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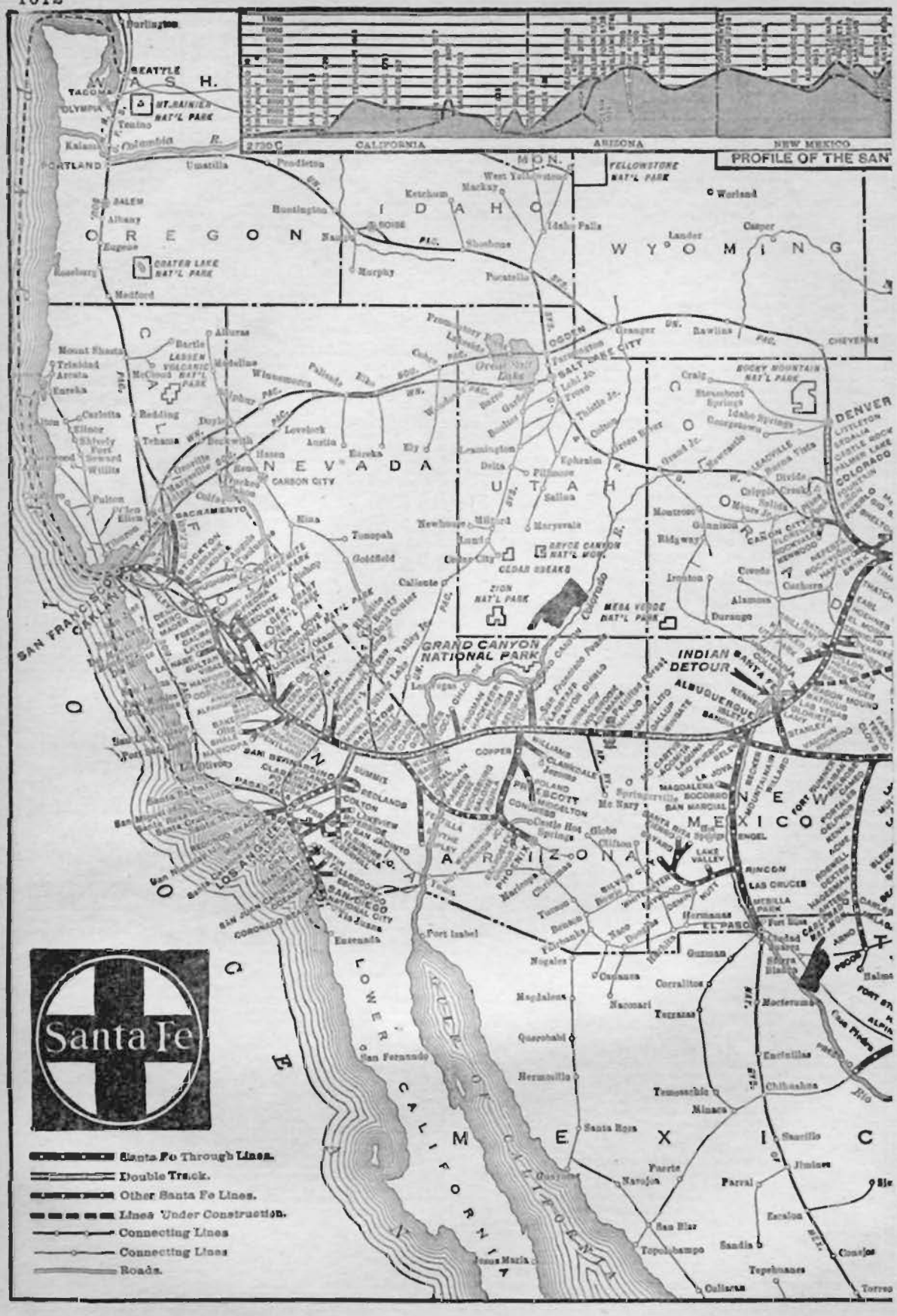
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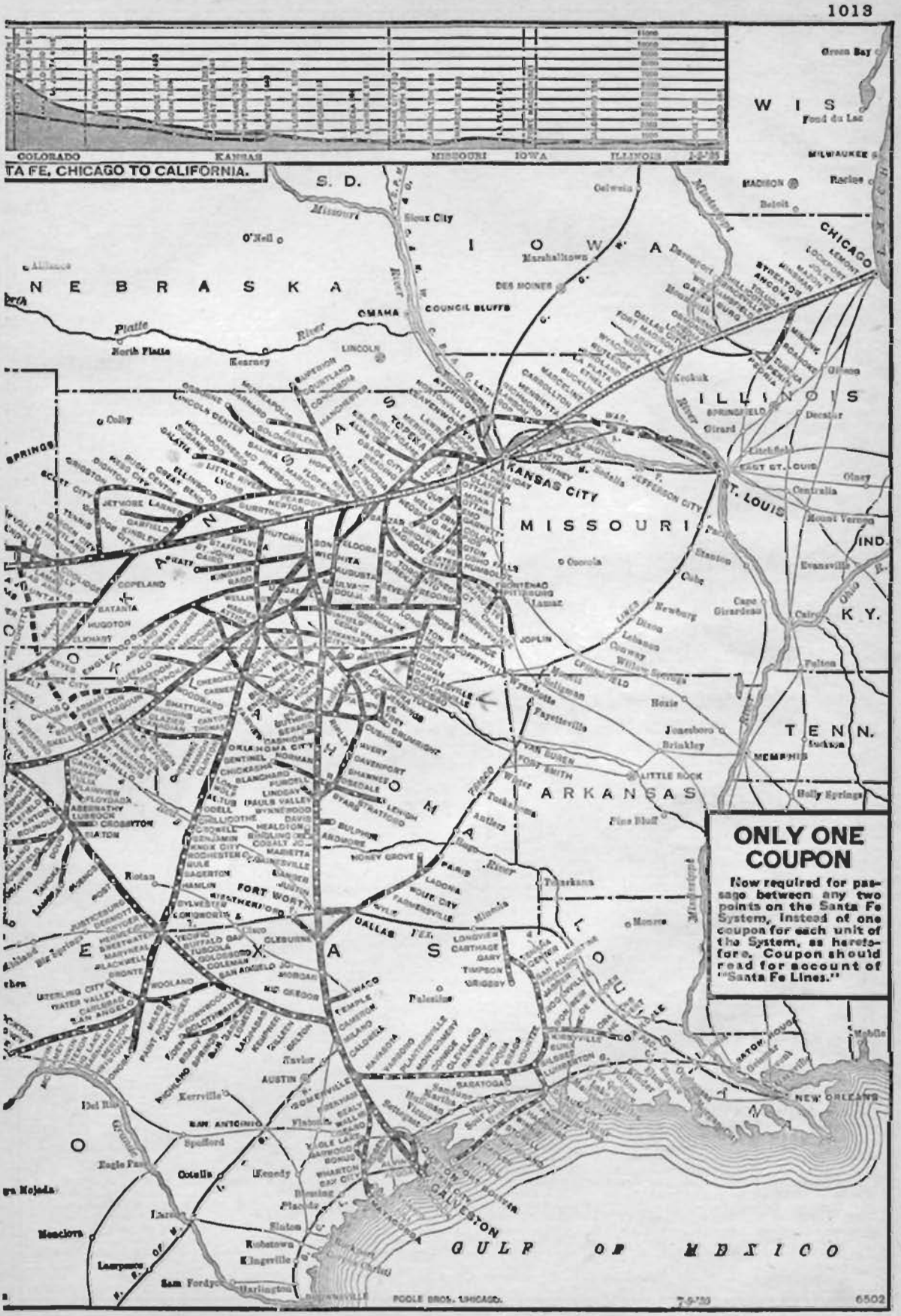
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	San Francisco..	73.34	60.00	47.50
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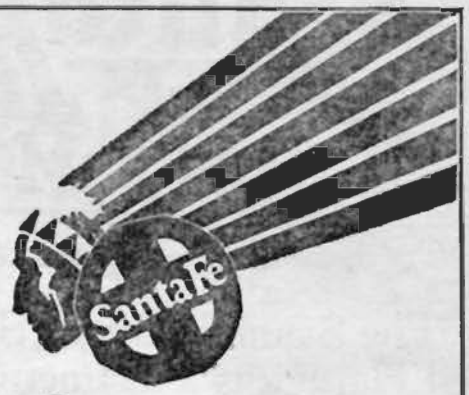

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Convinced of the value of an outstanding service of this character, the Santa Fe early provided appropriate locations for its dining-stations, affording sufficient frequency to meet varying schedules and emergencies, and determined to feature such stations in the character of its improvements and the standard of its service.

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Trains Nos. 9 and 2—The Navajo—Nos. 1-9 and 2-6—The Scout—Nos. 21 and 22—The Missionary—and No. 8—The Hopi—are served at dining-stations west of Kansas City. These dining-stations are located about 125 miles apart and ample time is allowed for meals—average stop being thirty minutes. **The dollar table d'hote meals have no equal the world over. East of Kansas City meals for these trains are served in dining-cars.**

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MILEAGE OF LINES OPERATED

Atchison, Topeka & Santa Fe Railway	9,625 miles.	Gulf, Colorado & Santa Fe Railway	1,977 miles.
Panhandle & Santa Fe Railway	1,718 "	Total mileage	13,320 "

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TABLE AA — CHICAGO AND KANSAS CITY—Daily Service

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			P M			A M	A M				P M		A M				A M
11 00 P M	10 15 P M	8 05 P M	7 00	12 30 P M	11 00 A M	9 45	2 30	0	lv...Chicago...ar.	7 40 P M	7 45	7 05 A M	8 05	8 25 A M	8 40 A M	9 15 A M	10 00
12 01 A M	Grand Canyon Ltd.	California Limited.	8 00	1 50 P M	The Chief. Extra Fare.	10 45	3 30	38	lv...Joliet...lv.	6 25 P M	6 35	- -	6 55	7 15 A M	The Chief. Extra Fare.	California Limited.	8 50
1 10 A M			8 25	2 35 P M		11 55	4 44	90	lv..Streator..lv.	5 00 P M	5 20	4 10 A M	5 25	6 00 A M			7 40
3 22 A M			11 48	6 45 P M		2 04	7 02	178	lv..Galesburg..lv.	2 50 P M	3 20	a1 42 A M	3 20	3 52 A M			5 40
4 40 A M			1 15	8 00 P M		3 20	8 25	233	lv..Fort Madison..lv.	1 35 P M	2 10	a2 25 A M	2 10	2 35 A M			4 30
7 35 A M			4 50	8 50 P M		6 20	12 20	347	lv..Marceline..lv.	10 40 A M	11 25	a9 20 P M	10 50	11 45 P M			1 40
10 25 A M	9 30 A M	8 10 A M	7 45	11 30 P M	8 35 P M	9 05	5 10	451	ar..Kansas City..lv.	7 50 A M	8 45	6 18 P M	7 50	8 00 P M	8 10 P M	8 55 P M	11 00
			A M			P M	P M				A M		P M				P M

a Stops to receive sleeping car passengers for Chicago and beyond.

EQUIPMENT

No. 1—Daily (The Scout).
Chicago to Kansas City—Sleeping Cars, 12 Sec. D. R., 10 Sec., 2 D.R., Tourist Sleeper, Observation Parlor, Dining and Chair Cars.

No. 3—Daily (The California Limited).
Chicago to Kansas City—Club Lounge Car (valet, maid, barber service and bath), Sleeping Cars, 3 Compts., 2 D. R., Obs., 10 Sec., 1 D. R., 10 Sec., 1 D. R., 2 Compts., 14 Sec., 8 Sec., 1 D. R., 2 Compts., 6 Compts., 3 D. R. Diner serves all meals (Fred Harvey service).

No. 5—Daily (Kansas City an).
Chicago to Kansas City—Sleeping Cars, 12 Sec. D. R., 10 Sec. Obs., 10 Sec., 1 D.R., 2 Compts., Chair Cars. Dining Car serves all meals.

No. 9—Daily (The Navajo).
Chicago to Kansas City—Sleeping Cars, 10 Sec. Obs., 12 Sec. D.R., 10 Sec., 1 D.R., 2 Compts., Dining and Chair Cars.

No. 15—Daily (Fast Mail).
Chicago to Kansas City—Coach.

No. 19—Daily (The Chief). Extra Fare.
Chicago to Kansas City—Club Car (valet, maid, barber service and bath), Sleeping Cars, 10 Sec., 2 D.R., 7 D.R., 6 Compts., 3 D.R., 8 Sec., 1 D.R., 2 Compts., 3 Compts., 2 D.R. Obs., 10 Sec. Lounge. Diner serves all meals (Fred Harvey service).

No. 21—Daily (The Missionary).
Chicago to Kansas City—Sleeping Cars, 12 Sec. D.R. (Sleepers ready to occupy 9 45 p.m.). Tourist Sleeper. Chair Car. Diner Marceline to Kansas City.

No. 23—Daily (The Grand Canyon Limited).
Chicago to Kansas City—Club Car (valet, maid, barber service and bath), Sleeping Cars, 10 Sec. Obs., 10 Sec., 1 D.R., 2 Compts., 12 Sec. D.R. Diner serves all meals (Fred Harvey service).

No. 2—Daily (The Navajo).
Kansas City to Chicago—Sleeping Cars, 12 Sec. D.R., 10 Sec., 1 D.R., 2 Compts., 10 Sec. Observation. Chair Car. Diner Kansas City to Marceline, Streator to Chicago (Fred Harvey service).

No. 4—Daily (The California Limited).
Kansas City to Chicago—Club Lounge Car (valet, maid, barber service and bath), Sleeping Cars, 10 Sec., 1 D.R., 2 Compts., 10 Sec., 2 D.R., 3 Compts., 2 D. R. Observation, 8 Sec., 1 D. R., 2 Compts., 6 Compts., 3 D. R. Diner serves all meals (Fred Harvey service).

No. 6—Daily (The Scout).
Kansas City to Chicago—Sleeping Cars, 12 Sec. D. R., 10 Sec., D. R., 10 Sec., Observation, 2 Compts., Chair Car. Diner Streator to Chicago.

No. 18—Daily (The Hopi).
Kansas City to Chicago—Sleeping Cars, 12 Sec. D.R., Observation-Parlor Car, Coach, Tourist Sleeper and Diner Kansas City to Chicago.

No. 10—Daily (Chicago Express).
Kansas City to Chicago—Sleeping Cars, 10 Sec., 2 D.R., 10 Sec., 1 D.R., 2 Compts., Chair Car. Diner Chillicothe to Chicago.

No. 20—Daily (The Chief). Extra Fare.
Kansas City to Chicago—Club Car (valet, maid, barber service and bath), Sleeping Cars, 10 Sec., 2 D.R., 3 Compts., 1 D.R. Obs., 7 D.R., 6 Comps., 3 D.R., 8 Sec., 1 D.R., 2 Compts., 10 Sec. Lounge. Diner serves all meals (Fred Harvey service).

No. 22—Daily (The Missionary).
Kansas City to Chicago—Sleeping Car, 12 Sec. D.R., Diner and Chair Car.

No. 24—Daily (The Grand Canyon Limited).
Kansas City to Chicago—Club Car (valet, maid, barber service and bath), Sleeping Cars, 10 Sec. Obs., 10 Sec., 1 D.R., 2 Compts., 12 Sec. D. R., 14 Sec. Diner Kansas City to Chillicothe (Fred Harvey service).

Santa Fe

Automatic Block Signals or Train Control

TABLE A — **CHICAGO, KANSAS CITY AND CALIFORNIA**

WEST—VIA LA JUNTA AND ALBUQUERQUE

Mls	STATIONS.	No. 19—THE CHIEF. Extra Fare. Daily	By Days
0	Lve. **Chicago**..(*A. T. & S. F.*)	11 00 A M	SunMonTueWedThuFriSat
451	Arr. **Kansas City**.. "	9 35 P M	SunMonTueWedThuFriSat
....	.....	(No. Pac.)	(Wabash) (C. B. & Q.) (C. & A.)
....	Lve. **St. Louis**	2 02 P M	2 00 P M 7 30 A M 8 15 A M
....	Arr. **Kansas City**	9 20 P M	9 20 P M 7 50 P M 9 00 P M
451	Lve. **Kansas City**..(A. T. & S. F.)	9 50 P M	SunMonTueWedThuFriSat
563	Lve. **Emporia** ..... "	12 20 A M	MonTueWedThuFriSatSun
675	Lve. **Newton** ..... "	2 05 A M	MonTueWedThuFriSatSun
769	Lve. **Dodge City** .. "	4 30 A M	MonTueWedThuFriSatSun
901	Lve. **La Junta** ..... "	8 55 A M	MonTueWedThuFriSatSun
1073	Lve. **Trinidad** ..... "	10 50 A M	MonTueWedThuFriSatSun
1096	Lve. **Raton** ..... "	12 05 P M	MonTueWedThuFriSatSun
1206	Lve. **Las Vegas**.... "	2 45 P M	MonTueWedThuFriSatSun
1272	Lve. **Lamy**..... "	4 55 P M	MonTueWedThuFriSatSun
1337	Arr. **Albuquerque**. "	6 50 P M	MonTueWedThuFriSatSun
1339	Lve. **Albuquerque**. "	7 00 P M	MonTueWedThuFriSatSun
1500	Lve. **Gallup**..... "	10 50 P M	MonTueWedThuFriSatSun
1628	Lve. **Winslow** ..... "	2 35 A M	TueWedThuFriSatSunMon
1720	Arr. **Williams**..... "	4 05 A M	TueWedThuFriSatSunMon
1720	Lve. **Williams**....(A. T. & S. F.)	5 30 A M	TueWedThuFriSatSunMon
1784	Arr. **Grand Canyon** .. "	8 00 A M	TueWedThuFriSatSunMon
1743	Lve. **Ash Fork**....(A. T. & S. F.)	4 55 A M	TueWedThuFriSatSunMon
1771	Lve. **Seligman** .... "	5 50 A M	TueWedThuFriSatSunMon
1920	Lve. **Needles**..... "	8 20 A M	TueWedThuFriSatSunMon
2087	Arr. **Barstow** ..... "	12 35 P M	TueWedThuFriSatSunMon
2087	Lve. **Barstow** ..... "	12 45 P M	TueWedThuFriSatSunMon
2168	Arr. **San Bernardino**. "	3 05 P M	TueWedThuFriSatSunMon
2218	Arr. **Pasadena**.... "	4 30 P M	TueWedThuFriSatSunMon
2228	Arr. **Los Angeles** . "	5 00 P M	TueWedThuFriSatSunMon
2354	Arr. **San Diego**.... "	9 50 P M	TueWedThuFriSatSunMon

CONNECTING TRAINS

0 Lve. **San Bernardino**. 10 Arr. **Riverside**....	Motor service San Bernardino to Riverside for interstate passengers from train No. 19.
0 Lve. **San Bernardino**. (A. T. & S. F.) 9 Arr. **Redlands** .... "	Motor service San Bernardino to Redlands for interstate passengers from train No. 19.
0 Lve. **Los Angeles**. (*So. Pac.*) 104 Arr. **Santa Barbara**.. "	6 55 P M TueWedThuFriSatSunMon 9 35 P M TueWedThuFriSatSunMon

EAST—VIA ALBUQUERQUE AND LA JUNTA

Mls	STATIONS.	No. 20—THE CHIEF. Extra Fare. Daily	By Days
0	Lve. **San Diego** (*A. T. & S. F.*)	2 50 P M	SunMonTueWedThuFriSat
126	Lve. **Los Angeles** . "	8 45 P M	SunMonTueWedThuFriSat
136	Lve. **Pasadena**.... "	9 15 P M	SunMonTueWedThuFriSat
186	Lve. **San Bernardino**. "	10 35 P M	SunMonTueWedThuFriSat
269	Arr **Barstow**..... "	1 00 A M	MonTueWedThuFriSatSun
269	Lve. **Barstow**..... "	1 05 A M	MonTueWedThuFriSatSun
435	Lve. **Needles**..... "	4 53 A M	MonTueWedThuFriSatSun
584	Arr **Seligman** .... "	6 25 A M	MonTueWedThuFriSatSun
609	Arr. **Ash Fork**..... "	11 10 A M	MonTueWedThuFriSatSun
0	Lve. **Grand Canyon**. (A. T. & S. F.)	10 15 A M	MonTueWedThuFriSatSun
64	Arr. **Williams**..... "	12 15 P M	MonTueWedThuFriSatSun
656	Lve. **Williams**....(A. T. & S. F.)	12 20 P M	MonTueWedThuFriSatSun
728	Arr. **Winslow** ..... "	2 35 P M	MonTueWedThuFriSatSun
856	Arr **Gallup**..... "	5 25 P M	MonTueWedThuFriSatSun
1017	Arr. **Albuquerque**. "	8 00 P M	MonTueWedThuFriSatSun
1017	Lve. **Albuquerque**. "	8 15 P M	MonTueWedThuFriSatSun
1084	Lve. **Lamy**..... "	11 05 P M	MonTueWedThuFriSatSun
1150	Lve. **Las Vegas** ... "	1 20 A M	TueWedThuFriSatSunMon
1260	Lve. **Raton**..... "	4 20 A M	TueWedThuFriSatSunMon
1383	Lve. **Trinidad** ..... "	5 35 A M	TueWedThuFriSatSunMon
1565	Lve. **La Junta** ..... "	7 50 A M	TueWedThuFriSatSunMon
1567	Lve. **Dodge City** .. "	11 15 P M	TueWedThuFriSatSunMon
1720	Arr **Newton** ..... "	4 50 P M	TueWedThuFriSatSunMon
1793	Arr **Emporia** ..... "	6 15 P M	TueWedThuFriSatSunMon
1905	Arr. **Kansas City**.. "	8 55 P M	TueWedThuFriSatSunMon
....	.....	(C. B. & Q.)	(C. & A.) (No. Pac.) (Wabash)
....	Lve. **Kansas City**	11 55 P M	11 55 P M 9 50 P M 11 55 P M
....	Arr. **St. Louis**.....	7 35 A M	7 35 A M 5 55 A M 7 30 A M
1905	Lve. **Kansas City**. (A. T. & S. F.)	8 10 P M	TueWedThuFriSatSunMon
2356	Arr. **Chicago**..... "	8 40 A M	WedThuFriSatSunMonTue

CONNECTING TRAINS

0 Lve. **Santa Barbara**. (*So. Pac.*) 104 Arr. **Los Angeles**.. "	4 50 P M 7 45 P M	SunMonTueWedThuFriSat SunMonTueWedThuFriSat
0 Lve. **Riverside** ..(A. T. & S. F.) 10 Arr. **San Bernardino**. "	9 35 P M 10 00 P M	SunMonTueWedThuFriSat SunMonTueWedThuFriSat
0 Lve. **Redlands** (*A. T. & S. F.*) 9 Arr. **San Bernardino**. "	Motor service Redlands to San Bernardino for interstate passengers for train No. 20.	

EQUIPMENT

No. 19—Daily (The Chief).

Valet, Maid, Barber Service and Bath.
Ladies' Lounge, Shower Bath and Maid-Manicure Service.

Club Car.....Chicago to Los Angeles.
Sleeping Car...Chicago to Los Angeles—10-Section Lounge.
Chicago to Los Angeles—10-Section, 2 Drawing-room.
Chicago to Los Angeles—7 Drawing-room.
Chicago to Los Angeles—6 Compts., 3 Drawing-room.
Chicago to Los Angeles—3 Compts., 2 D. R., Observation.
Chicago to Phoenix (Tues. and Sat.)—8-Section, D. R., 2 Compts. (via special train, Ash Fork to Phoenix).
Chicago to San Diego—8-Section, D. R., 2 Compts. (on No. 76 from Los Angeles).
Dining Car.....Chicago to Los Angeles. Serves all meals. Fred Harvey service.

No. 20—Daily (The Chief).

Valet, Maid, Barber Service and Bath.
Ladies' Lounge, Shower Bath and Maid-Manicure Service.

Club Car.....Los Angeles to Chicago.
Sleeping Car...Los Angeles to Chicago—10-Section Lounge.
Los Angeles to Chicago—10-Section, 2 Drawing-room.
Los Angeles to Chicago—7 Drawing-room.
Los Angeles to Chicago—6 Compts., 3 Drawing-room.
Los Angeles to Chicago—3 Compts., 2 D. R., Observation.
Los Angeles to Chicago—8-Section, D. R., 2 Compts.
Dining Car.....Los Angeles to Chicago. Serves all meals. Fred Harvey service.

NOTE—The Chief (No. 19) in addition to regular stops east of Hutchinson will also stop at Joliet, Streator, Galesburg, Fort Madison, La Plata, Bucklin, Carrolton and Hutchinson to receive interstate passengers destined to Williams and Ash Fork, Ariz., or California points south of Barstow, additional stops will also be made at stations south of Barstow to discharge paying passengers from Hutchinson and east.

NOTE—The Chief (No. 20) in addition to regular stops south of Barstow will also stop at stations between Pasadena and San Bernardino, to receive passengers destined Pueblo, Colorado Springs, Denver, and all regular and conditional stops Hutchinson and east. Conditional stops will also be made at Hutchinson, Carrolton, Bucklin, La Plata, Fort Madison, Galesburg, Streator and Joliet to discharge paying passengers from Arizona or California.

The CHIEF is still **Chief** —fastest and most Exclusive train to **Southern California**

— also —

A Phoenix Pullman on this train each Tuesday and Saturday during January and February

Extra fine—
Extra fast—
Extra fare

On Santa Fe rails "all the way" from Chicago

Automatic Block Signals or Train Control

Santa Fe

TABLE 8 — CHICAGO, KANSAS CITY AND CALIFORNIA—Limited Service.

WEST—VIA LA JUNTA AND ALBUQUERQUE

Mls	STATIONS. See Note.	*No. 3—The California Limited.—Daily / No. 23—The Grand Canyon Ltd.—Daily: No. 3	No. 23	By Days
0	Lve. Chicago (S.F.)	9 05 P M	10 15 P M	Sun Mon Tue Wed Thu Fri Sat
451	Arr. Kansas City •	8 30 A M	9 30 A M	Mon Tue Wed Thu Fri Sat Sun
....	.....	(C. B. & Q.)	(C. & A.)	(Mo. Pac.) (Wabash) .....
....	Lve. St. Louis	11 55 P M	11 55 P M	11 50 P M 11 55 P M .....
....	Arr. Kansas City .	7 35 A M	7 35 A M	7 29 A M 7 30 A M .....
451	Lve. Kansas City (S.F.)	8 45 A M	10 00 A M	Mon Tue Wed Thu Fri Sat Sun
517	Lve. Topeka.. •	10 35 A M	11 50 A M	Mon Tue Wed Thu Fri Sat Sun
651	Lve. Newton. •	2 10 P M	5 20 P M	Mon Tue Wed Thu Fri Sat Sun
1006	Lve. La Junta •	9 25 P M	10 45 P M	Mon Tue Wed Thu Fri Sat Sun
1354	Arr. Albuquerque •	7 50 A M	10 00 A M	Tue Wed Thu Fri Sat Sun Mon
1354	Lve. Albuquerque •	8 30 A M	10 20 A M	Tue Wed Thu Fri Sat Sun Mon
1735	Arr. Williams •	6 10 P M	10 15 P M	Tue Wed Thu Fri Sat Sun Mon
1735	Lve. Williams (S.F.)	▲6 50 P M	.....	Tue Wed Thu Fri Sat Sun Mon
1800	Arr. Gd. Canyon •	▲8 50 P M	.....	Tue Wed Thu Fri Sat Sun Mon
1735	Lve. Williams. (S.F.)	.....	5 30 A M	Wed Thu Fri Sat Sun Mon Tue
1800	Arr. Gd. Canyon •	.....	8 00 A M	Wed Thu Fri Sat Sun Mon Tue
0	Lve. Gd. Canyon. (S.F.)	10 15 A M	7 45 P M	Tue Wed Thu Fri Sat Sun Mon
64	Arr. Williams •	12 15 P M	10 05 P M	Tue Wed Thu Fri Sat Sun Mon
1735	Lve. Williams. (S.F.)	6 10 P M	10 55 P M	Tue Wed Thu Fri Sat Sun Mon
1758	Arr. Ash Fork •	7 00 P M	11 25 P M	Tue Wed Thu Fri Sat Sun Mon
1758	Arr. Ash Fork •	.....	.....	.....
2183	Arr. San Bernardino •	5 55 A M	10 25 A M	Wed Thu Fri Sat Sun Mon Tue
2234	Arr. Pasadena. •	7 41 A M	12 01 P M	Wed Thu Fri Sat Sun Mon Tue
2243	Arr. Los Angeles •	8 15 A M	12 50 P M	Wed Thu Fri Sat Sun Mon Tue
2243	Lve. Los Angeles •	9 00 A M	2 00 P M	Wed Thu Fri Sat Sun Mon Tue
2369	Arr. San Diego. •	12 15 P M	5 00 P M	Wed Thu Fri Sat Sun Mon Tue
2102	Lve. Barstow. (S.F.)	▲4 20 A M	No. 23 does not make direct connections for San Francisco. Passengers can take Train 21, leaving Barstow at 5 25 p.m., arr. San Fran. 8 15 a.m.	
2243	Arr. Bakersfield •	8 50 A M		
2558	Arr. Oakland. •	6 55 P M		
2553	Arr. S. Francisco •	7 00 P M		

CONNECTING TRAINS

0	Lve. Denver (U.D.) (A.T.&S.F.)	5 00 P M	5 00 P M	Mo Tu We Th Fr Sa Su
183	Arr. La Junta ..... •	9 10 P M	9 10 P M	Mo Tu We Th Fr Sa Su
0	Lve. Ash Fork (A.T.& S.F.)	.....	12 30 A M	We Th Fr Sa Su Mo Tu
57	Arr. Prescott..... •	.....	2 35 A M	We Th Fr Sa Su Mo Tu
134	Arr. Phoenix ..... •	.....	8 00 A M	We Th Fr Sa Su Mo Tu
0	Lve. San Bernardino (A.T.&S.F.)	Motor service for Interstate passengers from trains Nos. 3 and 23.		
20	Arr. Riverside ..... •			
0	Lve. Los Angeles. (Sa. Pac.)	8 30 A M	5 15 P M	We Th Fr Sa Su Mo Tu
104	Arr. Santa Barbara •	11 45 A M	6 50 P M	We Th Fr Sa Su Mo Tu

NOTE.—The California and Grand Canyon Limiteds (Nos. 3-23) carry first-class sleeping car passengers only, and are for through travel to Grand Canyon, Phoenix and California points south of Barstow. Do not carry local passengers, except from Chicago to Kansas City, but will stop at any station east of Albuquerque to pick up through passengers to destinations first mentioned, provided Pullman space has been secured in advance. Time at intermediate stations for information only.

EAST—VIA ALBUQUERQUE AND LA JUNTA

Mls	STATIONS. See Note	▲No. 4—The California Limited / No. 24—The Grand Canyon Limited: Daily No. 4	Daily No. 24	By Days
0	Lve. S. Francisco (S.F.)	9 45 A M	.....	Sun Mon Tue Wed Thu Fri Sat
0	Lve. Oakland. •	9 30 A M	.....	Sun Mon Tue Wed Thu Fri Sat
0	Lve. S. Francisco (S.F.)	.....	•10 30 P M	Sat Sun Mon Tue Wed Thu Fri
0	Lve. Oakland. •	▲	•10 15 P M	Sat Sun Mon Tue Wed Thu Fri
83	Lve. Stockton.. •	12 21 P M	1 40 A M	Sun Mon Tue Wed Thu Fri Sat
207	Lve. Fresno.. •	3 10 P M	5 00 A M	Sun Mon Tue Wed Thu Fri Sat
317	Lve. Bakersfield •	6 10 P M	8 30 A M	Sun Mon Tue Wed Thu Fri Sat
435	Arr. Barstow. •	10 20 P M	2 00 P M	Sun Mon Tue Wed Thu Fri Sat
0	Lve. San Diego. (S.F.)	2 50 P M	8 30 A M	Sun Mon Tue Wed Thu Fri Sat
126	Lve. Los Angeles •	6 00 P M	12 30 P M	Sun Mon Tue Wed Thu Fri Sat
136	Lve. Pasadena . •	6 28 P M	1 00 P M	Sun Mon Tue Wed Thu Fri Sat
186	Lve. San Bernardino •	7 50 P M	2 25 P M	Sun Mon Tue Wed Thu Fri Sat
269	Lve. Barstow. •	10 55 P M	5 05 P M	Sun Mon Tue Wed Thu Fri Sat
603	Lve. Ash Fork •	9 40 A M	4 00 A M	Mon Tue Wed Thu Fri Sat Sun
676	Arr. Williams •	10 50 A M	5 10 A M	Mon Tue Wed Thu Fri Sat Sun
636	Lve. Williams. (S.F.)	5 45 P M	5 30 A M	Mon Tue Wed Thu Fri Sat Sun
700	Arr. Gd. Canyon •	6 00 P M	8 00 A M	Mon Tue Wed Thu Fri Sat Sun
0	Lve. Gd. Canyon. (S.F.)	.....	7 45 P M	Sun Mon Tue Wed Thu Fri Sat
64	Arr. Williams •	.....	10 05 P M	Sun Mon Tue Wed Thu Fri Sat
636	Lve. Gd. Canyon (S.F.)	▲8 30 A M	.....	Mon Tue Wed Thu Fri Sat Sun
700	Arr. Williams •	▲10 30 A M	.....	Mon Tue Wed Thu Fri Sat Sun
636	Lve. Williams (S.F.)	10 50 A M	5 30 A M	Mon Tue Wed Thu Fri Sat Sun
1017	Arr. Albuquerque •	7 45 P M	3 50 P M	Mon Tue Wed Thu Fri Sat Sun
1017	Lve. Albuquerque •	8 15 P M	4 00 P M	Mon Tue Wed Thu Fri Sat Sun
1365	Arr. La Junta •	7 00 A M	9 35 A M	Tue Wed Thu Fri Sat Sun Mon
1720	Arr. Newton. •	4 15 P M	12 40 P M	Tue Wed Thu Fri Sat Sun Mon
1839	Arr. Topeka.. •	7 45 P M	.....	Tue Wed Thu Fri Sat Sun Mon
1920	Arr. Kansas City •	9 55 P M	6 15 P M	Tue Wed Thu Fri Sat Sun Mon
....	.....	(C. B. & Q.)	(C. & A.)	(Mo. Pac.) (Wabash) .....
....	Lve. Kansas City .	11 55 P M	11 55 P M	11 50 P M 11 55 P M .....
....	Arr. St. Louis	7 35 A M	7 35 A M	7 41 A M 7 30 A M .....
1920	Lve. Kansas City (S.F.)	9 55 P M	6 15 P M	Tue Wed Thu Fri Sat Sun Mon
2371	Arr. Chicago. •	9 55 A M	7 05 A M	Wed Thu Fri Sat Sun Mon Tue

CONNECTING TRAINS

Lv. Santa Barbara (S. P.)	2 50 P M	8 30 A M	Sun Mon Tue Wed Thu Fri Sat	
Ar. Los Angeles. •	5 45 P M	11 55 A M	Sun Mon Tue Wed Thu Fri Sat	
Lv. Riverside.... (S. F.)	7 08 P M	⊙	Sun Mon Tue Wed Thu Fri Sat	
Ar. San Bernardino. •	7 50 P M		Sun Mon Tue Wed Thu Fri Sat	
Lv. Phoenix ..... (S. F.)	7 00 P M	7 00 P M	Sun Mon Tue Wed Thu Fri Sat	
Lv. Prescott .... •	12 32 A M	12 32 A M	Mon Tue Wed Thu Fri Sat Sun	
Ar. Ash Fork..... •	3 40 A M	3 40 A M	Mon Tue Wed Thu Fri Sat Sun	
Lv. La Junta.... (S. F.)	9 50 A M	4 00 A M	Tue Wed Thu Fri Sat Sun Mon	
Ar. Denver ..... •	5 50 P M	10 00 A M	Tue Wed Thu Fri Sat Sun Mon	

NOTE.—The California and Grand Canyon Limiteds (Nos. 4-24) carry first-class sleeping car passengers only, and are for through travel from California points south and west of Barstow; also from points between Ash Fork and Phoenix, and from the Grand Canyon to Trinidad and all points east. Do not carry local passengers, except from Kansas City to Chicago. Time at intermediate stations for information only.

▲ Time shown, San Francisco to Barstow, is No. 22. * Time shown, Barstow to San Francisco, is No. 9. • Sleeper ready for occupancy at 9 00 p.m. ⊙ Via taxi service for train No. 24. ♀ Bus service Williams to Grand Canyon and return.

EQUIPMENT

No. 3—Daily (The California Limited).

Valet, Maid, Barber Service and Bath.

Club-Lounge Car..Chicago to Los Angeles.
Sleeping Car...Chicago to Los Angeles—3-Compartments, 2 D. R. Obs.
Chicago to Kansas City—14-Section.
St. Louis to Los Angeles—8-Section, Drawing-room, 2-Compartments (daily alternating service via Kansas City, via C. B. & Q.-C. & A., Mo. Pac. and Wabash).
Chicago to Los Angeles—10-Section, 2 Drawing-rooms.
Chicago to Los Angeles—6-Compts., 3 Drawing-rooms.
Chicago to Kansas City—10-Sec., D. R., 2-Compts.
Chicago to San Francisco—10-Section, Drawing-room, 2-Compartments (on No. 9 from Barstow).
Chicago to San Diego—8-Section, Drawing-room, 2-Compartments (on No. 72 from Los Angeles).
Denver to Los Angeles—10-Section, Drawing-room, 2-Compartments (on No. 24 to La Junta).
Observation Parlor Car..Los Angeles to San Diego.
Dining Car.....Chicago to Los Angeles (Fred Harvey service).

No. 23—Daily (The Grand Canyon Limited).

Valet, Maid, Barber Service and Bath.

Club Car.....Chicago to Los Angeles.
Sleeping Car...Chicago to Los Angeles—10-Section Observation.
Chicago to Kansas City—12-Section, Drawing-room.
Chicago to Phoenix—10-Section, Drawing-room, 2-Compartments (on No. 47 from Ash Fork).
Winslow to Phoenix—12-Sec., D.R. (on 47 from Ash Fork).
Chicago to Los Angeles (via Grand Canyon)—10-Section, Drawing-room, 2-Compartments. Two cars.
Chicago to Los Angeles—10-Sec., D. R., 2-Compts.
Minneapolis to Los Angeles—10-Section, Drawing-room, 2-Compartments (via C. G. W. No. 8-3 to Kansas City).
Observation Parlor Car..Los Angeles to San Diego.
Dining Car.....Chic. to Los Ang. Serves all meals (Fred Harvey service).

No. 4—Daily (The California Limited).

Valet, Maid, Barber Service and Bath.

Club-Lounge Car..Los Angeles to Chicago.
Sleeping Car...Los Angeles to Chicago—3-Compartments, 2 D. R. Obs.
Los Angeles to Chicago—10-Section, 2 Drawing-rooms.
Los Angeles to Chicago—6-Compts., 3 Drawing-rooms.
San Francisco to Chicago—10-Section, Drawing-room, 2-Compartments (on No. 22 to Barstow).
San Diego to Chicago—8-Section, Drawing-room, 2-Compartments (on No. 73 to Los Angeles).
Kansas City to Chicago—12-Section, Drawing-room.
Los Angeles to St. Louis—8-Section, Drawing-room, 2-Compartments (daily alternating service via Kansas City, via C. B. & Q.-C. & A., Mo. Pac. and Wabash).
Observation Parlor Car..San Diego to Los Angeles.
Dining Car.....Los Angeles to Chicago. Serves all meals (Fred Harvey service). Diner ready to serve 5 50 p.m. at Los Angeles.

No. 24—Daily (The Grand Canyon Limited).

Train remains in Dearborn Station (Chicago) until 7 20 a.m.

Valet, Maid, Barber Service and Bath.

Club Car.....Los Angeles to Chicago.
Sleeping Car...Los Angeles to Chicago—10-Section Observation.
Los Angeles to Denver—10-Section, Drawing-room, 2-Compartments (on No. 5 from La Junta).
Phoenix to Chicago—10-Section, Drawing-room, 2-Compartments (on No. 42 to Ash Fork).
Los Angeles to Chicago (via Grand Canyon)—10-Section, Drawing-room, 2-Compartments. Two cars.
Los Angeles to Chicago—10-Section, D. R., 2-Compts.
Kansas City to Chicago—14-Section.
Kansas City to Chicago—12-Section, Drawing-room.
Observation Parlor Car..San Diego to Los Angeles.
Dining Car.....Los Angeles to Chillicothe. Serves all meals (Fred Harvey service).

Santa Fe

Automatic Block Signals or Train Control

TABLE C — CHICAGO, KANSAS CITY AND CALIFORNIA

WEST—VIA LA JUNTA, ALBUQUERQUE AND BELEN.

Mls	STATIONS.	1-9—The Scout Daily		By Days
0	Lve. Chicago. (A. T. & S. F.)	9 45 A M		SunMonTueWedThuFriSat
451	Arr. Kansas City. "	8 05 P M		SunMonTueWedThuFriSat
....	.....	(Mo. Pac.)	(Wabash)	(C. R. & Q.) (C. & A.)
....	Lve. St. Louis	2 02 P M	2 00 P M	7 30 A M 8 15 A M
....	Arr. Kansas City	9 20 P M	9 20 P M	7 50 P M 9 00 P M
451	Lve. Kansas City. (A. T. & S. F.)	9 40 P M		SunMonTueWedThuFriSat
651	Lve. Newton ..... "	4 10 A M		MonTueWedThuFriSatSun
819	Lve. Dodge City ..... "	8 25 A M		MonTueWedThuFriSatSun
1021	Lve. La Junta ..... "	2 55 P M		MonTueWedThuFriSatSun
1236	Lve. Las Vegas ..... "	8 40 P M		MonTueWedThuFriSatSun
1301	Arr. Lamy ..... "	11 00 P M		MonTueWedThuFriSatSun
1369	Lve. Albuquerque ... "	1 05 A M		TueWedThuFriSatSunMon
1399	Lve. Belen ..... "	3 30 A M		TueWedThuFriSatSunMon
1640	Arr. Holbrook ..... "	10 35 A M		TueWedThuFriSatSunMon
1651	Arr. Winslow ..... "	11 30 A M		TueWedThuFriSatSunMon
1763	Arr. Williams ..... "	3 10 P M		TueWedThuFriSatSunMon
1827	Arr. Grand Canyon (A. T. & S. F.)	6 00 P M		TueWedThuFriSatSunMon
....	Lve. Grand Canyon . "	10 15 A M		TueWedThuFriSatSunMon
1786	Arr. Ash Fork. (A. T. & S. F.)	4 00 P M		TueWedThuFriSatSunMon
1963	Arr. Needles ..... "	8 45 P M		TueWedThuFriSatSunMon
2130	Arr. Barstow ..... "	2 05 A M		WedThuFriSatSunMonTue
2211	Arr. San Bernardino "	4 50 A M		WedThuFriSatSunMonTue
2261	Arr. Pasadena ..... "	6 30 A M		WedThuFriSatSunMonTue
2271	Arr. Los Angeles.... "	7 00 A M		WedThuFriSatSunMonTue
2397	Arr. San Diego ..... "	12 15 P M		WedThuFriSatSunMonTue
2130	Lve. Barstow. (A. T. & S. F.)	4 20 A M		WedThuFriSatSunMonTue
2269	Arr. Bakersfield .... "	8 50 A M		WedThuFriSatSunMonTue
2380	Arr. Fresno ..... "	12 01 P M		WedThuFriSatSunMonTue
2438	Arr. Merced ..... "	1 45 P M		WedThuFriSatSunMonTue
2503	Arr. Stockton ..... "	3 35 P M		WedThuFriSatSunMonTue
2586	Arr. Oakland ..... "	6 55 P M		WedThuFriSatSunMonTue
2581	Arr. San Francisco. "	7 00 P M		WedThuFriSatSunMonTue

CONNECTING TRAINS

0	Lve. Denver (U. D.). (A. T. & S. F.)	9 15 A M	MonTueWedThuFriSatSun
181	Arr. La Junta ..... "	2 10 P M	MonTueWedThuFriSatSun
0	Lve. Lamy ..... (A. T. & S. F.)	•11 10 P M	MonTueWedThuFriSatSun
18	Arr. Santa Fe ..... "	•11 01 A M	TueWedThuFriSatSunMon
0	Lve. Ash Fork. . (A. T. & S. F.)	4 15 P M	TueWedThuFriSatSunMon
194	Arr. Phœnix ..... "	10 45 P M	TueWedThuFriSatSunMon
0	Lve. San Bernardino. (A. T. & S. F.)	6 00 A M	WedThuFriSatSunMonTue
9	Arr. Redlands ..... "	6 17 A M	WedThuFriSatSunMonTue
0	Lve. San Bernardino. (A. T. & S. F.)	5 20 A M	WedThuFriSatSunMonTue
10	Arr. Riverside ..... "	5 45 A M	WedThuFriSatSunMonTue
0	Lve. Los Angeles.. (So. Pac.)	8 00 A M	WedThuFriSatSunMonTue
104	Arr. Santa Barbara . "	10 55 A M	WedThuFriSatSunMonTue

EAST—VIA BELEN, ALBUQUERQUE AND LA JUNTA

Mls	STATIONS.	2-6—The Scout Daily		By Days
0	Lve. San Francisco (A. T. & S. F.)	•10 30 P M		SunMonTueWedThuFriSat
0	Lve. Oakland ..... "	•10 15 P M		SunMonTueWedThuFriSat
83	Lve. Stockton ..... "	1 40 A M		MonTueWedThuFriSatSun
149	Lve. Merced ..... "	3 25 A M		MonTueWedThuFriSatSun
207	Lve. Fresno ..... "	5 00 A M		MonTueWedThuFriSatSun
317	Lve. Bakersfield .... "	8 30 A M		MonTueWedThuFriSatSun
436	Arr. Barstow ..... "	1 00 P M		MonTueWedThuFriSatSun
0	Lve. San Diego (A. T. & S. F.)	⇄8 30 A M		MonTueWedThuFriSatSun
126	Lve. Los Angeles.... "	9 45 A M		MonTueWedThuFriSatSun
136	Lve. Pasadena ..... "	10 25 A M		MonTueWedThuFriSatSun
189	Lve. San Bernardino "	12 50 P M		MonTueWedThuFriSatSun
269	Lve. Barstow ..... "	5 50 P M		MonTueWedThuFriSatSun
435	Lve. Needles ..... "	8 15 P M		MonTueWedThuFriSatSun
603	Lve. Ash Fork ..... "	3 30 A M		TueWedThuFriSatSunMon
700	Arr. Grand Canyon (A. T. & S. F.)	8 00 A M		TueWedThuFriSatSunMon
....	Lve. Grand Canyon . "	7 45 P M		MonTueWedThuFriSatSun
656	Lve. Williams. (A. T. & S. F.)	5 00 A M		TueWedThuFriSatSunMon
728	Arr. Winslow ..... "	7 20 A M		TueWedThuFriSatSunMon
761	Arr. Holbrook ..... "	8 40 A M		TueWedThuFriSatSunMon
990	Lve. Belen ..... "	3 55 P M		TueWedThuFriSatSunMon
1020	Lve. Albuquerque ... "	5 10 P M		TueWedThuFriSatSunMon
1088	Lve. Lamy ..... "	7 00 P M		TueWedThuFriSatSunMon
1151	Arr. Las Vegas ..... "	9 05 P M		TueWedThuFriSatSunMon
1369	Arr. La Junta ..... "	3 35 A M		WedThuFriSatSunMonTue
1569	Arr. Dodge City ..... "	8 35 A M		WedThuFriSatSunMonTue
1722	Arr. Newton ..... "	2 55 P M		WedThuFriSatSunMonTue
1922	Arr. Kansas City .... "	8 40 P M		WedThuFriSatSunMonTue
....	.....	(C. R. & Q.)	(C. & A.)	(Mo. Pac.) (Wabash)
....	Lve. Kansas City	11 55 P M	11 55 P M	9 50 P M 11 55 P M
....	Arr. St. Louis	7 35 A M	7 35 A M	6 55 A M 7 30 A M
1922	Lve. Kansas City. (A. T. & S. F.)	9 00 P M		WedThuFriSatSunMonTue
2373	Arr. Chicago ..... "	8 25 A M		ThuFriSatSunMonTueWed

CONNECTING TRAINS

0	Lve. Santa Barbara (So. Pac.)	6 10 A M	MonTueWedThuFriSatSun
104	Arr. Los Angeles.... "	9 30 A M	MonTueWedThuFriSatSun
0	Lve. Phœnix... (A. T. & S. F.)	7 00 P M	MonTueWedThuFriSatSun
194	Arr. Ash Fork ..... "	2 40 A M	TueWedThuFriSatSunMon
0	Lve. Santa Fe. (A. T. & S. F.)	•5 55 P M	TueWedThuFriSatSunMon
18	Arr. Lamy ..... "	•6 40 P M	TueWedThuFriSatSunMon
0	Lve. La Junta. (A. T. & S. F.)	4 00 A M	WedThuFriSatSunMonTue
64	Arr. Pueblo ..... "	5 40 A M	WedThuFriSatSunMonTue
109	Arr. Colorado Spgs. "	7 15 A M	WedThuFriSatSunMonTue
181	Arr. Denver (U. D.).. "	10 00 A M	WedThuFriSatSunMonTue

" Sleeper open 9 00 p.m. • Bus. ⇄ Via Fullerton.

