Santa Fe Pacific Railroad Company

TIME TABLE No. 1.

Superseding A. & P. Time Table No. 46, in Effect May 30, 1897.

To Take Effect Friday, October 22, 1897,

AT 12:05 A. M.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYES ONLY.

NOTE IMPORTANT CHANGES IN SPECIAL RULES.

TIMES-MIRROR PRINT.

2

NEW MEXICO DIVISION.

Chass CHAS G BLAS GLAS G	Third Second FIRST CLASS					CAPACITY	DISTANCE	RULING	TIME TABLE NO.	RULING	DISTANCE				second	Third
3 1 3 3 3 1 0 0etober sand, r897. 2 4 3 4 3 2 NBT. Bull.	Class Class		FIRST CLASS		OF SIDING.	FROM ALBUQUERQ'E	GRADE ASCENDING.	in the	GRADE ASCENDING.	FROM MOJAVE.	FIL	RST CL.	ASS		Class	
CARTING Control Control <t< th=""><th>31</th><th>33</th><th></th><th>3</th><th>1</th><th></th><th></th><th></th><th>October 22nd, 1897.</th><th></th><th>12</th><th>2</th><th>4</th><th>1</th><th>34</th><th>32</th></t<>	31	33		3	1				October 22nd, 1897.		12	2	4	1	34	32
5.4.40 10.1.60 12.1.69 10.4.09 Tab. 1 NALBUOUENT 94. 818.3 10.2.99 8.5.59 4.1.09 3.2.9 6.3.00 10.5.00 11.8.00 11.00 40 28.4 3.3.00 2.3.00 1.3.00 2.3.00 1.3.00 2.3.00 1.3.00 2.3.00 1.3.00 1.3.00 1.3.00 1.3.00 1.3.00 1.3.00 1.3.00 2.3.00 1.3.00 1.3.00 1.3.00 2.3.00 1.3.00 1.3.00 1.3.00 2.3.00 1.3.00 1.3.00 1.3.00 1.3.00 1.3.00 1.3.00 1.3.00 1.3.00 1.3.00 1.3.00 1.3.00 1.3.00	DAILY.	DAILY.		See Note.	DAILY.	No. CARS.	MILES		STATIONS.	1	MILES,	DAILY.	See Note.		DAILY.	DAILY.
8.200 10.500 124.409 11.00 36 12.7 41.1 11.105 36 12.7 31.1 11.105 31.1 11.105 31.1 11.105 31.1 11.105									Leave Arrive							
8.200 10.500 12.400 11.050 36 12.7 0.3 N 13.16 805.6 10.000 3.300 2.300 7.80 11.40 1.0.50 41 30 23.4 11.00 23.4 11.00 23.4 11.00 23.40 11.00 23.40 11.00 23.40 11.00 23.40 11.00 23.40 11.00 23.40 11.00 23.40 11.00 23.40 11.00 23.40 12.40 11.10 23.40 12.45 13.00 2.46 2.00 12.25 11.00 12.25 11.00 12.25 11.00 12.25 11.00 12.25 11.00 12.25 11.00 11.00 12.25 11.00 12.25 11.00 11.10 11.00 12.25 11.00 11.10 <	5.45AM	10.15AM		12.15PM	10.40PM	YARD.		21,1	N ALBUQUERQUE N	26 4	818.3	10.25PM	8.55PM		4.15PM	3.25
7.80 11.40 1.65 11.30 40 23.4 23.4 23.4 23.4 23.5 21.0 6.1.0 6.1.0 6.1.0 6.1.0 6.1.0 11.80 41 34.0 23.4 7 BLO PUERO 0.0 77.6 9.0.0 9.2.8 77.6 9.0.0 9.2.8 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 1.05 36.4 9.0.8 9.8.8 0.0 2.2.8 1.05 8.2.9 1.05 8.2.9 1.05 8.2.9 1.05 8.2.9 1.05 8.2.9 1.05 8.2.9 1.05 1.00 1.2.8 1.00 1.2.8 1.00 1.2.9 1.00 1.2.8 1.00 1.2.9 1.00 1.2.9 1.00 1.0.0 </td <td>6.20M</td> <td>10.504</td> <td></td> <td>12.40PM</td> <td>11.05PM</td> <td>36</td> <td>12.7</td> <td></td> <td></td> <td></td> <td>805.6</td> <td>10.00PM</td> <td>3.308</td> <td></td> <td>3.30PM</td> <td>2.40</td>	6.20M	10.504		12.40PM	11.05PM	36	12.7				805.6	10.00PM	3.308		3.30PM	2.40
7.50 18.10 12.10 1.23 11.50 41 34.0 7.80 T T R10 728.3 19.20 9.48 9.00 1.33 9.20 9.20 3.10 1.23 1.435 9.20 3.8 47.20 9.20 3.8 47.20 9.20 3.8 47.20 9.20 3.8 47.20 9.20 7.60 1.60 9.20 7.60 1.60 9.20 2.65 1.60 1.210 11.30 1.32 1.32 1.33 1.32 1.33	7.20	11.40		1.05	f11.30	40	23.4			52.8	794.9	f 9.41	3.10		2.55	2.10
8.15 12.35 1.35 12.45 1.35 12.92 38 47.2 2.3 GARCIA 77.6 F.9.0S 2.35 1.30 12.35 9.30 2.96 2.16 12.45	7.50	12.10PM		1.23	f11.50	41	34.0	52.8	T RIO PUERCO T	0	784.3	1 9.20	2.48		2.00	1.23
8.50 1.60 1.50 12.20 38 47.2 2.3 5.3.7 77.1.1 9.00 2.2.5 1.00 12.2.0 11.00 12.10 11.10 11.00 11.10 11.00 <td>8.15</td> <td>12.35</td> <td></td> <td>1.35</td> <td>f12.02AM</td> <td>59</td> <td>40.7</td> <td></td> <td>GARCIA</td> <td>0</td> <td>777.6</td> <td>f 9.08</td> <td>2.35</td> <td></td> <td>1.35</td> <td>12.35</td>	8.15	12.35		1.35	f12.02AM	59	40.7		GARCIA	0	777.6	f 9.08	2.35		1.35	12.35
9.30 2.16 12.46 12.45 38 59.8 0.0 2.46 2.46 12.45 11.40 35.5 61.1 75.5 5.8.6 12.45 11.40 12.45 11.40	8.50			1.50	f12.20	38	47.2		SAN JOSE	28.2	771.1	f 9.00	2.25		1.05	12.10
0.00 2.45 2.64 1.05 3.5 66.1 2.8 T LAGUNA T 16.3 752.2 8.25 1.65 12.10* 11.60 12.10* 11.60 12.10* 11.60 11.60 11.60 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60 12.10* 11.60	9.30	2.08	-	2.15	f12.45	38	59.8		EL RITO	0	758.5	f 8.40	2.08		12.25	11.30
0.30 8.10 2.47 f.1.7 39 78.1 92.8 78.1 97.0 97.1 97.1 97.1 97.1 97.1 97.1 97.1 97.0	0.00	2.45		2.34	s 1.05	35	66.1		T LAGUNA T		752.2	s 8.25	1.55		12.10PM	11.10
