or discharge passengers from west and north of La Junta. (c) At St. John or Stafford, to discharge passengers from Dodge City or beyond; or to receive passengers for Hutchinson or beyond.</p> <p>No. 5 (a) At any station in Illinois, to discharge passengers from beyond Chicago. (b) At any station Chicago to Fort Madison, to receive passengers for Kansas City or beyond.</p> <p>No. 8 (a) At any station La Junta to Newton, to discharge passengers from Trinidad or beyond. (b) At Las Animas, to discharge passengers from beyond La Junta.</p> <p>Nos. 9-90. (a) At any station Kansas City to Dodge City, to receive passengers for Las Animas or beyond. (b) At Granada, to receive passengers for La Junta and beyond. (c) At Las Animas, to receive passengers for Pueblo or beyond; or to discharge passengers from Dodge City or beyond. (d) At any station La Junta to Pueblo, to discharge passengers from beyond Las Animas. (e) At any station Pueblo to Denver, to discharge passengers from Las Animas or beyond.</p> <p>Nos. 101-10. (a) At any station Denver to Pueblo, to receive passengers for Las Animas or beyond. (b) At any station Pueblo to La Junta, to receive passengers for beyond Las Animas. (c) At Littleton, to receive passengers for Colorado Springs; or to receive passengers for Pueblo or beyond. (d) At Las Animas, to discharge passengers from Pueblo or beyond; or to receive passengers for Dodge City or beyond. (e) At any station Dodge City to Kansas City, to discharge passengers from Las Animas or beyond. (f) At any station LeLoup to Kansas City, to discharge passengers from west of Ottawa Junction and beyond.</p> <p>Nos. 13-130. At any station La Junta to Denver, to discharge passengers (From La Junta) from La Junta or beyond. Nos. 141-14. At any station Denver to La Junta, to receive passengers (From Denver) La Junta or beyond.</p> <p>No. 17. At Galesburg, to receive passengers for scheduled stops in California.</p> <p>No. 18. At Galesburg, to discharge passengers from Los Angeles, Pasadena, San Bernardino, or Barstow.</p> <p>No. 19. (a) At Joliet, Streator, or Chillicothe, to discharge passengers from Chicago or beyond; and to receive passengers for Kansas City or beyond. (b) At Galesburg, to discharge passengers from beyond Chicago.</p> | <p>(c) At Galesburg, La Plata, Marceline, or Carrollton, to receive passengers for Colorado, New Mexico, Arizona, or California. (d) At Valmora, to discharge passengers from Kansas City or beyond; or to receive passengers for Barstow or beyond.</p> <p>No. 20. (a) At Valmora, to discharge passengers from Barstow or beyond; or to receive passengers for Kansas City or beyond. (b) At Carrollton, Marceline, La Plata, Galesburg, Streator, or Joliet, to discharge passengers from California or Arizona. (c) At Galesburg, to receive passengers for beyond Chicago.</p> <p>No. 21. (a) At Joliet, Streator, Chillicothe and Galesburg, to receive passengers for California. (b) At Hutchinson, to discharge passengers from Kansas City or beyond; or to receive passengers for La Junta or beyond. (c) At Glorieta or Lamy, to discharge passengers from Trinidad or beyond; or to receive passengers for Gallup or beyond.</p> <p>No. 22. (a) At Lamy, to discharge passengers from Gallup or beyond; or to receive passengers for Trinidad or beyond. (b) At Trinidad, to discharge passengers; or to receive passengers for Kansas City or beyond. (c) At Hutchinson, to discharge passengers from La Junta or beyond; or to receive passengers for Kansas City or beyond. (d) At Ottawa Jct., stop to discharge passengers for Ottawa and for connection with No. 47. (e) At Galesburg, Chillicothe, Streator and Joliet to discharge passengers from scheduled stops in California.</p> <p>No. 23. (a) At any station Chicago to Kansas City, to receive passengers for Newton or beyond. (b) At East Ft. Madison, to discharge passengers from Chicago. (c) At Medill or Baring, to receive passengers for Kansas City or beyond; or to discharge passengers from Chicago or beyond.</p> <p>No. 24. (a) At any station Belen to Kansas City, to discharge passengers from Arizona or California. (b) At any station Kansas City to Chicago, to discharge passengers from beyond Kansas City. (c) At any station Fort Madison to Chicago, to discharge passengers from Kansas City. (d) At East Fort Madison, to receive passengers for Chicago or beyond. (e) At Ransom, Kinsman, Verona, or Mazon, to discharge passengers from west of Fort Madison; or to receive passengers for Chicago or beyond.</p> <p>No. 27. (a) At Marland to receive passengers for Oklahoma City. (b) At Olathe, stop to receive passengers for south of Newton and west via Wellington. (c) At Quenemo, stop to receive passengers for Newton and beyond.</p> <p>No. 27. (C & S) (a) At Littleton, Castle Rock, Larkspur, or Fountain, to receive passengers for east or south of Pueblo. (b) At Palmer Lake, to receive or discharge passengers.</p> <p>No. 28. (a) At Edmond, to receive passengers for Ponca City or beyond. (b) At Marland to discharge passengers from Oklahoma City. (c) At Ottawa Jct., to discharge passengers from Wichita and beyond. At Palmer Lake, to receive or discharge passengers.</p> <p>No. 28. (C & S) No. 47. (a) At Gardner, Edgerton, Wellsville, Richmond, and Colony, to discharge passengers from Kansas City, Mo., or beyond. (b) At Gardner, to receive passengers for Chanute or beyond. (c) At Humboldt, to discharge passengers from Kansas City, Mo., or beyond; and to receive passengers for beyond Chanute.</p> <p>No. 50. At any station Tulsa to Chanute, to receive passengers for Kansas City, Mo., or beyond.</p> <p>No. 127. At any station Newton to La Junta, to receive or discharge passengers.</p> |
|---|---|