EQUIPMENT

1-9—Daily (The Scout)

Sleeping Car ... Chicago to Los Angeles—12-Section Drawing-room.
Chicago to Fort Worth—12-Section Drawing-room (on No. 27 from Kansas City).
Chicago to Denver—10-Section, 2 Drawing-room (on No. 11 from Kansas City).
Denver to Los Ang.—12-Sec. D. R. (on No. 12 to La Junta).
Trinidad to El Paso—12-Sec. D. R. (on 6-5 from Denver).
Kansas City to Hutchinson—16-Section.
◆ Albuquerque to El Paso—16-Section (on 1 from Belen).
◆ Albuquerque to Silver City — 12-Section Drawing-room (on No. 17 from Rincon).
◆ Albuquerque to Gallup—12-Section Drawing-room.
◆ Albuquerque to Tulsa—12-Section Drawing-room (on No. 22-14-47 from Belen).
Tourist Sleeper. Chicago to Los Angeles (on No. 9 from Kansas City). (Sleeper ready at Kansas City 10 00 p.m.)
Obs.-Parlor Car. Chicago to Kansas City. Los Angeles to San Diego. Williams to Grand Canyon. Grand Canyon to Williams.
Cafe-Obs. Car.. Barstow to Ferry Point.
Dining Car..... Chicago to Kansas City (Fred Harvey service).
Chair Car..... Chicago to El Paso. ◆ Sleeper ready to occupy 9 00 p.m.

For equipment west of Belen, see Train 9, Table E.

2-6—Daily (The Scout)

Sleeping Car ... Los Angeles to Chicago—12-Section Drawing-room.
Los Angeles to Chicago—10-Section Drawing-room, 2 Compartments (on No. 2 from Belen).
Los Angeles to Chicago—12-Section Drawing-room (via Grand Canyon).
Los Angeles to Denver—12-Section Drawing-room (on No. 5 from La Junta).
San Francisco to Chicago — 12-Section Drawing-room. (Sleeper ready to occupy 9 00 p.m.) (On 2 from Belen.)
San Francisco to Bakersfield—12-Section Drawing-room.
Phœnix to Winslow — 12-Section Drawing-room (on No. 42 to Ash Fork).
Denver to Kansas City—12-Section Drawing-room (on No. 6 to La Junta).
Denver to Chicago—12-Sec. D. R. (on No. 6 to La Junta).
Kansas City to Chicago—10-Section Drawing-room, 2 Compartments—10 Section Observation.
Tourist Sleeper. San Francisco to Barstow.
Los Angeles to Chicago (on No. 2 from Belen).
Dining Car..... Streator to Chicago (Fred Harvey service).
Chair Car..... San Francisco to Barstow. Los Angeles to Chicago.

For equipment east of Belen, see Train 2, Table E.

Tickets to or from California honored, via Phœnix, without charge upon application to train conductor.

TABLE D — CHICAGO, KANSAS CITY AND PHŒNIX

Miles.	STATIONS. (A. T. & S. F.)	23-47—Grand Canyon Limited Daily	Exam. Daily Serv.	9-49—The Navajo Daily	Exam. Daily Serv.	1-9-49—The Scout Daily	Exam. Daily Serv.
0	Lve. Chicago	10 15 P M	Sun	12 30 P M	Sun	9 45 A M	Sun
451	Lve. Kansas City ...	10 00 A M	Mon	12 01 A M	Mon	9 40 P M	Sun
517	Lve. Topeka	11 50 A M	Mon	.....	.....	11 55 P M	Sun
651	Lve. Newton	5 20 P M	Mon	4 55 A M	Mon	4 10 A M	Mon
1006	Lve. La Junta	10 45 P M	Mon	▲	.....	2 55 P M	Mon
1354	Lve. Albuquerque ..	10 20 A M	Tue		.....	1 05 A M	Tue
1735	Arr. Williams	10 15 P M	Tue	5 10 P M	Tue	5 10 P M	Tue
1758	Lve. Ash Fork	12 30 A M	Wed	4 15 P M	Tue	4 15 P M	Tue
1815	Arr. Prescott	1 12 A M	Wed	5 56 P M	Tue	5 56 P M	Tue
1890	Arr. Wickenburg ...	6 20 A M	Wed	6 55 P M	Tue	6 55 P M	Tue
1921	Arr. ⇄Hot Springs Jn..	6 45 A M	Wed	9 32 P M	Tue	9 32 P M	Tue
1952	Arr. Phœnix	8 00 A M	Wed	10 45 P M	Tue	10 45 P M	Tue

Miles.	STATIONS. (A. T. & S. F.)	40-8—The Hopi Daily	Exam. Daily Serv.	42-2-8 Daily	Exam. Daily Serv.	42-24—Grand Canyon Ltd. Daily	Exam. Daily Serv.
0	Lve. Phœnix	7 00 A M	Sun	7 00 P M	Sun	7 00 P M	Sun
43	Lve. ⇄Hot Springs Jn..	8 21 A M	Sun	8 25 P M	Sun	8 25 P M	Sun
54	Lve. Wickenburg ...	8 45 A M	Sun	8 55 P M	Sun	8 55 P M	Sun
137	Lve. Prescott	11 53 A M	Sun	12 32 A M	Mon	12 32 A M	Mon
194	Lve. Ash Fork	3 45 P M	Sun	3 30 A M	Mon	4 00 A M	Mon
217	Lve. Williams	6 00 P M	Sun	5 00 A M	Mon	5 30 A M	Mon
598	Lve. Albuquerque ..	3 20 A M	Mon	5 10 P M	Mon	4 00 P M	Mon
946	Arr. La Junta	5 20 P M	Mon	3 35 A M	Tue	2 35 A M	Tue
1301	Arr. Newton	2 40 A M	Tue	2 55 P M	Tue	12 40 P M	Tue
1435	Arr. Topeka	.....	.....	6 25 P M	Tue	.....	.....
1501	Arr. Kansas City ...	7 25 A M	Tue	8 40 P M	Tue	6 15 P M	Tue
1952	Arr. Chicago	7 45 P M	Tue	8 25 A M	Wed	7 05 A M	Wed

▲ Via Amarillo. ⇄ Daily bus service between Hot Springs Junction and Castle Hot Springs.

For Equipment, see next page.

Automatic Block Signals or Train Control

Santa Fe

TABLE D—Continued—CHICAGO, KANSAS CITY AND PHOENIX—EQUIPMENT.

No. 23—Chicago to Ash Fork (The Grand Canyon Limited).
No. 47—Ash Fork to Phoenix—Daily.
(Valet, Maid and Barber service.)

Club Car.....Chicago to Ash Fork.
Sleeping Car...Chicago to Ash Fork (via Grand Canyon)—10-Section Drawing-room, 2-Compartments.
Chicago to Ash Fork—10-Sec. Drawing-room, 2-Compts.
Chicago to Ash Fork—10-Section Observation.
Chicago to Phoenix—10-Section D.R., 2-Compts.
Winslow to Phoenix—12-Section Drawing-room.
Dining Car.....Serves all meals. (Fred Harvey service.)

No. 9—Chicago to Ash Fork (The Navajo).
No. 49—Ash Fork to Phoenix—Daily.

Sleeping Car...Chicago to Kansas City—10-Section Observation.
Kansas City to Ash Fork—12-Sec. D.R. (open 10 00 p.m.).
Chicago to Ash Fork—10-Sec. Drawing-room, 2-Compts.
Chicago to Ash Fork—12-Section Drawing-room.
Tourist Sleeper. Kansas City to Ash Fork.
Dining Car.....Chicago to Marceline. (Fred Harvey service.)
Cafe Observation Car..Ash Fork to Phoenix.
Chair Car.....Chicago to Ash Fork. Ash Fork to Phoenix.
(For other equipment train No. 9, see Table below.)

No. 1—Chicago to Belen. No. 9—Belen to Ash Fork (The Scout).
No. 49—Ash Fork to Phoenix—Daily.

Sleeping Car...Chicago to Ash Fork—12-Section Drawing-room.
Tourist Sleeper. Chicago to Ash Fork (on No. 9 from Kansas City).
Denver to Ash Fork—12-Section Drawing-room (on No. 12 to La Junta).
Dining Car.....Chicago to Kansas City. (Fred Harvey service.)
Chair Car.....Chicago to Ash Fork.
(For other equipment train No. 9, see Table below.)

No. 40—Phoenix to Ash Fork.
No. 8—Ash Fork to Chicago (The Hopi)—Daily.

Sleeping Car...Los Angeles to Chicago—12-Sec. D. R. (on 8 to Ash Fork).
Gallup to Albuquerque—12-Section Drawing-room.
Kansas City to Chicago—12-Section Drawing-room (on No. 28 from Fort Worth).
Cafe Observation Car..Phoenix to Ash Fork.
Obs. Parlor Car..Kansas City to Chicago.
Dining Car. ...Kansas City to Chicago. (Fred Harvey service.)
Tourist Sleeper..Los Angeles to Chicago (on No. 8 to Ash Fork).
Coach.....Los Angeles to Chicago.
Chair Car.....Phoenix to Ash Fork.

No. 42—Phoenix to Ash Fork.
No. 24—Ash Fork to Chicago (The Grand Canyon Ltd.)—Daily.
Train remains in Dearborn Station (Chicago) until 7 30 a.m.
(Valet, Maid and Barber service.)

Club Car.....Los Angeles to Chicago (on No. 24 to Ash Fork).
Sleeping Car...Los Angeles to Chicago—10-Sec. Obs. (on 24 to Ash Fork).
Los Angeles to Chicago—10-Section Drawing-room, 2-Compartments (on No. 24 to Ash Fork).
Los Angeles to Chicago (via Grand Canyon)—10-Section Drawing-room, 2-Compts. (on No. 24 to Ash Fork).
Los Angeles to Denver—10-Section Drawing-room, 2-Compartments (on No. 24 to Ash Fork).
Phoenix to Chicago—10-Section D. R., 2-Compts.
Phoenix to Winslow—12-Sec. D. R. (on 2 from Ash Fork).
Kansas City to Chicago—12-Section D. R.; 14-Section.
Dining Car.....Phoenix to Wickenburg.
Los Angeles to Chillicothe (on No. 24 to Ash Fork). (Fred Harvey service.)
(For equipment train No. 2-6, see Table C.)

TABLE E — CHICAGO, KANSAS CITY AND CALIFORNIA

Mls	WEST—VIA CLOVIS AND BELEN — STATIONS		No. 9—The Navajo Daily	No. 9—The Navajo By Days
0	Lve. Chicago	(A. T. & S. F.)	12 50 P M	SuMoTuWeThFrSa
451	Arr. Kansas City	"	11 50 P M	SuMoTuWeThFrSa
....			(Mo. Pac.)	(Wabash) (C. B. & Q.) (C. & A.)
....	Lve. St. Louis		2 02 P M	2 00 P M 7 30 A M 8 15 A M
....	Arr. Kansas City		9 20 P M	9 20 P M 7 50 P M 9 00 P M
451	Lve. Kansas City	(A. T. & S. F.)	12 01 A M	MoTuWeThFrSaSu
651	Lve. Newton	"	4 55 A M	MoTuWeThFrSaSu
679	Lve. Wichita	"	6 00 A M	MoTuWeThFrSaSu
713	Lve. Wellington	"	7 45 A M	MoTuWeThFrSaSu
819	Lve. Waynoka	"	11 45 A M	MoTuWeThFrSaSu
1025	Lve. Amarillo	(P. & S. F.)	6 40 P M	MoTuWeThFrSaSu
1129	Arr. Clovis	(Central time) (A. T. & S. F.)	9 25 P M	MoTuWeThFrSaSu
1129	Lve. Clovis	(Mount. time) "	8 42 P M	MoTuWeThFrSaSu
1260	Lve. Vaughn	"	12 03 A M	TuWeThFrSaSuMo
1369	Lve. Belen	"	3 30 A M	TuWeThFrSaSuMo
1733	Arr. Williams	"	5 10 P M	TuWeThFrSaSuMo
1797	Arr. Grand Canyon	(A. T. & S. F.)	6 00 P M	TuWeThFrSaSuMo
....	Lve. Grand Canyon	"	10 15 A M	TuWeThFrSaSuMo
1756	Arr. Ash Fork	(A. T. & S. F.)	4 00 P M	TuWeThFrSaSuMo
1931	Arr. Needles	"	8 45 P M	TuWeThFrSaSuMo
2100	Arr. Barstow	"	2 05 A M	WeThFrSaSuMoTu
2181	Arr. San Bernardino	"	4 50 A M	WeThFrSaSuMoTu
2231	Arr. Pasadena	"	6 30 A M	WeThFrSaSuMoTu
2241	Arr. Los Angeles	"	7 00 A M	WeThFrSaSuMoTu
2367	Arr. San Diego	"	12 15 P M	WeThFrSaSuMoTu
2100	Lve. Barstow	(A. T. & S. F.)	4 20 A M	WeThFrSaSuMoTu
2239	Arr. Bakersfield	"	8 50 A M	WeThFrSaSuMoTu
2556	Arr. Oakland	"	6 58 P M	WeThFrSaSuMoTu
2551	Arr. San Francisco	(A. T. & S. F.)	7 00 P M	WeThFrSaSuMoTu

CONNECTING TRAINS

0	Lve. Belen	(A. T. & S. F.)	6 00 A M	TuWeThFrSaSuMo
30	Arr. Albuquerque	"	6 55 A M	TuWeThFrSaSuMo
0	Lve. Ash Fork	(A. T. & S. F.)	4 15 P M	TuWeThFrSaSuMo
194	Arr. Phoenix	"	10 45 P M	TuWeThFrSaSuMo
0	Lve. Los Angeles	(South. Pacific)	8 00 A M	WeThFrSaSuMoTu
104	Arr. Santa Barbara	"	10 55 A M	WeThFrSaSuMoTu

Mls	EAST—VIA BELEN AND CLOVIS — STATIONS		No. 2—The Navajo Daily	No. 2—The Navajo By Days
0	Lve. San Francisco	(A. T. & S. F.)	10 50 P M	SuMoTuWeThFrSa
0	Lve. Oakland	(A. T. & S. F.)	10 15 P M	SuMoTuWeThFrSa
317	Lve. Bakersfield	"	8 30 A M	MoTuWeThFrSaSu
385	Lve. Mojave	"	11 25 A M	MoTuWeThFrSaSu
456	Arr. Barstow	"	1 00 P M	MoTuWeThFrSaSu
0	Lve. San Diego	(Via Fallbrook) (A. T. & S. F.)	8 30 A M	MoTuWeThFrSaSu
0	Lve. Los Angeles	"	9 45 A M	MoTuWeThFrSaSu
10	Lve. Pasadena	"	10 25 A M	MoTuWeThFrSaSu
60	Lve. San Bernardino	"	12 50 P M	MoTuWeThFrSaSu
143	Lve. Barstow	"	5 50 P M	MoTuWeThFrSaSu
309	Lve. Needles	"	8 25 P M	MoTuWeThFrSaSu
483	Lve. Ash Fork	"	3 30 A M	TuWeThFrSaSuMo
509	Arr. Williams	"	4 40 A M	TuWeThFrSaSuMo
573	Arr. Grand Canyon	(A. T. & S. F.)	8 00 A M	TuWeThFrSaSuMo
....	Lve. Grand Canyon	(A. T. & S. F.)	7 45 P M	MoTuWeThFrSaSu
509	Lve. Williams	(A. T. & S. F.)	5 00 A M	TuWeThFrSaSuMo
884	Arr. Belen	"	5 10 P M	TuWeThFrSaSuMo
983	Arr. Vaughn	"	6 30 P M	TuWeThFrSaSuMo
1014	Arr. Clovis	(Mount. time) "	10 10 P M	TuWeThFrSaSuMo
1014	Lve. Clovis	(Central time) "	11 20 P M	TuWeThFrSaSuMo
1071	Arr. Hereford	(P. & S. F.)	12 48 A M	WeThFrSaSuMoTu
1218	Arr. Amarillo	"	2 05 A M	WeThFrSaSuMoTu
1388	Arr. Woodward	(A. T. & S. F.)	6 45 A M	WeThFrSaSuMoTu
1564	Arr. Wichita	"	13 10 P M	WeThFrSaSuMoTu
1591	Arr. Newton	"	2 25 P M	WeThFrSaSuMoTu
1777	Arr. Kansas City	"	7 15 P M	WeThFrSaSuMoTu
....		(C. B. & Q.)	(C. & A.)	(Mo. Pac.) (Wabash)
....	Lve. Kansas City		11 55 P M	11 55 P M 8 50 P M 11 55 P M
....	Arr. St. Louis		7 35 A M	7 35 A M 6 55 A M 7 30 A M
1777	Lve. Kansas City	(A. T. & S. F.)	7 50 P M	WeThFrSaSuMoTu
2228	Arr. Chicago	"	8 05 A M	ThFrSaSuMoTuWe

CONNECTING TRAINS

0	Lve. Santa Barbara	(South. Pacific)	6 10 A M	MoTuWeThFrSaSu
104	Arr. Los Angeles	"	9 30 A M	MoTuWeThFrSaSu
0	Lve. Phoenix	(A. T. & S. F.)	7 00 P M	MoTuWeThFrSaSu
194	Arr. Ash Fork	"	2 40 A M	TuWeThFrSaSuMo
0	Lve. Sweetwater	(P. & S. F.)	12 35 P M	TuWeThFrSaSuMo
225	Lve. Canyon	"	6 45 P M	TuWeThFrSaSuMo
242	Arr. Amarillo	"	7 10 P M	TuWeThFrSaSuMo

EQUIPMENT

No. 9—Daily (The Navajo).

Sleeping Car...Chicago to Tulsa—10-Section Drawing-room, 2-Compartments (on No. 47 from Kansas City).
Chicago to Kansas City—10-Section Observation.
Chicago to Los Angeles—10-Section D. R., 2-Compts.
Chicago to San Francisco—12-Section Drawing-room.
Amarillo to Albuquerque—12-Sec. D.R. (on 14 from Belen).
Kansas City to Los Angeles—12-Section Drawing-room.
Belen to Los Angeles—12-Sec. D. R. (on 1 from Chicago).
Belen to Los Angeles—12-Section Drawing-room (on No. 12-1 from Denver).
Belen to Gallup—12-Sec. D. R. (on 1 from Albuquerque).
Barstow to San Francisco—10-Section Drawing-room, 2-Compartments (on No. 3 from Chicago).
Tourist Sleeper..Kansas City to Los Angeles (on No. 1 from Chicago) (sleeper ready 10 00 p.m.).
Dining Car.....Chicago to Marceline. (Fred Harvey service.)
Obs. Parlor Car..Williams to Grand Canyon. Grand Canyon to Williams. Los Angeles to San Diego.
Cafe Observation Car..Barstow to Oakland.
Chair Car.....Chicago to Los Angeles. Barstow to San Francisco.

No. 2—Daily (The Navajo).

Sleeping Car...Los Angeles to Chicago—12-Section Drawing-room (on 6 from Belen).
Los Angeles to Chicago (via Grand Canyon)—12-Section Drawing-room (on 6 from Belen).
Phoenix to Winslow—12-Sec. D. R. (on 42 to Ash Fork).
Tulsa to Chicago—10-Section Drawing-room, 2-Compartments (on No. 50 to Kansas City).
Kansas City to Chicago—10-Section Observation.
San Francisco to Chicago—12-Section Drawing-room.
San Francisco to Bakersfield—12-Section Drawing-room.
Los Angeles to Chicago—10-Section D. R., 2-Compts.
Los Angeles to Denver—12-Section Drawing-room (on 6-5 from Belen).
Amarillo to Kansas City—12-Section Drawing-room (on No. 94 from San Angelo).
Oklahoma City to Chicago—12-Section Drawing-room (on 16 to Newton).
Tourist Sleeper..San Francisco to Barstow. Los Angeles to Chicago.
Dining Car.....Kansas City to Marceline and Streator to Chicago.
Chair Car.....San Francisco to Barstow. Los Angeles to Chicago.

Santa Fe

Automatic Block Signals or Train Control

TABLE F — CHICAGO, KANSAS CITY AND CALIFORNIA

WEST—VIA CLOVIS AND BELEN

Miles.	STATIONS.	No. 21—The Missionary Daily	By Days
0	Lve. **Chicago**...(A. T. & S. F.)	11 00 P M	SunMonTueWedThuFriSat
451	Lve. **Kansas City** ... "	10 50 A M	MonTueWedThuFriSatSun
651	Lve. **Newton** ..... "	4 55 P M	MonTueWedThuFriSatSun
679	Lve. **Wichita** ..... "	6 45 P M	MonTueWedThuFriSatSun
927	Lve. **Canadian** ...(P. & S. F.)	2 40 A M	TueWedThuFriSatSunMon
1025	Lve. **Amarillo** ..... "	6 05 A M	TueWedThuFriSatSunMon
1129	Arr. **Clovis**.....(A. T. & S. F.)	8 55 A M	TueWedThuFriSatSunMon
1129	Lve. **Clovis**..(N. T.) (A. T. & S. F.)	9 00 A M	TueWedThuFriSatSunMon
1260	Lve. **Vaughn** ..... "	12 55 P M	TueWedThuFriSatSunMon
1360	Lve. **Belen** ..... "	4 00 P M	TueWedThuFriSatSunMon
1733	Arr. **Williams** ..... "	2 25 A M	WedThuFriSatSunMonTue
1797	Arr. **Grand Canyon** (A. T. & S. F.)	8 00 A M	WedThuFriSatSunMonTue
1797	Lve. **Grand Canyon**.. "	7 45 P M	TueWedThuFriSatSunMon
1756	Arr. **Ash Fork**..(A. T. & S. F.)	3 30 A M	WedThuFriSatSunMonTue
1933	Arr. **Needles** (P. T.).. "	7 10 A M	WedThuFriSatSunMonTue
2100	Arr. **Barstow** ..... "	12 25 P M	WedThuFriSatSunMonTue
2181	Arr. **San Bernardino** "	3 35 P M	WedThuFriSatSunMonTue
2231	Arr. **Pasadena** ..... "	4 10 P M	WedThuFriSatSunMonTue
2241	Arr. **Los Angeles**.... "	5 45 P M	WedThuFriSatSunMonTue
2367	Arr. **San Diego**..... "	9 50 P M	WedThuFriSatSunMonTue
2100	Lve. **Barstow**..(A. T. & S. F.)	3 25 P M	WedThuFriSatSunMonTue
2239	Arr. **Bakersfield**..... "	7 50 P M	WedThuFriSatSunMonTue
2350	Arr. **Fresno**..... "	11 50 P M	WedThuFriSatSunMonTue
2473	Arr. **Stockton**..... "	4 45 A M	ThuFriSatSunMonTueWed
2556	Arr. **Oakland** ..... "	8 11 A M	ThuFriSatSunMonTueWed
2551	Arr. **San Francisco**. "	8 15 A M	ThuFriSatSunMonTueWed

CONNECTING TRAINS

0	Lve. **Ash Fork**..(A. T. & S. F.)	4 15 P M	WedThuFriSatSunMonTue
59	Arr. **Prescott** ..... "	5 55 P M	WedThuFriSatSunMonTue
194	Arr. **Phoenix** ..... "	10 45 P M	WedThuFriSatSunMonTue
0	Lve. **Los Angeles**..(So. Pac.)	6 55 P M	WedThuFriSatSunMonTue
104	Arr. **Santa Barbara**. "	9 55 P M	WedThuFriSatSunMonTue

EAST—VIA BELEN AND CLOVIS

Miles.	STATIONS.	No. 22—The Missionary Daily	By Days
0	Lve. **San Francisco** (A. T. & S. F.)	9 45 A M	SunMonTueWedThuFriSat
0	Lve. **Oakland** ..... "	9 30 A M	SunMonTueWedThuFriSat
83	Lve. **Stockton** ..... "	12 21 P M	SunMonTueWedThuFriSat
207	Lve. **Fresno** ..... "	5 10 P M	SunMonTueWedThuFriSat
316	Lve. **Bakersfield**..... "	6 18 P M	SunMonTueWedThuFriSat
456	Arr. **Barstow** ..... "	10 00 P M	SunMonTueWedThuFriSat
0	Lve. **San Diego** (A. T. & S. F.)	2 50 P M	SunMonTueWedThuFriSat
126	Lve. **Los Angeles**.... "	7 55 P M	SunMonTueWedThuFriSat
187	Lve. **Riverside**..... "	9 35 P M	SunMonTueWedThuFriSat
186	Lve. **San Bernardino** "	10 15 P M	SunMonTueWedThuFriSat
269	Lve. **Barstow** ..... "	1 15 A M	MonTueWedThuFriSatSun
435	Lve. **Needles**..... "	5 45 A M	MonTueWedThuFriSatSun
609	Lve. **Ash Fork**..... "	2 05 P M	MonTueWedThuFriSatSun
700	Arr. **Grand Canyon** (A. T. & S. F.)	6 00 P M	MonTueWedThuFriSatSun
700	Lve. **Grand Canyon**.. "	10 15 A M	MonTueWedThuFriSatSun
636	Lve. **Williams**..(A. T. & S. F.)	3 50 P M	MonTueWedThuFriSatSun
1002	Arr. **Belen** ..... "	1 55 A M	TueWedThuFriSatSunMon
1241	Arr. **Clovis** ..... "	8 45 A M	TueWedThuFriSatSunMon
1345	Arr. **Amarillo**.....(P. & S. F.)	1 10 P M	TueWedThuFriSatSunMon
1443	Arr. **Canadian** ..... "	4 00 P M	TueWedThuFriSatSunMon
1818	Arr. **Wichita**....(A. T. & S. F.)	12 30 A M	WedThuFriSatSunMonTue
1845	Arr. **Newton** ..... "	1 35 A M	WedThuFriSatSunMonTue
2030	Arr. **Kansas City**.... "	7 15 A M	WedThuFriSatSunMonTue
2406	Arr. **Chicago** ..... "	7 40 P M	WedThuFriSatSunMonTue

CONNECTING TRAINS

0	Lve. **Santa Barbara** (So. Pac.)	2 50 P M	SunMonTueWedThuFriSat
104	Arr. **Los Angeles**.... "	5 45 P M	SunMonTueWedThuFriSat
0	Lve. **Phoenix** ...(A. T. & S. F.)	7 00 A M	MonTueWedThuFriSatSun
194	Arr. **Ash Fork**..... "	1 55 P M	MonTueWedThuFriSatSun
0	Lve. **Clovis** ...(A. T. & S. F.)	10 15 A M	TueWedThuFriSatSunMon
469	Arr. **Temple**..(G. C. & S. F.)	1 10 A M	WedThuFriSatSunMonTue
642	Arr. **Houston**..... "	7 40 A M	WedThuFriSatSunMonTue
1003	Arr. **New Orleans**. (G. C. Lines)	6 55 P M	WedThuFriSatSunMonTue

EQUIPMENT

No. 21—Daily (The Missionary).

Sleeping Car ... Chicago to Los Angeles (via Grand Canyon)—12-Section Drawing-room.
Chicago to Albuquerque—12-Section Drawing-room (via La Junta on Nos. 15-5 from Kansas City).
(Sleepers ready for occupancy at Chicago, at 9 45 p.m.) Chicago to Los Angeles—12-Section Drawing-room.
Chicago to San Francisco—12-Section Drawing-room.
Wichita to Amarillo—12-Section Drawing-room (on No. 95 for San Angelo).
Wellington to Amarillo—12-Section Drawing-room (on 50-75 from Tulsa).
Clovis to Los Angeles—12-Sec. D. R. (from New Orleans).
Bakersfield to San Francisco—12-Section Drawing-room.
Tourist Sleeper..Chicago to Los Angeles. Barstow to San Francisco.
Cafe Obs. Car..Ash Fork to Phoenix (on connecting train).
Dining Car.....Marceline to Kansas City. Fred Harvey service.
Chair Car .....Chicago to Los Angeles.
Coach.....Barstow to Oakland.

No. 22—Daily (The Missionary).

Sleeping Car ... Los Angeles to Chicago—12-Section Drawing-room.
Wichita to Kansas City—12-Sec. D. R. (ready 9 50 p.m.).
San Francisco to Chicago—10-Sec. D. R., 2 Compts. (on No. 4 from Barstow).
San Francisco to Kansas City—12-Section D. R.
Los Angeles to Death Valley Junction (Friday only)—12-Section D. R. (via T. & T. R.R. from Ludlow).
Los Angeles to Clovis—12-Section Drawing-room (for New Orleans on Nos. 98-91-93-91-17).
Albuquerque to Tulsa—12-Section Drawing-room (on No. 1 to Belen, Nos. 14-47 from Wellington).
Obs. Parlor Car..San Diego to Los Angeles.
Williams to Grand Canyon. Grand Canyon to Williams.
Cafe Obs. Car..Oakland to Barstow. Phoenix to Ash Fork.
Dining Car.....Kansas City to Chicago. Fred Harvey service.
Chair Car .....Los Angeles to Chicago.
Coach.....Oakland to Barstow.

TABLE G — CALIFORNIA, KANSAS CITY AND CHICAGO—Via Albuquerque and La Junta

Mls	STATIONS.	8 Daily	The Hopi By Days
0	Lve. **San Francisco** (A. T. & S. F.)	9 45 A M	SunMonTueWedThuFriSat
8	Arr. **Ferry Point**.... "	10 22 A M	SunMonTueWedThuFriSat
0	Lve. **Oakland**. (A. T. & S. F.)	9 30 A M	SunMonTueWedThuFriSat
83	Lve. **Stockton** ..... "	12 21 P M	SunMonTueWedThuFriSat
149	Lve. **Merced** ..... "	1 43 P M	SunMonTueWedThuFriSat
207	Lve. **Fresno** ..... "	3 10 P M	SunMonTueWedThuFriSat
317	Lve. **Bakersfield**.... "	5 10 P M	SunMonTueWedThuFriSat
0	Lve. **San Diego** (A. T. & S. F.)	7 05 P M	SunMonTueWedThuFriSat
126	Lve. **Los Angeles** ... "	10 45 P M	SunMonTueWedThuFriSat
136	Lve. **Pasadena**..... "	11 16 P M	SunMonTueWedThuFriSat
197	Lve. San Bernardino .. "	12 55 A M	MonTueWedThuFriSatSun
269	Lve. **Barstow** ..... "	3 30 A M	MonTueWedThuFriSatSun
447	Lve. **Needles**..... "	8 15 A M	MonTueWedThuFriSatSun
624	Lve. **Ash Fork**..... "	3 45 P M	MonTueWedThuFriSatSun
647	Arr. **Williams**..... "	5 00 P M	MonTueWedThuFriSatSun
711	Arr. **Grand Canyon** (A. T. & S. F.)	©8 50 P M	MonTueWedThuFriSatSun
....	Lve. **Grand Canyon**. "	10 15 A M	MonTueWedThuFriSatSun
647	Lve. **Williams** (A. T. & S. F.)	5 00 P M	MonTueWedThuFriSatSun
681	Lve. **Flagstaff**..... "	6 07 P M	MonTueWedThuFriSatSun
739	Lve. **Winslow** ..... "	7 45 P M	MonTueWedThuFriSatSun
867	Lve. **Gallup** ..... "	11 18 P M	MonTueWedThuFriSatSun
1028	Lve. **Albuquerque** .. "	3 20 A M	TueWedThuFriSatSunMon
1096	Lve. **Lamy** ..... "	5 15 A M	TueWedThuFriSatSunMon
1261	Arr. **Las Vegas**..... "	7 50 A M	TueWedThuFriSatSunMon
1376	Arr. **La Junta** ..... "	3 20 P M	TueWedThuFriSatSunMon
1578	Arr. **Dodge City** .... "	8 50 P M	TueWedThuFriSatSunMon
1731	Arr. **Newton** ..... "	2 40 A M	WedThuFriSatSunMonTue
1916	Arr. **Kansas City** ... "	7 05 A M	WedThuFriSatSunMonTue
....	.....	(Ma. Pac.)	(Wabash) (C. B. & Q.) (C. & A.)
....	Lve. **Kansas City**	6 50 A M	9 00 A M 8 30 A M 9 00 A M
....	Arr. **St. Louis**.....	4 10 P M	4 29 P M 6 00 P M 6 35 P M
1916	Lve. **Kansas City** (A. T. & S. F.)	8 45 A M	WedThuFriSatSunMonTue
1967	Arr. **Chicago**..... "	7 45 P M	WedThuFriSatSunMonTue

CONNECTING TRAINS.

....	.....	P M	.....
0	Lve. **Santa Barbara** .....(So. Pac.)	4 50	Su Mo Tu We Th Fr Sa
104	Arr. **Los Angeles** ..... "	7 45	Su Mo Tu We Th Fr Sa
....	.....	P M	.....
0	Lve. **Redlands**.....(A. T. & S. F.)	Taxi	Service for Interstate
18	Arr. **San Bernardino** ..... "		passengers.
0	Lve. **Phoenix** .....(A. T. & S. F.)	7 00	Mo Tu We Th Fr Sa Su
137	Lve. **Prescott**..... "	11 53	Mo Tu We Th Fr Sa Su
194	Arr. **Ash Fork**..... "	1 55	Mo Tu We Th Fr Sa Su
0	Lve. **Santa Fe**.....(A. T. & S. F.)	●4 10	Tu We Th Fr Sa Su Mo
18	Arr. **Lamy** ..... "	●4 55	Tu We Th Fr Sa Su Mo
0	Lve. **La Junta** .....(A. T. & S. F.)	5 45	Tu We Th Fr Sa Su Mo
64	Arr. **Pueblo** ..... "	8 25	Tu We Th Fr Sa Su Mo
110	Arr. **Colorado Springs** ..... "	8 45	Tu We Th Fr Sa Su Mo
184	Arr. **Denver** (U. D.)..... "	9 45	Tu We Th Fr Sa Su Mo
....	.....	P M	.....

EQUIPMENT

No. 8—Daily (The Hopi).

Sleeping Car ... Los Angeles to Chicago—12-Section Drawing-room.
Gallup to Albuquerque—12-Section Drawing-room.
Kansas City to Chicago—12-Section Drawing-room (on No. 28 from Fort Worth).
Obs. Parlor Car..San Diego to Los Angeles.
Grand Canyon to Williams.
Kansas City to Chicago.
Tourist Sleeper..Los Angeles to Chicago.
Dining Car.....Kansas City to Chicago.
Coach .....Los Angeles to Chicago.

© Bus service, Williams to Grand Canyon. ● Bus service.

Automatic Block Signals or Train Control

Santa Fe

TABLE H — PHŒNIX, PRESCOTT AND CALIFORNIA. (VIA PARKER AND CADIZ.)

17-9 Daily	The Phœnix. By Days.							Ms	STATIONS.		22-18-18 Daily	The Phœnix. By Days.							
8 00 P M	Sun	Mon	Tue	Wed	Thu	Fri	Sat	0	lve. Phœnix ..... (Santa Fe)	arr.	8 30 A M	Mon	Tue	Wed	Thu	Fri	Sat	Sun	† Daily, except Sunday; ‡ daily, except Monday.
9 52 P M	"	"	"	"	"	"	"	54	arr. Wickenburg..... "	lve.	6 53 A M	"	"	"	"	"	"	"	
6 05 P M	Sun	Mon	Tue	Wed	Thu	Fri	Sat	0	lve. Prescott..... (Santa Fe)	arr.	‡11 43 A M	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
8 55 P M	"	"	"	"	"	"	"	83	arr. Wickenburg..... "	lve.	8 45 A M	"	"	"	"	"	"	"	
9 52 P M	Sun	Mon	Tue	Wed	Thu	Fri	Sat	54	lve. Wickenburg.. (Santa Fe)	arr.	6 45 A M	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
12 17 A M	Mon	Tue	Wed	Thu	Fri	Sat	Sun	165	arr. Parker..... (M. T.) "	lve.	3 55 A M	"	"	"	"	"	"	"	
11 27 P M	Sun	Mon	Tue	Wed	Thu	Fri	Sat	165	lve. Parker..... (P. T.) "	arr.	2 45 A M	"	"	"	"	"	"	"	
†8 15 P M	.....	Mon	Tue	Wed	Thu	Fri	Sat	...	lve. Ripley..... (Santa Fe)	arr.	‡4 40 A M	.....	Tue	Wed	Thu	Fri	Sat	Sun	
12 20 A M	Mon	Tue	Wed	Thu	Fri	Sat	Sun	199	lve. Rice..... (Santa Fe)	arr.	1 59 A M	Mon	Tue	Wed	Thu	Fri	Sat	Sun	
1 33 A M	"	"	"	"	"	"	"	244	lve. Cadiz..... "	arr.	12 32 A M	"	"	"	"	"	"	"	
2 52 A M	"	"	"	"	"	"	"	291	lve. Ludlow..... "	arr.	11 55 P M	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
4 15 A M	"	"	"	"	"	"	"	345	lve. Barstow..... "	arr.	10 15 P M	"	"	"	"	"	"	"	
6 40 A M	"	"	"	"	"	"	"	430	lve. San Bernardino... "	arr.	7 55 P M	"	"	"	"	"	"	"	
8 40 A M	"	"	"	"	"	"	"	488	arr. Los Angeles..... "	lve.	5 45 P M	"	"	"	"	"	"	"	
12 15 P M	"	"	"	"	"	"	"	614	arr. San Diego..... "	lve.	2 30 P M	"	"	"	"	"	"	"	
4 20 A M	Mon	Tue	Wed	Thu	Fri	Sat	Sun	345	lve. Barstow ..... (Santa Fe)	arr.	10 20 P M	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
7 00 P M	"	"	"	"	"	"	"	796	arr. San Francisco..... "	lve.	9 45 A M	"	"	"	"	"	"	"	

EQUIPMENT

No. 17-9—Daily (The Phœnix).

Sleeping Car...Phœnix to Los Angeles—12-Section Drawing-room.
Death Valley Junc. (Sunday only) to Los Angeles—12-Section Drawing-room (via T. & T. R.R. to Ludlow).
Barstow to San Francisco—12-Section Drawing-room (from Chicago).
Tourist Sleeper. Ripley (Thursday only) to Los Angeles.
Cafe-Obs.....San Bernardino to Los Angeles. Barstow to Ferry Point.
Obs. Parlor Car. Los Angeles to San Diego (on connecting train).
Buffet-Chair Car..Phœnix to Los Angeles.
Chair Car.....Phœnix to Los Angeles.
Barstow to San Francisco.

No. 22-13—Daily (The Phœnix).

Sleeping Car...Los Angeles to Phœnix—12-Section Drawing-room.
Los Angeles (Friday only) to Death Valley Junc.—12-Section Drawing-room (via T. & T. R.R. from Ludlow).
San Francisco to Kansas City—12-Section Drawing-room (on No. 22 from Barstow).
San Francisco to Chicago—10-Section Drawing-room, 2 Compartments (on 4 from Barstow).
Tourist Sleeper. Los Angeles (Wednesday only) to Ripley.
Cafe-Obs.....Los Angeles to San Bernardino. Oakland to Barstow.
Obs. Parlor Car. San Diego to Los Angeles.
Buffet-Chair Car and Chair Car..Los Angeles to Phœnix.
Dining Car.....Wickenburg to Phœnix. Coach..San Fran. to Barstow.

TABLE I — CHICAGO AND COLORADO.

Read down / *Read up*

1-11 Daily	Exam. Daily Serv.	21-15-5 Daily	Exam. Daily Serv.	1-64 Daily	Exam. Daily Serv.	No. 5 Daily	Exam. Daily Serv.	Miles	STATIONS.		No. 6 Daily	Exam. Daily Serv.	12-22 Daily	Exam. Daily Serv.	14-24 Daily	Exam. Daily Serv.	
9 45 A M	Sun	11 00 P M	Sun	9 45 A M	Sun	7 00 P M	Sun	0	lve. Chicago.... (Santa Fe)	arr.	8 25 A M	Tues	7 40 P M	Mon	7 05 A M	Tues	
2 04 P M	"	3 22 A M	Mon	2 04 P M	"	11 43 P M	"	178	lve. Galesburg.... "	arr.	3 52 A M	"	2 50 P M	"	1 40 A M	"	
5 20 P M	"	4 40 A M	"	5 20 P M	"	1 15 A M	Mon	233	lve. Fort Madison "	arr.	2 35 A M	"	1 35 P M	"	12 25 A M	"	
8 05 P M	"	10 25 A M	Mon	8 05 P M	"	7 45 A M	"	451	arr. Kansas City. "	lve.	9 00 P M	Mon	7 50 A M	"	6 15 P M	Mon	✚ Via Ottawa cut-off.
7 30 A M	Sun	11 55 P M	Sun	7 30 A M	Sun	11 55 P M	Sun	....	lve. St. Louis...(C.B.&Q.)	arr.	7 35 A M	Tues	8 00 P M	Mon	7 35 A M	Tues	
8 15 A M	"	11 55 P M	"	8 15 A M	"	11 55 P M	"	....	lve. St. Louis ...(C. & A.)	arr.	7 35 A M	"	6 55 P M	"	7 35 A M	"	
2 02 P M	"	11 59 P M	"	2 02 P M	"	11 59 P M	"	....	lve. St. Louis...(Mo. Pac.)	arr.	7 43 A M	"	4 10 P M	"	7 43 A M	"	
2 00 P M	"	11 55 P M	"	2 00 P M	"	11 55 P M	"	....	lve. St. Louis ...(Wabash)	arr.	7 30 A M	"	4 20 P M	"	7 30 A M	"	
9 55 P M	Sun	1 19 P M	Mon	9 40 P M	Sun	8 20 A M	Mon	451	lve. Kansas City..(Santa Fe)	arr.	8 40 P M	Mon	7 40 A M	Mon	6 00 P M	Mon	
✚	.....	3 05 P M	"	✚	.....	10 40 A M	"	517	lve. Topeka..... "	arr.	6 25 P M	"	5 50 A M	"	4 55 P M	"	
12 30 A M	Mon	4 45 P M	"	1 35 A M	Mon	1 05 P M	"	578	lve. Emporia..... "	arr.	4 45 P M	"	3 50 A M	"	12 55 P M	"	
2 15 A M	"	6 50 P M	"	4 10 A M	"	4 45 P M	"	635	lve. Newton..... "	arr.	2 55 P M	"	1 35 A M	"	9 40 A M	"	
3 05 A M	"	7 60 P M	"	5 05 A M	"	6 15 P M	"	669	lve. Hutchinson.. "	arr.	1 35 P M	"	12 30 A M	"	8 15 A M	"	
4 50 A M	"	10 25 P M	"	8 25 A M	"	10 25 P M	"	789	lve. Dodge City... "	arr.	8 35 A M	"	7 20 P M	Sun	3 15 A M	"	
9 40 A M	"	3 50 A M	Tues	2 10 P M	"	3 50 A M	Tues	931	arr. La Junta..... "	lve.	3 55 A M	"	2 40 P M	"	8 55 P M	Sun	
11 20 A M	"	5 40 A M	"	5 25 P M	"	5 40 A M	"	1055	arr. Pueblo..... "	lve.	11 55 P M	Sun	12 40 P M	"	7 10 P M	"	
12 40 P M	"	7 15 A M	"	6 45 P M	"	7 15 A M	"	1100	arr. Colorado Springs "	lve.	10 45 P M	"	11 35 A M	"	5 50 P M	"	
5 50 P M	"	10 00 A M	"	9 45 P M	"	10 00 A M	"	1174	arr. Denver..... "	lve.	8 50 P M	"	9 15 A M	"	3 00 P M	"	

EQUIPMENT

No. 5—Daily (Colorado Express).

Sleeping Car...Chicago to Denver—12-Section Drawing-room.
Chic. to Galveston—12-Sec. D.R. (on No. 5 from Newton).
Chic. to K. City—10-Sec. Obs. and 10-Sec., 1 D.R., 2 Compts.
Dodge City to Denver—12-Sec. D.R. (on 15 from Kan. City).
Los Angeles to Denver—12-Sec. D.R. (on 2-6 to La Junta).
Los Angeles to Denver—10-Section D. R., 2 Compartments (on No. 24 to La Junta).
Dodge City to Albuquerque—12-Section Drawing-room (on No. 21-15 from Chicago).
El Paso to Denver—12-Sec. D.R. (on No. 14 to La Junta).
Dining Car.....Chic. to Streator, Marceline to K. C. (Fred Harvey serv.).
Chair Car.....Chic. to Denver. Kan. C. to Galveston (on 5 from Newton).

No. 1-11—Daily (Colorado Flyer).

Sleeping Car...Chic. to Los Angeles—12-Sec. D.R. (on 1-9 from Kan. City).
Chic. to Ft. Worth—12-S. D. R. (on No. 27 from Kan. City).
Chicago to Denver—10-Section, 2 Drawing-room.
Kansas City to Denver—12-Section Drawing-room.
Galveston to Denver—12-Sec. D.R. (on No. 18 to Newton).
Observation Parlor Car..Chicago to Kansas City.
Tourist Sleeper. Chicago to Kansas City (on No. 9 from Kansas City).
Dining Car.....Chicago to Kansas City (Fred Harvey service).
Chair Car.....Chicago to El Paso. Kansas City to Denver.

No. 1-64—Daily (The Scout). *(For equipment, see Table C.)*

No. 21-15-5—Daily (The Missionary).

Sleeping Car...Chicago to Albuquerque—12-Section Drawing-room.
Chicago to Newton—12-Section Drawing-room (to Los Angeles and San Francisco on 21).
Sleepers ready for occupancy at Chicago 9 45 p.m.
Chicago to Newton—12-Section Drawing-room (to Los Angeles on No. 21 via Grand Canyon).
Dodge City to Denver—12-Section Drawing-room (from Chicago and Kansas City).
Tourist Sleeper. Chicago to Newton (for Los Angeles).
Dining Car.....Marceline to Kansas City. Chair Car..Chicago to Denver.

No. 6—Daily (Chicago Express).

Sleeping Car...Denver to Kansas City—12-Section Drawing-room.
Denver to Chicago—12-Section, 1 Drawing-room.
Denver to Trinidad—12-Sec. D.R. (on No. 1 for El Paso).
Kansas City to Chicago—10-Section Drawing-room, 2 Compartments and 10-Section Observation.
Los Angeles to Chicago (also via Grand Canyon)—12-Section Drawing-room (on No. 2-6 to La Junta).
Dining Car.....Streator to Chicago (Fred Harvey service).
Chair Car.....Denver to Chicago.

No. 14-24—Daily.

Sleeping Car...Denver to Los Angeles—10-Section Drawing-room, 2 Compartments (on No. 3 from La Junta).
Denver to Kan. City—10-Sec., 2 D. R. (on 10 to Chicago).
Dallas to Chicago—12-Sec. D. R. (on No. 6 to Newton).
La Junta to Kan. City—12-Sec. D. R. (from Albuq. on 14).
Kansas City to Chicago—10-Section Observation, 14-Section and 10-Section Drawing-room, 2 Compartments.
Obs. Parlor Car..Denver to La Junta.
Dining Car.....Kansas City to Chillicothe (Fred Harvey service).
Chair Car.....Denver to Kansas City.

No. 12-22—Daily (Chicago Flyer).

Sleeping Car...Denver to Galveston—12-Section Drawing-room (on 27-17 from Newton).
Denver to Los Angeles—12-Section Drawing-room (on No. 1-9 from La Junta).
Denver to Kansas City—12-Section Drawing-room.
Hutchinson to Kansas City—16-Sections. (Sleeper ready 10 00 p.m.)
Kansas City to Chicago—12-Sec. D.R. (from Los Angeles).
Dining Car.....Kansas City to Chicago (Fred Harvey service).
Chair Car.....Denver to Kansas City. Kansas City to Chicago.

Santa Fe

Automatic Block Signals or Train Control

TABLE J — UTAH AND PACIFIC COAST—Via Ogden or Salt Lake City.