1.10 3.55 S.11 (1.40) 38 8.5.5 9.5.5 MCC ARTYS SLIPT 0.6.7 734.8 (7.45 1.20 (1.10) 9.5.5 1.55 4.55 3.40 2.10 39 90.1 92.5 SLIPT 6.36 74.55 1.20 (1.10) 9.5.5 2.38 ^m 5.36 4.00 (2.29) 38 107.3 92.5 BLUEWATER 8.7 711.0 (7.45 1.20 (1.10) 9.5.5 2.00 6.45 4.45 (3.07) 30 121.9 2.5 DIAS 9.5.5 0.13.5 0.00 8.53 2.15 7.00 4.55 3.07 80 125.2 9.5.5 SUMAT 6.36 6.95.5 11.45 8.90 7.65 3.20 7.55 5.10 (3.30) 110 186.7 7 9.5 9.55 11.20 7.40 8.35 9.00 9.5 9.10 8.55 9.10 9.55 9.10 9.55 9.10 9.55 9.10 9.55 9.10 9.55 9.10 9.55	0.30	3.10		2.47	f 1.17	39	72.1		CUBERO		746.2	f 8.10	1.40		11.50	10.30
Indication Indicat	1.10	3.55		3.11	f 1.40	38	83.5		MCCARTYS		734.8	f 7.45	1.20		11.10	9.55
1.55 8.40 \$2.10 39 96.1 92.5 T GRANTS 7 722.2 7.20 12.55 10.35 9.25 2.39 ^m 5.35 4.00 £2.9 38 107.3 22.8 F GRANTS 7 722.2 7.20 12.55 10.35 9.25 10.00 8.55 2.39 ^m 6.30 4.35 f 2.00 38 107.3 22.8 GRANTS 7 71.0 f 2.35 10.00 8.55 2.00 6.45 4.45 f 3.00 39 121.9 22.8 GRANTS 7.00 696.4 f 6.30 12.10 9.20 8.13 2.10 7.00 4.65 f 1.0 13.0 136.1 10.01 8.0 9.10 8.55 3.20 7.55 5.35 8.30 10.0 186.1 000 11.57 9.20 8.16 4.00 6.00 6.00 6.00 6.00 6.00 6.00 6.00 6.00 6.00 6.00 6.00 6.00 6.00 6.00 6.00 6.00<						SPUR.	94.8				723.5					
2.35 ^m 5.35 4.00 2.28 ^m 38 107.8 02.8 BLUEWATER 7.6 1.7 711.0 7.00 12.35 10.00 8.55 1.10 6.00 4.15 2.45 5.2 114.9 5.2 124.9 5.2 124.9 5.2 124.9 5.2 0.0 6.45 4.455 13.00 9.25 0.0 6.45 4.455 13.00 9.20 8.55 2.00 6.45 4.455 8.30 25 128.8 0.10 10.10 6.6.21 12.9.0 9.10 8.55 2.15 7.00 4.55 7.30 10 8.30 10 186.1 6.8 0.00 11.01 6.21 12.9.0 9.10 8.55 2.45 7.55 5.35 5.35 7.30 11.0 10.10 8.90 7.5 0.00 1.55 0.00 7.5 0.00 7.5 0.00 7.5 0.00 7.5 2.45 7.9 10.50 9.50 11.01 17.7 10.51 9.55 11.65 9.55 11.45 <th< td=""><td>1.55</td><td>4.55</td><td></td><td>3.40</td><td>s 2.10</td><td>39</td><td>96.1</td><td></td><td>T GRANTS T</td><td></td><td>722.2</td><td>s 7.20</td><td>12.55</td><td></td><td>10.35</td><td>9.25</td></th<>	1.55	4.55		3.40	s 2.10	39	96.1		T GRANTS T		722.2	s 7.20	12.55		10.35	9.25
1.10 6.00 4.15 2.45 52 114.9 42.5 FACA 7.0 3.7 70.3.4 7.6.5 12.00 9.40 8.35 1.45 6.30 4.456 4.30 39 121.9 33 0.00 6.43 4.456 4.30 39 121.9 33 0.00 6.44 6.650 12.10 9.40 8.35 2.00 6.456 4.456 7.30 80 125.2 32.8 0.00 6.92.1 12.00 9.40 8.35 2.15 7.00 4.55 7.35 5.10 7.30 110 136.1 2.5 692.1 6.55 11.45 8.20 7.15 3.20 7.56 5.35 3.50 75 146.2 16.6 T WINGT 8.25 692.1 6.55 11.45 8.20 7.15 3.30 10.00 6.50 7.443 39 174.2 32 7.00 7.00 5.456 7.400 8.456 6.50 7.400 8.456 6.50 7.400 8.456 6.50 7.400 8.4	2.35PM	5.35		4.00	t 2.29	38	107.3		BLUEWATER		711.0	f 7.00	12.35		10.00	8.55
1.45 6.30 4.35 7.00 3.9 121.9 2.8 ORTAN 6.4.5 4.4.5 8.007 80 125.8 2.8 MITCHELL 2.8 696.4 6.30 12.10 9.20 8.15 2.00 6.4.5 4.4.55 8.07 80 125.8 2.5 62.8 MITCHELL 2.8 698.4 6.30 12.00 9.10 8.05 2.15 7.05 5.35 8.30 7.0 14.6.8 10 186.1 0 0.00 7.10 652.6 61.16 11.45 8.00 7.40 6.35 3.20 7.55 5.35 8.30 75 146.8 1.6 7 WINGATE T 3.7 67.14 6.35 11.45 8.00 7.40 6.35 3.30 10.00 6.35 4.430 3.9 16.57 7 4.45 3.9 17.42 9.2 7 9.10 5.10 7.40 6.35 3.30 11.00 6.35 6.44 3.9 17.42 9.2 7 6.11 8.16 6.2	1.10	6.00		4.15	f 2.45	52	114.9		BACA		703.4	t 6.45	12.20		9.40	8.35
2.00 6.46 4.45 8.07 80 125.2 62.8 MITCHELL 22.8 683.1 6.21 12.05% 9.10 8.05 2.15 7.00 4.55 7.31 25 18.8 25.8 18.8 23.8 SUMMIT 22.8 683.1 6.21 12.05% 9.00 7.55 2.45 7.25 5.10 7.33 110 136.1 0 7.55 5.35 11.45 8.00 7.14 6.35 7.46.2 7.40 6.35 3.20 7.55 5.35 1.46.2 11.6 7.7 WINCHELT 8.0 660.5 5.535 11.20 7.40 6.35 7.00 10.80 6.20 4.430 89 165.7 5.2 3.8 10.25 5.35 11.20 7.40 6.35 7.00 10.80 6.20 4.45 39 174.2 2.2 7.4 6.35 4.45 6.00 2.10 8.17 652.6 4.4.0 10.45 5.20 8.20 8.20 8.20 8.20 8.20 8.20 8.	1.45	6.30		4.35	f 3.00	39	121.9		CHAVES		696.4	f 6.30	12.10		9.20	8.15
2.15 7.00 4.55 f 3.16 25 128.8 2.3 SUTAILT 2.3 689.5 f 6.15 11.59 9.00 7.55 2.45 7.25 5.10 f 3.30 110 136.1 0 T WINGATE 3.0 689.5 f 6.15 11.59 9.00 7.55 3.20 7.55 5.35 3.50 75 146.2 11.6 T WINGATE 3.0 672.1 \$5.55 11.45 8.90 7.15 4.300 6.20 f 4.30 39 165.7 5.2 7.0 660.5 5.45 11.65 6.82 6.82 6.82 6.82 6.82 6.82 6.82 6.82 6.82 6.82 6.82 6.82 6.82 6.82 6.82 6.82 6.82 6.82 6.82 6.83 7.00 6.83 7.00 6.83 7.0 6.83 7.0 6.83 7.0 6.83 7.0 6.83 7.0 6.83 7.0 6.83 7.0 6.83 7.0 6.83 7.0 7.0 7.0 7.0 <td< td=""><td>2.00</td><td>6.45</td><td></td><td>4.45</td><td>f 3.07</td><td>80</td><td>125.2</td><td></td><td>MITCHELL</td><td></td><td>693.1</td><td>f 6.21</td><td>12.05PM</td><td>I</td><td>9.10</td><td>8.05</td></td<>	2.00	6.45		4.45	f 3.07	80	125.2		MITCHELL		693.1	f 6.21	12.05PM	I	9.10	8.05