The following signs indicate:

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

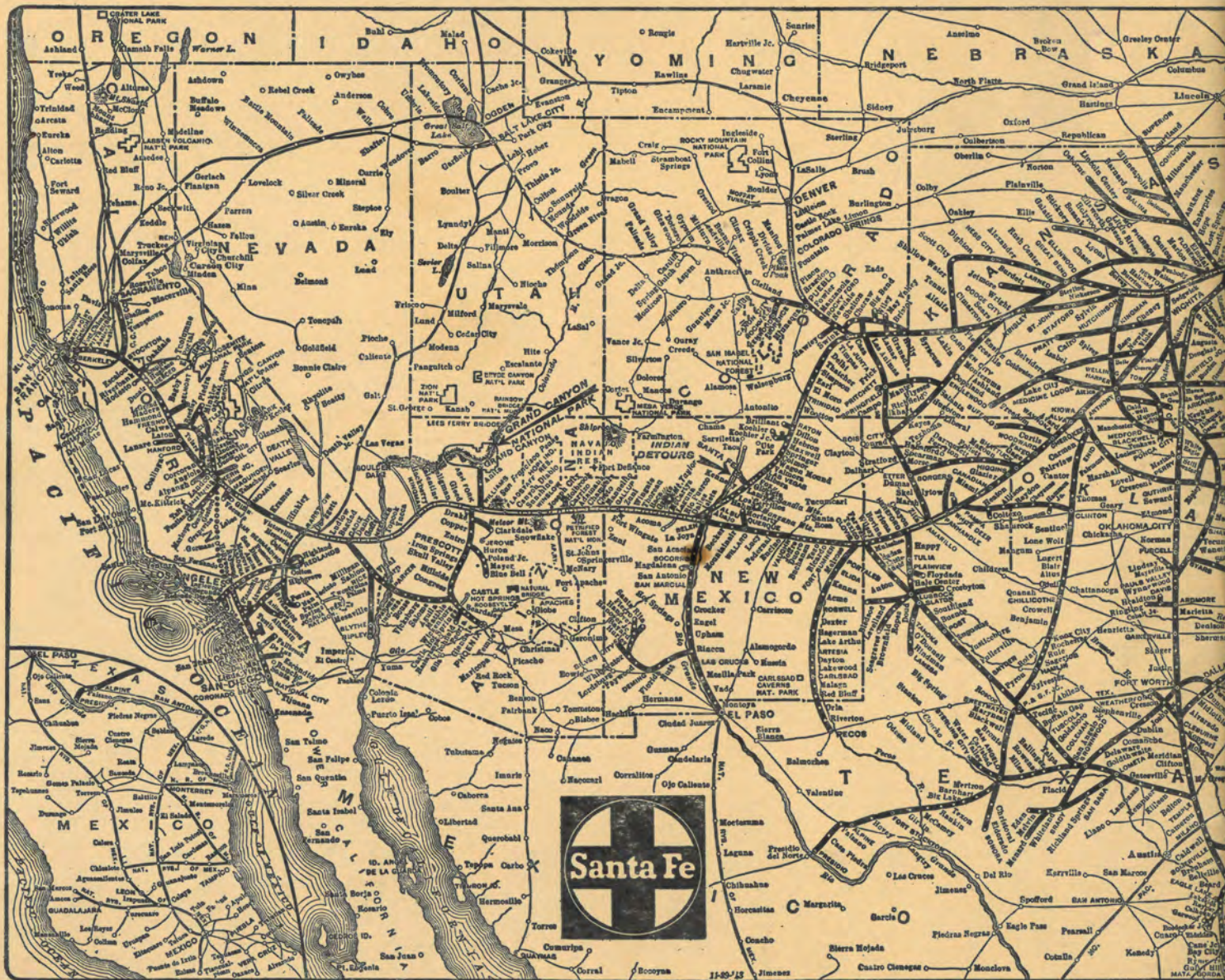


SANTA FE

SAFETY

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

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



— Santa Fe Through Lines == Double Track plus two main lines between Newton and Albuquerque - - - - - Steamship Lines