No. 15 Daily.	No. 1 Daily.	No. 3 Daily.	STATIONS. (Denver & Rio Gr. West. R.R.)	No. 4 Daily.	No. 2 Daily.	No. 16 Daily.
7 45 P M	8 15 A M	2 00 P M	lve.....Denver.....arr.	2 15 P M	8 00 P M	7 50 A M
10 10 P M	10 30 A M	4 15 P M	lve...Colorado Springs..arr.	11 55 A M	6 50 P M	5 10 A M
11 50 P M	11 50 A M	5 50 P M	lve.....Pueblo.....arr.	10 40 A M	5 10 P M	3 45 A M
1 50 P M	11 05 P M	4 10 A M	lve....Grand Junction...lve.	12 01 A M	6 25 A M	1 40 P M
Arrive.	8 30 A M	2 00 P M	arr.....Salt Lake City....lve.	2 15 P M	9 45 P M	.....
.....	10 00 A M	3 50 P M	arr.....Ogden.....lve.	12 45 P M	8 20 P M	.....
.....	1 55 P M	1 45 A M	lve..Ogden (U.P. Sys.) (Mt. T.).arr.	6 00 A M	3 50 P M	.....
.....	3 05 A M	6 05 P M	lve.....Huntington (Mt. T.).lve.	12 50 P M	12 50 A M	.....
.....	5 50 P M	6 10 A M	arr.....Portland (Pac.T.).lve.	10 00 P M	9 40 A M	.....
.....	4 50 A M	1 04 P M	arr.....Tacoma.....lve.	5 40 P M	12 40 A M	.....
.....	6 30 A M	2 20 P M	arr.....Seattle.....lve.	4 50 P M	11 15 P M	.....
.....	3 10 P M	3 10 P M	lve.Ogden (So. Pac.) (Pac. time) arr.	12 50 P M	12 50 P M	.....
.....	6 10 A M	6 10 A M	lve.....Reno.....arr.	10 00 P M	10 00 P M	.....
.....	12 20 P M	12 20 P M	arr.....Sacramento.....lve.	4 00 P M	4 00 P M	.....
.....	3 50 P M	3 50 P M	arr.....San Francisco.....lve.	12 40 P M	12 40 P M	.....
.....	No. 1	No. 3	(West. Pac. R.R.) (Pacific time.)	No. 4	No. 2	.....
.....	7 45 A M	1 15 P M	lve.....Salt Lake City....arr.	1 00 P M	8 50 P M	.....
.....	4 58 A M	11 40 A M	arr.....Sacramento.....lve.	2 15 P M	10 45 P M	.....
.....	9 45 A M	4 15 P M	arr.....San Francisco.....lve.	10 00 A M	6 50 P M	.....

EQUIPMENT

Compartment-Drawing-room Sleepers daily, between Denver and San Francisco, via D. & R. G. W. Nos. 1 and 2 and Southern Pacific Nos. 19 and 20.

Observation Sleepers between Salt Lake City and San Francisco, via W. P. Nos. 1 and 2.

Drawing-room and Sleepers daily, between Denver and San Francisco, via D. & R. G. W. Nos. 3 and 4 and Western Pacific Nos. 3 and 4.

Sleepers daily, between Denver and Salida and Grand Junction, via D. & R. G. W. Nos. 15 and 16.

Dining Car between Denver and Salt Lake City on D. & R. G. W. trains Nos. 1, 2, 3 and 4 and on W. P. Nos. 1, 2, 3 and 4.

TABLE K—COLORADO AND CALIFORNIA—Via Albuquerque.

Read down. *Read up.*

		14-3 California Limited. Daily.	Example. Daily Service	14-23 Gd. Canyon Limited. Daily.	Example. Daily Service	12-1-9 The Scout. Daily.	Example. Daily Service	Mls	STATIONS.	24-5 Gd. Canyon Limited. Daily.	Example. Daily Service	8-64 The Hopi. Daily.	Example. Daily Service	2-6-5 The Scout. Daily.	Example. Daily Service		
.....	.....	3 00 P M	Sun	3 00 P M	Sun	9 15 A M	Sun	0	lve..Denver (Un. Dep.).arr.	10 00 A M	Wed	9 45 P M	Tue	10 00 A M	Wed	.....	.....
.....	.....	5 50 P M	"	5 50 P M	"	11 35 A M	"	75	lve.Colo. Springs▲.arr.	7 15 A M	"	6 45 P M	"	7 15 A M	"	.....	▲ Operating stop only.
.....	.....	7 10 P M	"	7 10 P M	"	12 40 P M	"	119	lve.Pueblo (Union Dep.).arr.	5 40 A M	"	5 25 P M	"	5 40 A M	"	.....	
.....	.....	8 10 P M	"	8 10 P M	"	2 10 P M	"	183	arr.....La Junta....lve.	4 00 A M	"	3 45 P M	"	4 00 A M	"	.....	
.....	.....	8 25 P M	Sun	10 45 P M	Sun	2 55 P M	Sun	183	lve.....La Junta....arr.	2 35 A M	Wed	3 20 P M	Tue	3 35 A M	Wed	.....	
.....	.....	11 25 P M	"	12 55 A M	Mon	4 50 P M	"	265	lve.....Trinidad....arr.	12 20 A M	"	12 45 P M	"	1 20 A M	"	.....	• Runs via Fullerton.
.....	.....	3 25 A M	Mon	5 15 A M	"	8 40 P M	"	393	lve.....Las Vegas...arr.	8 05 P M	Tue	7 50 A M	"	8 05 P M	Tue	.....	
.....	.....	8 30 A M	"	10 20 A M	"	1 05 A M	Mon	531	lve...Albuquerque..lve.	3 50 P M	"	3 10 A M	"	4 40 P M	"	.....	
.....	.....	6 10 P M	"	10 15 P M	"	3 10 P M	"	912	arr.....Williams....lve.	5 30 A M	"	5 00 P M	Mon	5 00 A M	"	.....	
.....	.....	⊙8 50 P M	Mon	8 00 A M	Tue	6 00 P M	Mon	976	arr..Grand Canyon.lve.	7 45 P M	Mon	10 15 A M	Mon	7 45 P M	Mon	.....	⊙ Bus service.
.....	.....	10 15 A M	"	7 45 P M	Mon	10 15 A M	"	.....	lve..Grand Canyon.arr.	8 00 A M	Tue	⊙8 50 P M	"	8 00 A M	Tue	.....	
.....	.....	7 00 P M	Mon	11 25 P M	Mon	4 00 P M	Mon	935	arr.....Ash Fork....lve.	4 00 A M	Tue	5 45 P M	Mon	3 30 A M	Tue	.....	
.....	.....	3 20 A M	Tue	2 50 A M	Tue	8 05 A M	Tue	1279	arr.....Barstow....lve.	6 05 P M	Mon	3 30 A M	"	5 50 P M	Mon	.....	
.....	.....	5 55 A M	"	10 25 A M	"	4 50 A M	"	1360	arr.San Bernardino.lve.	2 25 P M	"	12 55 A M	"	12 50 P M	"	.....	
.....	.....	7 42 A M	"	12 01 P M	"	6 30 A M	"	1410	arr....Pasadena...lve.	1 00 P M	"	11 18 P M	Sun	10 25 A M	"	.....	
.....	.....	8 15 A M	"	12 50 P M	"	7 00 A M	"	1420	arr...Los Angeles..lve.	12 30 P M	"	10 45 P M	"	9 45 A M	"	.....	
.....	.....	12 15 P M	"	5 00 P M	"	12 15 P M	"	1546	arr....San Diego...lve.	⊙8 30 A M	"	7 05 P M	"	⊙8 30 A M	"	.....	
.....	.....	8 50 A M	Tue	.....	.....	8 50 A M	Tue	1418	arr...Bakersfield ..lve.	8 30 A M	Mon	6 10 P M	Sun	8 30 A M	Mon	.....	
.....	.....	6 50 P M	"	.....	.....	6 58 P M	"	1735	arr.....Oakland....lve.	10 15 P M	Sun	9 30 A M	"	10 15 P M	Sun	.....	
.....	.....	7 00 P M	"	.....	.....	7 00 P M	"	1730	arr..San Francisco.lve.	10 50 P M	"	9 45 A M	"	10 30 P M	"	.....	

EQUIPMENT

No. 14-23—Daily (The Grand Canyon Limited).

Club Car.....La Junta to Los Angeles.
Sleeping Car...La Junta to Los Angeles—10-Section Observation.
La Junta to Phoenix—10-Section, D. R., 2 Compts.
Obs. Parlor Car. Denver to La Junta. Los Angeles to San Diego.
Dining Car....Serves all meals between La Junta and California. (Fred Harvey service.)

For other equipment, see Train 23, Table B.

No. 14-3—Daily (The California Limited).

Club-Lounge Car..La Junta to Los Angeles.
Sleeping Car...Denver to Los Angeles—10-Section, D. R., 2 Compts.
Obs. Parlor Car. Denver to La Junta. Los Angeles to San Diego.
Dining Car....Serves all meals between La Junta and California. (Fred Harvey service.)

For other equipment Train 3, see Table B.

No. 12-1-9—Daily (The Scout).

Sleeping Car...La Junta to San Francisco—12-Section Drawing-room (on No. 9 from Chicago).
Denver to Los Angeles—12-Section Drawing-room.
Albuquerque to Gallup—12-Section Drawing-room.
Obs. Parlor Car. Los Angeles to San Diego. Williams to Grand Canyon. Grand Canyon to Williams.
Cafe-Parlor Car..Ash Fork to Phoenix (on connecting train).
Chair Car.....Barstow to San Francisco. Denver to Kansas City. Chicago to Los Angeles.

For other equipment Train 9, see Table C.

No. 24-5—Daily (The Grand Canyon Limited).

Valet, Maid and Barber Service.

Club Car.....Los Angeles to Chicago.
Sleeping Car...Los Angeles to Denver—10-Section D. R., 2 Compts.

No. 24-5—Daily (The Grand Canyon Limited)—Continued.

Sleeping Car...Los Angeles to Chicago—10-Section Observation and 10-Section D.R., 2-Compts. (on No. 24 from La Junta).
Los Angeles to Chicago (via Grand Canyon)—10-Section D. R., 2 Compartments (on No. 24 from La Junta).
Phoenix to Chicago—10-Section Drawing-room, 2 Compartments (on No. 42 to Ash Fork; on No. 24 to Chicago)
Dining Car....Serves all meals between California and Chillicothe. (Fred Harvey service.)
Chair Car.....La Junta to Denver.

For equipment of connecting train No. 2 San Francisco to Barstow, see Table C.

No. 8-64—Daily (The Hopi).

Sleeping Car...Gallup to Albuquerque—12-Section Drawing-room.
Tourist Sleeper. Los Angeles to La Junta (for Chicago).
Obs. Parlor Car. Grand Canyon to Williams. La Junta to Denver.
Chair Car.....San Francisco to Barstow. La Junta to Denver.
Coach .....Los Angeles to La Junta.

No. 2-6-5—Daily (The Scout).

Sleeping Car...Los Angeles to Chicago—12-Section Drawing-room (via Grand Canyon) (on No. 6 from La Junta).
Los Angeles to Chicago—12-Section Drawing-room (on No. 6 from La Junta).
Los Angeles to Denver—12-Section Drawing-room.
La Junta to Denver—12-Section D. R. (from Chicago).
Tourist Sleeper. Los Angeles to Chicago (on No. 2 from Belen).
Chair Car.....San Francisco to Barstow. Los Angeles to La Junta (for Chicago). La Junta to Denver.

TABLE L—KANSAS CITY, WICHITA AND DALLAS.

Example. Daily Serv.	15-5-65 Daily.	Mls.	STATIONS	66-6-14 Daily.	Example. Daily Serv.
Sunday	1 15 P M	0	lve.Kansas City..(Santa Fe) arr.	5 00 P M	Monday
"	3 05 P M	66	lve.Topeka .... " arr.	2 55 P M	"
"	7 45 P M	162	lve.Wichita.... " arr.	9 00 A M	"
Monday	12 25 A M	334	lve.Oklahoma City " arr.	4 25 A M	"
"	1 35 A M	367	lve.Purcell (G.C.&S.F.) arr.	3 25 A M	"
"	6 30 A M	539	arr.Fort Worth " lve.	10 40 P M	Sunday
"	6 50 A M	539	lve.Fort Worth (T.&P.) arr.	10 20 P M	"
"	7 40 A M	571	arr.Dallas..... " lve.	9 25 P M	"

No. 15-5-65—Daily.

Sleeping Cars..Kansas City to Dallas—12-Section Drawing-room.
Oklahoma City to Ft. Worth—12-Section Drawing-room.
Oklahoma City to Dallas—12-Section Drawing-room.
Oklahoma City to Galveston—12-Section Drawing-room (on No. 5 from Chicago). Chair Car and Coach.

No. 66-6-14—Daily.

Sleeping Cars..Dallas to Oklahoma City—16-Section.
Galveston to Wichita—12-Section Drawing-room.
Ft. Worth to Oklahoma City—12-Section, D. R.
Dallas to Chicago—12-Section Drawing-room (on No. 24 from Kansas City). Chair Car and Coach.

Automatic Block Signals or Train Control

Santa Fe

TABLE M — TULSA AND NEWTON.

48-13-14-6 Daily.	Mls	STATIONS.	13-14-47 Daily.
11 40 P M	0	lve. Tulsa ..... (Santa Fe) arr.	7 45 A M
12 19 A M	19	lve. Collinsville .... " arr.	7 10 A M
1 18 A M	50	lve. Bartlesville ... " arr.	6 17 A M
5 05 A M	91	lve. Independence " arr.	2 45 A M
7 35 A M	175	arr. Winfield ..... " lve.	12 09 A M
8 25 A M	198	arr. Mulvane ..... " lve.	11 15 P M
8 55 A M	213	arr. Wichita ..... " lve.	9 45 P M
10 10 A M	240	arr. Newton ..... " lve.	8 50 P M

EQUIPMENT

No. 48-13-14-6—Daily.

Sleeping Car...Tulsa to Wichita—16-Section. Tulsa to Kansas City—12-Sec. Drawing-room (on No. 48 from Independence).

Chair Car.....Tulsa to Newton (with changes en route). Coaches.

No. 13-14-47—Daily.

Sleeping Car...Wichita to Tulsa—16-Section.
Wellington to Tulsa—12-Sec. Drawing-room (on 1-22-14 from Albuquerque).

Chair Car.....Newton to Tulsa (with changes en route). Coaches.

TABLE N — CHICAGO, KANSAS CITY AND MEXICO (Via El Paso).

Example. Daily Serv.	No. 1 Daily.	Example. Daily Serv.	21-15-5-1 Daily.	Mls	STATIONS			14-24 Daily.	Example. Daily Serv.
Sunday	9 45 A M	Sunday	11 00 P M	0	lv. Chicago .... (Santa Fe)		ar.	7 05 A M	Friday
"	9 40 P M	Monday	1 15 P M	451	lv. Kansas City .	"	ar.	6 00 P M	Thursday
"	11 56 P M	"	3 05 P M	517	lv. Topeka	"	ar.	2 55 P M	"
Monday	4 10 A M	"	6 50 P M	651	lv. Newton	"	ar.	9 40 A M	"
"	8 25 A M	"	10 25 P M	805	lv. Dodge City ..	"	ar.	5 15 A M	"
"	2 55 P M	Tuesday	4 30 A M	1007	lv. La Junta	"	ar.	9 00 P M	Wednesday
"	8 40 P M	"	8 40 P M	1222	lv. Las Vegas	"	ar.	12 40 P M	"
Tuesday	1 05 A M	Wednesday	1 05 A M	1354	lv. Albuquerque.	"	ar.	6 55 A M	"
"	3 26 A M	"	3 26 A M	1429	lv. Socorro	"	ar.	4 35 A M	"
"	6 20 A M	"	6 20 A M	1531	ar. Rincon	"	lv.	1 05 A M	"
Tuesday	8 20 A M	Wednesday	8 20 A M	1531	lv. Rincon ..... (Santa Fe)		ar.	7 20 P M	Tuesday
"	9 55 A M	"	9 55 A M	1585	ar. Deming	"	lv.	5 40 P M	"
"	11 55 A M	"	11 55 A M	1632	ar. Silver City ...	"	lv.	3 55 P M	"
Tuesday	6 25 A M	Wednesday	6 25 A M	1531	lv. Rincon ..... (Santa Fe)		ar.	12 45 A M	Wednesday
"	7 18 A M	"	7 18 A M	1564	lv. Las Cruces...	"	ar.	11 32 P M	Tuesday
"	8 45 A M	"	8 45 A M	1608	ar. El Paso	"	lv.	10 15 P M	"
"	11 15 A M	"	11 15 A M	1608	lv. El Paso (Nat. of Mex.)		ar.	6 00 P M	"
"	8 00 P M	"	8 00 P M	1835	ar. Chihuahua...	"	lv.	9 55 A M	"
Wednesday	1 38 A M	Thursday	1 38 A M	1981	ar. Jiminez	"	lv.	4 15 A M	"
"	6 25 A M	"	6 25 A M	2129	ar. Torreon	"	lv.	10 55 P M	Monday
"	4 05 P M	"	4 05 P M	2397	ar. Zacatecas ...	"	lv.	2 55 P M	"
"	7 10 P M	"	7 10 P M	2471	ar. Aguascalientes .	"	lv.	11 10 A M	"
Thursday	12 50 A M	Friday	12 50 A M	2615	ar. Irapuato	"	lv.	5 35 A M	"
"	10 00 A M	"	10 00 A M	2834	ar. Mexico City.	"	lv.	8 40 P M	Sunday

EQUIPMENT

No. 21-15-5-1—Daily (Mexico Express).

Sleepers ready for occupancy at Chicago at 9 45 p.m.

Sleeping Car...Chicago to Newton—12-Section D. R. (for Los Angeles and San Francisco).
Chicago to Newton (via Grand Canyon)—12-Section Drawing-room.
Chicago to Colorado Springs—12-Section D.R. (on No. 5 from Newton).
Chicago to Albuquerque—12-Section D.R. (on No. 5 from Trinidad).
Denver to El Paso—12-Section Drawing-room (on No. 6-5 to Trinidad).
Dodge City to La Junta—12-Section D. R. (from Chicago and Kansas City).

No. 21-15-5-1—Daily. (Mexico Express)—Continued.

Sleepers ready to occupy at Albuquerque at 9 30 p.m.

Sleeping Car...Albuquerque to El Paso—16-Section.
Albuquerque to Tulsa—12-Sec. D.R. (on No. 22-14-47 from Belen).
Albuquerque to Silver City—12-Section Drawing-room.
Albuquerque to Gallup—12-Section D. R. (on No. 9 from Belen).
El Paso to Mexico City—12-Section Drawing-room—Buffet.

Tourist Sleeper..Chicago to Newton (for Los Angeles).

Dining Car ....Marceline to Kansas City.

Chair Car.....Chicago to Albuquerque.
Albuquerque to El Paso. Coaches.

(For equipment train No. 21, see Table F.)

No. 14-24—Daily (Chicago Express).

Sleeping Car...El Paso to La Junta — 12-Section Drawing-room (for Denver).
El Paso to Albuquerque—16-Section.
Silver City to Albuquerque—12-Section Drawing-room.
Albuquerque to Kansas City—12-Section Drawing-room.
Dallas to Chicago—12-Section Drawing-room (on No. 6 to Newton).
Kansas City to Chicago—10-Section Drawing-room 2 Compartments; 10-Section Obs. and 14-Sections.

Dining Car ....Kansas City to Chillicothe (Fred Harvey service).

Chair Car.....El Paso to La Junta, Denver to Kansas City.

(For equipment west of Kansas City, see Train 24, Table AA.)

TABLE O — CHICAGO, KANSAS CITY AND TULSA.

21-49 Daily.	Example. Daily Serv.	8-45 Daily.	Example. Daily Serv.	15-51 Daily.	Example. Daily Serv.	9-47 Daily.	Example. Daily Serv.	Mlls.	STATIONS			48-22 Daily.	Example. Daily Serv.
11 00 P M	Sun	7 00 P M	Sun	2 30 A M	.....	12 50 P M	Sun	0	lve.	Chicago	arr.	7 40 P M	Mon
5 15 P M	Mon	8 30 A M	Mon	6 00 P M	Sun	11 45 P M	"	451	lve.	Kansas City	arr.	7 35 A M	"
5 55 P M	"	9 21 A M	"	6 47 P M	"	12 30 A M	Mon	477	lve.	Olathe	arr.	[illegible]	
4 50 P M	"	10 18 A M	"	8 00 P M	"	1 30 A M	"	509	lve.	Ottawa	arr.	5 58 A M	"
6 27 P M	"	11 00 A M	"	8 45 P M	"	2 15 A M	"	534	lve.	Garnett	arr.	5 23 A M	"
6 12 P M	"	11 47 A M	"	9 30 P M	"	3 05 A M	"	561	lve.	Iola	arr.	4 44 A M	"
6 45 P M	"	12 55 P M	"	10 00 P M	Sun	3 55 A M	"	578	lve.	Chanute	arr.	4 13 A M	"
7 35 P M	"	1 48 P M	"	Arrive	.....	4 35 A M	"	607	arr.	Cherryvale	lve.	3 15 A M	"
8 15 P M	Mon	2 28 P M	Mon	.....	.....	7 45 A M	Mon	623	arr.	Coffeyville	lve.	8 45 P M	Sun
7 48 P M	Mon	2 05 P M	Mon	.....	.....	4 30 A M	Mon	617	arr.	Independence	lve.	2 55 A M	Mon
.....	.....	5 05 P M	Mon	.....	.....	5 05 A M	Mon	617	lve.	Independence	arr.	2 45 A M	Mon
.....	.....	5 40 P M	"	.....	.....	7 35 A M	Mon	700	arr.	Winfield	lve.	12 09 A M	Mon
.....	.....	6 50 P M	"	.....	.....	.....	.....	723	arr.	Wellington	lve.	11 15 P M	Sun
7 48 P M	Mon	2 05 P M	Mon	.....	.....	5 05 A M	Mon	617	lve.	Independence	arr.	2 35 A M	Mon
8 26 P M	"	2 46 P M	"	.....	.....	5 45 A M	"	639	arr.	Caney	lve.	1 53 A M	"
8 53 P M	"	3 13 P M	"	.....	.....	6 09 A M	"	654	arr.	Dewey	lve.	1 27 A M	"
9 00 P M	"	3 22 P M	"	.....	.....	6 17 A M	"	658	arr.	Bartlesville	lve.	1 18 A M	"
— —		3 58 P M	"	.....	.....	6 50 A M	"	675	arr.	Ramona	lve.	12 42 A M	"
9 45 P M	"	4 23 P M	"	.....	.....	7 10 A M	"	688	arr.	Collinsville	lve.	12 19 A M	"
— —		4 36 P M	"	.....	.....	— —		696	arr.	Owasso	lve.	12 06 A M	Mon
10 00 P M	"	5 00 P M	"	.....	.....	7 45 A M	"	707	arr.	Tulsa	lve.	11 40 P M	Sun

No. 52 Daily.	Example. Daily Serv.	46-24 Daily.	Example. Daily Serv.	60-2 Daily.	Example. Daily Serv.
.....	.....	7 05 A M	Mon	8 05 A M	Mon
11 45 A M	Sun	4 40 P M	Sun	7 35 P M	Sun
10 47 A M	"	3 46 P M	"	6 51 P M	"
7 15 A M	"	2 40 P M	"	6 02 P M	"
6 33 A M	"	2 02 P M	"	5 27 P M	"
5 51 A M	"	1 20 P M	"	4 45 P M	"
5 20 A M	Sun	12 25 P M	"	4 10 P M	"
Leave	.....	11 25 A M	"	3 20 P M	"
.....	.....	10 15 A M	Sun	2 55 P M	Sun
.....	.....	11 05 A M	Sun	5 00 P M	Sun
.....	.....	10 55 A M	Sun	.....	.....
.....	.....	8 15 A M	"	.....	.....
.....	.....	7 15 A M	"	.....	.....
.....	.....	11 05 A M	Sun	3 00 P M	Sun
.....	.....	10 20 A M	"	2 19 P M	"
.....	.....	9 55 A M	"	1 52 P M	"
.....	.....	9 01 A M	"	1 44 P M	"
.....	.....	8 36 A M	"	12 58 P M	"
.....	.....	8 23 A M	"	— —	
.....	.....	8 00 A M	"	12 50 P M	"

■ Stops to discharge passengers from south of Chanute.

EQUIPMENT

No. 9-47—Daily.

Sleeping Car...Chicago to Tulsa—10-Section D. R., 2 Compartment.
Kansas City to Tulsa—12-Section Drawing-room.
Independence to Tulsa (from Wichita)—16-Section D. R.
Independence to Tulsa—12-Section Drawing-room (from Albuquerque on No. 1-22-14).

Chair Car.....Kansas City to Tulsa.

For equipment Chicago to Kansas City, see Table AA, train No. 9.

No. 49—Daily.

Cafe-Observation Car..Kansas City to Tulsa. Chair Car.

No. 8-45—Daily.

Sleeping Car...Kansas City to Tulsa—12-Section Drawing-room.

Chair Car.....Kansas City to Tulsa.

For equipment Chicago to Kansas City, see Table AA, train No. 5.

No. 51—Daily.

Chair Car.....Kansas City to Chanute. Coaches.

No. 48-22—Daily.

Sleeping Car...Tulsa to Kansas City—12-Section Drawing-room.
Tulsa to Independence (for Wichita)—16-Section.

Chair Car.....Tulsa to Kansas City.

For equipment Kansas City to Chicago, see Table AA, train No. 23.

No. 52—Daily.

Chair Car.....Chanute to Kansas City. Coaches.

No. 46-24—Daily.

Chair Car.....Tulsa to Kansas City.

For equipment Kansas City to Chicago, see Table AA, train No. 24.

No. 50-2—Daily.

Sleeping Car...Tulsa to Chicago—10-Section D. R., 2 Compartments.
Tulsa to Amarillo—12-Section Drawing-room (on No. 75-2 from Independence).

Cafe-Observation Car..Tulsa to Kansas City. Chair Car.

For equipment Kansas City to Chicago, see Table AA, train No. 2.

Santa Fe

Automatic Block Signals or Train Control

TABLE P — CHICAGO, KANSAS CITY, OKLAHOMA AND TEXAS

No. 6 Daily.	Exam.	9-17 Daily.	Exam.	1-27 Daily.	Exam.	Mls	STATIONS.		6-14-24 Daily.	Exam.	18-22 Daily.	Exam.	18-28-8 Daily.	Exam.	16-2 Daily.	Exam.	..	.	....
7 00 P M	Su	12 30 P M	Su	9 45 A M	Su	0	lv. Chicago...(Santa Fe)	ar.	7 05 A M	Tu	7 40 P M	Tu	7 45 P M	Tu	8 05 A M	Mo	.....		.....
8 20 A M	Mo	11 50 P M	"	10 10 P M	"	451	lv. Kansas City...	" ar.	6 00 P M	Mo	7 00 A M	"	7 45 A M	"	7 15 P M	Su	.....		.....
10 40 A M	"	1 45 A M	Mo	✝	....	517	lv. Topeka	" ar.	2 55 P M	"	4 45 A M	"	✝	....	✝	....	.....		.....
4 00 P M	"	5 50 A M	"	2 25 A M	Mo	651	lv. Newton.....	" ar.	10 10 A M	"	11 45 P M	Mo	3 15 A M	Tu	2 50 P M	Su	.....		.....
5 00 P M	"	6 45 A M	"	3 10 A M	"	679	lv. Wichita.....	" ar.	9 00 A M	"	10 15 P M	"	2 17 A M	"	1 57 P M	"	.....		.....
6 55 P M	"	8 30 A M	"	4 30 A M	"	739	ar. Arkansas City.	" lv.	7 45 A M	"	8 25 P M	"	1 05 A M	"	12 25 P M	"	.....		.....
9 45 P M	"	11 50 A M	"	6 45 A M	"	819	ar. Guthrie.....	" lv.	5 20 A M	"	4 50 P M	"	10 50 P M	Mo	9 20 A M	"	.....		.....
10 50 P M	"	1 00 P M	"	7 35 A M	"	851	ar. Oklahoma City	" lv.	4 40 A M	"	3 40 P M	"	10 00 P M	"	8 25 A M	"	.....		.....
1 35 A M	Tu	2 45 P M	"	9 05 A M	"	884	lv. Purcell (G. C. & S. F.)	lv.	3 35 A M	"	2 20 P M	"	8 55 P M	"	7 00 A M	"	.....		.....
6 30 A M	"	7 55 P M	"	1 25 P M	"	1055	ar. Fort Worth....	" lv.	10 40 P M	Su	8 15 A M	"	4 05 P M	"	.....	....	.....		.....
8 35 A M	"	10 55 P M	"	2 40 P M	"	1084	ar. Cleburne.....	" lv.	8 50 P M	"	6 55 A M	"	2 55 P M	"	.....	....	.....		.....
11 45 A M	"	1 50 A M	Tu	.....	....	1184	ar. Temple	" lv.	5 40 P M	"	4 10 A M	"	4 10 A M	"	.....	....	.....		.....
1 27 P M	"	3 18 A M	"	.....	....	1227	ar. Milano.....	" lv.	5 48 P M	"	2 30 A M	"	2 30 A M	"	.....	....	.....		.....
5 55 P M	Tu	3 30 A M	Tu	.....	....	1227	lv. Milano .....(I.-G.N.)	ar.	2 20 P M	Su	1 10 A M	Mo	1 10 A M	Mo	.....	....	.....		.....
8 50 P M	"	8 20 A M	"	.....	....	1376	ar. San Antonio..	" lv.	9 45 A M	"	8 50 P M	Su	8 50 P M	Su	.....	....	.....		.....
2 28 P M	Tu	4 18 A M	Tu	.....	....	1260	ar. Somerville. (G. C. & S. F.)	lv.	2 40 P M	Su	1 19 A M	Mo	1 19 A M	Mo	.....	....	.....		.....
6 40 P M	"	7 40 A M	"	.....	....	1374	ar. Houston.....	" lv.	10 05 A M	"	10 10 P M	Su	10 10 P M	Su	.....	....	.....		.....
9 45 P M	"	9 35 A M	"	.....	....	1427	ar. Galveston.....	" lv.	8 00 A M	"	8 25 P M	"	8 25 P M	"	.....	....	.....		.....

✝ Via Ottawa Junction.

EQUIPMENT

No. 9-17—Daily (The Ranger).

Sleeping Car...Chicago to Kansas City—10-Section, Observation.
Chicago to Tulsa—10-Section Drawing-room 2-Compartments (on No. 47 from Kansas City).
Kansas City to Wichita—16-Section.
Kansas City to Wichita—12-Section Drawing-room.
Kansas City to Galveston—12-Section Drawing-room.
Kansas City to Oklahoma City—12-Section D. R.
Topeka to Wichita—16-Section.
Fort Worth to Galveston—12-Section Drawing-room (from Denver on No. 12-27).
Fort Worth to San Antonio—12-Section Drawing-room (via I.-G. N. from Cleburne).
Dallas to San Angelo—12-Section Drawing-room (on 68 to Cleburne; from Temple on 75).
Temple to San Antonio—12-Sec. D. R. (from Brownwood).
Temple to Galveston—12-Sec. D. R. (from Brownwood).
Temple to Houston—12-Section Drawing-room (from Los Angeles; for New Orleans).
Cleburne to Galveston—12-Sec. D. R. (from Paris).
Dining Car.....Chicago to Kansas City.
Chair Car.....Chicago to Kansas City. Kansas City to Galveston.

No. 5—Daily (Texas Express).

Sleeping Car...Chicago to Oklahoma City—12-Section Drawing-room (on No. 15-5 for Galveston).
Chicago to Kansas City—10-Section Observation.
Chicago to Kansas City—10-Section D. R., 2-Compts.
Oklahoma City to Fort Worth—12-Section D. R.
Oklahoma City to Dallas—12-Section Drawing-room (on No. 15 to Purcell).
Purcell to Dallas—12-Sec. D. R. (on 15 from Kansas City).
Dining Car.....Chicago to Streator and Marceline to Kansas City.
Chair Car.....Chicago to Galveston.

No. 1-27 (The Antelope).

Sleeping Car...Chicago to Fort Worth—12-Section Drawing-room.
Chicago to Denver—10-Section 2 Drawing-room (on No. 11 from Kansas City).
Chicago to Los Angeles—12-Section Drawing-room (on No. 1-9 from Kansas City).
Kansas City to Oklahoma City—12-Section D. R.
Denver to Fort Worth—12-Sec. D. R. (on No. 12 to Newton).
Observation Parlor Car..Chicago to Kansas City.
Chair Car.....Chicago to Kansas City.
Kansas City to Cleburne.

No. 6-14-24—Daily (Chicago Express).

Sleeping Car...Dallas to Chicago—12-Sec. D.R. (on No. 66 to Ft. Worth).
Galveston to Wichita—12-Section Drawing-room.
Dallas and Fort Worth to Oklahoma City—12-Sec. D.R.
Albuquer. to Kan. City—10-Sec., 2 D.R. (on 14 to Newton).
Houston to Temple—12-Section Drawing-room (from New Orleans; for Los Angeles).
Kansas City to Chicago—10-Section Observation.
Kansas City to Chicago—10-Section D. R., 2 Compts.
Kansas City to Chicago—14-Section.
Dining Car.....Kansas City to Chillicothe (Fred Harvey service).
Chair Car.....Galveston to Kansas City.

No. 18-22—Daily (The Ranger).

Sleeping Car...Galveston to Kansas City—12-Section Drawing-room.
San Antonio to Fort Worth—12-Section Drawing-room (via I.-G. N. to Milano).
Galveston to Newton—12-Sec. D. R. (for Denver on 11).
Galveston to Cleburne—12-Section D. R. (for Paris).
Galveston to Brownwood—12-Section Drawing-room (on No. 75 from Temple).
San Antonio to Brownwood—12-Section Drawing-room (on No. 75 from Temple).
Wichita to Kansas City—16-Section.
Wichita to Topeka—16-Section.
Temple to Cleburne—12-Section Drawing-room (from San Angelo; for Dallas).
Kansas City to Chicago—12-Section Drawing-room.
Dining Car.....Kansas City to Chicago (Fred Harvey service).
Chair Car.....Cleburne to Kansas City. Kansas City to Chicago.

No. 18-28-8—Daily (The Antelope).

Sleeping Car...Fort Worth to Chicago—12-Section Drawing-room.
Oklahoma City to Kansas City—12-Section D. R.
Kansas City to Chicago—12-Section Drawing-room.
Observation Parlor Car..Kansas City to Chicago.
Dining Car.....Kansas City to Chicago (Fred Harvey service).
Chair Car.....Cleburne to Kansas City. Kansas City to Chicago.

No. 16-2.

Sleeping Car...Oklahoma City to Chicago—12-Section Drawing-room.
Kansas City to Chicago—10-Sec. D. R., 2-Compts.
Kansas City to Chicago—12-Section Drawing-room.
Kansas City to Chicago—10-Section Observation.
Dining Car.....Kansas City to Marceline.
Streator to Chicago (Fred Harvey service).
Chair Car.....Purcell to Newton. Newton to Chicago.

TABLE Q — PARIS AND GALVESTON

68-17 Daily.	Example. Daily Serv.	Mls	STATIONS		18-67 Daily.	Example. Daily Serv.
4 20 P M	Sunday	0	lve. Paris. (G. C. & S. F.)	arr.	8 25 P M	Monday
9 06 P M	"	102	lve. Dallas.....	" arr.	8 45 A M	"
11 06 P M	"	152	lve. Cleburne....	" arr.	6 45 A M	"
1 30 A M	Monday	251	arr. Temple.....	" lve.	4 10 A M	"
3 18 A M	"	295	arr. Milano	" lve.	2 30 A M	"
8 20 A M	Monday	444	arr. San Antonio. (I.-G.N.)	lve.	8 50 P M	Sunday
7 40 A M	Monday	417	arr. Houston.. (G. C. & S. F.)	lve.	10 10 P M	Sunday
9 35 A M	"	470	arr. Galveston...	" lve.	8 25 P M	"

No. 68-17—Daily.

Sleeping Cars..Dallas to Galveston—12-Section Drawing-room.
Cleburne to Galveston—12-Sec. D.R. (from Kan. C. on 17).
Cleburne to Temple—12-Section Drawing-room (for San Angelo; from Dallas).
Chair Car.....Dallas to Cleburne. Cleburne to Galveston. Coaches.

No. 18-67—Daily.

Sleeping Cars..Galveston to Dallas—12-Section Drawing-room.
Galveston to Temple—12-Section Drawing-room (for Brownwood on No. 75).
Galveston to Cleburne—12-Sec. D. R. (for Kan. C. on 18).
Temple to Dallas—12-Section D. R. (from San Angelo).
Galveston to Denver—12-Section Drawing-room (on No. 18 from Cleburne).
Chair Car.....Galveston to Cleburne. Cleburne to Paris. Coaches.

(For other equipment Trains 17 and 18, see Table P.)

TABLE QQ — TULSA AND ALBUQUERQUE

Example. Daily Serv.	50-75-21-6	Mls	STATIONS		1-22-14-47	Example. Daily Serv.	....
Sunday	12 30 P M	0	lve..... Tulsa .....arr.		7 45 A M	Monday	....
"	5 05 P M	91	lve. Independence. arr.		2 45 A M	"	....
"	6 55 P M	174	lve.... Winfield .....lve.		12 19 A M	"	....
"	7 25 P M	194	lve... Wellington ..lve.		11 15 P M	Sunday	....
"	8 27 P M	229	lve..... Harper .....lve.		10 05 P M	"	....
"	11 06 P M	301	lve.... Waynoka ...lve.		7 40 P M	"	....
Monday	5 45 A M	507	arr.....Amarillo....lve.		1 40 P M	"	....
"	8 55 A M	611	arr.....Clovis.....lve.		10 25 A M	"	....
"	4 40 P M	881	arr..Albuquerque..lve.		1 05 A M	"	....

No. 50-75-21-6—Daily.

Sleeping Cars ..Tulsa to Amarillo—12-Section Drawing-room.
Tulsa to Chic.—10-Sec. D. R., 2 Compts. (on 2 from K. C.).
Cafe-Observation Car..Tulsa to Kansas City.
Chair Car.....Tulsa to Independence; Independence to Wellington; Wellington to Belen; Belen to Albuquerque.

No. 1-22-14-47—Daily.

Sleeping Cars ..Albuquerque to Tulsa—12-Section Drawing-room.
K. C. to Tulsa—10-Sec. D.R., 2 Compts. (on 9 from Chic.).
Kan. City to Tulsa—12-Sec. D. R. (on 47 to Independence).
Wichita to Tulsa—16-Sec. (on No. 1 to Wellington).
Chair Car.....Albuquerque to Belen; Belen to Wellington; Wellington to Independence; Independence to Tulsa.

(For other equipment trains Nos. 21 and 22, see Table F.)

Automatic Block Signals or Train Control

Santa Fe

TABLE R — CHICAGO, KANSAS CITY AND MEXICO (Via Houston).

6-303-2	By Days.	Mls.	DAILY.		1-304-6-14-24	By Days.
7 00 P M	SunMonTueWedThuFriSat	0	lve. Chicago..... (Santa Fe)	arr.	7 05 A M	FriSatSunMonTueWedThu
8 20 A M	MonTueWedThuFriSatSun	451	lve. Kansas City..... "	arr.	6 00 P M	ThuFriSatSunMonTueWed
6 00 P M	MonTueWedThuFriSatSun	679	lve. Wichita ..... "	arr.	9 00 A M	ThuFriSatSunMonTueWed
10 50 P M	MonTueWedThuFriSatSun	851	arr. Oklahoma City .. "	arr.	4 40 A M	ThuFriSatSunMonTueWed
6 30 A M	TueWedThuFriSatSunMon	1050	arr. Fort Worth .. (G.C.& S.F.)	lve.	10 40 P M	WedThuFriSatSunMonTue
11 45 A M	TueWedThuFriSatSunMon	1183	arr. Temple..... "	lve.	5 40 P M	WedThuFriSatSunMonTue
5 55 P M	TueWedThuFriSatSunMon	1307	arr. Sealy ..... "	lve.	12 45 P M	WedThuFriSatSunMonTue
6 40 P M	TueWedThuFriSatSunMon	1372	arr. Houston ..... "	lve.	10 05 A M	WedThuFriSatSunMonTue
8 35 P M	TueWedThuFriSatSunMon	1372	lve. Houston .. (So. Pac. Lines)	arr.	7 55 A M	WedThuFriSatSunMonTue
4 40 A M	WedThuFriSatSunMonTue	1618	arr. Corpus Christi (S.P. Lines)	lve.	12 01 A M	WedThuFriSatSunMonTue
7 30 A M	WedThuFriSatSunMonTue	1618	lve. Corpus Christi .. (Tex. Mex.)	arr.	11 00 P M	TueWedThuFriSatSunMon
1 15 P M	WedThuFriSatSunMonTue	1780	arr. Laredo ..... "	lve.	5 00 P M	TueWedThuFriSatSunMon
5 00 P M	WedThuFriSatSunMonTue	1780	lve. Laredo .... (Nat. of Mex.)	arr.	2 00 P M	TueWedThuFriSatSunMon
8 25 P M	WedThuFriSatSunMonTue	1948	arr. Monterey..... "	lve.	8 25 A M	TueWedThuFriSatSunMon
8 00 P M	ThuFriSatSunMonTueWed	2273	arr. Tampico .... (Nat. of Mex.)	lve.	6 05 A M	MonTueWedThuFriSatSun
8 40 P M	ThuFriSatSunMonTueWed	2584	arr. Mexico City. (Nat. of Mex.)	lve.	8 10 A M	MonTueWedThuFriSatSun

EQUIPMENT

No. 6-303-2—Daily. Sleeping Car..Houston to Mexico City and Tampico—12-Sec. D.R. Coaches.

For other equipment see train No. 5, Table F.

No. 1-304-6-14-24—Daily. Sleeping Car..Mexico City to Monterrey and Tampico. Houston—12-Section D.R. Coaches.

For other equipment see train No. 6-14-24, Table F.

TABLE S — CHICAGO, KANSAS CITY, PANHANDLE AND PECOS VALLEY.

9-14 Daily.	Example Daily Serv.	21-5 Daily.	By Days.	Mls	STATIONS.		1-22 Daily.	By Days.	15-2 Daily.	Example Daily Serv.
12 50 P M	Sunday	11 00 P M	SunMonTueWedThuFriSat	0	lv. Chicago. (Santa Fe)	ar.	7 40 P M	MonTueWedThuFriSatSun	8 05 A M	Tuesday
12 01 A M	Monday	10 50 A M	MonTueWedThuFriSatSun	451	lv. Kansas City... "	ar.	7 15 A M	MonTueWedThuFriSatSun	7 15 P M	Monday
4 40 A M	"	6 35 P M	MonTueWedThuFriSatSun	636	ar. Newton..... "	ar.	1 35 A M	MonTueWedThuFriSatSun	2 25 P M	"
5 45 A M	"	5 31 P M	MonTueWedThuFriSatSun	663	ar. Wichita..... "	lv.	12 50 A M	MonTueWedThuFriSatSun	1 40 P M	"
7 45 A M	"	7 25 P M	MonTueWedThuFriSatSun	697	lv. Wellington.... "	ar.	11 05 P M	SunMonTueWedThuFriSat	11 55 A M	"
1 05 P M	"	12 18 A M	TueWedThuFriSatSunMon	833	ar. Woodward..... "	lv.	6 05 P M	SunMonTueWedThuFriSat	6 45 A M	"
2 30 P M	"	1 47 A M	TueWedThuFriSatSunMon	885	ar. Higgins. (P. & S. Fe)	lv.	4 48 P M	SunMonTueWedThuFriSat	5 32 A M	"
6 10 P M	"	5 45 A M	TueWedThuFriSatSunMon	1009	ar. Amarillo..... "	lv.	1 40 P M	SunMonTueWedThuFriSat	2 20 A M	"
8 25 P M	"	8 55 A M	TueWedThuFriSatSunMon	1114	ar. Clovis ... (Santa Fe)	lv.	10 25 A M	SunMonTueWedThuFriSat	11 20 P M	Sunday
6 55 A M	Tuesday	4 43 P M	TueWedThuFriSatSunMon	1384	ar. Albuquerque .. "	lv.	1 05 A M	SunMonTueWedThuFriSat	1 00 P M	"
.....	.....	12 25 P M	TueWedThuFriSatSunMon	1222	ar. Roswell .. (Santa Fe)	lv.	.....	.....	4 20 P M	Sunday
.....	.....	5 20 P M	TueWedThuFriSatSunMon	1297	ar. Carlsbad..... "	lv.	.....	.....	2 00 P M	"
					CONNECTING TRAINS.					
7 00 P M	Monday	8 30 A M	TueWedThuFriSatSunMon	0	lv. Amarillo. (P.&S.Fe)	ar.	10 30 A M	SunMonTueWedThuFriSat	7 10 P M	Sunday
8 45 P M	"	10 25 A M	TueWedThuFriSatSunMon	76	ar. Plainview..... "	lv.	8 37 A M	SunMonTueWedThuFriSat	6 15 P M	"
9 50 P M	"	11 40 A M	TueWedThuFriSatSunMon	123	ar. Lubbock..... "	lv.	7 25 A M	SunMonTueWedThuFriSat	4 05 P M	"
10 25 P M	"	12 13 P M	TueWedThuFriSatSunMon	138	ar. Slaton..... "	lv.	6 55 A M	SunMonTueWedThuFriSat	3 35 P M	"
1 05 A M	Tuesday	4 50 P M	TueWedThuFriSatSunMon	244	ar. Sweetwater... "	lv.	4 05 A M	SunMonTueWedThuFriSat	12 35 P M	"
.....	.....	8 01 P M	TueWedThuFriSatSunMon	0	lv. Carlsbad (Santa Fe)	ar.	.....	.....	5 20 P M	Saturday
.....	.....	12 35 A M	WedThuFriSatSunMonTue	88	ar. Pecos... (P. & S. Fe)	lv.	.....	.....	11 20 A M	"

EQUIPMENT

No. 21-6—Daily (The Missionary).

Sleepers ready for occupancy at Chicago at 8 45 p.m.

Sleeping Car...Chicago to Belen—12-Section Drawing-room.
Wichita to Amarillo—12-Section Drawing-room (for San Angelo on No. 95).
Wellington to Amarillo—12-Section Drawing-room (on 50-75 from Tulsa).
Clovis to Belen—12-Section Drawing-room (from New Orleans for Los Angeles).

Tourist Sleeper. Chicago to Belen. Chair Car..Chicago to Belen.
Dining Car.....Marceline to Kansas City. Coaches.

No. 9-14—Daily (The Navajo).

Sleeping Car...Amarillo to Albuquerque—12-Section Drawing-room.
Chicago to Tulsa—10-Section Drawing-room, 2 Compartments (on No. 47 from Kansas City).
El Paso to Denver—12-Section Drawing-room (on No. 14 to Belen and from Albuquerque).
El Paso to Albuquerque—16-Section.
Silver City to Albuquerque—12-Sec. D.R. (on 14 to Belen).

Tourist Sleeper. Chicago to Los Angeles (on No. 1 to Kansas City).
Dining Car..... Chicago to Marceline.
Chair Car..... Chicago to Los Angeles (on No. 9 from Belen).
(See Table E for other equipment No. 9.)

No. 1-22—Daily (The Missionary).

Sleeping Car...Denver to El Paso—12-Section Drawing-room (on No. 6-5-1 to Albuquerque and from Belen).
Albuquerque to El Paso—16-Section (on 1 from Belen).
Albuquerque to Silver City—12-Section Drawing-room (on No. 1 from Belen).
Albuquerque to Tulsa—12-Section Drawing-room (on No. 14-47 from Wellington).
Belen to Clovis—12-Section Drawing-room (from Los Angeles for New Orleans).
Wichita to Kansas City—12-Section Drawing-room.

Chair Car..... Albuquerque to Belen. Belen to Chicago.
Dining Car.... Kansas City to Chicago.
(See Table F for other equipment No. 22.)

No. 15-2—Daily (The Navajo).

Sleeping Car...Amarillo to Kansas City—12-Section Drawing-room (on No. 94 from San Angelo).
Oklahoma City to Chic.—12-Sec. D.R. (on 16 to Newton).
Tulsa to Chicago—10-Section Drawing-room, 2 Compartments (on No. 50 to Kansas City).