2.45 7.25 5.10 i 3.30 110 136.1 0 COUNDGE 8.0 682.2 i 5.55 11.45 8.20 7.15 3.20 7.55 5.35 s 3.50 75 146.2 11.6 T WINGATE 8.7 672.1 s 5.35 11.45 8.20 7.40 6.35 4.00% 60.05% s 4.05% 4.15% 11.85 11.67 7.40 6.35 7.00 10.30 6.20 i 4.30 39 165.7 3.2 7.9 8.7 661.5 s 4.45 10.65% 60.05 s 4.45% 10.65% 60.05 s 4.45% 10.65% 60.05 s 4.45% 10.65% 60.05% s 5.10% 10.05% 60.00% 5.40 3.20 7.30 11.00 6.357 i 4.65 39 174.2 3.2 3.2 7.14 i 4.15 10.00 4.455 2.50 3.20 3.20 3.20 62.10 64.11 i 4.15 10.00 4.455 2.50 3.20 3.20 3.20 3.20 3.20 3.20 3.20 <td< td=""><td>2.15</td><td>7.00</td><td></td><td>4.55</td><td>f 3.15</td><td>25</td><td>128.8</td><td>100</td><td>SUMMIT</td><td></td><td>689.5</td><td>f 6.15</td><td>11.59</td><td></td><td>9.00</td><td>7.55</td></td<>	2.15	7.00		4.55	f 3.15	25	128.8	100	SUMMIT		689.5	f 6.15	11.59		9.00	7.55
3.20 7.55 5.35 8.350 75 146.2 1.6 T WINGATE 31.7 672.1 8.36 11.20 7.40 6.35 4.00% 8.30% 6.00% 4.10% Yun 157.8 9.5 7.9 31.7 662.0 8.36 11.20 7.40 6.35 7.00 10.80 6.00% 4.15% 39 165.7 9.5 7.9 31.7 660.5 5.10% 10.65% 6.00% 5.10% 10.55% 600.5 5.10% 10.55% 600.5 5.10% 10.65% 600.5 5.10% 10.65% 600.5 5.10% 10.65% 600.5 5.10% 10.6 7.9 31.7 600.5 5.10% 10.65% 600.5 5.10% 10.65% 600.5 5.10% 10.6 7.9 31.7 600.5 5.10% 10.6 7.9 31.7 600.5 5.10% 10.6 7.9 31.7 600.5 7.9 7.10 10.55% 30.5 10.8 31.7 600.5 7.9 7.10 10.55% 30.5 10.55% 30.7 61.5	2.45	7.25	1	5.10	f 3.30	110	136.1	and the second second	COOLIDGE		682.2	1 5.55	11.45		8.20	7.15
4.30% 10:00% 6:00% 4.19% 1MB 157.8 4.7. CALLUP Le. 660.5 5.445% 10.45% 7.00% 5.45% 7.00 10.30 6.20 4.30 39 165.7 32 7.9 31.7 652.6 4.430 10.25 5.20 3.20 7.30 11.00 6.35 f.445 39 174.2 32 7.9 31.7 644.1 f.4.15 10.00 4.45 25.00 3.20 8.00 11.85 6.57 f.502 39 187.0 10.58 ALLANTOWN 81.7 631.3 8.355 9.35 4.05 2.10 8.25 12.05 7.18 f.5.25 38 199.8 15.8 SAMDERS 81.7 605.4 \$2.55 8.45 2.25 12.90 10.120 12.90 81.7 592.5 f.2.25 8.25 12.90 10.20 12.90 81.7 585.7 f.2.12 8.15 12.90 10.40 12.90 81.7 592.5 f.2.25 8.25 1.20 0.00 1.30	3.20	7.55		5.35	s 3.50	75	146.2		T WINGATE I		672.1	s 5.35	11.20		7.40	6.35
7.00 10.80 6.20 t 4.30 89 165.7 $DEFANCE$ $B.7$	4.00PM 6.30PM	8.30PM 10.00PM		\$6.00PM 6.05PM	s 4.10AM 4.15AM	YARD.	157.8	11.0	Ar. CALLUP N		660.5	5.10PM	10.554 \$10.454		7.00AM	5.45
7.30 11.00 6.35 f 4.45 39 174.2 8.2 5.5 T ALLANTOWN 81.7 644.1 f 4.15 10.00 4.45 2.50 8.00 11.35 6.57 f 5.02 39 187.0 0 ALLANTOWN 81.7 631.3 f 8.55 9.85 4.05 2.10 8.25 12.05 7.10 f 5.17 78 195.2 0 0 QUERINO CANON 81.7 623.1 f 8.35 9.15 3.35 1.35 8.40 12.20 7.18 f 5.50 40 212.9 15.8 15.8 SANDERS 81.7 618.5 f 8.25 9.05 8.20 12.20 0.00 1.50 8.08 f 6.15 38 225.8 0 11.20 81.7 592.5 5.25 8.45 2.25 11.20 0.40 2.10 8.30 f 6.35 39 238.2 0 CARKIZO 81.7 572.9 1.45 7.50 12.95 11.00 1.40 2.50 8.57 7.00 100 258.0 </td <td></td> <td></td> <td></td> <td>-</td> <td></td> <td>39</td> <td>165.7</td> <td>9.5</td> <td></td> <td>31.7</td> <td>652.6</td> <td></td> <td></td> <td>10.0</td> <td>5.20</td> <td>3.20</td>				-		39	165.7	9.5		31.7	652.6			10.0	5.20	3.20
8.00 11.35 6.57 5.02 39 187.0 15.8 ALLATOWN S.2 81.7 631.3 1 8.55 9.35 4.05 2.10 8.25 12.05M 7.10 5.17 73 195.2 0 0 QUERIXO CANON 81.7 631.3 1 8.55 9.35 4.05 2.10 8.40 12.20 7.18 1 5.25 38 199.8 15.8 SALLANTOWN 81.7 631.3 1 8.55 9.35 4.05 2.10 9.25 12.55 7.48 1 5.00 40 212.9 15.8 SANDERS 31.7 605.4 2.25 8.45 2.25 1.20 0.00 1.30 8.08 6.15 38 225.8 0 81.7 592.5 1 2.25 8.45 2.25 1.30 11.20 0.20 1.60 8.30 6.35 39 238.2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1.20 1.20 1.20 <		-	-			-	-	3.2	8.5	81.7			-		4.45	2.50
8.25 12.05M 7.10 f 5.17 78 195.2 0 QUERINO CANON 81.7 628.1 f 8.85 9.15 8.35 1.35 8.40 12.20 7.18 f 5.25 38 199.8 15.8 15.8 3.47 628.1 f 8.85 9.15 8.20 1.20 9.25 12.55 7.43 f 5.00 40 212.9 15.8 15.8 1.58 1.57 605.4 \$ 2.55 8.45 2.25 12.20 0.00 1.30 8.08 f 6.15 38 225.8 0 12.9 8.7 592.5 f 2.25 8.25 1.30 11.20 0.40 2.10 8.30 f 6.35 39 288.2 0 CARRIZO 8.7 580.1 f 2.00 8.05 12.25 10.40 1.40 2.50 8.57 7.00 100 258.0 15.8 N HOLBROOK 3.7 559.5 f 1.15 7.27 11.20 9.30 1.40 2.50 8.57 7.00 100 258.8 0 8.7							-	15.8	12.8							2.10
8.40 12.20 7.18 f 5.25 38 199.8 15.8 SANDERS 31.7 618.5 f 3.25 9.05 8.20 1.20 9.25 12.55 7.43 f 5.50 40 212.9 0 15.8 SANDERS 31.7 618.5 f 3.25 9.05 8.20 1.20 0.00 1.30 8.08 f 6.15 38 225.8 0 81.7 605.4 \$ 2.55 8.45 2.25 12.90 0.20 1.50 8.20 f 6.25 84 232.6 0 ADAMANA 81.7 585.7 f 2.12 8.15 12.55 11.00 0.40 2.10 8.30 f 6.35 39 238.2 0 CARRIZO 81.7 580.1 f 2.00 8.05 12.95 10.40 1.40 2.50 8.57 7.00 100 253.0 15.8 N HOLBROOK 5.4 565.3 1.30 7.85 11.40 9.55 1.55 8.05 9.07 7.10 25 25.8.8 0 S.4 565.3								0		31.7		-	- Performance			1.35
9.25 12.55 7.43 f 5.50 40 212.9 15.8 13.1 13.1 81.7 605.4 \$ 2.55 8.45 2.25 12.90 0.00 1.30 8.08 f 6.15 38 225.8 0 BILLINGS 81.7 592.5 f 2.25 8.25 1.30 11.20 0.20 1.50 8.20 f 6.25 84 232.6 0 BILLINGS 81.7 585.7 f 2.12 8.15 12.55 11.00 0.40 2.10 8.30 f 6.35 39 238.2 0 CARRIZO 81.7 580.1 f 2.00 8.05 12.25 10.40 1.00 2.30 8.42 f 6.45 40 245.4 18.2 AZTEC 81.7 580.1 f 2.00 8.05 12.054 10.20 1.40 2.50 8.57 7.00 100 253.0 15.8 PUTNAM 565.3 1.30 7.35 11.40 9.55 1.55 8.05 9.07 f 7.10 25 25.88 0 S.7 559.5 f 1.15	100 THE			-				15.8	4.6	81.7					3.20	1.20
0.00 1.30 8.08 6.15 38 225.8 0 12.9 81.7 592.5 £ 2.25 8.25 1.30 11.20 0.20 1.50 8.20 £ 6.25 84 232.6 0 BILLINGS 31.7 592.5 £ 2.25 8.25 12.55 11.00 0.40 2.10 8.30 £ 6.35 39 238.2 0 CARRIZO 31.7 580.1 £ 2.00 8.05 12.95 10.40 1.00 2.30 8.42 £ 6.45 40 245.4 18.2 AZTEC 31.7 580.1 £ 2.00 8.05 12.05M 10.20 1.40 2.50 8.57 £ 7.00 100 258.0 15.8 N HOLBROOK N 26.4 565.3 \$ 1.30 7.85 11.40 9.55 1.55 8.05 9.07 £ 7.10 25 258.8 0 ST. JOSEPH 31.7 559.5 £ 1.15 7.20 11.20 9.30 2.10M 8.20 9.35 £ 7.35 50 274.8 15.8 N ST.				-			-	15.8	13.1	81.7					Call Call	12.20
0.20 1.50 8.20 f 6.25 84 232.6 0 ADAMANA 31.7 585.7 f 2.12 8.15 12.55 11.00 0.40 2.10 8.30 f 6.35 39 238.2 0 CARRIZO 31.7 580.1 f 2.00 8.05 12.25 10.40 1.00 2.30 8.42 f 6.45 40 245.4 13.2 AZTEC 81.7 580.1 f 2.00 8.05 12.25 10.40 1.40 2.50 8.57 \$ 7.00 100 253.0 15.8 N HOLBROOK N 26.4 565.3 \$ 1.30 7.35 11.40 9.55 1.55 8.05 9.07 f 7.10 25 258.8 0 ST. JOSEPH 55.0 f 1.15 7.27 11.20 9.30 2.10M 3.20 9.15 f 7.20 50 263.3 0 ST. JOSEPH 55.0 f 1.05 7.20 11.05 9.15 2.45 3.50 9.35 f 7.35 50 274.8 15.8 N N S1.7 532	0.00			-		-		0		10000	1 20 1 1 1 1 1				1.30	11.20
0.40 2.10 8.30 i 6.35 39 238.2 0 CARRIZO 31.7 580.1 i 2.00 8.05 12.25 10.40 1.00 2.30 8.42 i 6.45 40 245.4 18.2 AZTEC 31.7 580.1 i 2.00 8.05 12.25 10.40 1.40 2.50 8.57 7.00 100 258.0 15.8 N HOLBROOK 26.4 565.3 1.30 7.35 11.40 9.55 1.55 8.05 9.07 i 7.10 25 258.8 15.8 PUTNAM 559.5 i 1.15 7.27 11.20 9.30 2.10M 8.20 9.15 i 7.20 50 263.3 0 ST. JOSEPH 21.1 555.0 i 1.05 7.20 11.05 9.15 2.45 3.50 9.35 i 7.35 50 274.8 15.8 HARDY 31.7 532.5 i 2.20 ^M 6.45 ^M 10.00 ^{PM} 8.00 1.20M 4.15 ^M 9.35 i 7.35 50 274.8 15.8 N N	0.20			-				0	6.8	81.7					12.55	11.00
1.00 2.30 8.42 f 6.45 40 245.4 18.2 7.2 81.7 572.9 f 1.45 7.50 $12.05M$ 10.20 1.40 2.50 8.57 7.00 100 258.0 15.8 N HOLBROOK 81.7 572.9 f 1.45 7.50 12.05M 10.20 1.40 2.50 8.57 7.00 100 258.0 15.8 N HOLBROOK 81.7 572.9 f 1.45 7.50 $12.05M$ 10.20 1.55 8.05 9.07 f 7.10 25 258.8 15.8 PUTNAM 51.7 559.5 f 1.15 7.27 11.20 9.30 2.10M 3.20 9.15 f 7.20 50 263.3 0 $ST.$ $JOSEPH$ 21.1 555.0 $f 1.05$ 7.20 11.05 9.15 2.45 3.50 9.35 $f 7.35$ 50 274.8 15.8 $HARDY$ 17.4 543.5 $f 12.45$ 7.02 10.35 8.45 1.20M <td>0.40</td> <td></td> <td>-</td> <td></td> <td>2 0000</td> <td></td> <td></td> <td>0</td> <td>CARRIZO</td> <td>31.7</td> <td>-</td> <td>The second second</td> <td></td> <td></td> <td></td> <td>10.40</td>	0.40		-		2 0000			0	CARRIZO	31.7	-	The second second				10.40
1.40 2.50 8.57 7.00 100 258.0 15.8 7.6 26.4 565.3 \$ 1.30 7.35 11.40 9.55 1.55 3.05 9.07 7.10 25 258.8 15.8 N HOLBROOK N 59.5 \$ 1.15 7.27 11.20 9.30 2.10M 8.20 9.15 7.20 50 263.3 0 ST. JOSEPH 21.1 555.0 \$ 1.05 7.20 11.05 9.15 9.105	1.00			-		40	+	18.2	AZTEC	81.7	and the second second				12.054	10.20
1.55 8.05 9.07 f 7.10 25 258.8 15.8 9.07 f 7.10 25 258.8 9.07 11.20 9.07 11.20 9.07 11.20 9.07 11.20 9.07 11.20 9.07 11.20 9.07 11.20 9.30 2.104M 3.20 9.15 f 7.20 50 263.3 0 55.8 21.1 555.0 f 1.15 7.27 11.20 9.30 2.45 3.50 9.35 f 7.35 50 274.8 15.8 15.8 11.05 7.20 11.05 9.15 9.15 1.204M 4.154M \$10.00PM \$\$8.004M YARD. 285.8 15.8 11.0 31.7 532.5 12.20PM \$6.454M 10.05 8.45				_				15.8	7.6	26.4				-		9.55
2.104M 3.20 9.15 f 7.20 50 263.3 0 ST. JOSEPH 21.1 555.0 f 1.05 7.20 11.05 9.15 2.45 3.50 9.35 f 7.35 50 274.8 15.8 HARDY 11.0 532.5 f 12.45 7.02 10.35 8.45 1.204M 4.154M \$10.00PM \$\$\$8.004M YARD. 285.8 15.8 N WINSLOW 81.7 532.5 12.20PM \$6.454M 10.00PM \$8.004M 80.004M		-	TE		-			15.8	5.8	and the second second			-	P	11.0	9.30
2.45 3.50 9.35 f 7.35 50 274.8 15.8 11.5 17.4 543.5 f 12.45 7.02 10.35 8.45 1.204M 4.154M \$10.00PM \$\$8.004M YARD. 285.8 15.8 11.0 N \$17.4 543.5 f 12.45 7.02 10.35 8.45 1.204M 4.154M \$10.00PM \$\$8.004M YARD. 285.8 15.8 N WINSLOW N 532.5 12.20PM 6.454M 10.00PM 8.00			-					0	4.5	21.1				-		9.15
1.204M 4.154M \$10.00PM \$\$8.00AM YARD 285.8 15.8 N WINSLOW N 81.7 532.5 12.20PM 6.45AM 10.00PM 8.00			-	-		100		15.8		17.4			-			8.45
								15.8	11.0	81.7						8.00
				-						1000				-		-
	- day be															32