Tourist Sleeper. Belen to Chicago (on No. 2 from Los Angeles).
Dining Car..... Kansas City to Marceline. Streator to Chicago.
Chair Car..... Los Angeles to Chicago (on No. 2 to Belen).
(See Table E for other equipment No. 2.)

TABLE T — NEW ORLEANS, HOUSTON, TEXAS PANHANDLE AND CALIFORNIA.

9-6-91-94-92-97-21 Daily.	Example Daily Serv.	Miles.	STATIONS.		22-98-91-93-92-17-6 Daily.	Example Daily Serv.
9 05 P M	Sun	0	lve. New Orleans (S. C. Lines)	arr.	6 55 P M	Wed
11 25 P M	"	90	lve. Baton Rouge.. "	arr.	4 50 P M	"
7 35 A M	Mon	367	arr. Houston ..... "	lve.	8 20 A M	"
11 00 A M	Mon	....	lve. Galveston. (S. C. & S. F.)	arr.	9 35 A M	Wed
10 05 A M	Mon	367	lve. Houston. (G.C.& S.F.)	arr.	7 40 A M	Wed
1 48 P M	"	476	lve. Milano ..... "	arr.	3 18 A M	"
5 45 P M	"	540	lve. Temple..... "	arr.	1 10 A M	"
10 30 P M	"	674	lve. Brownwood.. "	arr.	8 15 P M	Tue
11 55 P M	"	704	lve. Coleman ..... "	arr.	7 15 P M	"
8 45 A M	Tue	788	arr. Sweetwater. (P. & S. F.)	arr.	4 50 P M	"
9 45 A M	"	895	lve. Slaton ..... "	arr.	1 20 P M	"
9 35 A M	"	1009	arr. Clovis.. (C. T.) (A. T. & S. F.)	lve.	10 15 A M	"
9 00 A M	"	1009	lve. Clovis.. (E. T.). "	arr.	8 45 A M	"
1 25 A M	Wed	1579	lve. Flagstaff..... "	arr.	4 40 P M	Mon
8 25 A M	"	1613	arr. Williams..... "	lve.	3 30 P M	"
8 00 A M	Wed	1677	arr. Grand Canyon (A.T.&S.F.)	lve.	10 15 A M	Mon
5 45 P M	Wed	2123	arr. Los Angeles. (A.T.&S.F.)	lve.	7 35 P M	Sun
9 50 P M	"	2250	arr. San Diego.... "	lve.	7 50 P M	"
8 15 A M	Thu	2441	arr. San Francisco "	lve.	9 45 A M	"

EQUIPMENT

No. 9-6-91-94-92-97-21—Daily.

Sleeping Car...New Orleans to Los Angeles—12-Section Drawing-room.
San Angelo to Wichita—12-Sec. D.R. (on No. 2 from Amarillo).
Clovis to Los Angeles—12-Section D. R. (from Chicago).
Dallas to Amarillo—12-Sec. D.R. (via T. & P. to Sweetwater).
Galveston to Wichita—12-Sec. D.R. (on No. 6 from Temple).

Tourist Sleeper. Clovis to Los Angeles.
Chair Car..... New Orleans to Los Angeles (with changes en route).
Barstow to San Francisco.

No. 22-98-91-93-92-17-6—Daily.

Sleeping Car...San Francisco to Clovis—12-Section Drawing-room.
Los Angeles to Clovis—12-Section Drawing-room.
Los Angeles to New Orleans—12-Sec. D.R. (operates on Gulf Coast Lines No. 6, Houston to New Orleans).
Brownwood to San Antonio and Galveston—12-Section Drawing-room (on 17 from Temple).
San Angelo to Dallas—12-Section Drawing-room (on 18 from Temple).
Temple to Galveston—12-Section Drawing-room (from Denver and Kansas City).
Clovis to Tulsa—12-Sec. D.R. (from Albq. on No. 1 to Belen).

Tourist Sleeper. Los Angeles to Clovis (for Kansas City).
Chair Car..... Los Angeles to New Orleans (with changes en route).

451
347
104

Santa Fe

Automatic Block Signals or Train Control

Table 1—CHICAGO AND KANSAS CITY.

Central Standard time

13	1-25	21	7	23	3	5	9	19	1	15	Mls.	October, 1930.	22	8	24	2	6	20	4	10	16	26-12	12
P M	A M	P M	P M	P M	P M	P M	P M	A M	A M	A M	.....	Dearborn Station.	P M	P M	A M	A M	A M	A M	A M	A M	.....	P M	P M
12 40	10 45	11 00	*10 55	*10 05	*9 05	*7 00	*12 50	*10 00	*9 45	*2 30	0	lve. + Chicago ⊖ arr.	7 40	7 45	7 05	6 05	8 25	8 40	9 15	10 00	.....	2 30	2 30
—	—	—	—	—	—	b	—	—	c	—	7.2	..... Nerska	p	c	—	c	i	—	—	c	.....	—	—
1 07	—	—	—	—	—	b	—	—	c	—	12.7	..... McCook ..... ⊖	p	c	—	c	i	—	—	c	.....	1 56	1 56
1 10	—	—	—	—	—	b	—	—	c	—	14.6	..... Storey	p	c	—	c	i	—	—	c	.....	1 51	1 51
1 14	—	—	—	—	—	b	—	—	c	—	17.4	... Willow Springs. ⊖	p	c	—	c	i	—	—	c	.....	1 45	1 45
1 17	—	—	—	—	—	b	—	—	c	—	19.0	... Santa Fe Park ...	p	c	—	c	i	—	—	c	.....	1 43	1 43
1 18	—	—	—	—	—	b	—	—	c	—	20.5	..... Palisades ... ⊖	p	c	—	c	i	—	—	c	.....	1 40	1 40
1 23	—	—	—	—	—	b	—	—	c	—	23.3	..... Tedens	p	c	—	c	i	—	—	c	.....	—	—
1 27	—	—	—	—	—	b	—	—	c	—	25.1	+ .... Lemont ..... ⊖	p	c	—	c	i	—	—	c	.....	1 31	1 31
1 34	—	—	—	—	—	b	—	—	c	—	29.3	..... Romeo ..... ⊖	p	c	—	c	i	—	—	c	.....	1 24	1 24
1 40	—	—	—	—	—	b	—	—	c	—	32.7	+ .... Lockport ..... ⊖	p	c	—	c	i	—	—	c	.....	1 17	1 17
1 55	10 45	11 01	11 55	—	—	6 00	1 50	—	10 45	3 30	37.5	+ ..... Joliet ..... ⊖	6 25	6 35	V —	6 55	7 15	V	—	8 50	.....	1 05	1 05
—	—	—	—	—	—	b	—	—	c	—	41.0	..... Plaines ..... ⊖	p	c	—	c	i	—	—	c	.....	—	—
2 05	—	—	—	—	—	b	—	—	c	—	46.1	..... Millsdale ..... ⊖	p	c	—	c	i	—	—	c	.....	12 45	12 45
2 09	—	—	—	—	—	b	—	—	c	—	48.2	.... Drummond	p	c	—	c	i	—	—	c	.....	12 42	12 42
2 11	—	—	—	—	—	b	—	—	c	—	50.3	..... Blodgett	p	c	—	c	i	—	—	c	.....	12 39	12 39
2 14	—	—	—	—	—	b	—	—	c	—	52.8	..... Lorenzo ..... ⊖	p	c	—	c	i	—	—	c	.....	12 35	12 35
—	—	—	—	—	—	b	—	—	c	—	57.2	..... Pequot ..... ⊖	p	c	—	c	i	—	—	c	.....	—	—
2 25	—	—	—	—	—	8 50	—	—	c	—	58.7	+ ... Coal City ..... ⊖	5 45	c	—	6 10	i	—	—	c	.....	12 21	12 21
2 30	—	—	—	—	—	b f	—	—	c	—	61.9	..... Gorman	p	c	—	c	i	—	—	c	.....	12 16	12 16
2 38	—	—	—	—	—	8 42	—	—	c	—	66.1	+ ..... Mazon ..... ⊖	a w	c	—	a c	i	—	—	c	.....	12 08	12 08
2 46	—	—	—	—	—	b f	—	—	c	—	70.8	..... Verona ..... ⊖	a w	c	—	a c	i	—	—	c	.....	11 59	11 59
2 55	—	—	—	—	—	b f	—	—	c	—	74.8	..... Kinsman ..... ⊖	a w	c	—	a c	i	—	—	c	.....	11 50	11 50
3 02	—	—	—	—	—	b f	—	—	c	—	79.7	+ ..... Ransom ..... ⊖	a w	c	—	a c	i	—	—	c	.....	11 40	11 40
3 10	—	—	—	—	—	b —	—	—	c	—	84.4	..... Kerman ..... ⊖	p	c	—	c	i	—	—	c	.....	11 30	11 30
3 25	11 55	1 10	12 45	Grand Canyon Limited. Standard Sleeping Cars only. See Note under Table B.	California Limited. Standard Sleeping Cars only. See Note under Table B.	9 25	2 35	The Navajo. Extra fare de luxe train. Standard Sleeping Cars only; for interstate passengers only. See notes regarding restrictions under Table A.	11 55	4 44	89.7	ar. + Streator[21] ⊖ lv.	5 00	5 20	4 10	5 25	6 00	See note regarding restrictions under Table A.			7 40	P M	11 20
3 25	12 20	1 10	12 45			9 25	2 35		11 55	4 44	89.7	lv. ... Streator[21] ⊖ ar.	5 00	5 20	4 10	5 25	6 00			7 40	11 40	11 00	10 55
3 34	12 30	—	—			b —	—		c	—	93.0	..... Moon ..... ⊖	p	c	—	c	i			—	—	10 52	10 43
3 39	12 35	—	—			b —	—		c	—	95.8	..... Ancona[21] ⊖	p	c	—	c	i			c	11 18	10 49	10 39
P M	12 45	—	—			b —	—		c	—	102.1	..... Leeds ..... ⊖	p	c	—	c	i			c	11 05	10 41	A M
—	1 01	—	—			9 57	—		c	—	109.9	+ ..... Toluca ..... ⊖	4 50	c	—	a c	i			c	10 45	10 30	
.....	1 12	—	—			b —	—		c	—	116.0	..... La Rose ..... ⊖	p	c	—	c	i			c	10 30	10 20	
.....	1 20	—	—			b —	—		c	—	120.9	..... Wilbern ..... ⊖	p	c	—	c	i			c	10 15	10 12	
.....	1 31	—	—			b —	—		c	—	126.6	..... Holton	p	c	—	c	i			c	9 57	10 03	
.....	1 45	2 11	1 45			10 55	3 55	2 00	12 56	5 50	130.1	+ .. Chillicothe .. ⊖	4 00	4 25	2 55	4 25	5 00	5 15		6 45	8 45	9 55	
.....	1 59	—	—			b —	—		c	—	138.1	..... Edelstein ..... ⊖	p	c	—	c	i			c	8 45	9 35	
.....	2 09	—	—			b x	—		c	—	144.7	+ ... Princeville ..... ⊖	a p	c	—	c	i			c	8 32	9 25	
.....	2 15	—	—			b —	—		c	—	148.1	..... Monica ..... ⊖	p	c	—	c	i			c	8 22	9 17	
.....	2 22	—	—			b —	—		c	—	153.4	..... Laura ..... ⊖	p	c	—	c	i			c	8 07	9 06	
.....	2 30	—	—			b x	—		c	—	158.3	+ .. Williamsfield .. ⊖	a p	c	—	c	a i			c	7 57	8 58	
.....	2 38	—	—			b —	—		c	—	163.3	..... Dahinda ..... ⊖	p	c	—	c	i			c	7 44	8 46	
.....	2 48	—	—			b —	—		c	—	169.9	..... Appleton ..... ⊖	p	c	—	c	i			c	7 39	8 41	
.....	2 56	—	—			b —	—		c	—	171.2	..... Knox ..... ⊖	p	c	—	c	i			c	7 25	8 32	
.....	3 20	3 22	2 58			11 48	4 45		2 04	7 02	177.5	+ .. Galesburg .. ⊖	2 50	5 20	*1 42	3 20	3 52			5 40	7 10	8 20	
.....	3 50	—	—			b —	—		c	—	183.3	..... Surrey ..... ⊖	p	c	—	c	i			c	6 54	8 07	
.....	3 55	—	—			b —	—		c	—	186.0	..... Cameron ..... ⊖	p	c	—	c	i			c	6 48	8 01	
.....	3 59	—	—			b —	—		c	—	190.2	..... Memo ..... ⊖	p	c	—	c	i			c	6 35	7 53	
.....	3 41	—	—			b —	—		c	—	191.9	..... Ormonde ..... ⊖	p	c	—	c	i			c	6 30	7 50	
.....	3 47	—	—			b —	—		c	—	197.1	..... Ponemah ..... ⊖	p	c	—	c	i			c	6 20	7 39	
.....	3 55	—	—			b —	—		c	—	201.5	..... Smithshire ..... ⊖	p	c	—	c	i			c	6 11	7 31	
.....	3 59	—	—			b —	—		c	—	204.6	..... Media ..... ⊖	p	c	—	c	i			c	6 05	7 25	
.....	4 05	—	—			12 31	—		c	—	208.9	+ .. Stronghurst .. ⊖	a p	c	—	c	a i			c	5 56	7 18	
.....	4 11	—	—			b —	—		c	—	212.5	..... Decorra ..... ⊖	p	c	—	c	i			c	5 45	7 09	
.....	4 20	—	—			b —	—		c	—	218.9	..... Lomax ..... ⊖	p	c	—	c	i			c	5 30	7 00	
.....	4 26	—	—			12 55	—		c	—	224.5	+ .. Dallas City .. ⊖	w y	c	—	c	a i			c	5 19	6 50	
.....	4 35	—	—			b —	—		c	—	226.6	..... Pontoosuc ..... ⊖	p	c	—	c	i			c	5 15	6 45	
.....	4 41	—	—			b —	—		c	—	231.0	.. East Ft. Madison ⊖	p	c	—	c	i			c	5 07	6 36	
.....	4 50	4 40	4 15	Fast Mail.		1 15	6 00		3 20	8 25	232.9	. Ft. Madison . ⊖	1 35	2 10	*12 25	2 10	2 35			4 30	5 00	6 30	
.....	4 55	4 50	4 25			1 23	6 10		c	8 38	234.6	..... Shopton ..... ⊖	1 17	1 58	12 12	1 56	2 21			4 16	4 50	6 20	
.....	P M	—	—			—	—		c	8 55	243.4	..... New Boston ..... ⊖	p	c	—	c	i			c	3 55	A M	
.....	.....	—	—			1 50	—		c	9 03	248.0	..... Argyle ..... ⊖	p	c	—	1 38	i			c	3 41	.....	
.....	.....	—	—			—	—		c	9 12	252.3	..... Dumas ..... ⊖	p	c	—	c	i			c	3 27	.....	
.....	.....	—	—			2 05	—		c	9 20	256.0	..... Revere ..... ⊖	p	c	—	1 20	i			c	3 15	.....	
.....	.....	—	—	Does not carry sleepers between points.		2 20	—		w	9 35	263.1	+ ..... Medill ..... ⊖	12 58	c	*11 29	1 10	i			c	2 55	.....	
.....	.....	—	—			2 35	—		c	9 53	272.3	+ ... Wyaconda ..... ⊖	p y	c	—	12 53	i			c	2 30	.....	
.....	.....	—	—			2 45	—		c	10 03	277.6	..... Goris ..... ⊖	a p	c	—	12 43	i			c	2 15	.....	
.....	.....	—	—			2 54	—		c	10 13	282.6	+ .... Rutledge ..... ⊖	p	c	—	12 33	i			c	2 00	.....	
.....	.....	—	—			3 08	—		w x	10 28	290.7	+ ..... Baring ..... ⊖	12 05	c	*10 55	12 19	i			c	1 35	.....	
.....	.....	—	—			3 23	—		c	10 43	300.1	+ ... Hurdland ... ⊖	11 52	c	—	12 04	i			c	1 00	.....	
.....	.....	6 38	—			3 34	—		c	10 54	306.4	..... Gibbs ..... ⊖	p	c	—	11 53	i			c	12 48	.....	
.....	.....	—	—			3 45	✝ —		5 22	11 06	312.7	+ ..... La Plata ..... ⊖	11 34	12 17	*10 17	11 41	i			c	12 25	.....	
.....	.....	—	—			—	—		c	11 16	318.2	..... Cardy ..... ⊖	p	c	—	c	i			c	12 05	.....	
.....	.....	—	—			4 03	—		c	11 25	322.9	..... Elmer ..... ⊖	p	c	—	11 17	i			c	11 50	.....	
.....	.....	—	—			4 14	—		c	11 33	329.7	..... Ethel ..... ⊖	p	c	—	11 05	i			c	11 30	.....	
17	.....	—	—			4 25	—		c	11 50	336.3	..... Hart ..... ⊖	p	c	—	10 53	i			c	11 10	18	
A M	.....	—	—			4 35	—		c	12 01	341.5	+ ..... Bucklin ..... ⊖	a p	c	—	10 43	i			c	10 45	A M	
*7 45	.....	7 35	7 05			4 50	8 50	7 05	6 20	12 20	347.1	+ .. Marceline .. ⊖	10 40	11 25	*9 20	10 30	11 45	12 01		1 40	10 30	10 00	P M
7 58	.....	—	—			—	—		c	—	354.0	..... Rothville ..... ⊖	p	c	—	c	i			c	9 50	9 47	8 55
8 10	.....	—	—			f	—		c	A —	360.7	..... Mendon ..... ⊖	p	c	—	c	i			c	9 35	9 32	8 22
8 24	.....	—	—			—	—		c	—	368.1	..... Dean Lake ..... ⊖	p	c	—	c	i			c	9 15	9 10	8 10
8 35	.....	—	—			f	—		c	A —	374.3	..... Bosworth ..... ⊖	p	c	—	c	i			c	9 00	8 55	8 00
8 48	.....	—	—			—	—		c	—	382.1	..... Standish ..... ⊖	p	c	—	c	i			c	8 42	8 45	
9 02	.....	8 35	—			5 53	—		7 19	1 22	389.4	+ .. Carrollton .. ⊖	9 37	10 28	*8 14	8 33	i			c	8 32	8 27	
9 17	.....	—	—			f	—		c	A —	396.6	+ .... Norborne ..... ⊖	p	c	—	c	i			c	8 10	/	8 12
—	.....	—	—			—	—		c	—	400.9	..... Nimrod ..... ⊖	p	c	—	c	i			c	8 02	.....	8 00
9 33	.....	—	—			f	—		c	A —	405.4	+ ..... Hardin ..... ⊖	p	c	—	c	i			c	7 55	.....	7 45
9 45	.....	9 08	—			6 26	—		7 50	1 55	411.3	+ ... Henrietta[22] ⊖	9 00	9 52	*7 35	8 58	i			c	7 40	.....	7 26
9 50	.....	—	—			—	—		c	—	416.9	..... Camden ..... ⊖	p	c	—	c	i			c	7 26	.....	7 17
10 06	.....	—	—			—	—		c	—	421.7	..... Floyd ..... ⊖	p	c	—	c	i			c	7 17	.....	7 07
10 16	.....	—	—			—	—		c	—	426.7	..... Sibley ..... ⊖	p	c	—	c	i			c	7 07	.....	6 54
10 30	.....	—	—			—	—		c	—	434.0	..... Atherton ..... ⊖	p	c	—	c	i			c	6 54	.....	6 40
10 41	.....	—	—			—	—		c	—	439.4	..... Courtney ..... ⊖	p	c	—	c	i			c	6 40	.....	6 45
10 57	.....	—	—			—	—		c	—	446.3	..... Sheffield	p	c	—	c	i			c	6 28	.....	*6 30
11 15	.....	10 25	9 35	9 30	8 10	7 45	11 30	8 35	9 05	5 10	451.1	+ Kansas City[3, 22, 23] ⊖	*7 50	*8 45	*6 15	*7 50	*9 00	*9 10	*8 55	*11 00	*6 15	.....	
A M	.....	A M	A M	A M	A M	A M	P M	P M	P M	P M	.....	ARRIVE	(LEAVE	A M	A M	P M	P M	P M	P M	P M	A M	.....	P M

For Index of Stations, see pages 1019-1021.

The Chief. Extra fare de luxe train. Standard Sleeping Cars only. See Note under Table B.

Extra fare de luxe train. Standard Sleeping Cars only. See Note under Table B.

Coach passengers only.

Numbers following Station Names refer to Tables of Connecting Trains.

• Daily; 1 daily, except Sunday; a stops to take passengers for Chicago and points east; b stops to leave passengers from beyond Chicago and to take for Kansas City or beyond and points between Henrietta and St. Joseph; c stops to leave from west of Kansas City; d stop; e stops to leave from east of Marceline; f stops to leave from Emporia and beyond; j stops to take for Newton and beyond; k stops to leave from any line west of Kansas City; l stops to leave from Chicago or Joliet; n stops to receive for or leave from Kansas City and beyond; w stops to leave from west of Fort Madison; x stops to leave from Chicago; y stops to take for Galesburg and east; z stops to take for west of Ancona. ‡ Stops to receive interstate passengers destined to Williams and Ash Fork, Ariz., or points in California south of Barstow. ✝ Stops to take for Arizona and California points. ✝ Stops to take passengers for west of Newton at which No. 9 is scheduled to stop. V Stops to leave paying passengers from California and Arizona points.

■ Stops for sleeping car passengers only destined to Chicago and beyond. ● Meals—Fred Harvey dining and lunch rooms. + Coupon stations; △ Telegraph stations.

Automatic Block Signals or Train Control

Santa Fe

Table 5—KANSAS CITY, NEWTON, LA JUNTA AND DENVER.

17	1	11	19	25	15	21	7	23	5	3	9	Mls.	November 25, 1930.	14	24	10	2	6	20	4	18-58	22	12	8	26
P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M	A M	....	+....Kansas City[1,72,73]	P M	P M	P M	P M	P M	P M	P M	A M	A M	A M	A M	A M
*1150	*840	*855	850	*430	*115	*1050	*1005	*1000	*820	*845	*1201	451.1	lve...Union Depot...arr.	500	515	1030	715	840	855	935	*700	*715	*740	*725	945
1201	851	- -	- -	442	- -	c w	Fast mail. Does not carry passengers ... sleepers. Coach passengers ... operating points.	- -	831	- -	- -	455.3	+ Kan. City, Kan. (Arr. Sta.) ♂	445	- -	1015	e -	827		- -	645	701	- -	f -	931
- -	□ ■	- -	- -	458	- -	c w		- -	848	- -	- -	464.2	arr...Holliday[37,73] ♂ .lve.	430	- -	955	e -	- -		- -	625	645	b -	f -	913
....	....	- -	The Chief. Extra fare de luxe train. Standard Sleeping Cars only. See note regarding restrictions under Table A.	....	....	....		....	....	....	- -	464.2	lve ....Holliday....arr.	....	- -	....	e -	....	See note under Table A.	....	....	645	....	f -	....
Via Topeka.	Via Topeka.	- -		Via Topeka.	Via Topeka.	Via Topeka.		Via Topeka.	Via Topeka.	Via Topeka.	- -	467.0	........Zarah........ ♂	Via Topeka.	- -	Via Topeka.	e -	Via Topeka.		Via Topeka.	Via Topeka.	639	Via Topeka.	f -	Via Topeka.
		- -									1245	476.7	+...... Olathe[72] .... ♂		- -		e -					620		f -	
		- -									- -	496.2	+...... Wellsville ..... ♂		- -		e -					543		f -	
		□ -									130	508.0	Ottawa June.[14,38,73] ♂		- -		e -					520		555	
		- -									- -	522.5	+.....Quenemo[38,47] ♂		- -		e -					455		f -	
		- -									- -	544.5	+........Lebo........ ♂		- -		e -					418		f -	
		- -									- -	552.4	... Neosho Rapids[71] ♂		- -		e -					405		f -	
....	....	1225	1215	....	....	....	1240	....	....	....	245	563.2	ar. + Emporia[32,38,62,78] lv.	....	235	....	435	....	620	....	....	345	....	440	....
- -	□ ■	....		458	- -	c w		- -	848	- -	....	464.2	lve.....Holliday....arr.	450	....	955	....	- -		- -	625	....	b -	....	913
- -	□ -	....		604	- -	c w		- -	855	- -	The Navajo.	468.0	.........Wilder.........	y -	Via Ottawa Cut-off.	y -	....	- -	See note regarding restrictions for interstate passengers only. Via Ottawa Cut-off.	- -	d y	....	- -	....	905
- -	□ -	....		/ -	- -	c w		Grand Canyon Limited. Standard Sleeping Cars only. See Note under Table B.	900	- -		470.3	.........Frisbie........ ♂	- -		- -	....	- -		- -	d -	....	- -	....	900
- -	□)	....		517	- -	c w			910	California Limited. Standard Sleeping Cars only. See Note under Table B.		475.4	.... De Soto .... ♂	412		857	....	- -		- -	605	....	- -	....	850
- -	□ -	....		/ -	- -	c w			/ -			481.2	.... Weaver .... ♂	- -		- -	....	- -		- -	d -	....	- -	....	f -
- -	1056	....		530	- -	c w			923			483.4	+....... Eudora .... ♂	400		826	....	- -		- -	552	....	- -	....	839
- -	□ -	....		536	- -	c w			929			487.6	.... Noria .... ♂	- -		- -	....	- -		- -	d -	....	- -	....	831
1253	1047	Via Ottawa Cut-off.	Via Ottawa Cut-off.	545	218	1255			935			490.8	+.....Lawrence[38]... ♂	348		810	Via Ottawa Cut-off.	735		- -	540	Via Ottawa Cut-off.	633	Via Ottawa Cut-off.	825
- -	□ -			553	- -	c w			945		....	495.9	.... Lakeview ...... ♂	358		y -		- -		- -	d y		- -		815
- -	□)			605	- -	c w	....		954		....	501.7	+..... Lecompton...... ♂	320		843		- -		- -	524		- -		805
- -	□ -			617	- -	c w	....		1005		....	509.4	.... Spencer .... ♂	y -		y -		- -		- -	d -		- -		752
- -	□ -			625	- -	c w	Via Ottawa Cut-off.		1011		Via Ottawa Cut-off.	512.6	.... Tecumseh ...... ♂	315		y -		- -		- -	d -		- -		747
135	1150			•655	300	•1235		1145	1030	1030		516.9	arr....+ Topeka[38] ♂ .lve.	305	....	825		655		750	455		555		740
145	1155			655	305	100		1150	1042	1035		516.9	lve......Topeka[38]...arr.	255	Grand Canyon Limited. Standard Sleeping Cars only. See Note under Table B.	815		•625		745	445		550		735
- -	□ -			708	- -	c w			1053			523.6	.... Pauline .... ♂	y -		y -		- -		- -	d -		- -		728
- -	□ -			721	- -	c w			1103			529.0	.... Wakarusa ...... ♂	232		752		- -		- -	d y		- -		718
- -	□ }			730	- -	c w			1113			534.1	+..... Carbondale ..... ♂	222		745		- -		- -	416		- -		708
- -	□ }			737	- -	c w			1120			537.8	+......Scranton...... ♂	215		737		- -		- -	d y		- -		654
x -	1124	....		747	- -	c w			1130			543.1	+....Burlingame[47] ♂	205		724	....	- -		....	400	....	- -	....	644
- -	□ -	....		755	- -	c w			1140			548.5	.........Peterton....... ♂	- -		y -	....	- -		- -	d -	....	- -	....	633
x -	1140	....		802	m -	159			1145			551.3	+.....Osage City[47].. ♂	148		705	....	635		California Limited. Standard Sleeping Cars only. See Note under Table B.	345	....	y -	....	628
- -	□ -	....		812	- -	c w			1155			556.7	.... Barclay .... ♂	138		655	....	- -			d y	....	- -	....	619
- -	□)	....		823	- -	c w	....		1207		....	562.9	.... Reading .... ♂	128		644	....	- -			325	....	- -	....	610
- -	□ -	....		835	- -	c w	....		1220		....	571.0	.... Lang .... ♂	y -		y -	....	- -			d -	....	- -	....	559
325	130	....		850	440	245	....	130	•1255	1210	....	578.3	ar. + Emporia[32,38,62,78] lv.	100		615	....	450		610	245	....	400	....	*545
335	135	1230	1220	P M	445	250	1245	155	105	1215	•50	563.2	lv. Emporia[32,38,62,78] ar.	•1255	230	•545	430	•445	615	605	235	340	350	435	A M
- -	147	- -		Stops to discharge paying passengers from California and Arizona points. Stops to take for points east and south of Newton. + Coupon stations; ♂ Telegraph stations.	- -	c w	- -	Grand Canyon Limited. Standard Sleeping Cars only. See Note under Table B.	117	California Limited. Standard Sleeping Cars only. See Note under Table B.	- -	571.3	.... Plymouth ...... ♂	1221	Grand Canyon Limited. Standard Sleeping Cars only. See Note under Table B.	551	e -	- -	The Chief. Extra fare de luxe train. Standard Sleeping Cars only; for interstate passengers only. See note regarding restrictions under Table A.	California Limited. Standard Sleeping Cars only. See Note under Table B.	221	g y	- -	f -	....
- -	153	- -			- -	c w	- -		125		- -	574.5	...... Saffordville ..... ♂	1214		526	e -	- -			214	g y	- -	f -	....
405	210	- -			m -	318	- -		140		- -	582.8	+ Strong City[41,43] ♂	1159		512	402	- -			152	g y	320	f -	....
- -	225	- -			- -	c w	- -		155		- -	589.4	.... Elmdale .... ♂	1146		458	e -	- -			139	g y	- -	f -	....
- -	248	- -			- -	c w	- -		224		- -	601.8	...... Cedar Point ..... ♂	1125		437	e -	- -			116	g y	- -	f -	....
443	300	- -			539	c w	- -		237		- -	608.0	+......Florence[44,46] ♂	1113		425	325	- -			105	233	243	f -	Stops to take for points at which No. 1 is scheduled to stop, also to leave from Kansas City, Topeka or between St. Joseph and Henrietta.
503	325	- -			m -	c w	- -		300		- -	619.4	+......Peabody ...... ♂	1053		405	305	- -			1243	g y	- -	f -	
- -	345	- -			- -	c w	- -		322		- -	629.4	.... Walton .... ♂	1037		348	e -	- -			1220	g y	- -	f -	
535	400	205	155		•520	435	225	510	355	200	440	636.2	arr...+ Newton[63,73] ♂ lve.	1025	1250	*355	*240	305	440	425	1205	*150	800	255	
A M	410	215	205		550	P M	240	320	445	210	A M	636.2	lve....Newton[63,73]..arr.	940	1240	P M	P M	255	430	415	845	A M	135	240	
Stops to receive interstate passengers destined to Williams and Ash Fork, Ariz., or points in California south of Barstow.	421	- -			m -		- -		501		....	645.8	+........Halstead ...... ♂	924			....	239			829	....	118	f -	
	438	- -			m -	Motor	- -		518		....	655.2	+........Burrton ...... ♂	908		Motor	....	225			814	....	103	f -	
	□ -	- -			- -	61	- -		529		....	662.3	.... Solvay .... ♂	- -		62	....	y -			802	....	- -	f -	
	500	300	- -		740	A M	325	- -	•545	- -	....	669.1	arr..+ Hutchinson[48] ♂ lve.	845		P M	....	205	- -		750	....	1240	150	
	Via Great Bend.	305	Via Ottawa Cut-off.		750	†510	450	- -	Via Great Bend.	- -	....	669.1	lve...Hutchinson...arr.	Via Great Bend.		125	....	Via Great Bend.			Via Great Bend.	....	Via Great Bend.	145	
		- -			808	531	- -	- -		- -	....	680.0	.... Partridge ...... ♂			105	....					....		f -	
		- -			818	542	- -	- -		- -	....	686.2	.... Abbyville ...... ♂			1245	....					....		f -	
		- -			835	602	- -	- -		- -	....	697.5	.........Sylvia........ ♂			1237	....					....		100	
		- -			855	621	- -	- -		- -	....	708.0	+....... Stafford .... ♂			1218	....					....		1247	
		- -			912	638	- -	- -		- -	....	717.0	+....... St. John .... ♂			1203	....					....		1233	
		- -			930	700	- -	- -		- -	....	728.7	........Macksville....... ♂			1145	....					....		1214	
		- -			1012	745	- -	- -		- -	....	753.5	arr....+ Kinsley ♂ ...lve.			†1105	....					....		1136	
	505	....			....	A M	....	....	615	....	....	669.1	lve...Hutchinson...ar.	•815	....	A M	....	•155		....	740	....	1230	....	
	521	....			....	....	....	....	633	....	....	679.7	+...... Nickerson ...... ♂	751	....	....	....	119		....	721	....	1212	....	
	538	Via St. John.	Via St. John.		Via St. John.	....	Via St. John.	Via St. John.	645	Via St. John.	....	687.8	+...... Sterling .... ♂	738	Via St. John.	....	....	107	The Chief. Extra fare de luxe train. Via St. John.	Via St. John.	707	....	1157	Via St. John.	
	548					....			657		....	694.0	.... Alden .... ♂	727		....	....	r -			657	....	- -		
	[illegible]					....			735		....	710.5	+..... Ellinwood[48] .. ♂	700		....	....	1231			629	....	1114		
	640					....			757		....	720.6	+.. Great Bend[48] .. ♂	640		....	....	1215			610	....	1050		
	700					....			827		....	734.2	..... Pawnee Rock ... ♂	619		....	....	r -			547	....	- -		
	722					....			850		....	742.9	+....... Larned[37] .... ♂	606		....	....	1140			532	....	1020		
	740					....			911		....	753.6	.... Garfield .... ♂	550		....	....	r -			515	....	- -		
	□ -	....			....	....	....	....	922	....	....	760.6	.... Nettleton	- -	....	....	....	r -		....	505	....	- -	....	
	805	....			....	....	....	....	940	....	....	767.8	arr....+ Kinsley ♂ ..lve.	530	....	....	....	1100		....	455	....	940	....	
	805	- -	- -		1012	....	- -	- -	940	- -	....	753.5	lve. .... Kinsley .... arr.	530	- -	....	....	1100		- -	455	....	840	1136	
	817	- -	- -		m -	....	- -	- -	955	- -	....	761.5	.........Offerle......... ♂	- -	- -	....	....	r -		- -	441	....	- -	f -	
	835	- -	- -		m -	....	- -	- -	1015	- -	....	772.8	+.......Spearville....... ♂	458	- -	....	....	r -		- -	424	....	◆ -	f -	
	•900	540	- -		1105	....	605	655	1045	540	....	789.3	ar.+ Dodge City[69] (C.T.) ♂ lv.	445	- -	....	....	1005		- -	*400	....	850	1040	
	825	450	- -		P M	....	515	605	1025	450	....	789.3	lve. Dodge City (M.T.) arr.	315	- -	....	....	•835		- -	P M	....	•720	930	
	842	- -	- -		....	....	- -	- -	◆ -	- -	....	798.3	.........Howell......... ♂	- -	- -	....	....	- -		- -	....	....	- -	- -	....
	858	- -	- -		....	....	- -	- -	1055	- -	....	808.0	.... Cimarron .... ♂	347	- -	....	....	808		- -	....	....	- -	859	....
	908	- -	- -		....	....	- -	- -	1105	- -	....	814.2	.... Ingalls......... ♂	338	- -	....	....	- -		- -	....	....	- -	850	....
	929	- -	- -		....	....	- -	- -	1125	- -	....	826.9	........Pierceville....... ♂	221	- -	....	....	- -		- -	....	....	- -	832	....
ss	950	555	- -		....	....	- -	- -	1141	- -	....	839.2	arr.+ Garden City[11,69]. lve.	*204	*- -	....	....	*732	*- -	*- -	....	....	*616	*815	....
....	A M	A M	A M		....	....	P M	P M	P M	P M	....	....	(Continued on following page.)	A M	A M	....	....	A M	A M	A M	....	....	P M	P M	....

Additional Trains—No. 27 leaves Kansas City *1010 p.m., arrives Newton 2 15 a.m. No. 28 lvs. Newton *3 25 a.m., arr. Kansas City 7 45 a.m.

*Daily; †daily, except Sunday; *b* stops to leave from west of La Junta for points Holliday to Chanute and beyond; *c* stops to leave from east of Kansas City; *d* stops to leave from south of Newton; *e* stops to leave from Phoenix, Ariz., or from points in California; *f* flag stop; *g* stops to leave from west of Mulvane; *j* stops to leave from west of Newton; *l* stops to leave from Emporia and west; *m* stops to leave from east and south of Newton; *n* stops to take from No. 52 destined to scheduled stops beyond; *q* stops to leave from points between Attica and Belvidere; *r* stops to leave from west of Dodge City and to take for points where No. 6 stops; *t* stops to leave from west of Dodge City; *u* stops to take for La Junta and beyond; *v* stops to leave from west of La Junta; *w* stops to take for points in Arizona and California; *x* stops to leave from Kansas City and east and receive for south of Mulvane; *y* stops to take for Kansas City and beyond; *z* stops to leave from stations Whiteside to Omar, incl. ◆ Stops to leave from Newton and east and to take for beyond La Junta. □ Stops to leave from east of Kansas City and to take for Arizona and California points, also to leave from St. Joseph District. ■ Stops for passengers from No. 46 for points at which No. 1 is scheduled to stop when No. 46 does not make connection with No. 56 at Ottawa, and from No. 50 for points at which No. 1 stops.) Stops to take passengers for beyond Newton, west and south, at which 11 and 17 are scheduled to stop. ♂ Meal stop at Fred Harvey dining-room.

Santa Fe

Automatic Block Signals or Train Control

Table 6—KANSAS CITY, LA JUNTA AND DENVER—Continued.

19	15-14	11-12	7	23	5-6	3	22	Miles	October 8, 1930.	27	5-6	24	4	20	11-12	8	25-14
A M	A M	A M	P M	P M	P M	P M			LVE. (Mt. time.) ARR.		A M	A M	A M	A M	P M	P M	A M
*	*9 50	*5 55	*	*	*11 41	*			839.2 + Garden City[6,55] ◊		7 32				6 16	8 15	2 04
	10 13		* sleepers in Denver		12 01				853.8 Deerfield ◊							7 53	1 45
	10 26			Grand Canyon Limited. Standard Sleeping Cars only.	12 11				861.1 Lakin ◊		7 07					7 41	1 35
	10 38				12 22				868.3 Hartland ◊							7 28	- - -
	10 58				12 37				878.6 Kendall ◊							7 05	- - -
	11 20	*7 00	*7 20		12 55				890.5 arr. + Syracuse ◊ .. lve.		6 15				4 55	6 40	12 55
	11 25	7 30	*7 25		1 00				890.5 lve. Syracuse .. arr.		6 10				4 50	*6 10	12 50
	11 48	- - -	*		1 24				905.3 Coolidge ◊		- - -					5 50	- - -
	11 58	- - -			1 34				911.5 + Holly[56] ◊		5 43				4 23	5 40	12 15
		- - -							915.8 Amity ◊		- - -					- - -	- - -
		- - -							918.1 Barton ◊		- - -					- - -	- - -
	12 15	- - -			1 52				921.9 Granada ◊		- - -					5 26	11 50
		- - -							933.5 Morse ◊		- - -					- - -	- - -
	12 42	8 31			2 18				939.0 + Lamar[55] ◊		5 07				3 50	5 01	11 30
	12 55	- - -							947.0 Prowers ◊		- - -					4 48	- - -
	1 15	- - -							957.5 Caddoa ◊		- - -					4 35	- - -
		- - -							963.3 Hilton ◊		- - -					4 26	- - -
	1 37	9 12			3 15				972.6 Las Animas[54] ◊		4 24				3 08	4 11	10 50
		- - -							977.7 Riverdale ◊		- - -					4 05	- - -
8 45	*2 10	9 40	8 50	10 50	9 10				991.5 ar. + La Junta[7,52] ◊ .. lv.		3 55	*2 45	*7 10	*7 50	2 40	*3 40	8 55
A M	5 45	9 50	P M	P M	4 00	P M			991.5 lv. + La Junta[7,52] ◊ .. ar.		3 55	A M	A M	A M	2 10	P M	8 10
	5 55				K —				996.4 Swink[53] ◊							1 50	8 00
	6 05	10 08			4 19				1002.2 + Rocky Ford		1 34					1 50	8 45
	6 18	- - -			K —				1011.1 Manzanola		- - -					1 37	8 27
	6 31	- - -			K —				1019.7 + Fowler		- - -					1 26	8 11
	6 42	- - -			K —				1026.8 Nepesta		- - -					- - -	7 58
	6 53	- - -			K —				1035.2 Boone		- - -					- - -	7 44
	8 05	- - -	28		K —				1042.3 Nyberg		- - -				21	- - -	7 37
	8 25	11 20	A M		5 40		A M		1055.4 ar. + Pueblo[51] (U.D.) ◊ lv.	A M	11 55				12 40	P M	7 10
	8 35	11 30	*2 30		5 50		*7 55		1055.4 lve. Pueblo[51] (U.D.) arr.	3 20	11 50				12 35	8 00	6 40
	6 00	- - -	- - -		K —		- -		1070.1 D Pinon S ◊	- - -	A —				- - -	- - -	- - -
	6 16	- - -	- - -		K —		- -		1082.0 D Buttes S ◊	- - -	A —				- - -	- - -	6 02
	6 25	- - -	3 32		K —		8 42		1089.2 D Fountain S ◊	- - -	A —				- - -	- - -	5 51
	*6 45	*12 40	3 57		*7 15		9 02		1101.6 ar. S Colorado Spgs. D ◊ lv.	2 10	10 45				11 35	3 55	5 30
	7 15	1 10	4 10		7 45		9 10		1101.6 lv. + S Colo. Spgs. D ◊ ar.	2 00	10 40				11 28	3 47	5 25
	7 52	- - -			K —		- -		1109.4 S Breed ◊		- - -					- - -	- - -
	7 55	- - -	5 05		K —		9 51		1119.8 S Monument D ◊	- - -	A —				M —	- - -	4 50
	8 05	2 02	5 17		8 38		10 02		1123.9 S Palmer Lake D ◊	1 25	10 00				10 53	3 13	4 40
	8 15	- - -			K —		- -		1128.8 D Greenland S ◊	- - -	A —				- - -	- - -	- - -
	8 23	- - -	5 33		K —		10 15		1132.2 D Larkspur S ◊	- - -	A —				- - -	- - -	4 25
	8 42	- - -	5 51		9 06		10 30		1142.7 D Castle Rock S ◊	- - -	A —				- - -	- - -	4 04
	8 54	- - -	6 04		K —		- -		1150.8 S Sedalia D ◊	- - -	A —				- - -	- - -	3 48
	9 15	- - -	- - -		K —		10 58		1165.1 + S Littleton D ◊	- - -	A —				M —	- - -	3 26
	- - -				K —		- -		1171.8 So. Denver (U.D.) ◊		A —					- - -	- - -
	9 45	3 50	7 00		10 00		11 25		1175.7 + Denver (U.D.) ◊	*11 50	*8 50				*9 15	*7 50	*5 00
	P M	P M	A M		A M		A M		ARRIVE LEAVE	P M	P M				A M	P M	P M

Note—Between Denver and Pueblo passengers will take trains at stations indicated in this table as follows: D, Denver & Rio Grande Western Station; S, Santa Fe Station and Union Depots where indicated.

Busses also operate between Lamy and Santa Fe, making connection with all Main Line Trains.

Table 8a—KENNEDY AND WILLARD.

77	Mls.	August 10, 1930.	78
A M		LEAVE	P M
12 32	0	Kennedy	1 50
12 30-7		Moriarty	1 52
1 50	58.0 +	Willard[14] ◊	12 20
P M		ARRIVE	P M

Table 8b—LAMY AND SANTA FE.

93	93	Mls	August 10, 1930.	94	96
P M	A M		LVE. (Mt. time.) ARR.	P M	P M
1 50	7 45	0	+ Lamy[7,8] ◊	5 15	7 15
2 10	8 05	19.8	Santa Fe ◊	4 50	6 25
P M	A M		ARRIVE LEAVE	P M	P M

Table 7—LA JUNTA AND ALBUQUERQUE.

23	7	3	1	19	5	Miles	August 10, 1930.	8	14	24	6	4	20
*P M	P M	P M	P M	A M	A M		(Mountain time.)	P M	P M	A M	A M	A M	A M
10 45	*8 50	*6 25	*2 35	*8 55	*4 30	991.5	lve. + La Junta[6,8] arr.	3 20	8 00	2 35	3 35	7 00	7 40
- - -	- - -	- - -	- - -	- - -	5 55	1008.9	Timpas ◊	- - -	8 50	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	6 07	1015.8	Thatcher ◊	- - -	7 41	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	6 22	1025.0	Earl ◊	- - -	7 26	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	6 49	1039.0	El Moro	- - -	6 48	- - -	- - -	- - -	- - -
12 55	11 50	11 25	4 50	10 50	*7 30	1073.3	+ Trinidad ◊	*1 15	*6 40	12 25	1 25	4 55	5 35
- - -	- - -	- - -	- - -	- - -	7 42	1078.4	Starkville ◊	- - -	5 56	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	8 17	1088.1	Wootton ◊	- - -	5 26	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	8 23	1089.2	Lynn ◊	11 59	5 20	- - -	- - -	- - -	- - -
- - -	1 05	12 40	5 40	12 05	8 45	1095.1	+ Raton[61] ◊	11 35	4 55	*11 15	12 10	3 40	4 20
- - -	- - -	- - -	- - -	- - -	8 50	1099.0	Dillon[58,59] ◊	- - -	4 50	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	8 53	1101.3	Otero	- - -	4 55	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	9 04	1107.9	Hebron[61]	- - -	4 20	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	9 10	1112.6	Maxwell ◊	10 37	3 52	- - -	- - -	- - -	- - -
- - -	- - -	- - -	6 20	- - -	9 38	1127.6	French	10 29	3 45	- - -	- - -	- - -	- - -
- - -	- - -	- - -	6 55	- - -	9 55	1136.0	Springer ◊	10 15	3 27	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	10 13	1146.6	Colmor ◊	- - -	3 07	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	10 25	1150.9	Nolan	- - -	2 53	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	10 35	1156.2	Levy	- - -	2 50	- - -	- - -	- - -	- - -
- - -	- - -	- - -	7 10	- - -	10 46	1161.9	Wagon Mound ◊	9 32	2 39	10 17	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	10 55	1166.6	Bond	- - -	2 27	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	11 03	1171.0	Optimo ◊	- - -	2 18	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	11 15	1178.0	Shoemaker ◊	- - -	2 02	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	11 30	1186.8	Watrous ◊	8 52	1 45	- - -	- - -	- - -	- - -
- - -	3 40	3 20	*3 15	2 40	*2 10	1206.7	arr. Las Vegas .. lve.	8 20	1 10	8 15	9 10	1 25	1 20
- - -	3 45	- - -	8 40	2 45	1 40	1206.7	lve. + Las Vegas ◊ .. arr.	*7 50	*4 20	8 05	8 05	1 20	1 15
- - -	- - -	- - -	- - -	- - -	1 18	1225.4	Chapelle ◊	- - -	11 57	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	1 40	1235.9	Ribera ◊	- - -	11 35	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	1 53	1239.8	Sands	- - -	11 25	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	1 58	1243.6	Ilfeld ◊	- - -	11 17	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	2 22	1252.6	Rowe ◊	- - -	10 58	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	2 35	1256.6	Fox	- - -	10 49	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	2 50	1262.0	Glorieta ◊	5 45	10 40	- - -	7 50	- - -	- - -
- - -	- - -	- - -	- - -	- - -	3 02	1266.7	Canyoncito ◊	- - -	10 25	- - -	- - -	- - -	- - -
- - -	6 25	5 50	*1 05	4 55	3 20	1272.8	Lamy[8] ◊	5 15	10 10	5 50	7 00	10 05	11 05
- - -	- - -	- - -	- - -	- - -	3 25	1274.0	Spiess	- - -	10 00	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	3 35	1280.4	Kennedy[11,5] ◊	- - -	9 45	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	3 39	1283.1	Ortiz	- - -	9 37	- - -	- - -	- - -	- - -
- - -	6 42	- - -	- - -	- - -	3 48	1288.9	Los Cerrillos ◊	4 38	9 25	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	3 52	1290.5	Waldo	4 35	9 21	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	4 04	1296.6	Rosario	- - -	9 10	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	4 15	1301.9	Domingo ◊	4 15	9 00	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	4 56	1322.6	Bernalillo ◊	3 47	8 27	- - -	- - -	- - -	- - -
- - -	- - -	- - -	- - -	- - -	5 10	1331.3	Alameda	- - -	8 15	- - -	- - -	- - -	- - -
1000	9 55	7 50	1250	6 50	*6 50	1339.0	+ Albuquerque[8,18] ◊	*3 20	*8 00	*4 00	*5 10	*8 15	*8 15
A M	A M	A M	A M	P M	P M		ars. (Mountain time.) lve.	A M	A M	P M	P M	P M	P M

Table 8—ALBUQUERQUE AND EL PASO.