NOTE-No. 3 leaves Albuquerque and arrives Gallup and Winslow Monday and Friday. No. 4 leaves Winslow and arrives Gallup and Albuquerque Wednesday and Saturday.

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NEW MEXICO DIVISION-Continued.

Trains	Going West	tWins	slow to W	illiams.	CAPACITY	DISTANCE	RULING	TIME TABLE	NO	RULING	DISTANCE	Trains	Going E	ast,—Will	liams to W	inslow.	-15-7
Third Second Class		FI	FIRST CLASS			FROM	GRADE	I I	NO.	GRADE	FROM	FIR	ST CLA	SS	Second Class	Third Class	
31	33	18	3	1	SIDING.	ALBUQUERQ'E.		October 22nd,	1897.	ASCENDING.	IG. MOJAVE.	2	4	E	34	32	
DAILY.	DAILY.	-	See Note.	DAILY.	No. CARS.	MILES.		Leave A	Arrive		MILES.	DAILY.	See Note.	- HEAR	DAILY.	DAILY.	
7.004	5.30M	-	10.10PM	8.25M	YARD.	285.8	-	N WINSLOW	N		532.5	18 11.55AM	\$6.40M		8.45PM	11.554	-
7.50	6.23		10.35	f 8.50	38	298.3	75.0 75.0	DENNISON	[72.9	520.0	111.30	6.23		8.05	11.10	
8.50	7.10		11.00	f 9,20	38	311.7	75.0	CANON DIAB		73.9	506.6	(11.10	6.05		7.30	10.25	
9.50	8.10		11.30	í 9.50	39	322.7	75.0	T ANGELL	Т	75.0	495.6	f10.45	5.45		6.55	9.50	
10.33	8.40		11.45	f10.10	39	329.2	75.0	T WALNUT	т	0	489.1	10.33	5.35		6.35	9.15	
10.50	9.00		11.57	f10.25	38	333.4	75.0	COSNINO		0	484.9	f10.25	5.30		6.20	9.00	
11.05	9.15	and a	12.054	f10.35	25	336.5	75.0	CLIFFS 7.5		75.0	481.8	(10.20	5.25		6.10	8.45	
11.40	10.05		s12.25	810.55	80	344.0	75.0	N FLAGSTAFI	FN	0	474.3	\$10.05	\$ 5.10		5.50	8.25	
12.30PM	11.00		12.47	f11.15	37	350.8	74.4	RIORDAN		75.0	467.5	f 9.50	4.55		5.30	7.55	
12.50	11.25		12.57	s11.25	57	356.2	59.1	T BELLEMON	т т	0	462.1	s 9.40	4.45		5.10	7.35	
				1 2 2 2	36	358.3	75.0	CINDER PI	т	95,0	460.0						
1.10	11.50	JE34	1.07	f11.37	30	362.5	52,8	WALKER		95.0	455.8	f 9.25	4.31		4.50	7.15	
1.25	12.10PM	ana	1.17	i11.47	40	368.0	75.0	CHALLENDE 4.6	IR	95.0	450.3	f 9.15	4.23		4.30	6.55	
1.40	12.30		1.27	f12.01PM	30	372.6	75.0	DAVENPOR 5.4	т	95.0	445.7	f 9.05	4.15		4.15	6,35	
2.05PM	1.00PM	_	8 1.45AM	\$12.20PM	YARD.	378.0		N WILLIAMS	N	0010	440.3	8.50M	4.004		3.50PM	6.05AM	
DAILY.	DAILY.	The se	See Note.	DAILY.		0.000		Arrive	Leave	1		DAILY.	See Note.		DAILY.	DAILY.	
31	33		3	1	12	Danie al	1.10			-	-	2	4		34	32	