15	1	Miles.	August 10, 1930.	14	8
P M	A M		LVE. (Mt. time.) ARR.	A M	P M
*1 00	*1 05	1339.0	+ Albuquerque[7,18] ◊	*6 55	*4 40
- - -	- - -	1346.5	Barr	- - -	4 26
1 32	1 23	1351.6	Isleta ◊	6 35	4 20
1 48	1 33	1359.0	Los Lunas ◊	6 20	4 12
2 15	1 50	1369.1	arr. + Belen[10,7,8] ◊ lve.	6 00	*3 55
P M	2 00	1369.1	lve. Belen ◊ .. arr.	5 45	P M
	2 20	1379.0	Sabinal	5 27	
	2 40	1389.9	La Joya ◊	5 08	
	3 00	1401.5	San Acacia	4 48	
	3 11	1407.5	Limitar	4 35	
	3 26	1414.3	+ Socorro[32] ◊	4 15	
	3 50	1424.9	San Antonio ◊	3 50	
	4 01	1431.7	Elmendorf	3 40	
	4 20	1441.7	San Marcial ◊	3 25	
	4 32	1449.0	Pope	3 10	
	4 46	1458.1	Lava ◊	2 52	
	5 03	1468.1	Crocker	2 34	
	5 24	1479.8	Engle ◊	2 14	
	5 37	1487.7	Cutter	2 02	
	5 44	1493.0	Aleman	1 53	
	5 55	1499.9	Upham ◊	1 42	
	6 10	1510.2	Grama	1 22	
	6 25	1516.2	Rincon[13] ◊	1 05	
	6 38	1523.9	Tonuco	*1 24	
	6 53	1533.8	Fort Selden	1 01	
	7 00	1537.9	Leasburg	1 15	
	7 03	1539.8	+ Hill	1 10	
	7 09	1543.5	Dona Ana	1 45	
	7 18	1549.1	+ Las Cruces ◊	1 32	
	7 24	1551.8	Mesilla Park	1 27	
	7 38	1560.5	Mesquite	1 12	
	7 45	1564.4	Vado	1 06	
	7 52	1568.0	Berino	1 00	
	8 02	1573.1	La Tuna	1 50	
	8 07	1576.4	Vinton	1 46	
	8 11	1579.0	Canutillo	1 41	
	8 45	1592.7	+ El Paso ◊	*1 15	
P M	A M		ARRIVE LEAVE	P M	

* Stops to leave paying passengers from east of Kansas City or from between Henrietta and St. Joseph.

Meal stop at Fred Harvey dining-room. (not Fred Harvey service.) Meal stop

Table 9—CAINEY AND SKEDEE.

No. 71	Mls	November 16, 1930.	No. 72
†2 57 P M	0	lve. + Cainey[7,8] ◊ .. arr.	12 01 P M
3 25 "	9.4	Hulah	11 25 A M
4 05 "	22.7	Bigheart	10 40 "
4 50 "	37.2	Pawhuska	9 45 "
5 45 "	56.7	+ Ralston[51] ◊	7 30 "
7 00 P M	75.8	arr. Skedee[51,8] ◊ .. lve.	†7 15 A M

* Daily; † daily, except Sunday; ‡ stops to leave from Phoenix, Ariz., or from points in California; ✓ flag stop; g stops to leave from east or south of La Junta; A stops to take for points south of La Junta and west of Albuquerque and east and south of Newton; p stops to leave passengers from Colorado Springs-Pueblo and beyond where No. 11-12 is scheduled to stop; P stops to take for La Junta and points east and south thereof; y stops to leave from Newton and east and south of La Junta. B Stops to leave paying passengers from east of La Junta and to take paying passengers for Denver. b Stops to leave passengers from Lamy and east and to take for Arizona and California. y Stops to take paying passengers for Arizona and California points and to leave paying passengers from east of Kansas City or from between Henrietta and St. Joseph. + Coupon stations; ◊ Telegraph stations.

* Stops to discharge paying passengers from east of Albuquerque and beyond.

The Chief. Extra fare deluxe Train. See Note under Table A.

Grand Canyon Limited. Standard Sleeping Cars only. See Note under Table B.

California Limited. Standard Sleeping Cars only. See Note under Table B.

Indian Service

Kansas City, Stande rd Sleeping Cars only. See Note under Table B.

Grand Canyon Limited. Standard Sleeping Cars only. See Note under Table B.

The Chief. Extra fare deluxe Train. See Note under Table A.

Grand Canyon Limited. Standard Sleeping Cars only. See Note under Table B.

California Limited. Standard Sleeping Cars only. See Note under Table B.

The Chief. Extra fare deluxe Train. See Note under Table A.

* Stops to leave paying passengers from east of Kansas City or from between Henrietta and St. Joseph.

Automatic Block Signals or Train Control

Santa Fe

Table 10—ALBUQUERQUE AND LOS ANGELES.

41	17	19	23	21	3	7	9	Miles	August 10, 1930. (Mountain time.)	2	24	4	22	20	8	18
		P M	A M		A M	A M					P M	P M		P M	A M	
		*700	*1020		*8 30	*8 20		1330.0	lve. + Albuquerque[7,8] ♂ arr.		5 50	7 45		6 00	3 10	
		—	—	P M	—	—	A M	1362.3	Sandia ♂	P M	—	—	A M	—	—	
				*4 00			*3 30		lve. + Belen[8,7] arr.	5 10			1 55			
				4 25			3 53	1366.2	lve. + Dallies arr.	2 50			1 35			
							4 04	1374.9	Rio Puerco ♂	—			p —			
							4 20	1382.6	Suwanee ♂	2 18			1 02			
							—	1405.3	Quirk	—			—			
				5 25			4 59	1410.5	Laguna ♂	1 40			12 30			
							5 19	1423.4	McCarty's	1 20			—			
				6 00		10 37	5 42	1437.8	Grant's ♂	1 10			11 50		12 51	
							6 02	1449.5	Bluewater	12 50			11 29			
				7 00			6 31	1468.0	Thoreau ♂	12 25			11 06			
							7 10	1488.5	Wingate ♂	11 49			10 25			
		10 50	2 10	*8 15	12 50	12 00	*8 00	1500.1	+ Gallup ♂	*11 30	12 18	9 00	10 05	5 25	11 10	
							8 27	1516.5	Manuelito	—	—		9 28			
							8 36	1522.7	Lupton	—	—		9 18			
							8 45	1529.6	Allantown	—	—		9 07			
							8 53	1534.7	Houck	10 08	—		8 59			
							9 04	1542.4	Cheto	—	—		8 45			
							9 23	1555.2	Navajo ♂	—	—		8 24			
			*8 42				9 52	1575.1	Adamana ♂	9 09	*1035		7 54		*8 04	
			4 15	10 25		2 06	to 15	1595.5	+ Holbrook ♂	8 40	10 00		7 23		6 55	
							10 52	1605.8	Joseph City	—	—		7 04			
							11 00	1611.1	Manila	—	—		6 55			
		1 25	5 15	11 16	3 10	2 44	*11 30	1628.0	arr. + Winslow ♂ lve.	7 50	9 00	1 10	6 30		7 45	
		1 35	5 65	11 25	3 20	2 51	12 01	1628.0	lve. + Winslow ♂ arr.	*7 20	7 40	1 00	*6 00		*7 15	
							12 47	1655.3	Canyon Diablo	—	—		5 25			
							1 25	1671.5	Winona ♂	—	—		5 01			
							1 47	1682.1	Cliffs	—	—		4 47			
			8 00		5 10	4 32	2 00	1687.0	+ Flagstaff ♂	6 00	6 22	11 44	4 40		5 00	
							2 50	1710.9	Chalender ♂	—	—		3 50			
		4 05	10 15	2 25	6 10	5 25	3 10	1721.0	arr. + Williams[28] ♂ lve.	5 00	5 30	10 30	3 30	12 20	5 00	
		5 30	5 30	5 30	*6 50	*5 50	5 45	1721.0	lve. Williams arr.	10 05	10 05	10 30	12 15	12 15	12 15	
		8 00	8 00	8 00	*8 50	*8 50	5 00	1784.8	arr. + Grand Canyon lve.	*7 45	*7 45	*8 30	*10 15	*10 15	*10 15	
		4 05	10 56	2 35	6 10	5 25	5 10	1721.0	lve. Williams ♂ arr.	4 40	5 10	10 50	3 50	12 20	5 00	
		—	—	—	—	—	5 20	1724.3	Supai ♂	—	—	—	3 19	—	—	
		—	—	—	—	—	—	1738.2	Dare ♂	—	—	—	2 25	—	—	
		4 50	11 25	3 30	7 00	6 10	4 00	1744.0	arr. + Ash Fork[26] ♂ lve.	3 30	4 00	9 40	*2 05	11 15	3 45	
			12 30		12 30	12 30	4 15	1744.0	lve. Ash Fork arr.	2 40	2 40	2 40	1 55		1 55	
			2 35		2 35	2 35	5 55	1801.2	arr. Prescott lve.	12 32	12 32	12 32	11 53		11 53	
			8 00		8 00	8 00	10 45	1938.0	ar. Phoenix (See Note) lv.	*7 00	*7 00	*7 00	*7 00		*7 00	
			—	—	—	—	—	1761.6	Crookton ♂	—	—	—	1 05		—	
			—	—	—	—	4 59	1766.3	Pan	—	—	—	12 55		—	
			12 20	4 20	7 50	7 10	5 00	1771.4	ar. + Seligman ♂ (M.T.) lv.	2 35	3 15	8 55	12 45		2 55	
									(Time changes here.)							
			11 50	3 30	7 00	6 18	4 10	1771.4	lv. Seligman ♂ (P. T.) ar.	1 25	8 05	7 45	11 35		*1 25	
			—	—	—	—	4 45	1794.6	Yampai	—	—	—	10 50		—	
			—	—	—	—	4 57	1802.0	Nelson	—	—	—	10 30		12 24	
			—	—	—	—	5 05	1808.4	Peach Springs	12 03	—	—	10 19		12 15	
			—	—	—	—	5 47	1831.6	Hackberry	11 15	—	—	9 24		11 20	
			5 37			6 21	*7 00	1859.1	+ Kingman[12]	10 25	—	—	*8 30		10 30	
			—	—	—	—	—	1873.8	Kaster	—	—	—	—		—	
			—	—	—	—	7 41	1888.0	Yucca ♂	9 25	—	—	6 57		9 31	
			—	—	—	—	8 22	1908.4	Topock ♂	8 35	—	—	—		8 37	
			3 10	*7 40	10 40	9 58	8 55	1920.6	+ Needles	*8 15	—	—	5 45		*8 15	
			—	8 46		—	10 20	1951.8	Goffs	—	—	—	4 46		6 55	
			—	—		—	10 34	1961.4	Fenner	—	—	—	—		6 34	
			—	—		—	10 55	1977.3	Danby	—	—	—	—		6 02	
	A M		—	—		—	—	1984.3	Siam	—	—	—	—		5 51	A M
	*1 33		—	9 35		—	11 12	1990.7	Cadiz[27]	—	—	—	3 30		5 41	12 30
	⊙		—	9 53		—	11 33	2004.0	Amboy ♂	—	—	—	—		5 17	⊂
	2 07		—	10 10		—	11 50	2011.9	Bagdad ♂	6 11	—	—	*2 56		*5 07	*1201
	P M						P M		LEAVE / ARRIVE				A M		A M	A M
	12 40						*2 40		Beatty (T. & T. R.R.).				k1130		k1130	k1130
	11 30						11 53		arr. Ludlow (T.&T.R.R.). lve.				k245		k245	k245
	*2 52	—	—	11 04	—	—	*1247	2036.0	+ Ludlow ♂	4 41	—	—	*2 26		*4 38	*11 55
	⊙	—	—	d —	—	—	e —	2049.7	Pisgah	—	—	—	—		—	e —
	⊙	—	—	e g	—	—	1 50	2080.2	+ Daggett ♂	3 45	—	—	1 28		—	e d
	4 10	12 55	7 50	*12 25	3 20	2 28	2 05	2084.6	arr. + Barstow[16,27] lve.	3 30	5 05	10 55	1 15	1 05	3 30	10 25
	4 15	12 45	8 00	1 15	3 30	2 50	2 30	2084.6	lve. Barstow ♂ arr.	3 15	4 55	10 25	12 50	1 00	3 20	10 15
	○	—	w —	a —	2 00	a —	—	3 15	2121.4	Oro Grande ♂	2 54	—	—	—	12 06	—
	○	—	w —	a —	2 10	a —	—	3 25	2126.7	+ Victorville ♂	2 27	—	—	—	11 45	—
Motor.	○	—	w —	a —	2 25	a —	—	m —	2134.7	Hesperia	—	—	—	—	11 44	—
	○	—	w —	a —	2 45	a —	—	4 05	2145.8	Summit ♂	d —	—	—	—	11 30	—
	○	—	w —	a —	3 02	a —	—	4 19	2152.4	Cajon ♂	—	—	—	—	11 02	—
A M	○	—	w —	a —	3 15	a —	—	4 32	2157.9	Devore	—	—	—	—	10 41	—
*7 15	6 40	3 10	10 35	5 45	6 05	5 20	5 00	2171.0	+ San Bernardino[22,31,38] ♂	e1250	2 25	7 50	10 15	10 45	12 55	7 40
7 23	○	— w	— a	—	— a	—	m —	2174.8	+ Rialto	12 10	—	—	—	—	—	—
7 35	○	— w	— a	—	— a	—	m —	2183.6	Etiwanda	11 53	—	—	—	—	—	—
7 46	○	— w	— a	—	4 16	a —	—	5 30	2190.8	+ Upland (Ontario)	11 41	—	—	—	—	12 14
7 59	○	— w	— a	—	—	a —	—	m —	2196.6	+ Vomona	11 28	—	—	—	—	—
8 02	○	— w	— a	—	—	a —	—	m —	2197.8	+ La Verne	11 25	—	—	—	—	—
8 07	○	— w	— a	—	—	a —	—	m —	2200.1	+ San Dimas	11 18	—	—	—	—	—
8 14	○	— w	— a	—	—	a —	—	m —	2204.3	+ Glendora	11 09	—	—	—	—	—
8 20	○	— w	— a	—	—	a —	—	m —	2206.8	+ Azusa	11 00	—	—	—	—	—
8 26	○	— w	— a	—	—	a —	—	m —	2210.9	+ Duarte	—	—	—	—	—	—
8 30	○	— w	— a	—	4 47	a —	—	6 02	2212.3	+ Monrovia	10 49	—	—	—	—	—
8 40	○	— w	— a	—	—	a —	—	m —	2215.7	+ Santa Anita	—	—	—	—	—	—
8 47	○	— w	— a	—	—	a —	—	m —	2217.9	+ Lamanda Park	10 38	—	—	—	—	—
9 05	8 10	4 50	12 01	5 10	7 40	—	6 30	2221.5	+ Pasadena	10 25	1 00	5 28	—	8 15	11 18	8 15
9 11	○	— w	— a	—	—	a —	—	m —	2222.6	Raymond	—	—	—	—	—	—
9 15	○	— w	— a	—	—	a —	—	m —	2223.7	+ South Pasadena	10 11	—	—	—	—	—
9 23	○	— w	— a	—	—	a —	—	m —	2225.9	+ Highland Park	10 04	—	—	—	—	—
9 45	8 40	5 00	12 50	5 45	8 15	7 25	7 00	2231.0	+ Los Angeles[13,23] ♂	*9 45	*12 50	*6 00	*7 35	*8 45	*10 45	*5 45
A M	A M	P M	P M	P M	P M	A M	A M		ARR. (Pacific time.) LVE.	A M	P M	P M	P M	P M	P M	P M

Table 10 — Grand Canyon Limited. The Chief. Extra fare de luxe train. Standard Sleeping Cars only. Reservations under Table A. Standard Sleeping Cars only; for interstate passengers only. See note under Table B. California Limited. Standard Sleeping Cars only. See Note under Table B. Grand Canyon Limited. See Note under Table B. California Limited. Standard Sleeping Cars only. See Note under Table B. The Chief. Extra fare de luxe train. Standard Sleeping Cars only; for interstate passengers. Sleeping Cars only; for interstate passengers restrictions under Table A. Standard Sleeping Cars only. See note regarding restrictions under Table A. Via Fullerton. Via Fullerton.

Table 12—KINGMAN AND CHLORIDE.

95	Mls.	August 10, 1930.	96
A M		LVE. (Pac. time.) ARR.	
k900	0	Kingman[10]	P M
k910	4.3	lve. McCobb Siding ♂ arr.	1 15
940	12.6	Union	12 55
1000	18.6	Cerbat	12 15
1015	20.3	Mineral ♂	12 05
1030	27.1	arr. Chloride ♂ lve.	k1130

Table 15—LOS ANGELES AND SAN DIEGO.—SURFLINE.

78	74	72	28	Mls.	August 10, 1930.	29	71	73	79
P M	P M	A M			LVE. (Pac. time.) ARR.	A M	A M	P M	P M
*1 00	*2 00	*8 00		0	+ Los Angeles[13,23] ♂	*7 15	*8 15	*1 40	*5 25
1 05	2 05	8 05		3.8	+ Fullerton[24,25]	7 05	8 05	1 30	5 15
1 15	2 15	8 15		6.8	+ Anaheim	6 55	7 55	1 20	5 05
1 24	2 24	8 24		9.8	+ Orange	6 46	7 46	1 11	4 56
1 34	2 34	8 34		13.8	+ Santa Ana	6 36	7 36	1 01	4 46
1 43	2 43	8 43		16.8	+ El Toro	6 27	7 27	12 52	4 37
1 50	2 50	8 50		19.8	+ Capistrano	6 20	7 20	12 45	4 30
1 55	2 55	8 55		22.8	+ San Clemente	6 15	7 15	12 40	4 25
2 05	3 05	9 05		27.8	+ Las Flores	6 05	7 05	12 30	4 15
2 15	3 15	9 15		32.8	+ Del Mar	5 55	6 55	12 20	4 05
2 25	3 25	9 25		37.8	+ Encinitas	5 45	6 45	12 10	3 55
2 35	3 35	9 35		42.8	+ Leucadia	5 35	6 35	12 00	3 45
2 45	3 45	9 45		47.8	+ Cardiff	5 25	6 25	11 50	3 35
2 55	3 55	9 55		52.8	+ Solana Beach	5 15	6 15	11 40	3 25
3 05	4 05	10 05		57.8	+ Del Mar	5 05	6 05	11 30	3 15
3 15	4 15	10 15		62.8	+ Oceanside	4 55	5 55	11 20	3 05
3 25	4 25	10 25		67.8	+ Las Flores	4 45	5 45	11 10	2 55
3 35	4 35	10 35		72.8	+ Capistrano	4 35	5 35	11 00	2 45
3 45	4 45	10 45		75.8	+ San Juan	4 25	5 25	10 50	2 35
3 55	4 55	10 55		79.8	+ Doheny	4 15	5 15	10 40	2 25
4 05	5 05	11 05		83.8	+ Capistrano Beach	4 05	5 05	10 30	2 15
4 15	5 15	11 15		87.8	+ Dana Point	3 55	4 55	10 20	2 05
4 25	5 25	11 25		91.8	+ Niguel	3 45	4 45	10 10	1 55
4 35	5 35	11 35		95.8	+ Laguna	3 35	4 35	10 00	1 45
4 45	5 45	11 45		99.8	+ Laguna Beach	3 25	4 25	9 50	1 35
4 55	5 55	11 55		103.8	+ Laguna Heights	3 15	4 15	9 40	1 25
5 05	6 05	12 05		107.8	+ Laguna Niguel	3 05	4 05	9 30	1 15
5 15	6 15	12 15		111.8	+ Niguel	2 55	3 55	9 20	1 05
5 25	6 25	12 25		115.8	+ Doheny	2 45	3 45	9 10	12 55
5 35	6 35	12 35		119.8	+ San Juan	2 35	3 35	9 00	12 45
5 45	6 45	12 45		123.8	+ Capistrano	2 25	3 25	8 50	12 35
5 55	6 55	12 55		127.8	+ Capistrano Beach	2 15	3 15	8 40	12 25
6 05	7 05	1 05		131.8	+ Dana Point	2 05	3 05	8 30	12 15
6 15	7 15	1 15		135.8	+ Niguel	1 55	2 55	8 20	12 05
6 25	7 25	1 25		139.8	+ Laguna Niguel	1 45	2 45	8 10	11 55
6 35	7 35	1 35		143.8	+ Laguna Heights	1 35	2 35	8 00	11 45
6 45	7 45	1 45		147.8	+ Laguna Beach	1 25	2 25	7 50	11 35
6 55	7 55	1 55		151.8	+ Laguna	1 15	2 15	7 40	11 25
7 05	8 05	2 05		155.8	+ Niguel	1 05	2 05	7 30	11 15
7 15	8 15	2 15		159.8	+ Doheny	12 55	1 55	7 20	11 05
7 25	8 25	2 25		163.8	+ San Juan	12 45	1 45	7 10	10 55
7 35	8 35	2 35		167.8	+ Capistrano	12 35	1 35	7 00	10 45
7 45	8 45	2 45		171.8	+ San Clemente	12 25	1 25	6 50	10 35
7 55	8 55	2 55		176.8	+ Oceanside	12 15	1 15	6 40	10 25
8 05	9 05	3 05		181.8	+ Del Mar	12 05	1 05	6 30	10 15
8 15	9 15	3 15		186.8	+ Solana Beach	11 55	12 55	6 20	10 05
8 25	9 25	3 25		191.8	+ Cardiff	11 45	12 45	6 10	9 55
8 35	9 35	3 35		195.8	+ Leucadia	11 35	12 35	6 00	9 45
8 45	9 45	3 45		199.8	+ Encinitas	11 25	12 25	5 50	9 35
8 55	9 55	3 55		204.8	+ Del Mar	11 15	12 15	5 40	9 25
9 05	10 05	4 05		209.8	+ Oceanside	11 05	12 05	5 30	9 15
9 15	10 15	4 15		214.8	+ Las Flores	10 55	11 55	5 20	9 05
9 25	10 25	4 25		218.8	+ San Mateo	10 45	11 45	5 10	8 55
9 35	10 35	4 35		222.8	+ Capistrano	10 35	11 35	5 00	8 45
9 45	10 45	4 45		225.8	+ San Juan	10 25	11 25	4 50	8 35
9 55	10 55	4 55		229.8	+ Doheny	10 15	11 15	4 40	8 25
10 05	11 05	5 05		233.8	+ Capistrano Beach	10 05	11 05	4 30	8 15
10 15	11 15	5 15		237.8	+ Dana Point	9 55	10 55	4 20	8 05
10 25	11 25	5 25		241.8	+ Niguel	9 45	10 45	4 10	7 55
10 35	11 35	5 35		245.8	+ Laguna	9 35	10 35	4 00	7 45
10 45	11 45	5 45		249.8	+ Laguna Beach	9 25	10 25	3 50	7 35
10 55	11 55	5 55		253.8	+ Laguna Heights	9 15	10 15	3 40	7 25
11 05	12 05	6 05		257.8	+ Laguna Niguel	9 05	10 05	3 30	7 15
11 15	12 15	6 15		261.8	+ Niguel	8 55	9 55	3 20	7 05
11 25	12 25	6 25		265.8	+ Doheny	8 45	9 45	3 10	6 55
11 35	12 35	6 35		269.8	+ San Juan	8 35	9 35	3 00	6 45
11 45	12 45	6 45		273.8	+ Capistrano	8 25	9 25	2 50	6 35
11 55	12 55	6 55		276.8	+ San Clemente	8 15	9 15	2 40	6 25
12 05	1 05	7 05		281.8	+ Oceanside	8 05	9 05	2 30	6 15
12 15	1 15	7 15		286.8	+ Del Mar	7 55	8 55	2 20	6 05
12 25	1 25	7 25		291.8	+ Solana Beach	7 45	8 45	2 10	5 55
12 35	1 35	7 35		296.8	+ Cardiff	7 35	8 35	2 00	5 45
12 45	1 45	7 45		300.8	+ Leucadia	7 25	8 25	1 50	5 35
12 55	1 55	7 55		304.8	+ Encinitas	7 15	8 15	1 40	5 25
1 05	2 05	8 05		309.8	+ Del Mar	7 05	8 05	1 30	5 15
1 15	2 15	8 15		314.8	+ Oceanside	6 55	7 55	1 20	5 05
1 25	2 25	8 25		319.8	+ Las Flores	6 45	7 45	1 10	4 55
1 35	2 35	8 35		323.8	+ San Mateo	6 35	7 35	1 00	4 45
1 45	2 45	8 45		327.8	+ Capistrano	6 25	7 25	12 50	4 35
1 55	2 55	8 55		330.8	+ San Juan	6 15	7 15	12 40	4 25
2 05	3 05	9 05		334.8	+ Doheny	6 05	7 05	12 30	4 15
2 15	3 15	9 15		338.8	+ Capistrano Beach	5 55	6 55	12 20	4 05
2 25	3 25	9 25		342.8	+ Dana Point	5 45	6 45	12 10	3 55
2 35	3 35	9 35		346.8	+ Niguel	5 35	6 35	12 00	3 45
2 45	3 45	9 45		350.8	+ Laguna	5 25	6 25	11 50	3 35
2 55	3 55	9 55		354.8	+ Laguna Beach	5 15	6 15	11 40	3 25
3 05	4 05	10 05		358.8	+ Laguna Heights	5 05	6 05	11 30	3 15
3 15	4 15	10 15		362.8	+ Laguna Niguel	4 55	5 55	11 20	3 05
3 25	4 25	10 25		366.8	+ Niguel	4 45	5 45	11 10	2 55
3 35	4 35	10 35		370.8	+ Doheny	4 35	5 35	11 00	2 45
3 45	4 45	10 45		374.8	+ San Juan	4 25	5 25	10 50	2 35
3 55	4 55	10 55		378.8	+ Capistrano	4 15	5 15	10 40	2 25
4 05	5 05	11 05		381.8	+ San Clemente	4 05	5 05	10 30	2 15
4 15	5 15	11 15		386.8	+ Oceanside	3 55	4 55	10 20	2 05
4 25	5 25	11 25		391.8	+ Del Mar	3 45	4 45	10 10	1 55
4 35	5 35	11 35		396.8	+ Solana Beach	3 35	4 35	10 00	1 45
4 45	5 45	11 45		401.8	+ Cardiff	3 25	4 25	9 50	1 35
4 55	5 55	11 55		405.8	+ Leucadia	3 15	4 15	9 40	1 25
5 05	6 05	12 05		409.8	+ Encinitas	3 05	4 05	9 30	1 15
5 15	6 15	12 15		414.8	+ Del Mar	2 55	3 55	9 20	1 05
5 25	6 25	12 25		419.8	+ Oceanside	2 45	3 45	9 10	12 55
5 35	6 35	12 35		424.8	+ Las Flores	2 35	3 35	9 00	12 45
5 45	6 45	12 45		428.8	+ San Mateo	2 25	3 25	8 50	12 35
5 55	6 55	12 55		432.8	+ Capistrano	2 15	3 15	8 40	12 25
6 05	7 05	1 05		435.8	+ San Juan	2 05	3 05	8 30	12 15
6 15	7 15	1 15		439.8	+ Doheny	1 55	2 55	8 20	12 05
6 25	7 25	1 25		443.8	+ Capistrano Beach	1 45	2 45	8 10	11 55
6 35	7 35	1 35		447.8	+ Dana Point	1 35	2 35	8 00	11 45
6 45	7 45	1 45		451.8	+ Niguel	1 25	2 25	7 50	11 35
6 55	7 55	1 55		455.8	+ Laguna	1 15	2 15	7 40	11 25
7 05	8 05	2 05		459.8	+ Laguna Beach	1 05	2 05	7 30	11 15
7 15	8 15	2 15		463.8	+ Laguna Heights	12 55	1 55	7 20	11 05
7 25	8 25	2 25		467.8	+ Laguna Niguel	12 45	1 45	7 10	10 55
7 35	8 35	2 35		471.8	+ Niguel	12 35	1 35	7 00	10 45
7 45	8 45	2 45		475.8	+ Doheny	12 25	1 25	6 50	10 35
7 55	8 55	2 55		479.8	+ San Juan	12 15	1 15	6 40	10 25
8 05	9 05	3 05		483.8	+ Capistrano	12 05	1 05	6 30	10 15
8 15	9 15	3 15		486.8	+ San Clemente	11 55	12 55	6 20	10 05
8 25	9 25	3 25		491.8	+ Oceanside	11 45	12 45	6 10	9 55
8 35	9 35	3 35		496.8	+ Del Mar	11 35	12 35	6 00	9 45
8 45	9 45	3 45		501.8	+ Solana Beach	11 25	12 25	5 50	9 35
8 55	9 55	3 55		506.8	+ Cardiff	11 15	12 15	5 40	9 25
9 05	10 05	4 05		510.8	+ Leucadia	11 05	12 05	5 30	9 15
9 15	10 15	4 15		514.8	+ Encinitas	10 55	11 55	5 20	9 05
9 25	10 25	4 25		519.8	+ Del Mar	10 45	11 45	5 10	8 55
9 35	10 35	4 35		524.8	+ Oceanside	10 35	11 35	5 00	8 45
9 45	10 45	4 45		529.8	+ Las Flores	10 25	11 25	4 50	8 35
9 55	10 55	4 55		533.8	+ San Mateo	10 15	11 15	4 40	8 25
10 05	11 05	5 05		537.8	+ Capistrano	10 05	11 05	4 30	8 15
10 15	11 15	5 15		540.8	+ San Juan	9 55	10 55	4 20	8 05
10 25	11 25	5 25		544.8	+ Doheny	9 45	10 45	4 10	7 55
10 35	11 35	5 35		548.8	+ Capistrano Beach	9 35	10 35	4 00	7 45
10 45	11 45	5 45		552.8	+ Dana Point	9 25	10 25	3 50	7 35
10 55	11 55	5 55		556.8	+ Niguel	9 15	10 15	3 40	7 25
11 05	12 05	6 05		560.8	+ Laguna	9 05	10 05	3 30	7 15
11 15	12 15	6 15		564.8	+ Laguna Beach	8 55	9 55	3 20	7 05
11 25	12 25	6 25		568.8	+ Laguna Heights	8 45	9 45	3 10	6 55
11 35	12 35	6 35		572.8	+ Laguna Niguel	8 35	9 35	3 00	6 45
11 45	12 45	6 45		576.8	+ Niguel	8 25	9 25	2 50	6 35
11 55	12 55	6 55		580.8	+ Doheny	8 15	9 15	2 40	6 25
12 05	1 05	7 05		584.8	+ San Juan	8 05	9 05	2 30	6 15
12 15	1 15	7 15		588.8	+ Capistrano	7 55	8 55	2 20	6 05
12 25	1 25	7 25		591.8	+ San Clemente	7 45	8 45	2 10	5 55
12 35	1 35	7 35		596.8	+ Oceanside	7 35	8 35	2 00	5 45
12 45	1 45	7 45		601.8	+ Del Mar	7 25	8 25	1 50	5 35
12 55	1 55	7 55		606.8	+ Solana Beach	7 15	8 15	1 40	5 25
1 05	2 05	8 05		611.8	+ Cardiff	7 05	8 05	1 30	5 15
1 15	2 15	8 15		615.8	+ Leucadia	6 55	7 55	1 20	5 05
1 25	2 25	8 25		619.8	+ Encinitas	6 45	7 45	1 10	4 55
1 35	2 35	8 35		624.8	+ Del Mar	6 35	7 35	1 00	4 45
1 45	2 45	8 45		629.8	+ Oceanside	6 25	7 25	12 50	4 35
1 55	2 55	8 55		634.8	+ Las Flores	6 15	7 15	12 40	4 25
2 05	3 05	9 05		638.8	+ San Mateo	6 05	7 05	12 30	4 15
2 15	3 15	9 15		642.8	+ Capistrano	5 55	6 55	12 20	4 05
2 25	3 25	9 25		645.8	+ San Juan	5 45	6 45	12 10	3 55
2 35	3 35	9 35		649.8	+ Doheny	5 35	6 35	12 00	3 45
2 45	3 45	9 45		653.8	+

Santa Fe

Automatic Block Signals or Train Control

Table 16—BARSTOW AND SAN FRANCISCO.

Via Porterville and Cutler.

93	21	5	9	41	Miles	August 10, 1930.	22	10	2	42	94
A M	P M		A M			(Pacific time.)	P M		P M		P M
a5 30	*5 25		*4 20		2089.6	lv.. + Barstow[18,27] ar	10 20		1 00		12 05
5 55	5 40		4 36		2099.6	..... Hinkley ..... ♁	– –		12 44		11 37
6 50	4 15		5 09		2122.7	..... Kramer[18]	– –		12 14		a10 45
A M	P M		P M		2137.0	..... Amargo	– –		– –		A M
....	5 10	▲	6 15		2160.8	+ ..... Mojave ..... ♁	6 50		11 25		....
....	a7 50	A M	8 30		2230.3	ar.. + Bakersfield ♁ lv.	5 10	P M	8 30		....
....	8 25	*7 00	9 05		2230.3	lv. Bakersfield[22,23] ar.	5 55	5 45	a8 00		....
....	8 59		9 18		2238.3	..... Rosedale	5 42		d e f		....
....	8 55		9 33		2248.1	..... Shafter	5 26		7 30		....
....	8 04		9 44		2255.6	+ ..... Wasco ..... ♁	5 15		7 20		....
....	p –		p –		2261.4	..... Elmo	c y		d e f		....
....	p –		p –		2267.0	..... Kernell	c y		d e f		....
....	8 52		10 09		2274.5	..... Allensworth ..... ♁	4 50		d e f		....
....	8 49		10 25		2284.7	..... Angiola ..... ♁	4 57		d e f		....
....	10 03		10 42		2293.6	+ ..... Corcoran[17] .. ♁	4 25		6 25		....
....	10 18		10 55		2302.7	..... Guernsey ..... ♁	4 11		d e f		....
....	10 55		11 11		2310.5	+ ..... Hanford ..... ♁	4 00		5 56		....
....	p –		p –		2313.7	..... Banner	c y		d e f		....
....	p –		p –		2317.8	..... Shirley	c y		d e f		....
....	10 47		11 26		2318.6	..... Laton[20] ..... ♁	3 45		5 39		....
....	10 56		11 33		2324.4	..... Concejo ..... ♁	3 35		5 30		....
....	p –		11 46		2333.6	..... Oleander ..... ♁	3 22		5 14		....
....	11 21	5 30	12 53		2337.8	..... Calwa[17]	3 16	1 07	5 07		....
....	11 50	5 40	12 01		2340.7	arr.. + Fresno[17] ♁ lve.	3 10	1 03	5 00		....
....	12 40	5 45	12 10		2340.7	lve.... Fresno .... arr.	3 00	12 55	4 45		....
....	p –	p –	p –		2348.3	..... Figarden	c –	12 40	c f		....
....	p –	p –	12 35		2356.6	..... Trigo	c –	12 25	c f		....
....	p –	p –	12 43		2362.2	..... Madera ..... ♁	c –	12 18	c f		....
....	p –	p –	p –		2368.7	..... Kismet ..... ♁	c –	12 03	c f		....
....	p –	p –	12 58		2372.8	..... Sharon ..... ♁	c –	12 02	c f		....
....	1 59	4 42	1 16		2384.0	..... LeGrand ..... ♁	c –	11 47	3 47		....
....	p –	4 50	1 25		2388.8	..... Planada ..... ♁	c –	11 38	c f		....
....	2 28	*5 01	1 45		2398.6	arr.. + Merced ... lve.	1 45	11 25	3 25		....
....	2 26	5 26	1 45		2398.6	lve... Merced ♁ .. arr.	1 45	a10 05	3 25		....
....	3 09	p –	2 19		2422.1	..... Denair ..... ♁	c –	10 09	2 47		....
....	3 18	p –	2 29		2428.4	..... Hughson ..... ♁	c –	10 19	2 39		....
....	p –	p –	2 36		2431.8	..... Empire ..... ♁	c –	10 12	c f		....
....	p –	p –	p –		2435.3	..... Claus ..... ♁	c –	10 06	c f		....
....	....	*5 55	*12 55		2445.3	lve. + Oakdale[21] ♁ arr.	8 15	10 15	9 15		....
....	4 00	6 25	2 59		2458.8	..... Riverbank[21] ...	12 52	9 55	2 17		....
....	4 11	6 34	3 08		2444.0	..... Escalon ..... ♁	c g	9 47	c f		....
....	4 20	p –	3 15		2449.4	..... Avena	c –	9 40	c f		....
....	4 28	p –	p –	A M	2454.9	..... Burnham	c –	9 33	c f	P M	....
....	5 00	7 04	3 45	*8 20	2463.8	+ ..... Stockton .... ♁	12 21	9 19	1 40	8 20	....
....	5 20	p –	4 02	8 32	2471.5	..... Holt ..... ♁	c –	9 01	c –	8 04	....
....	5 29	p –	4 12	8 41	2477.4	.... Middle River .. ♁	c –	8 52	c –	7 55	....
....	5 35	7 51	p –	8 47	2478.8	..... Orwood ..... ♁	c –	8 47	c –	7 51	....
....	5 46	p –	4 27	8 56	2485.4	..... Knightsen ..... ♁	c –	8 37	c –	7 39	....
....	5 54	p –	4 34	9 04	2488.5	..... Oakley	c –	8 32	c –	7 35	....
....	6 06	7 54	4 47	9 17	2494.5	+ ..... Antioch ..... ♁	11 37	8 23	12 37	7 26	....
....	6 13	8 02	4 55	9 25	2498.4	..... Pittsburg ..... ♁	11 30	8 17	12 28	7 16	....
....	6 26	8 14	5 07	9 37	2506.3	..... Bay Point ..... ♁	11 21	8 06	12 16	7 02	....
....	p –	p –	p –	– –	2511.3	..... Vine Hill	c –	7 58	c –	6 54	....
....	p –	8 25	p –	9 49	2513.2	..... Muir	c –	7 56	c –	6 51	....
....	p –	8 29	p –	9 54	2515.9	..... Glen Frazer ..... ♁	c –	7 52	c –	6 47	....
....	6 54	p –	p –	– –	2517.7	..... Christie	c –	7 47	c –	– –	....
....	7 05	p –	p –	10 10	2524.0	..... Pinole ..... ♁	c –	7 35	c –	6 34	....
....	p –	p –	p –	– –	2530.4	..... San Pablo ..... ♁	c –	– –	c –	– –	....
....	7 18	8 54	6 05	10 24	2532.2	+ ... Richmond	10 36	7 20	11 51	6 19	....
....	8 02	9 30	6 49	11 05	2540.2	+ ..... Berkeley .... ♁	9 40	6 25	10 24	5 30	....
....	8 11	9 40	6 58	11 15	2543.1	arr.. + Oakland ... lve.	*9 30	*6 15	*10 15	*5 20	....
....	7 35	9 05	6 20	10 35	2534.3	.... Ferry Point .. ♁	10 30	7 12	11 25	6 12	....
....	8 15	9 45	7 00	11 15	2539.9	+ . San Francisco ...	*9 45	*6 30	*10 30	*5 30	....
....	A M	(Presidio, Mare Island Navy Yard, Benicia Arsenal.)									
....	P M	P M	A M			ARRIVE			LEAVE	A M	A M	P M	P M

* Daily; f daily, except Sunday; a Friday only; d stops to leave passengers from west of Fresno; e stops to leave passengers from San Francisco, Oakland, Berkeley or Richmond; f stops to take on passengers for east of Bakersfield; A stops to leave passengers from Los Angeles or from points Fullerton to National City, inclusive, and to take for east of San Bernardino; p stops to leave passengers from east of Bakersfield; s stops to leave passengers from beyond stateline from connecting lines at Stockton; y stops to leave passengers from Fresno and west; z stops to leave passengers from west of Riverside. ▲ Motor. a Meal stop at Fred Harvey dining-room.

Table 17—CORCORAN AND FRESNO (VIA VISALIA).

From Bakersfield, Table 22.

To Bakersfield, Table 22.

25	5-9	Mls.	August 10, 1930.	30	10	28
▲			(Pacific time.)	▲		
P M			LEAVE / ARRIVE	A M		
*6 00		0	+ ... Corcoran[16] .. ♁	9 25		
6 08		4.1	..... Waukena	9 15		
6 20		14.7	+ ..... Tulare ..... ♁	8 52		
6 47		24.9	+ ..... Visalia .... ♁	8 35		
– –		31.5	..... Peral	8 15		
6 05	▲ A M	35.9	..... Yettem ..... ♁	8 08	▲ P M	
6 11	*10 30	38.3	..... Cutler[22] ..... ♁	8 03	2 23	
6 17	10 38	41.4	..... Sultana ..... ♁	7 58	2 15	
6 24	10 46	44.9	+ . North Dinuba . ♁	7 52	2 09	
6 32	10 56	48.5	+ .... Reedley[19] .. ♁	7 47	2 01	
– –	11 01	50.7	..... Lacjac	7 39	1 53	
6 45	11 08	52.9	..... Parlier ..... ♁	7 35	1 48	
6 55	11 20	58.2	..... Del Rey ..... ♁	7 26	1 37	▲
7 06	11 31	64.2	..... Lone Star .... ♁	7 16	1 25	P M
7 16	11 45	68.6	..... Calwa[16]	7 07	1 07	7 35
7 25	12 01	71.5	+ ..... Fresno[16] .. ♁	*7 00	*1 00	*7 25
P M	P M		ARRIVE / LEAVE	A M	P M	P M

San Francisco Terminal.—Passengers for Mare Island Navy Yard or North Vallejo are carried direct to the Navy Yard via Monticello Steamship Company from San Francisco. The Santa Fe has terminal on San Francisco Bay, at Ferry Point, connected by ferry steamer with San Francisco.

STANDARD OF TIME—West of Seligman, *Pacific time.*

For Index of Stations, see pages 1019-1021.

Table 18—KRAMER AND JOHANNESBURG.

Pacific time.

No. 93	Mls.	August 10, 1930.	No. 94
a7 00 A M	0	lve.... Kramer[18] ♁ arr.	10 35 A M
7 45 "	14.4	..... Fremont	9 47 "
8 17 "	23.9	..... Atolia	9 15 "
8 28 "	26.7	..... Osdick	9 05 "
8 34 A M	28.5	ar.. Johannesburg ♁ . lv.	a8 55 A M

Table 19—REEDLEY AND PIEDRA.

	Mls.	August 10, 1930.	
	0	lve... Reedley[11] . arr.	Service temporarily discontinued.
	4.3	..... Radwin	
	4.8	..... Vino	
	5.8	..... Wahtoke	
	9.2	..... Minkler	
	16.8	arr... Piedra ... lve.	

Table 20—LATON AND LANARE.

	Mls.	STATIONS.	
	0	..... Laton[16]	Service temporarily discontinued.
	17.4	..... Lanare	

Table 21—RIVERBANK AND OAKDALE.

22-222	10-200	2-236	Mls.	August 10, 1930.	241-9	209-9	205-5
A M	A M	* P M	....	LV. (Pac. time.) AR.	P M	P M	P M
*9 15	*6 30	1050	0	San Francisco	7 00	7 00	9 45
12 52	9 55	2 17	109.8	.. Riverbank ..	2 59	2 58	6 25
*3 00	*10 00	*9 00	109.8	.. Riverbank[16]	9 45	12 50	6 10
5 15	10 15	9 15	116.3	... Oakdale[16] .	*9 30	*12 35	*5 55
P M	3 07	A M	173.3	.. Tuolumne ..	6 50	P M	P M
....	3 42	....	176.3	.... Angels	*6 00	....	....
....	P M	....	....	ARRIVE / LEAVE	A M	....	....

Table 22—CUTLER AND BAKERSFIELD.

No. 10	Mls.	August 10, 1930.	No. 5
Motor.	....	(Pacific time.)	Motor.
*2 25 P M	0	lve... Cutler[11] . arr.	10 28 A M
2 35 "	5.8	..... Seville	10 20 "
2 52 "	12.2	..... Hillmaid	10 07 "
3 10 "	20.2	+ ..... Exeter	9 52 "
3 26 "	27.7	+ ..... Lindsay	9 38 "
3 51 "	39.2	+ .. Porterville	9 14 "
5 45 P M	97.0	+ . Bakersfield[16,22]	*7 00 A M
....	....	ARRIVE / LEAVE	....

Table 23—SUNSET RAILWAY.

No. 152	Mls.	June 15, 1930.	153-151
		(Pacific time.)	
†4 00 A M	0	lv.. + Bakersfield[16,22] . ar.	12 01 P M
4 25 "	11.5	lve..... Gosford .... arr.	11 25 A M
– –	25.8	..... Millux	10 40 "
6 00 A M	38.5	arr.... Pentland .... lve.	9 55 "
....	41.6	..... Hazelton	9 45 "
....	43.4	arr.... Maricopa .... lve.	9 35 A M
		lve.... Maricopa .... arr.	9 05 A M
6 00 A M	38.5	lve.... Pentland .... arr.	8 40 "
7 20 "	47.2	..... Taft	8 15 "
7 31 "	51.1	..... Midoil	8 05 "
7 45 A M	55.5	arr..... Shale ..... lve.	†7 50 A M

‡ Stops to leave passengers from east of Albuquerque and Belen or south of Ash Fork.

+ Coupon stations; ♁ Telegraph stations.

Table 23a—WILLIAMS AND GRAND CANYON.

14	12	Mls.	August 10, 1930.	11	15
P M	A M		LVE. (Mount. time.) ARR.	P M	P M
*5 45	*5 30	0	+ ..... Williams[19] ... ♁	12 15	10 05
4 05	5 53	9.3	..... Red Lake	11 50	8 40
4 25	6 14	20.9	..... Quivero	11 30	8 18
4 55	6 44	38.2	..... Willaha	11 05	6 48
5 08	7 02	45.4	..... Anita	10 55	5 35
5 25	7 25	52.4	..... Apex	10 41	8 17
5 40	7 40	57.6	..... Coconino	10 28	8 02
6 00	8 00	63.8	+ . Grand Canyon[18] ♁	*10 15	*7 45
P M	A M		ARRIVE / LEAVE	A M	P M

Table 23b—SAN BERNARDINO AND LOS ANGELES.

Numbers following Station Names refer to Table of Connecting Trains.

Motor service provided from Riverside to San Bernardino for interstate travel.

53	7	Mls.	August 10, 1930.	52	54	22
P M	A M		LVE. (Pac. time.) ARR.	▲	P M	P M
*1 00	*5 20	0	+ San Bernardino[18,24,28] ♁	12 40	7 30	10 00
1 10	5 28	3.2	+ ..... Colton[18] ... ♁	x z	7 21	9 50
1 17	– –	6.6	..... Highgrove[18] . ♁	x z	7 15	♁ ↘
1 30	5 45	9.9	+ .... Riverside .... ♁	12 18	7 03	9 35
1 37	– –	14.1	..... Casa Blanca .... ♁	x –	6 56	♁ ↘
1 41	– –	16.5	..... Arlington .... ♁	x –	6 51	♁ ↘
1 55	6 10	24.2	+ ..... Corona[18] .. ♁	11 45	6 35	9 05
2 21	6 31	41.5	..... Atwood	x –	6 10	♁ ↘
2 35	....	43.9	..... Olive	.. ..	....	....
....	6 38	43.6	+ ..... Placentia .... ♁	11 12	6 06	8 27
3 08	6 45	46.9	+ .... Fullerton[18] .. ♁	11 05	6 00	8 20
4 00	7 25	70.7	+ .. Los Angeles .. ♁	*10 15	*5 20	*7 35
P M	A M		ARRIVE / LEAVE	A M	P M	P M

Automatic Block Signals or Train Control

Santa Fe

Table 24—ASH FORK AND PHOENIX.