NOTE-No. 3 leaves Winslow Monday and Friday and arrives Williams Tuesday and Saturday. No. 4 leaves Williams and arrives Winslow Wednesday and Saturday.

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ARIZONA DIVISION.

Third Second Class		FD	RST CL	ASS	CAPACITY OF	DISTANCE FROM	RULING	TIME TABLE NO.	RULING	DISTANCE		RST CL		edles to Wi	Third
31	33		3	1	SIDING.	ALBUQUERQ'E	ASCENDING.	October 22nd, 1897	ASCENDING.	MOJAVE.	2	4		Class 34	Class 3 2
DAILY.	DAILY.		See Note.	DAILY.	No. CARS.	MILES.		STATIONS		MILES.	DAILY.	See Note.			Contraction of the local division of the loc
								Leave Arrive				oce note.		DAILY.	DAILY
2.30PM	1.30PM		1.504	12.25PM	YARD.	378.0				110.0	0.150		-		
3.05	1.50	-	1.58	f12.32	36	381.5	75.0	N WILLIAMS N 3.5 SUPAI	0	440.3	s 8.45M	-		3.35PM	5.50
3.25	2.20		2.08	f12.43	63	386.2	75.0	McLELLAN	137.3	436.8	f 8.35	3.42		3.05	5.30
3.45	2.40		2.20	f12.55	45	391.2	0	5.0	187,8	432.1	1 8.23	3.25		2.20	4.50
4.05	3.00		2.29	f 1.10	29	396.4	0	FAIRVIEW 5.2	95.0	427.1	f 8.09	3.10		1.45	4.05
4.30	3.15		\$ 2.40	18 1.20	YARD.	401.0	0	CROWLEY 4.6	95,0	421.9	f 7.52	2.55		1.10	3.20
5.30	4.00		2.55				75.0	N ASH FORK N	95.0	417.3	Ts 7:40	s 2.40°	-	12.30PM	2.40
6.00	4.40		3.10	f 1.58 f 2.09	40 29	408.9	75.0	PINEVETA 5.9	0	409.4	f 7.00	2.20	-	11.59	1.40
6.25	5.05		3.10		-	414.8	75 0	GLEED 3.8	0	403.5	i 6.48	2.05		11.35	1.15
				í 2.18	40	418.6	52.8	CROOKTON 10.2	95.0	399.7	f 6.40	1.58		11.20	1.00
7.05PM 0.30AM	5.55PM 6.55PM		8 3.40M 3.45M	s 2.40PM 2.45PM	YARD.	428.8		Ar. N SELICMAN N Le. Ar.		389.5	s 6.154M	s 1.354M 1.304M		10.404M 9.504M	12.15
0.55	7.20		3.57	f 2.53	20	432.7	75.0 75.0	3.9 CHINO 6.7	78.1	385.6	f 6.00	1.15		9.37	9.55
1.15	7.45	-	4.10	i 3.05	41	439.4	75.0	AUBREY	91.8	378.9	t 5.45	1.00		9.20	9.30
1.45	8,10		4.25	1 3.18	45	447.0		7.6 PICACHO	94.0	371.3	1 5.27	12.45		8.55	9.00
2.15PM	8.40		4.40	1 3.30	38	451.8	75.0	YAMPAI	94.0	366.5	f 5.15	12.35		8.40	8.40
2.35	9.05	R.C.	4.55	i 3.40	38	459.4	0	7.6 NELSON	95.0	358.9	f 4.55	12.15AM		8.10	7.55
1.00	9.30		• 5.07	\$ 3.50	YARD.	465.8	0	* PEACH SPRINGS N 11.9	92.4	352.5	\$ 4.30	11.55	-	7.40	7.20
1.25	10.05		5.25	1 4.10	38	477.7		TRUXTON	75.0	340.6	1 3.52	11.20	-	6.45	6.30
1.40	10.16		5.32	i 4.17	30	481.6	0	CROZIER	95.0	336.5	f 3.40	11.07		6.15	6.00
2.00	10.50		5.45	s 4.32	39	489.0	0	T HACKBERRY T	95.0	329.3	\$ 3.20	10.50		5.45	5.30
2.40	11.30		6.02	i 4.52	44	501.3	43.8	HUALAPAI	71.8	317.0	i 2.55	10.25		4.45	4.52
3.05	11.59		6.15	f 5.07	35	510.1	46.0	BERRY	33 8	308.2	f 2.40	10.10		4.20	4.10
3.35	12.304M		\$ 6.30	8 5.19	84	516.5	50.2	6.4 N KINGMAN N	95.0	301.8	\$ 2.25	\$ 9.55		3.45	3.35
3.55	1.20		6.41	f 5.30	85	523.9	0	HANCOCK	95 0	294.4	1 2.00	9.27		2.50	2.30
4.05	1.50		6.46	1 5.35	40	527.0	0		75.0	All and the second	f 1.50	9.20		2.35	2.15
4.20	2.15		6.55	1 5.41	85	531.2	0	DRAKE 4.2 KASTER	75.0		f 1.40	9.10		2.15	1.55
4.55	2.45		7.10	f 5.55	56	540.2	0	KASTER 9.0 T YUCCA T	75 0	278.1	\$ 1.15	8.47		1.15	1.15
5.15	3.05		7.20	f 6.05	41	546.0	0	T YUCCA T 5.8 HAVILAND	75.0	272.3	f 1.00	8.32			12.35
5.35	3.25		7.31	f 6.15	40	552.6	0	6.6 FRANCONIA	75.0		f12.45	8.18		11.50	12.07
5.55	3.40		7.42	f 6.25	35	559.0	0	6.4	61 3		f12.30	8.05		11.20	11.40
6.14	3,55		7.54	f 6.35	35	565.8	26.4	POWELL 6.8 MELLEN	75.0		f12.15AM	7.52		10.55	11.15
6.30	4.15		8.05	6.45	40	570.7	28.0		70.2		i11.59	7.37		10.35	10.55
8.55PM	4.50AM	S	8.25M	1s 7.00PM	YARD.	577.7	46.0	BEAL 7.0 N NEEDLES N	30 0	240.6	11.409	7.20PM			10.304
DALLY.	DAILY.		See Note.	DAILY				Arrive Leave			DAILY.	See Note.		DAILY.	DAILY
31	33		3	1							2	4		34	32