26	235	47	49	Mls.	November 30, 1930. (Mountain time.)	40	42	236	25
		A M	P M			P M	A M		
	P M	*12 30	*4 15	0	lve...+ Ash Fork[10] ♁ .arr.	1 55	2 40	P M	
	*5 00	1 12	4 55	21.3	.....Drake.....♁	1 00	1 48	12 40	
	7 10			50.3	arr..+ Clarkdale ♁ .. lve.			10 15	
	9 00				arr. Jerome .(V.T.&S.).lve.			*9 00	
	P M	1 45	6 18	33.7	.....Del Rio.....♁	12 52	1 21	A M	
		— —	5 26	39.0	+.....Copper.....♁	12 21	— —		
A M		2 35	5 56	57.2	arr...+ Prescott ♁ ..lve.	11 53	12 32		P M
*8 00				0	lve...+ Prescott ♁ ..arr.				5 20
8 25				6.1	.....Entro.....♁				5 00
9 30				20.9	.....Cherry Creek.....♁				4 45
10 10				22.7	.....Humboldt.....♁				4 35
10 40				27.7	...Poland Junction.....				3 40
11 30				31.3	.....Mayer.....♁				3 20
11 45				34.1	.....Blue Bell.....				3 00
12 01				36.6	.....Cordes.....				2 50
12 40				44.1	.....Cleator.....♁				2 10
1 05				47.1	.....Middleton.....♁				*1 55
P M					ARRIVE / LEAVE				P M
		8 45	6 05	57.2	lve...+ Prescott ♁ .. arr.	11 43	12 22		
		— —	— —	66.3	.....Prieta.....♁	— —	— —		
		3 21	6 54	68.7	.....Iron Springs.....	11 12	11 52		
		4 05	7 07	80.2	.....Skull Valley.....♁	10 30	11 05		
		4 20	7 18	86.9	.....Kirkland.....♁	10 14	10 45		
Mix		4 55	7 48	101.7	.....Hillside.....♁	9 48	10 15		Mix
209	181	5 25	8 17	116.5	.....Piedmont.....	9 24	8 45	170	210
P M	A M	5 40	8 31	123.4	.....Congress.....♁	9 11	8 32	P M	P M
*11 05	*6 35	— —	— —	134.9	.....Matthie.....	— —	— —	8 45	11 05
11 40	6 53	6 20	9 05	139.8	+...Wickenburg[27]...♁	8 45	8 55	8 32	10 50
12 15	A —	6 45	9 32	150.5	▪ Hot Springs Junc. ♁	8 21	8 25	y —	10 00
12 55	A —	7 10	9 55	160.0	.....Beardsley.....	7 54	7 54	y —	9 05
1 20	A —	7 26	10 12	179.9	.....Peoria.....♁	7 26	7 35	8 27	8 50
1 45	8 08	7 36	10 20	184.1	+.....Glendale.....♁	7 18	7 25	8 20	8 20
— —	— —	— —	— —	188.6	.....Alhambra.....♁	— —	— —	— —	7 40
□2 30	8 30	8 00	10 45	194.0	+.....Phoenix.....♁	*7 00	*7 00	*8 00	*7 30
A M	A M	A M	P M		ARRIVE / LEAVE	A M	P M	P M	□P M

Table 26—SAN BERNARDINO AND SAN JACINTO.

No. 505	Mls.	August 10, 1930. (Pacific time.)	No. 506
		LVE. / ARR.	
†11 30 A M		...San Bernardino[10,22,32]	6 40 P M
11 38 A M		+.....Colton[22]♁.....♁	6 25 P M
11 55 A M	0	.....Highgrove[22]♁...♁	6 05 P M
12 20 P M	7.1	.....Box Springs.....	5 40 "
12 30 "	9.7	.....March Field.....	5 30 "
12 32 "	10.5	.....Alessandro.....	5 27 "
12 49 "	13.4	.....Val Verde.....	5 20 "
1 00 "	18.2	+.....Perris.....♁	5 10 "
1 12 "	21.9	.....Ethanac.....	4 55 "
1 20 "	24.3	.....Menifee.....	4 25 "
1 32 "	28.3	.....Winchester.....	4 15 "
1 45 "	32.8	.....Egan.....	4 00 "
1 55 "	35.4	+.....Hemet.....♁	3 50 "
2 55 P M	37.6	arr...+ San Jacinto ♁ ..lve.	†3 15 P M

Table 26a—CORONA AND TEMECULA.

No. 509	No. 507	Mls.	August 10, 1930.	No. 508	No. 510
♁12 15 P M	♁12 15 P M	0	lve.....Corona[22]♁...arr.	5 40 P M	6 40 P M
1 20 "	1 20 "	18.8	.....Alberhill.....♁	4 50 "	5 50 "
1 50 "	1 50 P M	24.4	.....Elsinore.....♁	a4 25 P M	4 25 "
2 15 "	.....	35.6	..... Murrieta.....♁		3 35 "
2 25 "	.....	38.3	.....Linda Rosa.....		3 25 "
2 55 P M	.....	42.3	arr.....Temecula♁ ...lve.		♁3 15 P M

Table 27—WICKENBURG, PARKER AND CADIZ.

233	170-17	Mls.	August 10, 1930. (Mountain time.)	18-181	234
□P M					A M
*7 30	*8 00 P M	0	lve....Phoenix...arr.	8 30 A M	□2 30
10 50	9 52 P M	54.2	arr. Wickenburg.lve.	6 53 A M	11 40
*6 05	*6 05 P M	0	lve... Prescott ..arr.	11 43 A M	
6 55	6 55 P M	82.6	arr. Wickenburg.lve.	8 45 A M	
*10 50	*8 52 P M	0	lve. Wickenburg[24]♁ arr.	6 45 A M	11 40
11 20	9 55 "	10.9	" .... Divide .... "	6 26 "	10 49
11 40	10 06 "	19.2	" .. Forepaugh .. "	6 15 "	10 35
11 59	10 15 "	26.9	" .... Aguila .... "	6 04 "	10 15
12 20	10 27 "	35.8	" .... Golden .... "	5 51 "	9 59
12 57	10 45 "	49.5	" .... Wenden...♁ "	5 32 "	9 06
1 13	10 57 "	54.7	" .... Salome ...♁ "	5 23 "	8 45
1 40	11 17 "	65.0	" ...Vicksburg..♁ "	5 02 "	7 55
2 45	11 45 P M	84.7	" ..... Bouse....♁ "	4 33 "	7 05
3 45	12 17 A M	110.6	arr. Parker (K.time) ♁ lve.	3 55 "	*6 00
A M	11 27 P M	110.6	lve. Parker (P.time) .arr.	2 45 "	P M
.....	11 39 "	118.9	" .... Cahuna.... "	2 32 "	.....
.....	11 47 P M	124.8	" ..... Vidal ..... "	2 24 "	.....
.....	12 20 A M	145.2	" ..... Rice[19]..... "	1 59 "	.....
.....	12 55 "	168.8	" ....Milligan.... "	1 21 "	.....
.....	1 30 A M	195.2	arr.....Cadiz[19] ..lve.	*12 35 A M	.....
.....	1 33 A M	195.2	lve.....Cadiz.....arr.	12 32 A M	.....
.....	8 40 A M	485.5	arr...Los Angeles.lve.	*6 45 P M	.....
.....	4 20 A M	294.1	lve...Barstow...arr.	10 20 P M	.....
.....	7 00 P M	751.1	arr...San Francisco.lve.	*9 45 A M	.....

* Daily; † daily, except Sunday; ‡ daily, except Monday; a Monday, Wednesday and Friday; A Tuesday, Thursday and Saturday; e Tuesday only; i Stops to leave passengers from west of Matthie; y Stops to take passengers for west of Matthie. ▲ Motor. ■ Arrives 6.00 A.M. ▪ To and from Fair Grounds. ⊡ Daily bus service between Hot Springs Junction and Castle Hot Springs. ♁ Coupon stations. + Telegraph stations.

EQUIPMENT

Table 24

Trains 47 and 42
Carry Coach and Standard Sleeper.

Trains 49 and 40
Carry Chair and Cafe-Observation Car.

Table 27

Trains 170-17 and 18-181
Solid trains, with Sleeping and Chair Car, Phoenix to Los Angeles.

Table 25—SAN BERNARDINO, REDLANDS AND HIGHLAND.

101	Mls.	August 10, 1930. (Pac. time.)	104
A M		LVE. / ARR.	P M
*6 00	0	+ S. Bernardino[10,22,32] ♁	12 50
— —	4.6	..... Victoria	12 20
— —	5.9	.....Drew.....	12 17
6 17	8.8	+.....Redlands.....♁	12 15
6 27	12.0	..... Mentone.....	12 04
6 33	16.2	.... East Highlands...♁	11 55
6 37	18.7	.....Highland.....♁	11 50
6 32	19.7	.....Patton	11 47
6 43	21.5	.....Del Rosa.....♁	11 43
6 47	23.5	.....Arrowhead.....♁	11 39
7 00	27.1	+. San Bernardino .♁	*11 30
A M		ARRIVE / LEAVE	

Table 28. OCEANSIDE AND ESCONDIDO.

No. 62	Mls.	August 10, 1930. (Pacific time.)	No. 61
.....			.....
†5 35 P M	0	lve.+ Oceanside[10,28] .arr.	7 15 P M
4 10 "	10.2	" .....Vista.....lve.	6 55 "
4 20 "	13.8	" ..... Buena ..... "	6 20 "
4 35 "	17.2	" ...San Marcos.... "	6 05 "
4 45 P M	22.1	arr. + Escondido ♁ lve.	†5 45 P M

Table 29—OCEANSIDE AND FALLBROOK.

No. 63	Mls.	August 10, 1930.	No. 64
†9 00 A M	...	lve...Los Angeles P.T. arr.	5 40 P M
†8 30 A M	...	lve....San Diego....arr.	5 00 P M
†12 05 P M	0	lve...+ Oceanside[10,28] arr.	2 15 P M
12 16 "	5.5	.....Ysidora.....	1 55 "
12 50 "	9.3	.....Ranch House.....	1 40 "
12 50 "	16.8	.....De Luz	1 21 "
1 00 P M	18.9	arr....Fallbrook ♁ .lve.	†1 15 P M

Table 30—RICE, BLYTHE AND RIPLEY.

No. 25	Mls.	September 21, 1930.	No. 26
¶5 00 A M	0	lve..Rice[32] (P.T.) ♁ arr.	10 40 P M
5 45 "	18.3	..Styx Midland Inca..	8 40 "
6 00 "	22.5	.....Cox.....	8 15 "
— —	34.0	.....Mesaville.....	— —
— —	37.8	.....Fertilla.....	— —
7 15 "	42.0	+.....Blythe.....♁	8 50 "
— —	44.6	.....Hauser.....	— —
7 30 A M	49.6	arr....Ripley ♁ . lve.	†7 50 P M

Table 31—STREATOR AND PEKIN.

Numbers following Station Names refer to Tables of Connecting Trains.

No. 13	Mls.	November 10, 1930.	No. 12
†12 40 P M	....	lve...+ Chicago (Cent. time.) ♁ .arr.	2 50 P M
†3 25 P M	0	lve..... + Streator[1] ♁ .....arr.	10 55 A M
3 38 "	6.1	.....Ancona[1].....♁	10 39 "
3 45 "	8.6	.....Long Point.....♁	10 33 "
3 55 "	13.2	.....Dana.....♁	10 24 "
4 07 "	19.1	+.....Minonk.....♁	10 12 "
4 19 "	25.1	.....Benson.....♁	10 00 "
4 30 "	30.6	.....Roanoke.....♁	9 48 "
4 47 "	37.2	.....Eureka.....♁	9 30 "
5 06 "	45.1	.....Washington.....♁	9 14 "
5 16 "	49.5	.....Crandall.....♁	9 02 "
5 21 "	51.8	.....Morton.....♁	8 56 "
5 45 P M	63.8	arr.....+ Pekin ♁ .....lve.	†8 30 A M

Table 32—EMPORIA AND MOLINE.

No. ▲66	No. 96	Mls.	November 16, 1930.	No. ▲65	No. 95
*5 00 P M	†7 45 A M	0	lv. + Emporia[5,20,21,23] ♁ ar.	12 45 P M	7 00 P M
3 25 "	8 27 "	10.9	.....Olpe.....♁	12 22 "	6 00 "
3 46 "	*9 55 "	20.2	+.....Madison.....♁	12 01 P M	5 20
3 52 "	10 10 "	23.8	..Madison Junction..	11 50 A M	— —
4 10 "	10 45 "	32.9	.....Hamilton .....♁	11 33 "	4 10
4 24 "	11 17 "	39.7	.....Utopia	11 15 "	3 50
4 40 "	11 59 A M	47.4	+.....Eureka.....♁	11 00 "	2 50
5 00 "	12 35 P M	56.4	.....Climax.....	10 41 "	1 55
5 15 "	1 25 "	63.6	+.....Severy.....♁	10 28 "	1 25
5 26 "	1 55 "	69.4	.....Flat.....	10 17 "	1 00
5 40 "	2 25 "	76.2	+.....Howard.....♁	10 05 "	12 35 P M
6 05 P M	2 55 P M	84.5	arr....+ Moline[22] ♁ lve.	*9 50 A M	†11 55 A M

Central time.

Table 33—ABILENE, SALINA AND OSBORNE.

No. 79	Mls.	August 10, 1930.	No. 82	No. 80
†9 45 A M	0	lv. + Abilene[42] (C.T.) ♁ ar.	8 30 A M	1 10 P M
10 07 "	8.3	..... Solomon .... ♁	8 05 "	12 40 "
10 30 "	16.4	.....New Cambria....	7 45 "	12 15 P M
10 50 "	22.6	arr.. + Salina ♁ .lve.	†7 30 A M	11 30 A M
11 40 "	22.6	lve.... Salina ..arr.	.....	11 00 "
11 50 A M	25.0	.....Phibar.....	.....	10 45 "
12 17 P M	34.3	.....Gebhart	.....	10 12 "
12 28 "	37.4	.....Glendale.....	.....	10 00 "
12 45 "	42.7	.....Juniata.....	.....	9 40 "
12 57 "	46.0	.....Westfall	.....	9 25 "
1 10 "	49.5	.....Edalgo	.....	9 10 "
1 35 "	57.4	..Lincoln Center..	.....	8 45 "
1 56 "	63.6	.....Goldenrod	.....	8 24 "
2 05 "	65.7	.....Denmark.....	.....	8 14 "
2 17 "	68.9	..... Grant	.....	8 02 "
2 50 "	72.2	.....Ash Grove	.....	7 50 "
2 55 "	77.6	.....Hunter.....	.....	7 30 "
3 25 "	86.3	.....Tipton	.....	7 00 "
3 55 "	94.7	.....Corinth.....	.....	6 30 "
4 40 P M	103.0	arr. + Osborne ..lve.	.....	†6 00 A M

Table 33a—MANCHESTER AND BARNARD.

No. 85	Mls.	August 10, 1930.	No. 86
†10 15 A M	0	lve.. Manchester[42] ♁ arr.	8 45 A M
11 10 "	14.4	.....Wells.....	7 35 "
11 45 A M	24.1	+.... Minneapolis .... ♁	6 55 "
12 25 P M	34.3	.....Ada..... ♁	6 00 "
12 45 "	38.7	.....Milo	5 47 "
1 00 P M	43.1	arr.... + Barnard ♁ ...lve.	†5 30 A M

Central time.

Table 34—LAWRENCE AND OTTAWA.

85	75	83	Mls.	August 10, 1930.	84	76	86
▼	▲	▲			▼	▲	▼
M	45	35			46	36	M
P M	P M	P M			A M	A M	P M
12 50	*3 30	11 50	0	lv. (Cent. time) ♁ ar.	*7 30	10 10	6 50
12 56	3 36	11 56	6	+ Lawrence ♁	7 24	10 04	6 44
1 05	3 45	12 05	15	.....Vinland.....	7 15	9 55	6 35
1 11	3 51	12 11	21	..... Baldwin	7 09	9 49	6 29
1 16	3 57	12 16	26	.....Norwood.....	7 04	9 44	6 24
.....	.....	.....	0	+ lv. (Cent. time) ♁ ar.	7 00	9 40	6 20
.....	.....	.....	7	+ ..Ottawa Junc. ♁ ..	6 53	9 33	6 13
.....	.....	.....	10	..... Ottawa ♁	6 50	9 30	6 10
ARRIVE	ARRIVE	ARRIVE			LEAVE	LEAVE	LEAVE
A M	A M	P M			A M	A M	P M

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Table 35—HENRIETTA AND ST. JOSEPH.

	▲ No. 25	Ms.	August 10, 1930.	▲ No. 28
	*7 15 A M	0	lve. + Henrietta[1] (C.T.) arr.	7 50 P M
	7 20 "	5.1	+ ..... Richmond ..... ♁	7 15 "
	7 43 "	13.6	..... Rayville ..... ♁	6 57 "
	7 53 "	19.3	..... Vibbard ..... ♁	6 49 "
	8 05 "	24.8	..... Lawson ..... ♁	6 35 "
	8 17 "	30.9	..... Converse	6 23 "
	8 27 "	34.7	..... Lathrop ..... ♁	6 12 "
	8 35 "	38.9	..... Wexford	6 05 "
	8 47 "	43.8	+ ..... Plattsburg ..... ♁	5 55 "
	9 10 "	53.1	..... Gower ..... ♁	5 35 "
	9 20 "	56.6	..... Frazier	5 26 "
	9 30 "	61.8	..... Agency ..... ♁	5 16 "
	10 00 A M	73.1	ar. + St. Joseph[25] (D.D.) ♁ lv.	*4 45 P M

Table 36—ST. JOSEPH, ATCHISON AND TOPEKA.

▲ No. 59	▲ No. 57	Ms.	August 10, 1930.	▲ No. 60	▲ No. 58
*7 15 P M	*7 35 A M	0	lve. + St. Joseph[25] ♁ arr.	10 55 A M	5 40 P M
7 50 "	7 50 "	4.0	.... South St. Joseph	10 38 "	5 25 "
8 01 "	8 21 "	20.4	..... Winthrop	10 08 "	4 55 "
8 05 "	8 25 "	20.8	lve. + Atchison[27] (D.D.) ♁ arr.	10 05 "	4 50 "
8 27 "	8 47 "	27.3	..... Parnell	9 49 "	4 28 "
8 35 "	8 53 "	29.6	..... Hawthorne[17]	9 43 "	4 22 "
8 38 "	8 56 "	31.6	..... Cummings	9 38 "	4 17 "
8 50 "	9 10 "	37.6	+ ..... Nortonville ..... ♁	9 27 "	4 07 "
8 55 "	9 17 "	41.2	..... Nichols	9 17 "	4 00 "
9 10 "	9 30 "	46.8	+ ..... Valley Falls ..... ♁	9 05 "	4 50 "
9 26 "	9 46 "	55.7	..... Rock Creek ..... ♁	8 49 "	4 34 "
9 35 "	9 55 "	60.2	..... Meriden ..... ♁	8 39 "	4 25 "
9 55 "	10 15 "	70.4	..... North Topeka ..... ♁	8 20 "	4 05 "
10 05 P M	10 25 A M	71.5	arr. + ... Topeka[5] .. ♁ lve.	*8 15 A M	*4 00 P M

EXPLANATION OF SIGNS.

- * Daily.
- † Daily, except Sunday.
- § Sunday only.
- ▲ Motor.
- ● Meals — Fred Harvey dining station.
- + Coupon stations.
- ♁ Telegraph stations.

STANDARD — *Central time.*

For Index of Stations, see pages 1019-1021.

Table 37—KANSAS CITY, LEAVENWORTH AND ATCHISON.

81	85	Ms.	August 10, 1930.	82	84
P M	83		(Central time.)	A M	86
†4 50	†8 30	0	lv. + Kansas City ♁ ar.	9 45	4 40
†5 05	†9 30	13.1	lve. .. Holliday[5,72] ♁ arr.	8 45	3 50
5 13	9 40	16.9	..... Wilder ..... ♁	8 35	3 40
5 18	10 00	18.4	... Bonner Springs .. ♁	8 25	3 20
5 50	10 35	28.7	.... E. Fairmount .... ♁	8 00	2 20
†6 05	11 00	33.6	..... Lansing ..... ♁	7 45	2 00
6 10	11 10	35.4	+ . Soldiers' Home . ♁	7 40	1 05
6 20	11 30	38.9	arr. + Leavenworth . lve.	†7 30	12 40
P M	2 50	38.9	lve. Leavenworth ♁ arr.	A M	10 50
....	3 55	56.3	..... Potter ..... ♁	....	9 55
....	4 00	62.2	arr. .. Hawthorne[25] lve.	....	9 43
....	4 25	71.0	..... Atchison[25] .. ♁	....	†9 00
....	P M	....	ARRIVE	....	A M

Table 38—OTTAWA AND EMPORIA.

	No. 55	Ms.	November 16, 1930.	No. 56
	*6 16 P M	0	lve. + Ottawa[16,72,92] (C.T.) arr.	7 35 P M
	6 20 "	1	.. Ottawa Junction[8,16,72] ♁	7 30 "
	6 37 "	11	..... Pomona ..... ♁	7 14 "
	6 43 "	15	+ ..... Quenemo[8,57] ..... ♁	7 06 "
	6 57 "	23	..... Melvern ..... ♁	6 55 "
	7 14 "	30	..... Olivet	6 45 "
	7 19 "	31	..... Ridgeton	6 38 "
	7 29 "	37	+ ..... Lebo ..... ♁	6 28 "
	7 40 "	45	..... Neosho Rapids[8] ... ♁	6 17 "
	8 00 P M	56	ar. .. + Emporia[8,52,62,72] ♁ .. lv.	*5 00 P M

Table 39—SOCORRO AND MAGDALENA.

	No. 43	Ms.	August 10, 1930.	No. 44
	†7 45 A M	0	lve. . + Socorro[6] ♁ (M. T.) arr.	11 45 A M
	8 35 "	15.8	..... Water Canyon	11 00 "
	9 00 A M	26.8	arr. ..... Magdalena ♁ ... lve.	†10 30 A M

Table 40. LITTLE RIVER AND GALATIA.

89	Ms.	August 10, 1930.	90
P M		LVE. (Cent. time.) ARR.	A M
†6 05	0	+ . Little River[16] ♁	10 30
1 46	11.4	..... Geneseo ..... ♁	9 40
6 20	20.5	..... Lorraine ..... ♁	9 00
6 40	26.1	..... Holyrood ..... ♁	8 35
6 55	30.7	..... Farbman	8 10
7 36	41.2	..... Beaver ..... ♁	7 30
7 55	47.0	..... Susank ..... ♁	7 05
8 05	49.9	..... Stickney	6 55
8 15	52.9	..... Millard	6 45
8 30	56.9	..... Galatia ..... ♁	†6 30
P M		ARRIVE LEAVE	A M

Table 41—PUEBLO, CANON CITY AND ROCKVALE.

	Ms.	August 10, 1930.	Passenger Service temporarily discontinued.
		(Mountain time.)	
	0	lv. + Pueblo[8] ♁ ar.	
	37.2	..... Portland .. ♁	
	32.9	+ .. Florence .. ♁	
	33.8	arr. . Clelland . lve.	
	37.0	+ .. Rockvale .. ♁	
	35.4	.... Brewster	
	37.1	Brookside Junc. ♁	
	40.7	+ . Canon City . ♁	

Table 42—NUTT AND LAKE VALLEY.

		Ms.	August 10, 1930.		
		0	lve. ..... Nutt[19] ♁ ... arr.		
		12.7	arr. .. + Lake Valley .... lve.		

Table 42a—EMPORIA AND ELDORADO.

	No. 81	Ms.	August 10, 1930.	No. 82	
	†7 00 A M	0	lve. ..... Strong City[5,52] arr.	1 25 P M	
	7 45 "	11.6	..... Bazar	12 40 "	Mixed.
	8 10 "	19.8	..... Matfield Green	12 26 "	
	8 38 "	29.8	..... Cassoday	12 01 P M	
	8 53 "	34.3	..... Aikman	11 45 A M	
	9 15 "	41.6	..... Chelsea	11 25 "	
	9 50 A M	50.4	arr. ..... Eldorado[11] ... lve.	†10 50 A M	

Table 43—STRONG CITY AND SUPERIOR.

73	77	No. 61	Ms.	August 10, 1930.	No. 62	75	78
A M	....	.....	....	(Central time.)	.....	P M	....
*6 00	....	*7 45 A M	0	lv. + Strong City[5,52] ♁ ar.	11 35 A M	6 20	....
6 33	....	7 39 "	11.8	..... Hymer ..... ♁	11 14 "	6 05	....
6 45	....	7 50 "	17.6	..... Diamond Springs[8]	11 03 "	5 55	....
6 56	....	8 02 "	23.4	..... Burdick ..... ♁	10 53 "	5 40	....
7 15	....	8 15 "	29.8	..... Lost Springs ..... ♁	10 42 "	5 14	....
7 44	....	8 35 "	41.0	..... Hope ..... ♁	10 21 "	4 37	....
8 00	....	8 50 "	48.6	..... Navarre ..... ♁	10 06 "	4 00	....
8 17	....	9 04 "	56.3	+ ..... Enterprise ..... ♁	9 51 "	3 30	....
8 40	....	9 23 "	62.6	+ ..... Abilene[23] ..... ♁	9 30 "	3 00	....
9 13	A M	9 45 "	71.2	..... Talmage ..... ♁	9 13 "	1 25	A M
9 40	†10 30	10 00 "	77.0	..... Manchester[23] .. ♁	9 00 "	1 00	9 40
10 35	10 55	10 25 "	82.6	..... Longford ..... ♁	8 40 "	12 40	9 21
10 50	11 15	10 40 "	87.9	..... Oak Hill ..... ♁	8 25 "	12 20	9 05
11 16	11 55	11 00 "	97.2	+ ..... Miltonvale	8 10 "	11 55	8 36
11 56	12 25	11 20 "	106.3	..... Aurora ..... ♁	7 50 "	11 20	8 08
12 50	1 00	11 47 A M	117.7	+ ..... Concordia ..... ♁	7 25 "	10 20	†7 35
2 40	P M	12 25 P M	131.9	..... Kackley ..... ♁	6 55 "	9 05	A M
3 15	....	12 58 "	138.0	..... Courtland ..... ♁	6 42 "	8 40	....
3 55	....	12 55 "	145.4	..... Lovewell ..... ♁	6 27 "	8 15	....
4 25	....	1 10 "	151.2	..... Webber ..... ♁	6 15 "	7 55	....
5 00	....	1 50 P M	158.0	+ ..... Superior ..... ♁	*6 00 A M	*7 30	....
P M		ARRIVE			LEAVE	A M	

Table 44—FLORENCE AND WINFIELD.

53	Ms.	August 10, 1930.	54
▲		LVE. (Central time.) ARR.	▲
*2 45	0	+ ..... Florence[5,48] .... ♁	11 00
3 00	11	..... Burns	10 39
3 22	19	..... De Graff	10 25
3 42	31	+ ..... Eldorado[12,2] ..... ♁	10 00
4 08	43	+ ..... Augusta[19] ..... ♁	9 35
4 22	49	..... Gordon	9 23
4 32	54	+ ..... Douglass ..... ♁	9 13
4 45	59	..... Rock ..... ♁	9 02
4 55	66	..... Akron	8 50
5 15	74	+ ..... Winfield[22,23] ... ♁	*8 30
P M		ARRIVE	LEAVE A M

Table 46—FLORENCE AND ELLINWOOD.

57	Ms.	August 10, 1930.	58
▲		LVE. (Central time.) ARR.	▲
*2 45	0	+ ..... Florence[5,48] ..... ♁	2 00
3 05	10.5	+ ..... Marion ..... ♁	1 34
3 15	15.7	..... Canada ..... ♁	1 24
3 25	20.5	+ ..... Hillsboro ..... ♁	1 15
3 53	26.7	..... Lehigh ..... ♁	1 00
3 50	34.5	+ ..... Canton ..... ♁	12 47
4 00	40.3	..... Galva ..... ♁	12 35
4 15	47.4	+ ..... McPherson ..... ♁	12 20
4 28	54.1	..... Conway ..... ♁	12 05
4 40	61.0	..... Windom	11 55
4 55	66.6	+ ..... Little River[10] ..... ♁	11 45
5 05	72.4	..... Mitchell ..... ♁	11 30
5 20	78.4	+ ..... Lyons ..... ♁	11 17
5 35	86.4	..... Chase ..... ♁	11 05
6 10	98.9	+ ..... Ellinwood[5] ..... ♁	*10 45
P M		ARRIVE	LEAVE A M

Table 45—AUGUSTA AND MULVANE.

		Ms.	August 10, 1930.		
			(Central time.)		
		0	LVE. Augusta[19] ♁ ARR.	P M	
		5.7	Rose Hill		
		10.1	Schiel		
		14.1	Douglass		
		19.1	Douglass		
		24.1	Douglass		
		29.1	Douglass		

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Table 49—RINCON, DEMING AND SILVER CITY.

No. 47	No. 17	Mls.	August 10, 1930.	No. 18	No. 48
.....	*8 20 A M	0	lve..Rincon[8] ♁ (M. T.)..arr.	7 20 P M	.....
.....	8 30 "	5.3	" .....Hatch..... "	7 09 "	.....
.....	8 48 "	14.2	" .....Hockett..... "	6 55 "	.....
.....	9 10 "	25.6	" .....Nutt[49]..... ♁ "	6 32 "	.....
.....	9 28 "	38.6	" .....Florida..... "	6 06 "	.....
.....	9 55 "	53.5	arr.† +...Deming... ♁ lve.	5 40 "	.....
.....	10 05 "	53.5	lve.§ ♁ arr.	5 25 "	.....
.....	10 20 "	61.5	" .....Ocho..... "	5 09 "	.....
.....	10 37 "	71.1	" .....Spalding..... "	4 55 "	.....
.....	10 50 "	77.9	" .....Faywood..... "	4 45 "	.....
†4 55 P M	11 10 "	84.7	" ...Whitewater[18]. ♁ "	4 35 "	11 35 A M
5 15 "	11 45 "	98.8	" .....Hawkins..... "	4 00 "	10 53 "
5 25 P M	11 55 A M	100.9	arr...+Silver City ♁..lve.	*3 55 P M	*10 45 A M

Table 50—GREAT BEND AND GARDEN CITY.

No. 69	Mls.	November, 1930.	No. 70
1 40 P M	....	lv..Kansas City (C. T.).ar.	*7 00 A M
6 40 A M	....	ar..Great Bend (C. T.).lv.	6 10 P M
†7 15 A M	0	lv.+Great Bend[3] (C. T.) ♁ ar.	5 50 P M
7 45 "	8.0	.....Heizer..... ♁	5 00 "
8 05 "	15.1	.....Albert.....	4 35 "
8 20 "	19.5	.....Shaffer.....	4 15 "
8 40 "	24.1	.....Timken.....	3 55 "
9 05 "	31.9	.....Rush Centre..... ♁	3 29 "
9 30 "	38.8	.....Nekoma.....	2 59 "
9 50 "	44.8	.....Alexander.....	2 25 "
10 15 "	52.5	.....Bazine.....	1 55 "
11 25 A M	64.1	+.....Ness City..... ♁	1 10 "
12 15 P M	72.5	.....Laird.....	12 15 P M
12 40 "	80.2	.....Beeler.....	11 55 A M
1 05 "	86.9	.....Alamota.....	11 35 "
1 45 "	95.7	.....Dighton..... ♁	11 00 "
2 10 "	103.2	.....Amy.....	10 35 "
2 55 "	109.5	.....Grigston.....	10 18 "
3 25 "	119.8	ar...Scott City (C. T.) ♁ lv.	9 45 "
2 40 "	119.8	lv...Scott City (M. T.)...ar.	8 45 "
3 10 "	128.7	.....Shallow Water.....	8 15 "
3 40 "	136.3	.....Friend..... ♁	7 45 "
4 15 "	143.2	.....Tennis.....	7 25 "
4 45 "	149.5	.....Alfalfa.....	7 07 "
5 00 "	152.4	.....Gillespie.....	7 00 "
5 15 "	154.9	.....Reeve.....	6 53 "
5 40 P M	158.0	..Garden City[3, 8] (M. T.) ♁	†6 45 A M
		ARRIVE	LEAVE

Table 51—WICHITA AND PRATT.

No. 67	Mls.	September 30, 1930.	No. 68
		(Central time.)	
†7 00 A M	0	lve.+...Wichita[51, 63, 78] ♁ arr.	5 15 P M
7 30 "	14.8	.....Goddard..... ♁ lve.	4 40 "
7 35 "	20.7	.....Cheney.....	4 30 "
7 45 "	35.0	.....Mudock[18].....	4 00 "
8 05 "	45.3	.....Kingman[18].....	3 30 "
8 30 "	60.9	.....Cunningham.....	2 22 "
11 50 A M	80.9	arr.+...Pratt..... ♁ lve.	12 50 P M

Table 52—WICHITA AND ENGLEWOOD.

▲No. 47	Mls.	August 10, 1930.	▲No. 48
*7 55 A M	0	lve..+Wichita[51, 63, 78] (C. T.) ♁ arr.	9 50 P M
*8 35 A M	4.9	+ ...Mulvane[18, 63, 78] ♁ lve.	9 20 P M
8 50 "	23.1	" .....Peck..... "	8 07 "
9 05 "	30.5	" .....Clearwater..... ♁ "	8 53 "
9 18 "	38.3	+ .....Viola..... "	8 34 "
9 38 "	42.9	" .....Anness..... "	8 25 "
9 52 "	49.7	+ .....Norwich..... ♁ "	8 11 "
10 08 "	55.9	" .....Adams..... "	7 58 "
10 30 "	62.6	" .....Rago[18]..... ♁ "	7 45 "
10 42 "	67.1	" .....Spivey..... ♁ "	7 35 "
10 58 "	73.8	" .....Zenda..... ♁ "	7 20 "
11 13 "	81.4	" .....Nashville..... ♁ "	7 06 "
11 28 "	88.8	" .....Isabel..... ♁ "	6 49 "
11 44 "	96.3	" .....Sawyer..... ♁ "	6 31 "
11 57 A M	104.2	" .....Coats..... ♁ "	6 15 "
12 08 P M	110.9	" .....Springvale..... ♁ "	5 59 "
12 25 "	120.2	" .....Belvidere[18]..... ♁ "	5 40 "
12 50 "	132.3	" .....Wilmore..... ♁ "	5 12 "
1 10 "	140.8	+ .....Coldwater..... ♁ "	4 52 "
1 29 "	150.5	" .....Protection..... ♁ "	4 30 "
2 02 "	166.5	" .....Ashland..... ♁ "	3 57 "
2 50 P M	181.9	arr.+...Englewood... ♁ lve.	*3 30 P M

Table 53—SHAWNEE AND LINDSAY.

301	317	Mls.	November 30, 1930.	302	318
	▲				▲
	*7 35	0	LEAVE (Cent. time) ARRIVE	5 20	
	7 50	4.4	+ Shawnee[4] ♁ +	5 01	
	8 44	30.3	+ Tecumseh ♁ +	4 09	
	9 08	37.3	+ Wanette ♁ +		
	9 35	45.7	+ Byars ♁ +		
P M	10 05	53.3	arr.+ Pauls Valley ♁ lve.	A M	
12 45	10 05	53.3	lve.+ Pauls Valley ♁ arr.	12 15	7 55
1 30	10 55	64.9	+ Maysville ♁ +		
2 25	11 05	70.2	ARRIVE Lindsay ♁ LEAVE	*7 45	7 00
P M	A M			A M	A M

Table 54—NEWKIRK AND SHAWNEE.

79	77	No. 51	Mls.	August 10, 1930.	No. 52	78	80
	A M			LEAVE (Cent. time) ARRIVE		P M	
	†7 50	*9 10 A M	0	....Arkansas City[50, 63].....	*11 50 A M	5 50	.....
	†8 55	*9 32 A M	12.3	lve.+....Newkirk[62]..♁ arr.	11 25 A M	— —	.....
	9 10	9 49 "	23.0	" .....Uncas..... ♁ lve.	11 05 "	5 30	.....
	9 30	9 58 "	28.8	" .....Kaw..... ♁ "	10 55 "	5 05	.....
	9 50	10 18 "	37.1	" .....Burbank..... ♁ "	10 38 "	4 15	.....
	10 15	10 40 "	49.0	+ .....Fairfax..... ♁ "	10 20 "	11 05	.....
	11 30	10 49 "	54.5	+ ....Ralston[8]..... ♁ "	10 10 "	10 49	.....
	A M	12 50	11 10 A M	63.7	" .....Skedee[8, 63]..... ♁ "	9 50 "	10 00 A M
	†1 00	3 50	† 45 P M	93.8	+ ...Cushing[63, 68] ♁ "	7 50 "	†8 00 10 50
	11 50	P M	2 05 "	108.2	" .....Kendrick..... "	7 25 "	A M 10 05
	12 15	.....	2 17 "	113.8	" .....Davenport..... ♁ "	7 14 "	..... 9 50
	12 45	.....	2 30 "	121.1	" .....Sparks..... ♁ "	7 03 "	..... 9 30
	1 30	.....	2 50 "	130.8	" .....Meeker..... ♁ "	6 45 "	..... 9 00
	2 20	.....	3 15 P M	143.4	arr.+...Shawnee[8] ♁ lve.	*6 25 A M	†8 25

Table 54a—DAVIS AND SULPHUR.

No. 305	No. 303	Mls.	November 30, 1930.	No. 304	No. 306
*4 00 P M	*12 50 P M	0	lve. Davis (Cent. time). arr.	10 00 A M	3 40 P M
4 55 P M	1 05 P M	9.3	arr.....+Sulphur ♁ .....lve.	*9 25 A M	*3 05 P M

* Daily; † daily, except Sunday; ‡ daily, except Saturday; § Sunday only; a Monday, Wednesday and Friday; z Tuesday, Thursday and Saturday. ▲ Motor. ▼ Arrives 8 30 a.m. ♁ Leaves 12 15 p.m. ● Meals—Fred Harvey dining station. ‖ Meals.

Table 55—DES MOINES AND RATON.

No. 88	Mls.	August 10, 1930.	No. 87
9 20 A M	0	lv. Des Moines ♁ (M. T.). ar.	8 55 A M
9 50 "	10.7	.....Capulin.....	8 20 "
10 05 "	16.5	.....Laughlin.....	7 52 "
10 45 "	31.2	.....Wallace.....	7 15 "
11 24 "	42.2	.....Clifton.....	6 50 "
11 25 "	45.6	.....Dillon[7, 68] a, [61] ♁	6 40 "
11 35 A M	48.3	arr.....Raton[7, 61] ♁ lve.	♂6 30 A M

Table 56—HOLLY AND LA JUNTA, VIA WAVELAND.

85	Mls.	August 10, 1930.	86
A M	....	(Mountain time.)	P M
†7 00	0	lve.....Holly[5]..♁ arr.	3 50
7 27	6.2	" ... Millwood ... "	3 30
7 43	8.1	" ....Hartman...♁ "	3 45
7 31	11.0	" ....Warwick.... "	1 15
7 37	13.3	" .....Bristol...♁ "	1 05
7 49	17.4	" .....Parrish .... "	12 51
7 57	20.1	" ....Goodale..... "	12 45
8 13	25.4	" .....Karl..... "	12 30
8 18	27.0	" ...Channing ... "	12 25
‖9 15	30.7	" ...Kornman[58]. "	2 30
9 28	33.8	" .....Sugar..... "	12 20
9 39	36.5	" .....Wiley...♁ "	12 05
9 53	39.9	" .....Keene..... "	10 50
10 10	43.8	" ....McClave..♁ "	10 35
10 22	47.8	" .....Luber[8]..... "	10 22
10 40	50.3	" .....Hasty..... "	10 13
10 55	54.3	" ....Beethurst..... "	9 53
11 12	58.1	" ....Krevbill..... "	9 43
11 27	61.5	" ....Fort Lyon..♁ "	9 33
11 45	64.5	arr...Waveland..lve.	9 20
11 50	67.3	arr.Las Animas[6] ♁ lve.	9 10
12 10	67.3	lve. Las Animas[6]. arr.	9 00
12 25	64.5	lve...Waveland..arr.	8 50
12 45	68.9	" ....Cornelia..... "	8 35
1 08	72.4	" ....Marlman..... "	8 25
1 48	79.6	" ....Castiel..... "	8 10
2 07	82.4	" ....Cheraw..♁ "	8 00
2 20	84.2	" .....Orr..... "	7 50
2 34	86.4	" .....Randall..... "	7 44
2 45	88.4	" .....Shelton..... "	7 40
2 47	88.8	" ..Shelton Junc.. "	7 37
2 50	89.2	" .....Hays..... "	7 35
3 10	93.7	" .....Swink[8]..♁ "	7 20
3 30	98.6	" .....La Junta[8, 7]..♁	†7 00
P M	....	ARRIVE LEAVE	A M

Table 58—KORNMAN AND LAMAR.

83	81	Mls.	August 10, 1930.	82	84
A M	A M	....	LVE. (M. T.) ARR.	A M	P M
†11 30	†8 30	0	.....Kornman[58]...	9 15	12 15
11 33	8 33	1.0	.....Culp.....	9 12	12 12
11 37	8 38	2.3	.....Markham.....	9 08	12 10
11 45	8 45	4.9	.....Lamar[8].....	†9 00	†12 00
A M	A M	....	ARRIVE LEAVE	A M	P M

Table 59—WHITEWATER AND SANTA RITA.

61	Mls.	August 10, 1930	62
P M	....	LVE. (Mountain time.) ARR.	P M
†12 05	0	.....Whitewater[18]..♁	3 40
12 40	8.3	.....Hurley.....	3 15
1 00	12.9	.....Bayard..... ♁	2 55
....	....	(Fort Bayard.)	
1 15	14.4	arr.....Hanover Jn[62].lve.	2 45
1 15	14.4	lve...Hanover Junc..arr.	1 55
1 20	17.9	.....Cobre.....	1 50
1 50	20.8	arr...+Santa Rita....lve.	†1 40

Table 60a—ARKANSAS CITY AND ANTHONY.

No. 81	Mls.	August 10, 1930.	No. 82
Mixed.	....	LEAVE (C. T.) ARRIVE	Mixed.
†1 00 P M	0	+.Arkansas City[14, 63]. ♁	12 15 P M
1 35 "	6.7	....Gonda Springs...♁	†11 20 A M
2 00 "	11.8	.....Ashton..... ♁	10 50 "
2 25 "	15.8	.....Portland..... ♁	‖10 15 "
2 55 "	21.8	....South Haven[63]. ♁	9 35 "
3 20 "	26.7	.....Drury.....	8 35 "
4 15 "	33.8	+....Caldwell..... ♁	7 45 "
4 55 "	39.3	.....Doster.....	7 00 "
5 10 "	43.4	.....Metcalf.....	6 48 "
5 25 "	48.5	.....Bluff City..... ♁	6 27 "
6 05 P M	59.5	arr.+Anthony[7, 8] ♁ lve.	†6 00 A M

Table 60—HANOVER JUNCTION AND PIEDRO.

No. 53	Mls.	(Mountain time.) August 10, 1930.	No. 54
ARRIVE			LEAVE
1 55 P M	0	Hanover Junc[8]..arr.	12 25 P M
2 10	3.4	Hanover Junc..lve.	12 05 "
2 20 P M	5.8	Piedro..... ♁	11 55 A M

Table 61—RATON AND UTE PARK.

No. 85	Mls.	August 10, 1930.	No. 86
		(Mountain time.)	
†8 55 A M	0	lve...+Raton[7, 62] ♁ arr.	3 15 P M
9 00 "	2.9	.....Dillon[7, 61, 63, 68] ♁	3 05 "
9 20 "	11.8	.....Hebron[7]..... ♁	2 40 "
9 35 "	16.2	.....Preston..... ♁	2 25 "
9 55 "	23.1	...Koehler Junction. ♁	2 02 "
10 30 "	35.5	.....Colfax..... ♁	1 45 "
10 50 "	43.9	.....Cerrososo.....	1 00 "
11 10 "	50.2	.....Cimarron..... ♁	12 40 "
11 50 A M	61.7	arr.....Ute Park ♁...lve.	†12 05 P M

Santa Fe

Automatic Block Signals or Train Control

Table 62—NEWTON AND PURCELL.

13	21	9	15-5	No. 5	No. 17	No. 27	Mls.	November 25, 1930.	6-14	No. 18	No. 28	16-2	22	14	2	50
....	....	A M	P M	....	....	....	....	LEAVE / ARRIVE	....	....	....	P M	A M	....	P M	....
....	....	*1050	*1201	*1 15	*8 20 A M	*1160 P M	*10 10 P M	0 +.. Kansas City ..δ	6 00 P M	e7 00 A M	e7 45 A M	7 15	e7 15	....	7 15	....
....	....	2 50	2 50	4 45	1 05 P M	3 35 A M	12 40 A M	112.1 lve. + Emporia ...arr.	e1255 P M	8 35 A M	5 00 A M	4 30	3 40	....	4 30 P M	....
....	*850	*4 55	*4 55	*6 50	*4 00 P M	*5 50 A M	*8 25 A M	185.1 lv.... + Newton[5,18]...ar.	10 10 A M	11 45 P M	3 15 A M	2 50	1 35	....	2 25	6 20
....	9 06	c 2	5 13	— —	4 16 "	6 07 "	— —	195.2 +.... Sedgwick ....δ	— —	11 25 "	— —	2 12	d 4	....	— —	— —
....	9 15	c 2	5 24	— —	4 28 "	6 16 "	— —	201.8 .... Valley Center ..δ	— —	11 13 "	— —	2 03	d 4	....	— —	— —
....	9 35	5 37	5 45	7 55	4 50 "	6 35 "	3 05 "	212.3 ar. Wichita[51,62,72] .lv.	9 30 "	10 50 "	2 25 "	1 45	12 50 A M		1 40	*655
....	9 45	5 45	6 00	7 45	5 00 "	6 45 "	3 10 "	212.3 lv... + Wichita δ ...ar.	e9 00 "	10 15 "	2 17 "	1 37	12 30		1 30	5 30
....	10 07	c 2	6 20	— —	5 17 "	7 03 "	— —	223.0 ..... Derby .....δ	— —	9 49 "	— —	— —	d 4		8 34	— —
....	10 15	6 15	6 30	— —	5 26 "	7 12 "	— —	227.9 +. Mulvane[5,62,72] .δ	8 35 "	9 40 "	— —	— —	*1201		8 25	*100
....	▲	P M	A M	— —	5 44 "	7 30 "	— —	237.9 +..... Udall .....δ	— —	9 22 "	— —	— —	A M		8 09	P M
....	....	....	....	— —	5 52 "	7 39 "	— —	242.8 ..... Dale .....δ	— —	m —	— —	— —	....		8 01	....
....	11 59	....	8 43	6 10 "	8 05 "	4 08 "	2508	.... Winfield[51,69] ..δ	8 05 "	8 55 "	1 26 "	12 45	....		*745	....
....	P M	....	....	— —	5 22 "	8 18 "	— —	256.1 ..... Hackney .....δ	— —	8 40 "	— —	— —	....		A M	....
....	....	....	9 10	e7 05 "	e900 "	4 35 "	2634	+.. Ark. City[51,62]..δ	7 45 "	e8 25 "	1 05 "	e1225	....		....	....
....	....	....	9 50	7 25 "	9 25 "	5 — "	275.7	+.... Newkirk[51] ..δ	7 20 "	7 25 "	12 —	11 35	....		....	....
....	....	....	— —	7 35 "	9 35 "	— —	281.0	+.... Kildare .....δ	— —	7 10 "	— —	11 25	....		....	....
....	....	....	9 46	7 50 "	9 50 "	5 15 "	288.9	+.. Ponca City[18] ..δ	7 00 "	6 50 "	12 17 A M	11 10	....		....	....
....	....	....	— —	7 55 "	8 —	— —	292.9	.... White Eagle ...δ	— —	m —	— —	11 00	....		....	....
....	....	....	— —	8 03 "	10 10 "	— —	300.3	..... Marland .....δ	— —	6 25 "	— —	10 50	....		....	....
....	....	....	— —	8 20 "	10 20 "	— —	306.8	+.... Red Rock .....δ	— —	6 15 "	— —	10 40	....		....	....
....	....	....	10 50	8 45 "	10 45 "	6 05 "	321.6	+..... Perry .....δ	6 05 "	5 50 "	11 30 P M	10 15	....		....	....
....	....	....	— —	9 07 "	11 10 "	— —	332.7	+..... Orlando .....δ	— —	5 26 "	— —	9 53	....		....	....
....	....	....	— —	9 19 "	11 20 "	— —	338.8	+..... Mulhall .....δ	— —	5 15 "	— —	9 42	....		....	....
....	....	....	11 20	9 45 "	11 50 A M	6 45 "	352.6	+. Guthrie[51,68,69] ..δ	5 20 "	4 50 "	10 50 "	9 20	....		....	....
....	....	....	— —	10 00 "	12 05 P M	— —	360.1	..... Seward .....δ	— —	4 26 "	— —	9 05	....		....	....
....	....	....	— —	10 10 "	12 16 "	— —	365.1	..... Waterloo .....δ	— —	m —	— —	8 57	....		....	....
....	....	....	— —	10 20 "	12 27 "	y —	370.1	+..... Edmond .....δ	— —	4 08 "	m —	8 50	....		....	....
....	....	....	— —	10 32 "	12 40 "	— —	376.8	..... Britton .....δ	— —	3 57 "	— —	8 40	....		....	....
....	....	....	11 25	11 05 "	1 15 "	7 45 "	384.0	+.. Oklahoma City ..δ	4 40 "	3 40 "	10 00 "	8 25	....		....	....
....	....	....	— —	11 21 "	1 32 "	— —	393.2	+..... Moore .....δ	— —	3 00 "	— —	7 40	....		....	....
....	....	....	11 58	11 55 "	1 45 "	8 14 "	401.8	+..... Norman .....δ	3 58 "	2 45 "	9 18 "	7 25	....		....	....
....	....	....	— —	11 45 P M	1 55 "	— —	408.1	+..... Noble .....δ	— —	2 35 "	— —	7 15	....		....	....
....	....	....	12 25	12 05 A M	e2 15 P M	e8 40 A M	417.3	ar... + Purcell[51] δ .lv.	*3 35 A M	*2 20 P M	*8 55 P M	*7 00	....		....	....
....	....	....	5 30	6 30 A M	7 55 P M	1 25 P M	588.8	ar... Fort Worth ..lv.	10 40 P M	8 15 A M	4 05 P M	A M	....		....	....
....	....	....	8 35	8 35 A M	10 55 P M	2 40 P M	617.3	ar.... Cleburne....lv.	8 50 P M	6 55 A M	2 55 P M	....	....		....	....
....	....	....	6 40	6 40 P M	7 40 A M	7 40 A M	889.3	ar..... Houston....lv.	10 05 A M	10 10 P M	10 10 P M	....	....		....	....
....	....	....	8 45	8 45 P M	9 35 A M	9 35 A M	934.8	ar... Galveston ...lv.	8 00 A M	8 25 P M	8 25 P M	....	....		....	....
			P M					(G. C. & S. F.)								

Table 63—RIPLEY AND CUSHING.

No. 79	No. 61	Mls.	August 10, 1930.	No. 52	No. 80
8 05 A M	*1 00 P M	0	lve.... + Ripley[18] δ ....arr.	8 15 A M	12 45 P M
8 05	1 15	4.2	..... Amabel	8 05	12 35
1 35 P M	10.6	arr. + Cushing[51,72] δ ..lve.		*7 55 A M	*12 25 P M

Table 64—LEHIGH AND CHICKASHA.

85	No. 67	69	Mls.	October 27, 1930.	No. 68	70	66
....	2 00 P M	....	0	lve... Lehigh δ arr.	4 25 P M	....	....
....	2 25 "	....	5.3	.. Chase Junction..	4 05 "	....	....
....	2 40 "	....	8.9	..... Nixon	3 50 "	....	....
....	3 05 "	....	16.7	..... Tupelo	3 20 "	....	....
....	3 50 "	....	23.7	.... Stonewall ..δ	2 55 "	....	....
....	3 45 "	....	27.4	..... Frisco	2 40 "	....	....
⊙	4 00 "	....	31.8	..... Truax	2 25 "	....	⊙
P M	5 00 P M	....	41.5	arr..... Ada....lve.	e1 40 P M	....	P M
†6 00	....	....	41.5	lve..... Ada.....arr.	....	....	1 10
6 48	....	....	46.0	..... Conley	....	....	12 57
6 55	....	....	47.2	..... Center	....	....	12 52
7 17	....	....	50.7	..... Vanoss ....δ	....	....	12 20
7 39	....	....	57.4	..... Stratford ....δ	....	....	11 59
8 15	....	....	66.3	..... Byars[69] ..δ	....	....	11 05
8 50	....	....	74.7	..... Rosedale	....	....	10 15
9 15	....	⊙	82.8	.... Vincennes	....	⊙	9 45
10 00	....	A M	89.3	arr. + Purcell[62] lve.	....	P M	†9 15
V M	....	†8 00	89.3	lve... Purcell δ arr.	....	5 15	A M
....	....	8 20	94.8	..... Kirfort	....	2 45	....
....	....	8 35	98.4	.... Washington .δ	....	2 25	....
....	....	9 00	104.2	..... Cole	....	2 03	....
....	....	9 25	109.8	.... Blanchard ..δ	....	1 35	....
....	....	9 55	116.9	.... Middleberg	....	1 10	....
....	....	10 20	122.9	..... Tabler	....	12 40	....
....	....	10 35	128.0	.... Cornville	....	12 20	....
....	....	10 55	132.6	... Chickasha .δ	....	†11 55	....
....	....	A M	....	ARRIVE / LEAVE	....	A M	....

Table 65—JENNINGS AND CUSHING.

No. 60	Mls.	August 10, 1930.	No. 59
*3 50 V M	0	lve..... Jennings ..... arr.	3 15 P M
4 10 "	3.3	..... Ruska	2 25 "
4 30 "	7.8	..... Oilton	1 35 "
5 00 "	13.3	..... Frey	12 40 "
5 30 "	15.9	..... Drumright	12 20 "
5 40 "	13.3	..... Frey	12 01 P M
5 45 "	14.2	..... Pemeta	11 55 A M
6 05 "	17.8	..... Schlegel	11 35 "
6 40 P M	24.3	arr..... Cushing[51,62] ..lve.	*10 10 A M

Table 66—HAVANA AND CEDAR VALE.

No. 67	Mls	November 16, 1930.	No. 68
*2 05 P M	0	lve...+ Independence[72,88] δ arr.	3 00 P M
Mixed.	....	LEAVE / ARRIVE	Mixed.
*2 45 P M	16.3	..... Havana[72] .....δ	†2 50 P M
3 05 "	21.2	..... Niotaze	12 55 "
3 30 "	25.1	+ ..... Peru	12 10 P M
4 30 "	38.7	+ ..... Elgin	11 38 A M
5 05 "	47.8	..... Hewins	11 08 "
5 40 P M	54.6	arr..... + Cedar Vale δ ..lve.	*10 45 A M

Numbers following station names refer to tables of connecting trains.

Table 69—GUTHRIE AND CASHION.

No. 63	Mls	August 10, 1930.	No. 64
†1250 P M	0	lv. + Guthrie[51,68,69] δ ar.	3 00 P M
12 55 "	7.5	..... Seward .....δ	2 35 "
1 10 "	11.5	..... Navina .....δ	2 20 "
1 55 P M	18.2	arr..... Cashion δ ..lve.	†1 55 P M

Table 68—GUTHRIE AND SKEDEE.

58	88	82	Mls.	August 10, 1930.	57	81	87
⊙	⊙	....	....	LEAVE / ARRIVE	⊙	....	⊙
*455	†7 15	....	0	+ .. Guthrie[51,67,69] .. δ	11 35	....	5 50
5 29	8 05	....	13.4	....Pleasant Valley....	11 12	....	5 20
5 38	8 25	....	18.1	..... Coyle ..... δ	11 04	....	5 20
5 49	9 10	....	29.9	+ ..... Perkins ..... δ	10 43	....	†4 40
5 57	9 25	A M	34.4	..... Cottingham	10 35	P M	4 20
6 06	9 50	*815	39.9	+ ..... Ripley[18] ... δ	10 26	e1250	†4 00
6 12	A M	8 21	42.4	..... Mehan	10 21	12 45	V M
6 27	....	8 40	50.4	+ ..... Stillwater ..... δ	10 07	12 50	....
6 39	....	8 55	57.5	..... Yost	9 54	12 00	....
6 48	....	9 05	62.4	..... Glencoe ..... δ	9 45	11 57	....
7 03	....	9 27	73.7	+ ..... Pawnee ..... δ	9 27	11 30	....
7 20	....	9 50	82.1	..... Skedee[51,81] ..δ	*910	*1110	....
P M	....	A M	....	ARRIVE / LEAVE	A M	A M	....

Table 69—GUTHRIE AND KIOWA (Via Enid).

No. 64	Mls	August 10, 1930.	No. 63
*4 52 P M	0	lv. + Guthrie[51,67,68] ar.	11 30 A M
5 19 "	13.9	..... Crescent ..... δ	11 01 "
5 33 "	21.6	..... Lovell ..... δ	10 48 "
5 45 "	28.3	..... Marshall ..... δ	10 35 "
5 59 "	36.3	..... Douglas ..... δ	10 20 "
6 13 "	43.9	..... Fairmont ..... δ	10 05 "
6 35 "	55.4	+ ..... Enid ..... δ	9 40 "
7 15 "	67.9	..... Hillsdale ..... δ	9 08 "
7 30 "	76.7	..... Nash ..... δ	8 53 "
7 46 "	84.9	..... Jet ..... δ	8 36 "
8 15 "	97.0	+ ..... Cherokee[70] ..δ	8 15 "
8 35 "	107.9	..... Burlington ..... δ	7 55 "
8 55 P M	116.9	ar... + Kiowa[71,72] δ .lv.	*7 40 A M

Table 70—ATTICA AND SELVIDERE.

No. 73	No. 75	Mls.	August 10, 1930.	No. 75	No. 74
†8 55 P M	†9 30 A M	0	lve.... + Attica[72] δ arr.	7 10 A M	8 55 P M
9 26 "	10 00 "	10.8	..... Sharon ..... δ	6 15 "	8 05 "
9 35 "	10 15 "	15.9	..... Pixley	3 50 "	7 40 "
9 50 "	10 30 "	20.9	ar. + Medicine Lodge δ .lv.	3 30 "	7 25 "
9 50 "	10 30 "	20.9	lve.. Medicine Lodge..arr.	4 40 "	6 20 "
10 30 "	e11 45 A M	35.0	..... Lake City ..... δ	3 50 "	4 47 "
10 45 "	12 20 P M	40.7	..... Sun City	3 38 "	4 50 "
†1 10 P M	1 20 P M	51.9	arr.. Belvidere[62] δ .lve.	†3 00 A M	†4 00 P M

Table 71—KIOWA AND GERLANE.

No. 77	Mls	August 10, 1930.	No. 78
....	....	LEAVE / ARRIVE	....
†3 00 A M	0	+ ..... Kiowa[69,72]	4 00 A M
3 25 A M	9.9	arr..... Gerlane.....lve.	†3 35 A M

For Index of Stations, see pages 1019-1021.

Stops to leave passengers from Winfield and east and to take for Guthrie and beyond where No. 27 stops; y stops to leave passengers from Kansas City and beyond; z stops to take for or leave passengers from any point west or south of Clovis, including points west of Albuquerque, Deming or El Paso, n Stops to leave passengers from Guthrie and south and to take for Winfield and beyond. # Monday, Wednesday and Friday. ‡ Tuesday, Thursday and Saturday. ⊙ Mixed train. ▲ Via Wellington. ▶ Meals—Fred Harvey dining station. + Coupon stations; δ Telegraph stations.

* Daily; † daily, except Sunday; c stops to leave from east of Kansas City; d stops to leave from west of Mulvane; h stops to leave from east and west of Newton; m stops to leave from south of Purcell; n stops to take for Ponca City and scheduled stops east; p stops to leave from points between Attica and Belvidere.

Automatic Block Signals or Train Control

Santa Fe

Table 72—KANSAS CITY, CHANUTE AND TULSA.

47	51	49	No. 45	Mls.	November 16, 1930.	No. 46	48	52	50
P M	P M	P M			(Central time.)		A M	A M	P M
*1145	*600	*515	*8 55 A M	0	lve..+Kansas City[1,8,13] ♁ arr.	4 40 P M	7 35	11 45	7 35
11 56	6 12	— —	9 06 "	4.2	+...M. C., Kan. (Arg. Sta.)...♁	4 29 "	7 21	11 30	— —
12 10	6 27	— —	9 22 "	13.1	.....Holliday[5,27].....♁	4 10 "	e7 07	11 10	a7 10
— —	6 52	— —	9 47 "	15.9	.....Zarah.....	3 45 "	— —	11 04	— —
— —	f —	— —	f —	22.1	.....Snow.....	— —	— —	f —	— —
12 30	6 47	5 55	9 43 "	25.6	+.....Olathe[1].....♁	3 46 "	y —	10 47	6 51
— —	6 55	— —	9 51 "	30.7	.....Clare.....♁	3 37 "	— —	10 38	— —
12 43	7 01	— —	9 57 "	34.2	.....Gardner.....♁	3 30 "	y —	10 32	— —
12 52	7 11	— —	10 05 "	39.5	.....Edgerton.....♁	3 20 "	y —	10 22	— —
1 02	7 22	4 21	10 14 "	45.1	.....Wellsville.....♁	3 11 "	y —	10 12	5 25
— —	7 30	— —	10 21 "	49.5	.....Le Loup.....	3 05 "	— —	10 05	— —
— —	7 45	— —	10 32 "	56.9	.....Ottawa Junc[2,34,38].♁	2 55 "	— —	9 50	— —
1 25	7 50	4 40	10 35 "	58.1	arr..+Ottawa[2,33,35] ♁ lve.	2 50 "	6 03	9 45	5 07
1 30	8 00	4 50	10 40 "	58.1	lve.....Ottawa.....arr.	2 40 "	5 56	7 15	5 02
— —	8 18	— —	10 55 "	67.2	.....Princeton.....♁	2 24 "	y —	6 58	— —
5 —	8 29	— —	11 04 "	73.4	+.....Richmond.....♁	2 15 "	5 y	6 49	— —
2 15	8 45	5 27	11 18 "	82.7	+.....Garnett.....♁	2 02 "	5 23	6 33	5 27
— —	8 58	— —	11 30 "	91.0	.....Welda.....	1 50 "	— —	6 21	— —
2 39	9 10	5 55	11 42 "	99.1	+.....Colony[16].....♁	1 37 "	— —	6 08	5 02
— —	9 18	— —	11 50 A M	104.5	.....Carlyle.....	1 28 "	— —	6 00	— —
3 05	9 30	6 12	12 01 P M	109.7	+.....Iola.....♁	1 20 "	4 44	5 51	4 45
3 20	9 49	6 22	12 12 "	117.4	+.....Humboldt.....♁	1 06 "	4 —	5 37	4 30
3 40	10 00	6 40	e 2 30 "	126.5	arr....+Chanute[17,18] ♁ lve.	12 50 "	4 18	*5 20	4 15
3 45	P M	6 45	12 55 "	126.5	lve.....Chanute.....arr.	e 2 25 "	4 13	A M	4 10
5 —	....	6 57	1 07 "	133.2	.....Earlton.....	12 08 P M	— —	....	— —
5 —	....	7 07	1 18 "	140.0	+.....Thayer.....♁	11 55 A M	— —	....	3 49
5 —	....	7 18	1 30 "	147.6	.....Morehead.....	11 41 "	4 —	....	— —
4 35	....	7 35	1 48 "	155.8	+.....Cherryvale[21].....♁	11 25 "	3 15	....	3 20
4 50	....	7 43	2 05 "	165.5	arr....+Independence[16,80] lve.	11 05 "	2 55	....	3 00
5 05	....	7 49	2 05 "	165.5	lve.....Independence♁...arr.	11 05 "	2 35	4 +	3 00
5 31	....	8 15	2 52 "	181.8	.....Havana[46].....♁	10 33 "	2 04	3	2 32
5 45	....	8 28	2 45 "	187.8	+.....Caney[3].....♁	10 20 "	1 53	3	2 19
— —	....	— —	— —	189.8	.....Owen.....	10 16 "	— —	—	— —
6 09	....	8 51	3 15 "	194.6	+.....Dewey.....	9 55 "	1 27	—	1 52
6 22	....	9 00	3 22 "	200.5	+.....Bartlesville.....♁	9 41 "	1 16	—	1 44
6 40	....	— —	3 46 "	218.2	.....Ochelata.....	9 23 "	12 53	—	— —
6 50	....	— —	3 58 "	224.3	.....Ramona.....♁	9 02 "	12 43	—	— —
7 10	....	9 45	4 25 "	237.3	+.....Collinsville.....♁	8 36 "	12 19	—	12 59
— —	....	— —	4 56 "	244.9	.....Owasso.....♁	8 23 "	12 05	—	— —
— —	....	— —	4 47 "	251.6	.....Mohawk.....	8 12 "	— —	—	— —
7 45	....	10 20	5 00 P M	255.4	+.....Tulsa.....	*8 00 A M	*11 40	....	*12 50
A M	....	P M			ARRIVE	LEAVE	P M		P M

Table 73—PANHANDLE AND PECOS VALLEY.

....	No. 9	No. 21	Mls.	August 10, 1930.	No. 22	No. 2	....
....	*12 50 P M	*11 00 P M	....	lve..+Chicago (C. T.)...arr.	7 40 P M	8 05 A M	....
....	*12 01 A M	*10 50 A M	0	lve...+Kansas City..♁ arr.	7 15 A M	7 15 P M	....
....	*4 55 A M	*4 55 P M	185.1	lve.....+Newton.....arr.	1 35 A M	2 25 P M	....
....	6 00 A M	5 45 P M	212.9	+.....Wichita.....	12 30 A M	1 30 P M	....
....	6 30 A M	5 15 P M	228.5	+.....Mulvane[42,58,62]. ♁	11 58 P M	1 00 P M	....
....	*7 45 A M	e7 25 P M	247.0	lve...+Wellington[53,83] arr.	11 05 P M	e11 55 A M	....
....	8 00 "	7 40 "	255.1	.....Mayfield.....♁	10 49 "	11 38 "	....
....	8 11 "	7 50 "	262.2	.....Milan.....♁	10 38 "	11 23 "	....
....	8 20 "	7 58 "	267.3	+.....Argonia.....	10 30 "	11 14 "	....
....	8 32 "	8 11 "	274.6	.....Danville.....♁	10 15 "	10 58 "	....
....	8 45 "	8 27 "	282.1	+.....Harper[18,72].....♁	10 05 "	10 45 "	....
....	9 08 "	8 51 "	293.7	+.....Attica[72].....♁	9 45 "	10 24 "	....
....	9 18 "	9 01 "	300.3	.....Crisfield.....	9 30 "	10 10 "	....
....	9 29 "	9 18 "	307.9	+.....Hazleton.....♁	9 18 "	9 58 "	....
....	9 41 "	9 36 "	314.9	+.....Kiowa[71,72].....♁	9 00 "	9 41 "	....
....	10 08 "	9 55 "	324.5	.....Capron.....♁	8 37 "	9 22 "	....
....	10 30 "	10 12 "	332.8	+.....Alva.....♁	8 22 "	9 05 "	....
....	10 55 "	10 35 "	343.8	.....Avard.....	8 02 "	8 45 "	....
....	e11 15 "	10 55 "	353.6	arr.....Waynoka[72] a...lve.	7 40 "	8 25 "	....
....	11 45 A M	11 05 P M	353.6	lve.....Waynoka♁ ....arr.	e7 10 "	e7 55 "	....
....	12 35 P M	c d f	375.2	.....Curtis.....	6 28 "	7 12 "	....
....	1 05 "	12 18 A M	389.4	+.....Woodward.....	6 03 "	6 45 "	....
....	1 35 "	12 49 "	404.9	.....Fargo.....	5 35 "	6 17 "	....
....	1 49 "	1 03 "	413.3	.....Gage.....	5 23 "	6 04 "	....
....	2 08 "	1 18 "	421.0	+.....Shattuck.....♁	5 10 "	5 53 "	....
....	2 18 "	c d f	427.6	.....Goodwin.....	4 58 "	f —	....
....	2 30 "	1 47 "	435.3	+.....Higgins.....♁	4 48 "	5 32 "	....
....	5 10 "	2 40 "	461.7	.....Canadian.....	4 05 "	4 50 "	....
....	6 10 "	5 45 "	559.6	arr.....+Amarillo[75] ♁...lve.	1 40 "	2 20 "	....
....	6 40 "	6 05 "	559.6	lve.....Amarillo♁....arr.	e1 10 "	2 05 "	....
....	7 07 "	6 35 "	577.0	+.....Canyon.....♁	12 40 P M	1 35 "	....
....	7 48 "	7 20 "	606.7	.....Hereford.....♁	11 55 A M	12 48 A M	....
....	8 25 "	e8 55 "	663.3	arr...+Clovis[14] (C. time) ♁ lve.	10 25 "	11 20 P M	....
....	8 40 "	9 00 "	663.3	lve....Clovis[14] (Mt. time)...arr.	e8 45 "	10 10 "	....
....	♯ —	c t	668.8	.....Portales.....♁	♯ —	10 00 "	....
....	♯ —	9 26 "	679.5	.....St. Vrain.....	♯ —	9 45 "	....
....	9 15 "	9 39 "	687.4	+.....Melrose.....♁	8 04 "	9 32 "	....
....	♯ —	c t	699.5	.....Krider.....	♯ —	9 11 "	....
....	♯ —	10 07 "	705.1	.....Tolar.....♁	♯ —	9 02 "	....
....	9 45 "	10 14 "	709.4	.....Taiban.....	7 30 "	8 55 "	....
....	♯ —	10 26 "	716.7	.....La Lande.....	♯ —	8 45 "	....
....	10 07 "	10 37 "	723.4	+.....Fort Sumner.....♁	7 08 "	8 35 "	....
....	♯ —	c t	731.1	.....Agudo.....	♯ —	♯ —	....
....	♯ —	10 58 "	739.9	.....Ricardo.....	♯ —	8 13 "	....
....	♯ —	11 20 "	750.5	.....Yeso.....	♯ —	7 54 "	....
....	♯ —	11 38 "	760.7	.....Buchanan.....♁	♯ —	7 39 "	....
....	♯ —	c t	768.4	.....Cardenas.....	♯ —	7 30 "	....
....	♯ —	11 58 A M	775.6	.....Duero.....♁	♯ —	7 20 "	....
....	♯ —	c t	782.6	.....Joffre.....	♯ —	7 11 "	....
....	11 56 P M	e12 50 P M	794.1	arr...+Vaught[74] (Mt. time) ♁ lve.	*5 30 A M	*6 55 P M	....

a Stops for passengers destined to Kansas City and beyond. • Meal stop at Fred Harvey dining and lunch room. ‖ Meal stop (not Fred Harvey service).

Table 74—PANHANDLE AND PECOS VALLEY—Cont'd.

9	21	Mls.	September 5, 1930.	22	2
A M	P M	....	(Mountain time.)	A M	P M
*1203	*1255	794.1	lve..+Vaught[75]..arr.	5 25	e6 50
♯ —	c t	805.5	.....Carnero.....	♯ —	e 7 —
♯ —	1 19	810.4	.....Encino.....♁	♯ —	6 05
♯ —	c t	815.2	.....Negra.....	♯ —	5 57
♯ —	1 35	822.1	.....Pedernal.....♁	♯ —	5 48
♯ —	c t	825.9	.....Dunmoor.....	♯ —	e 8 —
♯ —	1 54	835.4	.....Lucy.....♁	♯ —	5 29
1 33	2 14	842.7	+....Willard[8] a....♁	4 01	5 12
♯ —	c t	852.2	.....Broncho.....	♯ —	e 5 —
2 00	2 55	862.3	+...Mountainair...♁	3 39	4 50
♯ —	c t	868.8	.....Abo.....	♯ —	e —
♯ —	c t	875.1	.....Scholle.....♁	♯ —	4 25
♯ —	c t	882.1	.....Sais.....	♯ —	4 09
♯ —	c t	888.2	.....Becker.....♁	♯ —	3 57
♯ —	c t	892.7	.....Bodega.....	♯ —	e —
♯ —	c t	898.4	.....Madrone.....♁	♯ —	e —
3 10	3 45	903.1	arr...+Belen[8,10] ♁ lve.	*2 10	*3 25
3 30	4 00	....	lve.....Belen.....arr.	1 55	3 10
7 00	5 45	....	arr..Los Angeles.lve.	*7 55	*9 45
A M	P M			P M	A M

Table 75—CLOVIS AND CARLSBAD.

21-91	Mls.	August 10, 1930.	92-2
*1050 A M	0	lve. Kansas City (Cent. time). arr.	7 15 P M
5 45 P M	812.9	lve.....Wichita.....	1 59 P M
6 05 A M	959.6	lve. Amarillo (P. & S. Fe.). arr.	2 05 A M
*9 15 A M	663.3	lve. +.Clovis[14] (Mount. time). arr.	e7 50 P M
9 30 "	671.7	.....Cameo.....	7 14 "
9 46 "	681.6	.....Portales.....♁	6 56 "
10 30 "	706.2	+.....Elida.....	6 08 "
10 48 "	718.5	.....Kenna.....♁	5 50 "
11 53 A M	754.0	.....Acme.....♁	4 50 "
‖1255 P M	771.8	+.....Roswell.....♁	4 20 "
1 05 "	776.7	.....South Spring.....	4 02 "
1 25 "	788.2	+.....Dexter.....♁	3 44 "
1 50 "	790.6	.....Greenfield.....	3 38 "
1 57 "	794.5	+.....Hagerman.....♁	3 32 "
1 64 "	803.1	+.....Lake Arthur.....♁	3 16 "
2 20 "	813.9	+.....Artesia.....	2 57 "
2 40 "	821.9	.....Dayton.....♁	2 40 "
2 49 "	828.4	.....Lakewood.....♁	2 30 "
3 20 P M	847.0	arr.....+Carlsbad[14] ♁...lve.	*2 00 P M

Stops to take passengers for Slaton Division and beyond Sweetwater. ▲ Motor. Numbers following Station Names refer to Tables of Connecting Trains.

Table 76—CARLSBAD AND PECOS.

....	91	Mls.	December 6, 1930.	92	Central time.
....	P M	....	(Mountain time.)	P M	
....	*5 01	0	lve..+Carlsbad[14]..arr.	3 20	
....	8 55	19.3	.....Loving.....♁	2 40	
....	9 35	33.5	....Corral (State Line).....	1 34	
....	10 10	47.7	.....Orla.....♁	1 00	
....	10 55	58.2	.....Riverton.....	12 32	
....	11 25	78.4	.....Patrole.....	11 44	
....	12 35	88.5	+.....Pecos.....	*11 20	
....	A M	....	ARRIVE	LEAVE	A M

Stops to discharge passengers from connections at Wellington, Harper, Kiowa or Ward.

Table 77—CHANUTE AND JOPLIN.

57	Mls.	November 16, 1930.	58
P M	....	(Central time.)	P M
*1 05	0	lve.....+Chanute[13,18] ♁ arr.	e12 05
1 37	21.2	.....Shaw.....	11 34
1 47	25.5	+.....Erie.....	11 25
2 03	35.9	+.....Walnut.....	11 09
2 25	53.0	.....Brazilton.....	10 50
2 40	60.8	+.....Girard.....♁	10 35
3 00	70.2	.....Frontenac.....	10 15
3 10	74.1	arr.....+Pittsburg♁.....lve.	10 05
4 40	78.6	arr.....+Joplin♁.....lve.	*8 50
P M			A M

Table 78—COLONY AND YATES CENTER.

No. 89	Mls.	November 16, 1930.	No. 90
7 00 A M	0	lve.....+Colony[16] ♁...arr.	4 00 P M
9 45 "	17.7	.....Greely.....	1 30 "
10 30 "	21.5	.....Neosho Falls.....	12 45 "
11 45 A M	31.8	arr.....Yates Center♁.....lve.	12 00 P M

Table 79a—WAYNOKA AND BUFFALO.

No. 43	Mls.	August 10, 1930.	No. 44
‖8 15 A M	0	lv. +Waynoka[72] (C. T.) ar.	4 00 P M
8 30 "	4.6	.....McKinley.....	3 40 "
8 50 "	10.7	.....Braco.....	3 20 "
9 00 "	14.4	.....Fair Valley.....	3 05 "
9 25 "	20.1	.....Freedom.....	2 45 "
9 45 "	26.2	.....Edith.....	2 18 "
10 10 "	32.4	.....Salt Springs.....	1 45 "
10 25 "	37.3	.....Lovedale.....	1 25 "
10 55 "	43.8	.....Selman.....	1 00 "
11 20 A M	52.2	arr.....Buffalo.....lve.	‖12 50 P M

Table 78—CHANUTE, LONGTON AND EMPORIA.

No. 61	Mls.	November 16, 1930	No. 62
▲	..	(Central time.)	▲
*1 00 P M	0	lve...+Chanute[13,17] ♁ arr.	*12 25 P M
1 29 "	8.3	.....Vilas.....	11 59 A M
1 39 "	17.5	.....Benedict.....♁	11 38 "
1 59 P M	25.9	+.....Fredonia.....♁	11 17 A M
.....	33.5	.....Buxton.....	.....
.....	44.5	arr.....Longton[80] ♁ lve.	.....
2 04 P M	25.9	lve.....Fredonia.....arr.	11 12 A M
2 54 "	49.8	+.....Toronto.....♁	10 22 "
3 06 "	56.2	.....Quincy.....	10 08 "
3 17 "	61.1	.....Virgil.....♁	9 54 "
3 27 "	68.5	.....Hilltop.....	9 44 "
4 30 P M	96.9	arr.+Emporia[8,11,38,62] ♁ lv.	*8 40 A M

Stops to take for or leave from beyond Kansas City.

For Index of Stations, see pages 1018-1021.

a Stops to take for Ottawa and east; e stops to leave from Albuquerque or Belen and west and south of Clovis; f stops to leave from east and south of Clovis; y stops to leave from Phoenix, Ariz., and points in California; y stops to leave from south of Chanute.

Stops to take for west or south of Clovis, including points west of Albuquerque, Deming or El Paso; e stops to leave from points west via Holliday; f flag stop.

• Daily; † daily, except Sunday; ‡ daily, except Monday; a stops to leave for No. 1; e stops to leave from Kansas City and east; f stops to leave from east of Kansas City.

Santa Fe

Automatic Block Signals or Train Control

Table 79—WICHITA AND PRESIDIO.

No. 129	9-17-45-95	Mls.	November 1, 1930.	Hay	94-48-13-22	No. 130
.....	*1250 P M	.....	lve.....Chicago....arr.	....	7 40 P M	.....
.....	11 50 P M	.....	lve...Kansas City..arr.	....	7 00 A M	.....
.....	6 35 A M	.....	arr.... Wichita ....lve.	....	10 50 P M	.....
.....	▲No. 45	.....	(Union Station.)	....	▲No. 46	.....
.....	*7 00 A M	0	lve...+Wichita ♁...arr.	1315	10 40 P M	.....
.....	7 17 "	6.1	.....Prospect.....	1330	10 23 "	.....
.....	7 22 "	8.6	+..... Schulte .....♁	1345	10 18 "	.....
.....	7 34 "	14.8	.....Clonmel.....	1387	10 06 "	.....
.....	7 48 "	22.2	+..... Viola .....♁	1359	9 52 "	.....
.....	7 57 "	26.6	.....Alloway.....	1400	9 42 "	.....
.....	8 05 "	30.6	+..... Milton .....♁	1400	9 35 "	.....
.....	8 20 "	37.0	.....Hamner.....	1373	9 21 "	.....
.....	8 29 "	41.9	+.... Runnymede.....	1400	9 13 "	.....
.....	8 45 "	47.3	+..... Harper .....♁	1432	9 00 "	.....
.....	8 55 "	53.4	.....Meyer.....	1434	8 49 "	.....
.....	9 06 "	57.2	+..... Anthony .....♁	1356	8 43 "	.....
.....	9 15 "	62.4	.....Hayter.....	1363	8 29 "	.....
.....	9 22 "	66.4	.....Ferguson.....	1340	8 12 "	.....
.....	9 32 "	71.2	+.. Waldron, Kan ..♁	1263	8 00 "	.....
.....	9 40 "	76.0	...Little Sandy, Okla...	1219	7 50 "	.....
.....	9 51 "	80.6	+..... Byron .....♁	1208	7 40 "	.....
.....	10 10 "	91.3	+.....Cherokee.....♁	1199	7 15 "	.....
.....	10 27 "	97.1	+.....Yewed.....♁	1270	6 59 "	.....
.....	10 45 "	105.5	+.....Carmen.....♁	1358	6 42 "	.....
.....	10 55 "	110.3	+..... Aline .....♁	1309	6 32 "	.....
.....	11 10 "	117.6	+..... West Cleo	1204	6 17 "	.....
.....	11 17 "	120.8	+..... Orienta	1264	6 10 "	.....
.....	11 40 A M	127.4	+.....[Fairview].....♁	1317	5 55 "	.....
.....	12 10 P M	138.1	+..... Longdale .....♁	1675	5 17 "	.....
.....	12 27 "	145.0	+.....Canton .....♁	1610	5 02 "	.....
.....	12 57 "	156.0	+..... Oakwood .....♁	1854	4 36 "	.....
.....	1 15 "	162.3	.....Nobscott.....	1590	4 22 "	.....
.....	1 37 "	169.9	+.....Thomas.....♁	1749	4 05 "	.....
.....	2 02 "	179.0	+....Custer City.....♁	1800	3 45 "	.....
.....	2 18 "	186.1	+..... Arapaho .....♁	1568	3 28 "	.....
.....	2 41 "	191.8	+.....Clinton.....♁	1600	3 10 "	.....
.....	3 12 "	202.8	.....Braithwaite.....	1579	2 32 "	.....
.....	3 25 "	210.9	+.....Dill City.....♁	1850	2 15 "	.....
.....	3 40 "	219.7	+..... Sentinel .....♁	1611	1 57 "	.....
.....	3 51 "	225.8	.....Cambridge.....	1590	1 45 "	.....
.....	4 02 "	231.0	+.... Lone Wolf .....♁	1573	1 35 "	.....
.....	4 15 "	239.4	+.....Lugert.....	1540	1 18 "	.....
.....	4 52 "	248.3	+.....Blair.....♁	1460	1 03 "	.....
.....	4 59 "	258.3	arr...] +Altus ♁ [...lve.	1384	12 49 "	.....
.....	5 00 "	258.3	lve.....Altus.....arr.	1384	12 30 "	.....
.....	5 29 P M	269.1	+.... Elmer, Okla .....♁	1271	12 05 P M	.....
.....	.....	.....	Okla.-Texas State Line (P. & S. F.)	....	.....	.....
.....	5 50 P M	279.4	+.....Odell, Tex.....♁	1340	11 39 A M	.....
.....	6 12 "	288.5	+.....Chillicothe.....♁	1387	11 19 "	.....
.....	6 27 "	295.3	+..Medicine Mound...♁	1489	11 01 "	.....
.....	6 50 "	305.7	+..... Margaret .....♁	1370	10 38 "	.....
.....	7 07 "	312.3	+..... Crowell .....♁	1456	10 24 "	.....
.....	7 26 "	320.3	.....Foard City.....	1485	10 04 "	.....
.....	7 47 "	329.5	+.....Truscott.....♁	1522	9 40 "	.....
.....	8 17 "	341.2	+..... Benjamin .....♁	1468	9 08 "	.....
.....	8 47 "	354.1	+.....Knox City.....♁	1530	8 37 "	.....
.....	8 52 "	356.8	+..... O'Brien .....♁	1575	8 31 "	.....
.....	9 05 "	361.5	+.....Rochester.....♁	1592	8 20 "	.....
.....	9 25 "	371.2	+.....Rule.....♁	1687	7 56 "	.....
.....	9 45 "	379.5	+.....Sagerton.....♁	1636	7 35 "	.....
.....	10 55 "	396.8	+..... Hamlin .....♁	1720	6 50 "	.....
.....	10 59 "	405.3	+.....McCaulley.....♁	1682	6 17 "	.....
.....	11 10 "	410.2	+.....Sylvester.....♁	1856	6 07 "	.....
.....	11 25 "	417.5	+.....Longworth.....♁	1963	5 47 "	.....
.....	11 58 P M	431.2	arr. +Sweetwater ♁ lve.	2138	5 15 "	.....
.....	4 30 A M	431.2	lve... Sweetwater..arr.	2138	12 50 "	.....
.....	4 47 "	436.4	.....Shauffer.....	2175	12 40 "	.....
.....	5 15 "	448.4	+..... Maryneal .....♁	2564	12 17 A M	.....
.....	5 45 "	462.0	+.....Blackwell.....♁	2100	11 45 P M	.....
.....	5 58 "	468.5	+.. Ft. Chadbourne ..♁	1960	11 29 "	.....
.....	6 15 "	476.3	+.....Bronte.....♁	1893	11 09 "	.....
.....	6 37 "	486.5	.....Tennyson.....	1872	10 45 "	.....
.....	7 30 "	508.4	ar.] +San Angelo ♁ [lv.	1835	9 50 "	.....
.....	8 30 "	508.4	lve...San Angelo ..arr.	1835	4 10 "	.....
.....	9 00 "	523.4	.....Tankersly	2002	3 37 "	.....
.....	9 30 "	536.7	+.....Mertzon.....♁	2184	3 15 "	.....
.....	10 30 "	562.6	+.....Barnhart.....♁	2548	2 25 "	.....
.....	11 15 "	581.7	+..... Big Lake .....♁	2677	1 50 "	.....
.....	" "	587.0	.....Landmar.....	....	1 37 "	.....
.....	11 35 "	591.7	+..... Best	2744	1 29 "	.....
.....	11 45 "	594.8	.....Rita Santa.....	....	1 25 "	.....
.....	11 55 A M	596.0	+.....Texon.....♁	....	1 20 "	.....
.....	12 50 P M	611.0	+.....Rankin .....♁	2494	12 51 "	.....
.....	1 50 "	629.7	+....[McCamey].....♁	....	12 15 P M	.....
.....	1 55 "	640.6	+.....Girvin.....♁	2267	11 20 A M	.....
.....	2 10 "	647.9	.....Owego.....	2277	11 04 "	.....
.....	3 10 "	672.7	+..Fort Stockton..♁	2951	10 20 "	.....
.....	3 55 "	683.9	.....Belding.....	3188	9 43 "	.....
.....	5 55 "	695.3	.....Chancellor.....	3385	9 20 "	.....
.....	4 25 "	708.2	.....Hovey.....	3530	8 55 "	.....
.....	4 55 "	717.4	.....Leoncita.....	3875	8 36 "	.....
Mixed.	5 15 "	725.4	.....Titley.....	4068	8 20 "	Mixed.
§11 50 P M	5 45 P M	735.3	+..... Alpine .....♁	4469	*8 00 A M	1 50 P M
12 50 A M	.....	747.9	.....Paisano.....	....	.....	10 50 "
§6 30 A M	.....	817.7	arr.... Presidio....lve.	....	.....	§7 00 P M

Motor Car Trains operate between San Angelo and Alpine.

Table 80—INDEPENDENCE AND WELLINGTON.

....	75	13	Mls.	November 16, 1930.	76	14	....	....	....
....	P M	A M	....	LVE. (Central time.) ARR.	A M	A M	....	....	....
....	*3 05	*5 05	0	+....Independence[16, 72] ♁	10 55	9 45	....	....	....
....	3 20	5 15	6.1	.....Crane.....	10 45	– –	....	....	....
....	3 31	5 26	12.7	+.....Elk City.....♁	10 31	9 21	....	....	....
....	3 41	5 35	19.1	.....Oak Valley.....	10 20	– –	....	....	....
....	3 45	5 44	24.4	.....Longton .....♁	10 09	2 00	....	....	....
....	4 00	5 54	30.2	+.....Elk Falls.....♁	9 58	1 50	....	....	....
....	4 12	6 05	36.9	+.....Moline[32] .....♁	9 47	1 39	....	....	....
....	4 27	6 20	45.3	+.....Grenola .....♁	9 30	1 23	....	....	....
....	4 33	6 33	51.7	.....Grand Summit.....♁	9 18	– –	....	....	....
....	4 54	6 48	60.0	.....Cambridge.....♁	9 03	12 56	....	....	....
....	5 04	6 58	65.3	+.....Burden.....♁	8 52	12 45	....	....	....
....	5 15	7 10	73.2	.....New Salem.....	8 40	– –	....	....	....
....	5 30	7 25	81.6	+.. Winfield (Main St.)..♁	8 25	12 19	....	....	....
....	5 50	7 35	83.7	.....Winfield[41, 72]...♁	8 00	11 59	....	....	....
....	6 11	A M	90.1	.....Kellogg	7 46	– –	....	....	....
....	6 18	....	93.6	+.....Oxford.....♁	7 40	11 39	....	....	....
....	6 30	....	99.3	.....Dalton.....	7 30	– –	....	....	....
....	*6 50	....	106.3	+.....Wellington[12, 65] ...	*7 15	*11 15	....	....	....
....	P M	....	....	ARRIVE LEAVE	A M	P M	....	....	....

Table 81—CHERRYVALE AND COFFEYVILLE.

....	81	79	77	Mls.	November 16, 1930.	78	80	82	....
....	P M	P M	A M	....	LVE. (Central time.) ARR.	A M	P M	P M	....
....	*7 55	*1 50	*6 45	0	+.....Cherryvale[12] ...♁	11 10	3 18	9 45	....
....	7 56	2 03	7 15	8.1	.....Liberty .....♁	10 35	2 55	9 10	....
....	8 15	2 20	7 45	16.4	+.....Coffeyville .....♁	*10 15	*2 35	*8 45	....
....	P M	P M	A M	....	ARRIVE LEAVE	A M	P M	P M	....

Table 82—OTTAWA AND GRIDLEY.

....	....	77	79	Mls.	November 16, 1930.	78	80	....	....
....	....	▲	A M	..	LVE. (Central time.) ARR.	▲	P M	....	....
....	....	†8 05	†7 55	0	+.....Ottawa[34, 38, 72] ..♁	7 05	5 15	....	....
....	....	8 41	8 55	16.6	+.....Williamsburg.....♁	6 25	3 55	....	....
....	....	8 54	9 20	22.8	.....Agricola .....♁	6 10	3 50	....	....
....	....	9 05	9 38	26.8	+.....Waverly .....♁	6 00	3 10	....	....
....	....	9 26	10 20	37.3	.....Sharpe.....	5 38	2 20	....	....
....	....	9 45	11 00	45.0	+.....Burlington .....♁	5 23	1 50	....	....
....	....	10 10	11 30	56.0	+.....Gridley .....♁	†5 00	†1 05	....	....
....	....	P M	A M	....	ARRIVE LEAVE	A M	P M	....	....

Table 83—WELLINGTON AND TONKAWA.

51	55	53	89	Mls.	August 10, 1930.	56	54	90	52
▲	....	....	....	....	LVE. (Central time.) ARR.	....	....	....	▲
*11 20	....	....	....	0	+.....Wellington[12, 80] ♁	....	....	....	11 00
11 35	....	....	....	7.2	.....Rome.....	....	....	....	10 45
11 48	....	....	....	14.8	+....South Haven[60] ♁	....	....	....	10 35
11 58	....	....	....	18.1	.....Hunnewell ♁	....	....	....	10 15
12 10	▲	▲	Mix.	25.5	.....Braman .....♁	▲	▲	Mix.	9 58
12 18	P M	P M	P M	29.0	.....Sumpter.....	A M	P M	P M	9 50
12 30	*3 45	*1 25	†1 00	34.5	+.....Blackwell[16] ....♁	11 15	2 25	8 00	9 40
12 39	– –	1 35	1 15	39.0	.....Tyner.....	– –	2 10	7 45	9 29
12 50	3 10	1 50	1 30	43.3	+.....Tonkawa .....♁	*11 55	*2 00	†7 30	*9 20
A M	P M	P M	P M	....	ARRIVE LEAVE	A M	P M	P M	P M

Table 84—SATANTA AND PRITCHETT.

....	....	....	86	Mls.	August 10, 1930.	85	....	....	....
....	....	....	P M	....	(Central time.)	A M	....	....	....
....	....	....	*1 05	0	lve..Satanta[55] ♁ arr.	*11 15	....	....	....
....	....	....	1 45	16.0	.....Hickok.....	10 00	....	....	....
....	....	....	2 22	23.8	.....Ulysses.....♁	9 30	....	....	....
....	....	....	3 20	45.7	+.....Johnson .....♁	8 25	....	....	....
....	....	....	4 10	53.5	.....Manter .....♁	8 00	....	....	....
....	....	....	4 50	69.0	.....Bartlett.....	7 15	....	....	....
....	....	....	5 20	77.0	.....Walsh .....♁	6 55	....	....	....
....	....	....	6 30	95.9	.....Springfield .....♁	6 05	....	....	....
....	....	....	6 50	108.4	.....McCall.....	5 42	....	....	....
....	....	....	7 25	109.6	.....Pritchett .....♁	*5 30	....	....	....
....	....	....	P M	....	ARRIVE LEAVE	A M	....	....	....

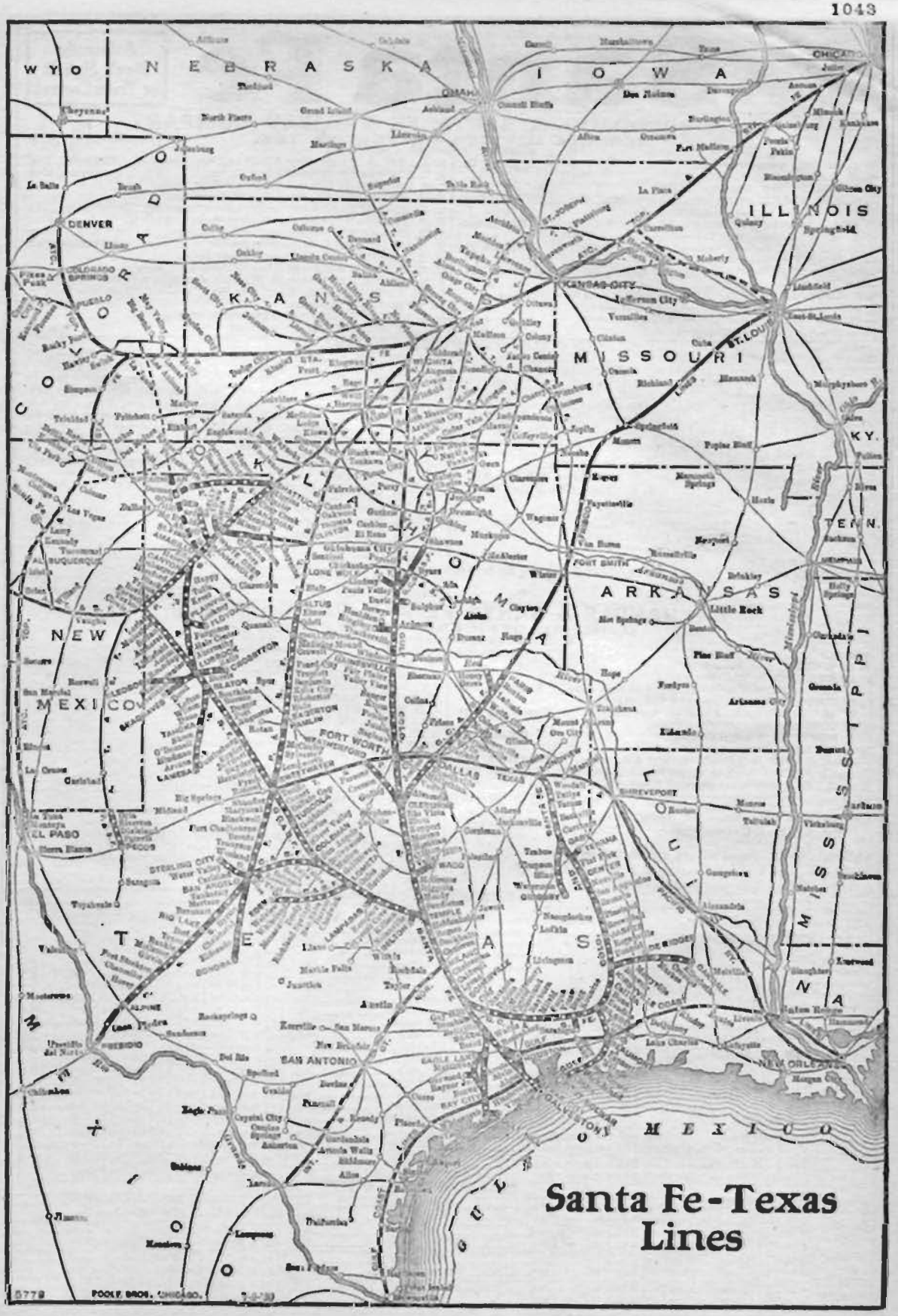
Table 85—DODGE CITY AND FELT.