NOTE.-No. 3 leaves Williams and arrives Seligman and Needles Tuesday and Saturday. No. 4 leaves Needles Tuesday and Friday, and arrives Seligman and Williams Wednesday and Saturday.

ARIZONA DIVISION-Continued.

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Trains Going WestNeedles to Mojave.				lles to Mojave.		DISTANCE	RULING	TIME TABLE NO.	RULING	DISTANCE	Trains Going EastMojave to Needles.				
Third Second Class F		FI	IRST CLASS		07	FROM	GRADE	1	GRADE	FROM	FI	RST CLASS	Second Class	Third	
31	33	(3	1	SIDING.	ALBUQUERQ'E.	ASCENDING.	October 22nd, 1897.	ASCENDING.	MOJAVE.	2	4	34	32	
DAILY	DAILY.		See Note.	DAILY	No. CARS.	MILES.		Leave Arrive		MILES.	DAILY.	See Note.	DAILY	DAILY	
11.40PM	5.50AM		8.354	7.25PM	YARD.	577.7	74.0	N NEEDLES N		240.6	\$11.30PM	87.10PM	8.55PM	11.20	
12.25M	6.40		8.50	i 7.40	51	585.0	74.0 74.0	JAVA	0	233.3	i11.16	6.55	8.30	10.55	
12.50	6.55	-	8.57	f 7.50	28	589.0	74.0	KLINEFELTER 3.3	0	229.3	f11.10	6.47	8.15	10.40	
1.05	7.10		9.05	f 7.57	50	592.3			0	226.0	111.04	6.41	7.57	10.25	
1.40	7.55		9.30	f 8.10	50	601.6	74.0	HOMER 7.6	0	216.7	f10.45	6.25	7.05	10.00	
2.15	8.35		9.45	s 8.25	110	609.2	74.0	T BLAKE T	21.1	209.1	\$10.30	6.10	6.40	9.35	
2.45	9.00		10.05	1 8.43	49	618.8	0	FENNER	52.8	199.5	f10.05	5.50	5.50	8.43	
3.10	9.20		10.20	f 8.58	61	625.6	0	6.8 EDSON 9.2	52.8	192.7	f 9.45	5.37	5.15	8.00	
3.40	10.00		10.40	8 9.20	48	634.8	0	DANBY 12.5	52.8	183.5	\$ 9.20	5.20	4.35	7.25	
4.15	10.33		11.05	f 9.50	53	647.3	0	CADIZ 7.8	52.8	171.0	1 8.45	4.55	3.40	6.35	
4.40	11.20		11.20	f10.07	66	655.1	28.7	BRISTOL	52.8	163.2	1 8.22	4.38	3.15	6.10	
5.00	11.50		11.32	f10.20	32	661.6		T AMBOY T	47.5	156.7	f 8.05	4.20	2.55	5.45	
5.25M 6.00M	12.15PM 12.45PM	(11.45	\$10.35	YARD.	669.3		Ar. BACDAD N Le. Ar.	10.6	149.0	8 7.45	4.00	2.30PM 2.00PM	5.20 4.40	
6.40	1.30		12.01PM	f10.53	47	676.7	74.0	7.4 SIBERIA 10.0	0	141.6	1 7.22	3.40	1.30	4.15	
7.30	2.20		12.18	f11.19	62	686.7	74.0	ASH HILL 6.7	0	131.6	i 6.55	3.15	1.00	3.35	
7.50	3.00		12.30	f11.35	51	693.4	0	T LUDLOW T	52.8	124.9	1 6.40	3.003	12.30PM	3.00	
8.30	3.30		12.50	f11.52	30	702.5	52.8	9.1 LAVIC 10.2	0	115.8	1 6.23	2.45	11.55	2.05	
9.15	3.55		1.05	112.07M	53	712.7	87.0	HASLETT 13.0	52.8	105.6	f 6.05	2.30	11.00	1.05	
0.20	4.35		1.30	112.25	100	725.7		T NEWBERRY T	37.0	92.6	f 5.40	2.10	10.20	12.15	
					SPUR.	731.6	31.6	5.9 MINNEOLA	0	86.7					
1.20	5.20		1.55	\$12.50	110	737.6		T DAGGETT T	15.8	80.7	\$ 5.20	1.55	9.40	11.20	
1.554	5.55PM 6.50PM		2.15PM	s 1.204M 1.404M	YARD.	747.0	81.6	Ar. BARSTOW N Le. Ar.	31.0	71.3	4.55PM Ts 1.20PM	1.40%	9.104M 8.104M	10.30	
	7.00			f 1.45	52	748.1	21.1	WATERMAN 8.9		70.2	f 1.15		8.05		
	7.30			f 2.05	52	757.0	84.8	HINKLEY	10.5 26.4	61.3	112.45		7.40		
	8.20			1 2.25	52	766.7	34.3	9.7 HARPER		51.6	112.20PM		7.05		
	9.15			\$ 2.55	54	780.1	24.3	13.4 Г ККАМЕК Т 17.8	10.5 35.4	38.2	\$11.45		6.20		
	10.45			f 3.30	58	797.9	39.0	ROGERS	0	20.4	f10.55		5.25		
	11.30			t 3.50	25	807.0	50.2	9.1 – BIŞŞELL	34	11.3	f10.30		4.50		
	12.25AM		-	4.15	YARD.	818.3	Concerne 1	N MOJAVE N	0 -		110.00AM		4.15M		
DAILY	DAILY.		See Note.	DAILY				Arrive Leave			DAILY	See Note.	DAILY	DAILY.	
31	33		3	1							2	4	34	32	

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NOTE-No. 3 leaves Needles and arrives Bagdad and Barstow Tuesday and Saturday. No. 4 leaves Barstow and arrives Bagdad and Needles Tuesday and Friday.

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SPECIAL RULES.

ALL DIVISIONS.

I. Eastbound trains have the right of track over westbound trains of the same class when running strictly in accordance with general rules.

2. All freight trains will carry passengers, and may be flagged at any Time-table station to take on or discharge passengers.

3. The number of tons shown by rate sheet as ordinary trains for engines, is based on the general grade, but between points where the grades and other conditions are favorable, more cars can frequently be hauled, and conductors and enginemen are required to fill up trains to full capacity of their engines.

4. No engine must be detached from train while in motion. When train is stopped on grade a sufficient number of brakes must be set on front and rear cars to prevent them from running in either direction, and must not be released until engine is again attached to train.

5. All trains must approach and pass through yard limits under full control. This rule does not excuse the obstruction of the main track unnecessarily, or the failure to send out the proper signals for regular trains.

- 6. Air must not be applied or released while crossing iron bridges.
- "N '-denotes day and night telegraph station: 7.
- "G"-denotes night telegraph station only;
- "T"-denotes day telegraph station only.

8. 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.

The maximum rate of speed for freight and work trains is one mile in two and one-half minutes

9. Conductors and Enginemen must have copy of General Rules in their possession at all times.

NEW MEXICO DIVISION.

10. All eastbound freight trains, between Winslow and Gallup, will take side-track for westbound freight trains.

11. For movement of trains between Albuquerque and Isleta, [see A. T. & S. F. Ry.] Timetable.

12. Conductors of all trains will register at Isleta, Gallup, Winslow and Williams.

13. No train may leave Isleta, Gallup, Winslow or Williams without receiving a train order (form 31 or 19) or a clearance card (form 902).

14. Yard limits at Gallup extend from 1615 feet east of the switch to the Catalpa mine to 2250 feet west of the most westerly switch. Yard limits at Winslow extend from 2000 feet east of the most easterly switch to 2000 feet west of the most westerly switch. Yard limits at Williams extend 2955 feet east of the most easterly switch. For the convenience of train and enginemen all yard limits are designated by "Yard Limit" posts.

15. All trains must reduce speed to eight (8) miles per hour in crossing the bridges over Canon Padre between Canon Diablo and Angell; and over Walnut Creek just west of Walnut; and to four (4) miles per hour in crossing bridge over Canon Diablo.

16. Standard clocks are located in depot telegraph offices at Albuquerque, Winslow and Williams, and in the Chief Train Dispatcher's office at Gallup.

17. Track to be used by trains, ordinarily, in taking siding at Walnut is the track adjacent to the coal chute. When it is desired that trains shall use the track about one-half mile east thereof, and adjacent to the section house, it shall be so designated in special order by the term "Old Walnut."

In like manner, track ordinarily to be used by trains at Holbrook will be the passing siding at the station. Trains may not meet or pass at "stock yards" west of station unless so designated in special order.

22. All trains must reduce speed to four (4) miles per hour in crossing the two iron

23. Westbound trains must not exceed their schedule running time from Supai to Ash Fork.

Eastbound freight trains must consume not less than three minutes for every mile between

24. Standard Clocks are located in the depot telegraph offices at Williams, Seligman

Extra freight trains westbound must not exceed schedule running time of train 33, Supai to

Ash Fork. Extra passenger trains westbound must not exceed schedule running time of train

3, Supai to Ash Fork. All westbound freight trains must consume five minutes at Fairview

bridges in Johnson's Canon between McLellar and Fairview, and the iron bridge over the Big

18. No. 2 will take siding for No. 3.

Colorado River at Mellen; and to eight (8)

for the cooling off and examining of wheels.

25. No. 2 will take siding for No. 3.

JOHN DENAIR,

Creek, three miles west of Ash Fork, ar

west of Seligman.

Blake and Needles.

ARIZONA DIVISION.

19. Conductors of all trains will register at Williams, Ash Fork, Seligman, Needles, Bagdad, Barstow and Mojave.

20. No train may leave Williams, Ash Fork, Seligman, Needles, Bagdad, Barstow or Mojave, without receiving a train order (form 31 or 19) or a clearance card (form 902).

21. Yard limits at Williams extend 2910 feet west of the most westerly switch. Yard limits at Ash Fork extend 2130 feet east of the most easterly switch to 2100 feet west of the most westerly switch. Yard limits at Seligman extend from 1500 feet east of the most easterly switch to 1500 feet west of the most westerly switch. Yard limits at Needles extend from 2140 feet east of the most easterly switch to 3312 feet west of the most westerly switch. Yard limits at Bagdad extend from 1300 feet east of the most easterly switch to 1300 feet west of the most westerly switch. Yard limits at Barstow extend from 1300 feet east of the most easterly switch to 1300 feet west of the most westerly switch. Yard limits at Mojave extend to 1300 feet east of the most easterly switch. For the convenience of train and enginemen all yard limits are designated by "Yard Limit" posts.

W. G. NEVIN,

I. L. HIBBARD,

Superintendent New Mexico Division,

Los Angeles, Cal.

General Manager.

Gallup, N. M.

Superintendent Arizona Division, Needles, Cal.

Bagdad and Barstow, and in the Chief Train Dispatcher's office at Needles.

A. G. WELLS, **General Superintendent**,

per hour in crossing bridges over Partridge

Chino Canon Bridge, one and one-half miles

Los Angeles, Cal.