....	....	....	73	Mls.	August 10, 1930.	74	....	....	....
....	....	....	A M	....	LVE. (Cen. time.) ARR.	P M	....	....	....
....	....	....	*9 30	0	+..Dodge City[8] .♁	5 15	....	....	....
....	....	....	10 50	26.5	.....Montezuma ..♁	1 26	....	....	....
....	....	....	12 01	49.8	.....Sublette .....♁	12 01	....	....	....
....	....	....	12 30	58.2	+.....Satanta[55] ..♁	11 30	....	....	....
....	....	....	2 10	87.0	.....Hugoton ....♁	10 05	....	....	....
....	....	....	4 00	119.9	.....Elkhart .....♁	8 30	....	....	....
....	....	....	4 25	126.2	.....Libbey.....	8 00	....	....	....
....	....	....	5 05	138.4	.....McCullough ...	7 30	....	....	....
....	....	....	5 55	143.8	.....Keyes.....♁	7 15	....	....	....
....	....	....	6 35	159.5	.....Boise City ...♁	6 25	....	....	....
....	....	....	7 45	178.6	.....Felt .....♁	*5 30	....	....	....
....	....	....	P M	....	ARRIVE LEAVE	A M	....	....	....

EXPLANATION OF SIGNS.

* Daily; † daily, except Sunday; a Monday, Wednesday and Friday; b Tuesday, Thursday and Saturday.
§ Sunday, Tuesday and Thursday.
▲ Motor.
♁ Meal stop at Fred Harvey dining and lunch room.
‡ Meals. + Coupon stations; ♁ Telegraph stations.

For Index of Stations, see pages 1019-1021.


Santa Fe-Texas Lines
WYO
NEBRASKA
IOWA
ILLINOIS
MISSOURI
KANSAS
COLORADO
OKLAHOMA
ARKANSAS
NEW MEXICO
TEXAS
MEXICO
KY.
TENN.
DENVER
KANSAS CITY
ST. LOUIS
FORT WORTH
DALLAS
SAN ANTONIO
EL PASO
NEW ORLEANS
POOLE BROS. CHICAGO.

Santa Fe

Automatic Block Signals or Train Control

GULF, COLORADO & SANTA FE RAILWAY COMPANY

GENERAL OFFICES—GALVESTON, TEX.

Total Mileage, 1,977.

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A. G. WELLS, Vice-President, "
F. B. HOUGHTON, Vice-President, "
F. G. PETTIBONE, Vice-Pres. and Gen. Manager, Galveston, Tex.
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C. K. COOPER, Assistant Treasurer, "
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E. E. McINNIS, General Solicitor, "
TERRY, CAVIN & MILLS, General Attorneys, Galveston, Tex.
W. E. MAXSON, Assistant General Manager, "
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D. J. SWEENEY, Assistant to General Manager, "
J. E. McQUILLEN, Mechanical Superintendent, "
R. B. DUNCAN, Chief Engineer, "

C. J. IRWIN, Purchasing Agent and Storekeeper, Cleburne, Tex.
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R. L. WHEAT, Assistant General Passenger Agent, "
J. B. MOORE, Gen. Baggage, Express and Mail Agent, "
OSCAR NELSON, Gen. Trav. Pas. Agt., Fort Worth, Tex.
D. W. McLEOD, Auditor, Galveston, Tex.
O. L. CLARKE, Land and Tax Commissioner, "
T. L. SOURLOCK, Car Accountant, "

LIST OF REPRESENTATIVES.

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C. C. GARNER, Traveling Freight Agent.

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C. S. RILEY, Div. Fht. Agt. O. P. SCHWAB, Trav. Fht. Agt.
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Fort Worth, Tex.—112 E. Ninth St.—E. B. MELTON, Div. Pas. Agt.
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S. G. DICKERSON, Division Freight Agent.
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C. P. RICHEY, City Freight Agent.

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SAM DAVIS, Division Freight Agent.
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L. V. POLK, Trav. Pas. Agt. H. T. BORNEFELD, Div. Fht. Agt.
O. R. AUSTIN, City Freight Agt. J. L. BRITTON, City Freight Agt.
M. B. WILBURN, City Fht. Agt. R. G. BRADFORD, Trav. Fht. Agt.

New Orleans, La.—601-602 Whitney Bldg—J. A. FITZGERALD, G. A.
A. C. TRICOU, Traveling Freight and Passenger Agent.
A. A. BOYLE, City Freight and Passenger Agent.
H. J. BLANCHARD, City Freight and Passenger Agent.

New York, N.Y.—225 Broadway—R. P. BIRD, Eastern Freight Agent.

San Antonio, Tex.—509 Majestic Bldg, 218 East Houston Street—
R. H. DEITIKER, General Agt. R. R. HUNLEY, Trav. Pas. Agt.
C. H. HULL, Trav. Fht. Agt. G. J. BOATWRIGHT, Trav. Fht. Agt.
I. D. WHITMAN, City Freight Agent.

Temple, Tex.—J. S. PURDY, Division Freight Agent.
GEO. D. ZIVLEY, Traveling Freight Agent.

Waco, Tex.—507 First State Bank Building—
C. H. CARRINGER, Division Freight and Passenger Agent.
W. T. DURHAM, City Freight and Passenger Agent.
W. P. BROOKS, City Freight Agent.

Wichita Falls, Tex.—1015 Staley Bldg—A. R. MITCHELL, Gen. Agent.

PANHANDLE & SANTA FE RAILWAY COMPANY

GENERAL OFFICES—AMARILLO, TEX.

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E. J. ENGEL, Vice-President, Chicago, Ill.
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F. B. HOUGHTON, Vice-President, "
J. R. HITCHCOCK, Vice-President and Gen. Mgr., Amarillo, Tex.
J. M. FREEMAN, Secretary and Treasurer, "
J. W. MACLACHLAN, Assistant Secretary, New York City.
C. K. COOPER, Assistant Treasurer, "
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TERRY, CAVIN & MILLS, General Attorneys, Galveston, Tex.
F. E. EDWARDS, Asst. to Vice-Pres. and Gen. Mgr., Amarillo, Tex.
F. L. MYERS, Assistant General Manager, "

E. H. SHAUFLER, Assistant to General Manager, Wichita, Kan.
W. W. KELLY, Chief Engineer, Amarillo, Tex.
T. B. GALLAHER, Gen. Freight and Pas. Agt., "
J. J. LANE, Asst. Gen. Freight and Pas. Agent, "
H. H. NYE, Assistant General Freight Agent, "
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CHAS. WALSH, General Baggage Agent, "
A. E. MEYER, Auditor, "
W. W. DAVIS, Purchasing Agent and Storekeeper, "
BOWMAN JARROTT, General Claim Agent, "
G. A. McCULLOUGH, Car Accountant, "

Total Mileage, 1,718.

LIST OF REPRESENTATIVES.

Los Angeles, Cal.—Room 358, Kerckhoff Building—
WALTER GRAY, General Agent.

Lubbock, Tex.—Rooms 401-402, Myrick Building—
E. KANCHER, Division Freight and Passenger Agent.
E. A. TUSHA, Traveling Freight and Passenger Agent.

San Angelo, Tex.—Room 204, P. & S. F. Passenger Station—
W. H. HARGROVE, Division Freight and Passenger Agent.
R. H. FORBES, Assistant Division Freight and Passenger Agent.
RALPH TROLINGER, Traveling Freight and Passenger Agent.
W. C. ANGLUND, Traveling Freight and Passenger Agent.

San Francisco, Cal.—Room 1311, 114 Sansome Street—
H. L. BLACKSTONE, General Agent.

NEW ORLEANS-TEXAS-CALIFORNIA.

	By Days	California Special.	Miles.	DAILY SERVICE.	The Texan.	By Days.	
	Sun Mon Tue Wed Thu Fri Sat	8 05 P M	0	lve. ..... New Orleans ..(G. C. L.) arr.	6 55 P M	Wed Thu Fri Sat Sun Mon Tue	For Sleeping Car Service, see page 1016, trains Nos. 91 and 92.
	Mon Tue Wed Thu Fri Sat Sun	5 15 A M	278.0	lve. ..... Beaumont ..... " arr.	10 42 A M	Wed Thu Fri Sat Sun Mon Tue	
	Mon Tue Wed Thu Fri Sat Sun	7 35 A M	367.0	arr. ..... Houston ..... " lve.	8 20 A M	Wed Thu Fri Sat Sun Mon Tue	
	Mon Tue Wed Thu Fri Sat Sun	10 05 A M	367.0	lve. ..... Houston ..... arr.	7 40 A M	Wed Thu Fri Sat Sun Mon Tue	
	Mon Tue Wed Thu Fri Sat Sun	3 48 P M	488.4	lve. ..... Milano ..... lve.	3 18 A M	Wed Thu Fri Sat Sun Mon Tue	
	Mon Tue Wed Thu Fri Sat Sun	5 45 P M	554.9	lve. ..... Temple ..... lve.	2 05 A M	Wed Thu Fri Sat Sun Mon Tue	
	Mon Tue Wed Thu Fri Sat Sun	10 35 P M	688.9	lve. ..... Brownwood ..... lve.	8 45 P M	Tue Wed Thu Fri Sat Sun Mon	
	Tue Wed Thu Fri Sat Sun Mon	2 45 A M	803.1	arr. ..... Sweetwater ..... lve.	4 50 P M	Tue Wed Thu Fri Sat Sun Mon	
	Tue Wed Thu Fri Sat Sun Mon	7 10 A M	924.8	lve. ..... Lubbock ..... lve.	12 55 P M	Tue Wed Thu Fri Sat Sun Mon	
	Tue Wed Thu Fri Sat Sun Mon	9 00 A M	1023.6	lve. ..... Clovis ..... lve.	10 15 A M	Tue Wed Thu Fri Sat Sun Mon	
	Tue Wed Thu Fri Sat Sun Mon	5 45 P M	1263.4	arr. ..... Belen ..... lve.	2 10 A M	Tue Wed Thu Fri Sat Sun Mon	
	Wed Thu Fri Sat Sun Mon Tue	2 25 A M	1622.0	arr. ..... Williams ..... lve.	3 50 P M	Mon Tue Wed Thu Fri Sat Sun	
	Wed Thu Fri Sat Sun Mon Tue	3 30 A M	1650.9	lve. ..... Ash Fork ..... lve.	2 05 P M	Mon Tue Wed Thu Fri Sat Sun	
	Wed Thu Fri Sat Sun Mon Tue	7 40 A M	1827.4	lve. ..... Needles ..... lve.	5 45 A M	Mon Tue Wed Thu Fri Sat Sun	
	Wed Thu Fri Sat Sun Mon Tue	12 25 P M	1995.0	arr. ..... Barstow ..... lve.	1 15 A M	Mon Tue Wed Thu Fri Sat Sun	
	Wed Thu Fri Sat Sun Mon Tue	5 45 P M	2147.3	arr. ..... Los Angeles ..... lve.	7 35 P M	Sun Mon Tue Wed Thu Fri Sat	
	Wed Thu Fri Sat Sun Mon Tue	6 00 P M	2147.3	lve. ..... Los Angeles ..... arr.	5 40 P M	Sun Mon Tue Wed Thu Fri Sat	
	Wed Thu Fri Sat Sun Mon Tue	9 50 P M	2273.5	arr. ..... San Diego ..... lve.	2 30 P M	Sun Mon Tue Wed Thu Fri Sat	
	Wed Thu Fri Sat Sun Mon Tue	3 25 P M	1995.0	lve. ..... Barstow ..... arr.	12 20 P M	Sun Mon Tue Wed Thu Fri Sat	
	Thu Fri Sat Sun Mon Tue Wed	8 15 A M	2447.6	arr. ..... San Francisco ..... lve.	9 45 A M	Sun Mon Tue Wed Thu Fri Sat	

CONNECTING TRAINS.

	Mon Tue Wed Thu Fri Sat Sun	9 40 A M	0	lve. ..... Galveston ..... arr.	9 35 A M	Wed Thu Fri Sat Sun Mon Tue	
	Mon Tue Wed Thu Fri Sat Sun	11 30 A M	52.7	arr. ..... Houston ..... lve.	8 05 A M	Wed Thu Fri Sat Sun Mon Tue	
	Tue Wed Thu Fri Sat Sun Mon	5 55 P M	0	lve. ..... Belen ..... arr.	1 50 A M	Tue Wed Thu Fri Sat Sun Mon	
	Tue Wed Thu Fri Sat Sun Mon	4 40 P M	30.2	arr. ..... Albuquerque ..... lve.	10 5 A M	Tue Wed Thu Fri Sat Sun Mon	
	Wed Thu Fri Sat Sun Mon Tue	5 30 A M	0	lve. ..... Williams ..... arr.	12 15 P M	Mon Tue Wed Thu Fri Sat Sun	
	Wed Thu Fri Sat Sun Mon Tue	8 00 A M	64.3	arr. ..... Grand Canyon ..... lve.	10 25 A M	Mon Tue Wed Thu Fri Sat Sun	
	Wed Thu Fri Sat Sun Mon Tue	4 15 P M	0	lve. ..... Ash Fork ..... arr.	1 55 P M	Mon Tue Wed Thu Fri Sat Sun	
	Wed Thu Fri Sat Sun Mon Tue	10 45 P M	193.6	arr. ..... Phoenix ..... lve.	7 00 A M	Mon Tue Wed Thu Fri Sat Sun	

Automatic Block Signals or Train Control

Santa Fe

SOUTH-NORTH AND WEST TEXAS.

The Ranger.	Exam. Daily Serv.	Texas Express.	Exam. Daily Serv.	Mls.	DAILY SERVICE.	Texas Express.	Exam. Daily Serv.	The Ranger.	Exam. Daily Serv.
8 25 P M	Sun	9 40 A M	Sun	0	lve... Galveston ..arr.	8 45 P M	Sun	9 35 A M	Mon
10 10 P M	"	10 05 A M	"	52.7	lve.... Houston ...arr.	6 40 P M	"	7 40 A M	"
3 50 A M	Mon	5 10 P M	"	240.7	arr..... Temple ....lve.	12 10 P M	"	2 05 A M	"
4 20 P M	Sun	.....	.....	0	lve.....Paris.....arr.	.....	.....	12 25 P M	Mon
6 05 P M	"	.....	.....	101.0	lve..... Dallas.....arr.	.....	.....	8 45 A M	"
10 10 P M	"	7 45 A M	Sun	132.5	lve... Ft. Worth...arr.	6 40 P M	Sun	7 40 A M	"
11 05 P M	"	8 50 A M	"	161.0	lve....Cleburne....arr.	5 40 P M	"	6 45 A M	"
1 50 A M	Mon	11 45 A M	"	260.5	arr.....Temple ....lve.	5 40 P M	"	4 10 A M	"
4 20 A M	Mon	5 45 P M	Sun	0	lve.....Temple....arr.	11 35 A M	Sun	1 10 A M	Mon
6 40 A M	"	10 00 P M	"	132.0	arr... Brownwood .lve.	7 35 A M	"	8 45 P M	Sun
12 55 P M	"	2 00 A M	Mon	239.2	arr...San Angelo ..lve.	3 15 A M	"	4 50 P M	"
.....	.....	10 30 P M	Sun	132.0	lve.. Brownwood..arr.	.....	.....	8 15 P M	Sun
.....	.....	2 45 A M	Mon	246.5	arr... Sweetwater .lve.	.....	.....	4 50 P M	"
.....	.....	7 05 A M	"	368.0	arr..... Lubbock ...lve.	.....	.....	12 55 P M	"
.....	.....	9 35 A M	Mon	466.8	arr.....Clovis.....lve.	.....	.....	10 15 A M	Sun
.....	.....	10 30 A M	Mon	489.3	arr.....Amarillo ...lve.	.....	.....	8 30 A M	Sun

CONNECTING TRAINS.

10 00 A M	Sun	9 05 P M	Sat	0	lve. New Orleans (G.C.L.) arr.	7 40 A M	Mon	6 55 P M	Mon
6 00 P M	"	5 15 A M	Sun	277.9	lve. Beaumont " arr.	11 35 P M	Sun	10 42 A M	"
8 20 P M	"	7 35 A M	"	367.4	arr. Houston.. " lve.	8 30 P M	"	8 20 A M	"
5 50 P M	Sun	4 20 A M	Sun	0	lve. Laredo..(I.-G.N.) arr.	2 00 A M	Mon	2 00 P M	Mon
8 50 P M	"	9 45 A M	"	153.3	lve. San Antonio. " arr.	8 50 P M	Sun	8 20 A M	"
8 40 A M	Mon	10 40 P M	"	481.1	arr. Brownwood (S.F.) lve.	8 15 A M	"	8 45 P M	Sun

THE RANGER—(Northbound). Standard Pullmans Galveston to Dallas-Paris, Galveston to Brownwood, San Antonio to Brownwood, Dallas to San Angelo. Chair Car Galveston to Temple, Fort Worth to Temple, Temple to San Angelo.

TEXAS EXPRESS—(Northbound). Standard Pullmans New Orleans to Sweetwater, Galveston to Temple, Fort Worth to Temple, San Antonio to Milano. Chair Car Galveston to Temple, Fort Worth to Temple, Temple to Sweetwater and Lubbock to Clovis.

TEXAS EXPRESS—(Southbound). Standard Pullmans Milano to San Antonio. Chair Car Brownwood to Temple, San Angelo to Temple. Temple to Galveston and Temple to Fort Worth.

THE RANGER—(Southbound). Standard Pullmans Paris-Dallas to Galveston, Brownwood to Galveston, San Angelo to Dallas, Brownwood to San Antonio. Chair Car San Angelo to Temple, Temple to Galveston, Temple to Fort Worth.

TEXAS-OKLAHOMA-KANSAS CITY-COLORADO.

.....	The Ranger.	Exam. Daily Serv.	Colorado Express.	Exam. Daily Serv.	The Antelope	Exam. Daily Serv.	Miles	DAILY SERVICE.	The Ranger.	Exam. Daily Serv.	Texas Express.	Exam. Daily Serv.	The Antelope	Exam. Daily Serv.	.....
.....	8 25 P M	Sun	9 40 A M	Sun	.....	.....	0	lve.....Galveston.....arr.	9 35 A M	Tue	8 45 P M	Tue	.....	.....	.....
.....	10 10 P M	"	10 05 A M	"	.....	.....	52.7	lve.....Houston.....arr.	7 40 A M	"	6 40 P M	"	.....	.....	.....
.....	4 10 A M	Mon	5 10 P M	"	.....	.....	240.7	lve.....Temple.....arr.	1 50 A M	"	11 45 A M	"	.....	.....	.....
.....	6 55 A M	"	6 50 P M	"	2 55 P M	Sun	340.2	lve.....Cleburne.....arr.	10 55 P M	Mon	8 35 A M	"	2 40 P M	Mon	.....
.....	7 40 A M	"	8 40 P M	"	5 50 P M	"	368.7	arr.....Ft. Worth.....lve.	10 10 P M	"	7 45 A M	"	1 45 P M	"	.....
.....	.....	.....	4 20 P M	Sun	.....	.....	0	lve.....Paris.....arr.	.....	.....	12 25 P M	Tue	.....	.....	.....
.....	.....	.....	9 25 P M	"	.....	.....	101.0	lve.....Dallas.....arr.	.....	.....	7 40 A M	"	.....	.....	.....
.....	.....	.....	10 20 P M	"	.....	.....	132.5	arr.....Ft. Worth.....lve.	.....	.....	6 50 A M	"	.....	.....	.....
.....	8 15 A M	Mon	10 40 P M	Sun	4 05 P M	Sun	368.7	lve.....Ft. Worth.....arr.	7 55 P M	Mon	6 30 A M	Tue	1 25 P M	Mon	.....
.....	11 25 A M	"	1 19 A M	Mon	6 59 P M	"	473.1	lve.....Ardmore.....arr.	4 47 P M	"	3 37 A M	"	10 54 A M	"	.....
.....	5 20 P M	"	4 25 A M	"	9 45 P M	"	573.5	arr.....Oklahoma City.....lve.	1 15 P M	"	11 05 P M	Mon	7 45 A M	"	.....
.....	10 15 P M	"	9 00 A M	"	2 17 A M	Mon	745.2	arr.....Wichita.....lve.	6 45 A M	"	5 00 P M	"	3 10 A M	"	.....
.....	11 45 P M	"	10 10 A M	"	3 15 A M	"	772.4	arr.....Newton.....lve.	5 50 A M	"	4 00 P M	"	2 25 A M	"	.....
.....	7 00 A M	Tue	5 00 P M	"	7 45 A M	"	972.7	arr.....Kansas City.....lve.	11 50 P M	Sun	8 20 A M	"	10 10 P M	Sun	.....
.....	11 20 A M	Tue	5 40 A M	Tue	5 25 P M	Mon	1205.9	arr.....Pueblo.....lve.	12 40 P M	Sun	11 55 P M	Sun	12 40 P M	Sun	.....
.....	12 40 P M	"	7 15 A M	"	6 45 P M	"	1250.4	arr.....Colorado Springs.....lve.	11 35 A M	"	10 45 P M	"	11 35 A M	"	.....
.....	5 50 P M	"	10 00 A M	"	9 45 P M	"	1325.2	arr.....Denver.....lve.	9 15 A M	"	8 50 P M	"	9 15 A M	"	.....

CONNECTING TRAINS.

.....	10 00 A M	Sun	9 05 P M	Sat	.....	.....	0	lve. New Orleans.....(G.C.L.) arr.	6 55 P M	Tue	7 40 A M	Wed	.....	.....	.....
.....	8 20 P M	"	7 35 A M	Sun	.....	.....	367.4	arr. Houston..... " lve.	8 20 A M	"	9 50 P M	Tue	.....	.....	.....
.....	5 50 P M	Sun	4 20 A M	Sun	5 50 P M	Sat	0	lve. Laredo.....(I.-G.N.) arr.	2 00 P M	Tue	2 00 A M	Wed	2 00 P M	Tue	.....
.....	8 50 P M	"	9 45 A M	"	8 50 P M	"	153.3	lve. San Antonio ..... " arr.	8 20 A M	"	8 50 P M	Tue	8 20 A M	"	.....
.....	1 10 A M	Mon	2 20 P M	"	1 10 A M	Sun	303.4	arr. Milano ..... " lve.	3 30 A M	"	5 50 P M	"	3 30 A M	"	.....
.....	7 40 A M	"	10 15 P M	"	7 40 A M	"	475.1	arr. Ft. Worth.....(G.C. & S.F.) lve.	10 40 P M	Mon	8 00 A M	"	10 40 P M	Mon	.....
.....	.....	.....	.....	.....	9 50 P M	Sat	0	lve. New Orleans.....(T.&P.) arr.	6 00 P M	Tue	6 50 A M	Wed	7 40 A M	Tue	.....
.....	.....	.....	.....	.....	12 50 P M	Sun	515.1	lve. Dallas ..... " lve.	10 00 P M	Mon	8 55 A M	Tue	6 40 P M	Mon	.....
.....	.....	.....	.....	.....	1 25 P M	"	546.7	arr. Ft. Worth ..... " lve.	8 15 P M	"	7 30 A M	"	6 45 P M	"	.....

THE RANGER—(Northbound). Standard Pullmans Galveston to Denver and Kansas City, San Antonio to Fort Worth, Kansas City to Chicago (from San Antonio on I.-G. N. No. 8). Connecting Standard Pullmans Beaumont and Brownsville (via G. C. L.) to Houston. Chair Car Galveston to Kansas City and Newton to Denver.

COLORADO EXPRESS—(Northbound). Standard Pullmans Galveston to Wichita, Dallas to Chicago, Dallas and Fort Worth to Oklahoma City. Connecting Standard Pullmans Beaumont and Brownsville (via G. C. L.) to Houston, San Antonio to Milano (via I.-G. N.). Chair Car Galveston to Newton, and Newton to Chicago and Denver.

THE ANTELOPE—(Northbound). Standard Pullmans San Antonio-Fort Worth to Kansas City and Chicago. Connecting Standard Pullmans New Orleans to Fort Worth (via T. & P.). Chair Car Cleburne to Kansas City.

THE RANGER—(Southbound). Standard Pullmans Denver to Galveston, Kansas City to Galveston, Chicago-Kansas City-Fort Worth-San Antonio (from Milano to San Antonio on I.-G. N. No. 7). Connecting Standard Pullmans Houston to Beaumont and Brownsville (via G. C. L.). Chair Car Denver to Newton and Kansas City to Galveston

TEXAS EXPRESS—(Southbound). Standard Pullmans Chicago to Galveston, Kansas City to Fort Worth-Dallas, Oklahoma City to Fort Worth and Dallas, Milano to San Antonio (via I.-G. N.), Houston to Beaumont and Brownsville (via G. C. L.). Chair Car Denver to Newton, Newton to Dallas and Galveston, Kansas City to Galveston.

THE ANTELOPE—(Southbound). Standard Pullmans Chicago to Kansas City-Fort Worth to San Antonio. Connecting Standard Pullmans Fort Worth to New Orleans (via T. & P.). Chair Car Kansas City to Cleburne.

DALLAS-FORT WORTH-PANHANDLE OF TEXAS.

By Days.	5-94 Daily.	Mls	DAILY SERVICE.	95-6 Daily.	By Days.
SuMoTuWeThFrSa	8 50 P M	0	lve. Dallas...(T.&P.) arr.	8 30 A M	MoTuWeThFrSaSu
SuMoTuWeThFrSa	9 40 P M	32	lve. Ft. Worth " arr.	7 00 A M	MoTuWeThFrSaSu
MoTuWeThFrSaSu	2 25 A M	192	arr. Abilene.. " lve.	2 25 A M	MoTuWeThFrSaSu
MoTuWeThFrSaSu	3 35 A M	234	arr. Sweetwater " lve.	1 35 A M	MoTuWeThFrSaSu
MoTuWeThFrSaSu	7 30 A M	311	arr. San Angelo. (P.&S.F.) lve.	9 50 P M	SuMoTuWeThFrSa
MoTuWeThFrSaSu	4 05 A M	234	lve. Sweetwater (P.&S.F.) arr.	1 05 A M	MoTuWeThFrSaSu
MoTuWeThFrSaSu	5 00 A M	273	arr. Snyder... " lve.	12 05 A M	MoTuWeThFrSaSu
MoTuWeThFrSaSu	5 57 A M	316	arr. Post..... " lve.	11 05 P M	SuMoTuWeThFrSa
MoTuWeThFrSaSu	6 35 A M	340	arr. Slaton... " lve.	10 50 P M	SuMoTuWeThFrSa
MoTuWeThFrSaSu	7 15 A M	355	arr. Lubbock. " lve.	10 00 P M	SuMoTuWeThFrSa
MoTuWeThFrSaSu	7 52 A M	373	arr. Abernathy.. " lve.	9 24 P M	SuMoTuWeThFrSa
MoTuWeThFrSaSu	8 37 A M	402	arr. Plainview.. " lve.	8 45 P M	SuMoTuWeThFrSa
MoTuWeThFrSaSu	10 30 A M	477	arr. Amarillo. " lve.	7 00 P M	SuMoTuWeThFrSa

No. 5-94—DAILY—(Westbound). Standard Pullmans Dallas to San Angelo and Amarillo. Dining Car Dallas to Sweetwater. Coaches.

No. 95-6—DAILY—(Eastbound). Standard Pullmans Amarillo and San Angelo to Dallas. Dining Car Sweetwater to Dallas. Coaches.

Sleeper ready for occupancy 9 00 p.m.

Santa Fe

Automatic Block Signals or Train Control

Table 90—Main Line.

65	27	17	5	Mls.	*November 30, 1930.*	6	18	66	28
....	A M	P M	P M	....		A M	P M	....	P M
....	*9 45	*12 50	*7 00	....	lve..... **Chicago**.....arr.	7 05	7 40	....	7 45
....	10 10	11 50	8 20	....	lve... **Kansas City**...arr.	6 00	7 00	....	7 45
....	2 15	5 35	8 55	....	arr.....**Newton**.....lve.	10 25	12 05	....	3 25
....	....	*9 15	*8 30	....	lve.....**Denver** .....arr.	10 00	5 50	....	....
....	....	11 35	10 45	....	lv. **Colorado Springs**.ar.	7 15	12 40	....	....
....	....	1 35	2 55	....	arr.....**Newton**.....lve.	4 45	2 15	....	....
....	2 25	5 50	4 00	....	lve..... **Newton**.....arr.	10 10	11 45	....	3 15
....	3 10	6 45	6 00	....	lve..... **Wichita** .....arr.	9 00	10 15	....	2 17
....	7 45	1 15	11 05	....	lve..**Oklahoma City**..arr.	4 40	5 20	....	9 45
....	8 40	2 15	12 05	....	arr..... **Purcell** .....lve.	3 35	2 20	....	8 55
....	*9 03	*2 45	*1 35	0	lve. +....**Purcell**....§arr.	3 25	1 50	....	8 45
....	- -	3 00	a -	7.3	▪ .....Wayne....§ ▪	a -	1 54	....	- -
....	9 38	3 25	a 10	22.0	▪ + **Paul's Valley** § ▪	a 37	1 00	....	8 10
....	- -	3 37	2 22	29.5	▪ +..Wynnewood....§ ▪	a 22	12 43	....	7 58
....	10 07	3 54	2 40	39.5	lve. +.... **Davis** ....§lve.	a 04	12 25	....	7 43
....	1 05	4 55	.....	49.0	arr..... **Sulphur** ...§lve.	....	*9 25	....	*5 05
....	*9 25	*5 05	.....	49.0	lve. +.. **Sulphur** .....arr.	....	1 05	....	P M
....	- -	4 25	a -	57.2	lve.....Berwyn.....§lve.	a -	11 44	....	- -
....	10 54	4 47	3 37	66.9	▪ +...**Ardmore**...§ ▪	a 19	11 25	....	6 59
....	- -	5 05	a -	74.5	▪ .... Overbrook .... ▪	a -	11 05	....	- -
....	11 21	5 21	4 08	64.4	▪ +... Marietta ...§ ▪	12 50	10 51	....	6 29
....	12 01	6 00	4 52	106.8	arr. +..**Gainesville**. §lve.	12 10	10 08	....	5 45
....	12 01	6 00	4 52	106.8	lve.....**Gainesville**...arr.	12 10	10 08	....	5 25
....	- -	6 24	a -	116.7	▪ ....Valley View..§lve.	a -	9 51	....	- -
....	- -	6 37	a -	125.3	▪ ..... Sanger ....§ ▪	a -	9 38	....	- -
....	- -	6 59	a -	140.2	▪ ..... Ponder ....§ ▪	a -	9 12	....	- -
....	- -	7 05	a -	146.9	▪ ..... Justin.....§ ▪	a -	9 01	....	- -
....	- -	7 22	a -	155.5	▪ ..... Haslet ..... ▪	a -	8 47	....	- -
....	- -	7 34	a -	163.6	▪ .....Saginaw.....§ ▪	a -	8 32	....	- -
A M	1 25	7 55	6 30	171.0	arr. +**Fort Worth**..§lve.	10 40	8 15	P M	4 05
*6 50	....	....	*6 50	0	lve... **Fort Worth** ...arr.	10 20	....	10 20	....
7 40	....	....	7 40	31.5	arr..... **Dallas** .....lve.	*8 25	....	*8 25	....
A M	1 45	10 10	7 45	171.0	lve....**Fort Worth**...arr.	8 40	7 40	P M	3 50
....	2 12	a -	8 20	183.8	▪ ..... Crowley ...§lve.	8 14	c -	....	3 22
....	2 25	a -	8 32	192.2	▪ +.... Joshua ....§ ▪	8 02	c -	....	3 10
....	2 40	10 55	8 35	200.0	arr. +.. **Cleburne** ..§lve.	8 50	6 55	....	*2 55
....	P M	11 05	8 50	200.0	lve..... **Cleburne** ....arr.	8 40	6 45	....	P M
....	....	11 18	9 02	208.3	▪ ..... Rio Vista ...§lve.	8 24	- -	....	....
....	....	11 28	9 12	214.4	▪ ..... Blum .....§ ▪	8 12	- -	....	....
....	....	11 41	9 24	222.5	▪ ..... Kopperl.....§ ▪	7 58	- -	....	....
....	....	11 55	9 38	229.7	▪ +... **Morgan** ...§ ▪	7 44	5 59	....	....
....	....	12 06	9 52	237.1	▪ +... Meridian ...§ ▪	7 29	5 47	....	....
....	....	12 24	10 10	247.4	▪ +.... Clifton ....§ ▪	7 15	5 32	....	....
....	....	12 41	10 28	258.5	▪ +..Valley Mills..§ ▪	6 54	5 13	....	....
....	....	12 55	10 43	267.5	▪ +... Crawford ...§ ▪	6 39	4 57	....	....
....	....	1 08	10 56	274.2	lve. +..**McGregor**..§lve.	6 27	4 49	....	....
....	....	6 15	6 50	293.2	arr. +....**Waco**.....lve.	*5 55	*11 50	....	....
....	....	*11 50	*8 15	293.2	lve.....**Waco**.....arr.	....	6 15	....	....
....	....	1 25	11 15	284.2	lve. +.... Moody....§lve.	6 07	4 33	....	....
....	....	1 37	11 30	292.2	▪ ..... Pendleton ..... ▪	5 52	- -	....	....
....	....	1 50	11 45	299.5	arr. +.. **Temple** ....§lve.	5 40	4 10	....	....
....	....	2 05	12 10	299.5	lve..... **Temple** .....arr.	5 10	3 50	....	....
....	....	2 16	12 23	305.3	▪ .. Heidenheimer .§lve.	4 58	- -	....	....
....	....	2 26	12 32	312.9	▪ +.... Rogers .....§ ▪	4 45	3 25	....	....
....	....	2 37	12 44	320.3	▪ .....Buckholts..... ▪	4 31	- -	....	....
....	....	- -	12 50	323.7	▪ .....Pettibone..... ▪	- -	- -	....	....
....	....	2 55	1 01	329.6	▪ +...**Cameron**...§ ▪	4 15	2 55	....	....
....	....	3 18	1 27	343.2	arr. +....**Milano**....§lve.	3 48	2 30	....	....
....	....	5 55	5 50	.....	arr..... **Austin** .....lve.	12 05	11 00	....	....
....	....	8 20	8 50	.....	ar. **San Antonio** (*I.-G.-N.*) lv.	*9 45	*6 50	....	....
....	....	3 18	1 27	343.2	lve..... **Milano** .....arr.	3 48	2 17	....	....
....	....	3 35	1 44	352.8	▪ .....Chriesman.....lve.	3 25	2 02	....	....
....	....	3 48	1 57	359.7	▪ +....Caldwell.....§ ▪	3 12	1 52	....	....
....	....	4 10	2 19	372.6	▪ .....Lyons.....§ ▪	2 47	1 27	....	....
....	....	4 18	2 28	376.0	▪ +..**Somerville**..§ ▪	2 40	1 19	....	....
....	....	4 29	2 38	381.7	▪ ..... Gay Hill ..... ▪	2 05	1 09	....	....
....	....	4 48	2 55	391.3	▪ +.... Brenham ...§ ▪	1 48	12 54	....	....
....	....	5 04	3 10	401.1	▪ ..... Kenney ..... ▪	1 30	12 39	....	....
....	....	5 20	3 25	409.7	▪ +.... Bellville....§ ▪	1 15	12 25	....	....
....	....	- -	3 44	417.0	▪ .....Peters..... ▪	12 55	- -	....	....
....	....	5 50	3 55	422.8	▪ +.....**Sealy** .....§ ▪	12 43	11 48	....	....
....	....	- -	4 24	430.4	▪ ..... El Pleasant..... ▪	12 32	- -	....	....
....	....	6 06	4 17	435.1	▪ +.... **Wallis** ....§ ▪	12 24	11 32	....	....
....	....	- -	4 29	441.1	▪ .....Orchard..... ▪	12 15	- -	....	....
....	....	- -	4 38	446.0	▪ ..... Dyer ..... ▪	12 07	- -	....	....
....	....	6 32	4 40	451.5	▪ +...**Rosenberg**...§ ▪	11 59	11 10	....	....
....	....	Δ	4 48	454.0	▪ .....Richmond.....§ ▪	11 49	Δ	....	....
....	....	....	5 02	462.3	▪ .....Booth..... ▪	11 35	....	....	....
....	....	....	5 10	466.9	▪ .....Thompsons..... ▪	11 27	....	....	....
....	....	....	5 25	474.4	▪ .....**Arcola** .....§ ▪	11 14	....	....	....
....	....	....	5 47	486.7	arr. +.....**Alvin**.....§lve.	10 55	....	....	....
....	....	7 40	6 40	487.5	arr. +...**Houston**...§lve.	10 05	10 10	....	....
....	....	8 05	7 05	487.5	lve..... **Houston**.....arr.	9 50	8 55	....	....
....	....	8 45	7 50	481.7	lve..... **Alvin**.....arr.	8 58	8 07	....	....
....	....	- -	7 59	492.9	▪ ..... **Algoa** .....§lve.	8 51	- -	....	....
....	....	- -	8 05	496.6	▪ +.... Arcadia ....§ ▪	8 42	- -	....	....
....	....	- -	8 07	499.1	▪ .....Alta Loma..... ▪	8 37	- -	....	....
....	....	- -	8 15	503.1	▪ .....Hitchcock ....§ ▪	8 28	7 47	....	....
....	....	9 35	8 45	517.3	arr.....**Galveston** §...lve.	*8 00	*8 25	....	....
....	....	A M	P M	....		A M	P M	....	....

▪ Daily; † daily, except Sunday; § Sunday only; ▪ stops to leave passengers from other lines; ▪ stops to leave passengers from south of Cleburne on other lines. Δ Via T. & N. O. R. R. I Meals. Coupon stations; § Telegraph stations.

For Index of Stations, see pages 1019-1021.

SLEEPING CAR SERVICE

North and Westbound—No. 6—Galveston to Wichita. New Orleans to Los Angeles, via Houston, Temple and Sweetwater (from New Orleans on G. C. Lines No. 9 to Houston, thence Santa Fe 6-91-94-92-97-21). Dallas-Fort Worth to Chicago (from Dallas on 66). Dallas and Fort Worth to Oklahoma City (from Dallas on 66).

No. 18—Galveston to Denver (Galveston to Newton on 18, Newton to Pueblo on No. 11, Pueblo to Denver on No. 12). Galveston to Kansas City, Galveston *to* Dallas-Paris (Galveston on 18 to Cleburne, *67 to Paris*). Galveston to Brownwood (Galveston to Temple on 18, No. 75 to Brownwood). San Antonio to Fort Worth-Kansas City to Chicago (from San Antonio on I.-G. N. No. 8 to Milano, Santa Fe 18 to Fort Worth, No. 28 to Kansas City, No. 8 to Chicago). San Angelo to Dallas (from San Angelo to Brownwood on No. 78; No. 92 to Temple. Temple to Cleburne on No. 18, Cleburne to Dallas on *67*). San Antonio to Brownwood (from San Antonio to Milano on I.-G. N. No. 8 to Milano, No. 18 to Temple, thence No. 75 to Brownwood).

No. 66—Dallas to Chicago (from Fort Worth on 6). Dallas to Oklahoma City (from Fort Worth on 6).

No. 67—Galveston to Dallas-Paris (from Galveston to Cleburne on 18, 67 to Paris). San Angelo to Cleburne and Dallas (from San Angelo to Brownwood on No. 78, Brownwood to Temple on No. 92, Temple to Cleburne on 18, Cleburne to Dallas on No. 67).

No. 75—Temple to San Angelo (from Dallas to Cleburne on 68, Cleburne to Temple on 17, Temple to San Angelo on 75). Temple to Brownwood (from Galveston on 18 to Temple, Temple to Brownwood on 75). Temple to Brownwood (from San Antonio on I.-G. N. No. 8 to Milano, No. 18 to Temple, thence No. 75 to Brownwood).

No. 91—Temple to Los Angeles (from New Orleans on G. C. Lines No. 9 to Houston, Santa Fe No. 6 to Temple, No. 91 to Sweetwater, P. & S. F. No. 94 to Slaton, P. & S. F. No. 92 Slaton to Texico, P. & S. F. No. 97 Texico to Clovis, thence A. T. & S. F. No. 21 to Los Angeles).

No. 28—San Antonio to Fort Worth to Kansas City-Chicago (from San Antonio to Milano on I.-G. N. No. 8, Santa Fe No. 18 to Fort Worth, No. 28 to Kansas City, No. 8 to Chicago).

Southbound—No. 5—Chicago to Galveston. Kansas City to Dallas (from Ft. Worth to Dallas on No. 65). Okla. City to Ft. Worth and Dallas.

No. 17—Kansas City to Galveston. Denver to Galveston (on No. 11 to Pueblo, No. 12 to Newton, No. 27 to Fort Worth, No. 17 to Galveston). Chicago-Kansas City-Fort Worth to San Antonio (from Chicago to Kansas City on No. 1, Kansas City to Fort Worth on No. 27, Fort Worth to Milano on No. 17, Milano to San Antonio on I.-G. N. No. 7). Temple to New Orleans (from Los Angeles on Santa Fe Nos. 22-98-91-92 to Temple, No. 17 to Houston, thence G. C. Lines No. 6 to New Orleans). Dallas to San Angelo (from Dallas to Cleburne on No. 68, Cleburne to Temple on No. 17, Temple to San Angelo on No. 75). Paris-Dallas to Galveston (from Paris to Cleburne on No. 68, thence No. 17 to Galveston). Temple to San Antonio (from Brownwood to Temple on No. 92, Temple to Milano on No. 17, thence I.-G. N. No. 7 to San Antonio). Brownwood to Galveston (to Temple on No. 92, Temple to Galveston on 17).

No. 27—Chicago to Kansas City-Fort Worth to San Antonio (from Chicago to Kansas City on No. 1, Kansas City to Fort Worth on No. 27, Fort Worth to Milano on No. 17, Milano to San Antonio on I.-G. N. No. 7).

No. 65—Kansas City to Dallas (from Kansas City on No. 15 to Purcell, No. 5 to Fort Worth, thence No. 65 to Dallas). Oklahoma City to Dallas (from Oklahoma City to Fort Worth on No. 5, thence No. 65 to Dallas).

No. 68—Paris-Dallas to Galveston (to Cleburne on 68, thence 17 to Galveston). Dallas to San Angelo (from Dallas to Cleburne on No. 68, Cleburne to Temple on No. 17, Temple to San Angelo on No. 75).

No. 78—San Angelo to Dallas (to Brownwood on No. 78, to Temple on No. 92, Temple to Cleburne on 18, thence 67 to Dallas).

No. 92—Los Angeles to New Orleans (to Clovis on 22, P. & S. F. No. 98 Clovis to Texico, P. & S. F. 91 Clovis to Sweetwater, 92 Sweetwater to Temple, 17 Temple to Houston, thence G. C. Lines 6 to New Orleans). Brownwood to Galveston (from Brownwood to Temple on No. 92, thence No. 17 to Galveston). San Angelo to Dallas (to Brownwood on 78, to Temple on 92, to Cleburne on 18, thence 67 to Dallas). Brownwood to San Antonio (to Temple on 92, to Milano on 17, thence I.-G.N. 7 to San Antonio).

Table 91—TEMPLE, LOMETA AND EDEN.

75-53	Mls.	*November 30, 1930.*	54-92	18	6	Mls.	*Nov. 30, 1930.*	17	5
				P M	A M			A M	P M
†4 20 A M	0	lve.....**Temple**....arr.	7 10 A M	....	....	0	lve.....**Galveston**.....arr.	....	....
6 56 A M	77.3	arr.....**Lometa**....lve.	10 58 P M	....	....	0	lve.....**Alvin**.....§	....	....
†8 25 A M	0	lve.. +**Lometa** §...arr.	2 50 P M	....	....	0	lve.....Texland.....§	....	....
- -	11.0	.....Chadwick.....	1 55	....	....	0	lve.....Mykawa.....	....	....
9 21 ▪	17.1	.....Darnoc.....	1 32	....	....	0	lve.....Houston.....	....	....
9 48 ▪	21.9	arr.. +**San Saba** § .lve.	1 05	....	....	0	arr.....Houston.....lve.	....	....
10 20 ▪	29.9	lve.....**San Saba**...arr.	12 40	....	....	0	lve.....Houston.....arr.	....	....
10 37 ▪	35.8	..... Algerita	12 16 P M	....	....	0	lve.....Mykawa.....	....	....
11 10 ▪	39.6	... Richland Springs . §	11 52 A M	....	....	0	lve.....Texland.....§	....	....
11 30 ▪	46.1	..... Hall	11 30 ▪	....	....	0	lve.....**Alvin**.....§	....	....
11 44 A M	49.8	.....Sellman.....	11 15 ▪	....	....	0	lve.....**Galveston**.....arr.	....	....
12 08 P M	56.6	.....Satuit.....	10 52 ▪	....	....				
12 40 ▪	66.1	arr.....+**Brady** § ...lve.	10 20 ▪	....	....				
1 45 ▪	66.1	lve.....**Brady**.....arr.	8 25 ▪	....	....				
1 58 ▪	69.8	.....Niblock.....	8 13 ▪	....	....				
2 27 ▪	76.5	..... Whiteland .....§	7 50 ▪	....	....				
2 45 ▪	82.1	.....Melvin.....	7 30 ▪	....	....				
3 16 ▪	90.2	.....Welview.....	7 02 ▪	....	....				
3 50 P M	98.0	arr.....**Eden** § ... lve.	6 35 A M	....	....				

STANDARD—*Central time.*

Table 92—GALVESTON AND HOUSTON.

Automatic Block Signals or Train Control

Santa Fe

• Daily; † daily, except Sunday; § Sunday only; a stops for foreign line passengers; A stops to take or leave passengers for or from points beyond Somerville; n stops to leave passengers from Coleman and points beyond; * Monday, Wednesday and Friday; ‡ Sleeper train between San Angelo and Brownwood. ‡ Motor car.

Table 93—CLEBURNE AND PARIS.

61	67	Mls.	November 30, 1930.	62	58
.....	A M	.....	LEAVE	ARRIVE	.....	P M
.....	*6 55	0	+ .... Cleburne .... §	....	10 50
.....	7 05	4.2	..... Keene	....	10 41
.....	7 21	12.8	+ ..... Alvarado ..... §	....	10 22
.....	7 29	16.3	..... Trueloves	....	10 15
.....	7 37	19.7	+ ..... Venus ..... §	....	10 09
.....	7 44	22.7	..... Wyatt	....	10 02
.....	7 53	26.9	..... Midlothian ..... §	....	9 55
.....	8 00	34.0	..... Cedar Hill	....	9 45
.....	8 15	40.1	..... Duncanville	....	9 34
P M	8 45	53.3	arr. ... + Dallas § ... lve.	A M	9 05
*7 00	9 05	53.3	lve. ... Dallas ..... arr.	1000	8 10
7 41	9 46	60.6	..... Garland ..... §	9 19	7 16
7 59	10 03	72.0	..... Wylie ..... §	9 02	6 55
8 17	10 17	87.5	..... Copperville	8 45	6 39
8 23	10 27	94.2	+ .. Farmersville .. §	8 34	6 28
9 00	10 56	107.5	+ ..... Celeste ..... §	8 03	5 55
9 15	11 13	116.5	+ .... Wolfe City .... §	7 44	5 35
9 50	11 56	124.8	+ ..... Ladonia ..... §	7 28	*5 18
‡1020	.....	136.3	ar. + Honey Grove § lv.	....	‡5 45
*9 41	11 38	132.8	..... Pecan Gap ..... §	7 16	5 07
9 50	11 46	136.2	..... Ben Franklin	7 06	4 57
10 01	11 56	141.7	..... Roxton ..... §	6 56	4 46
*1050	12 25	154.3	+ . Paris (Union Depot) . §	*6 30	*4 20
P M	P M	.....	ARRIVE	LEAVE	A M	P M

Table 94—TEMPLE AND SAN ANGELO.

91	77	75	Mls.	November 30, 1930.	76	78	92
P M	.....	A M	.....	LEAVE	ARRIVE	A M	.....	A M
*5 45	.....	*4 20	0	+ ..... Temple ..... §	‡1135	.....	1 10
6 01	.....	4 37	8.2	+ ..... Belton ..... §	11 19	.....	12 50
- -	.....	- -	17.5	..... Nolanville	11 04	.....	- -
6 20	.....	5 05	25.5	+ ..... Killeen ..... §	10 52	.....	12 20
6 40	.....	5 29	36.0	..... Copperas Cove ..... §	10 34	.....	11 59
- -	.....	5 46	44.9	..... Kempner ..... §	10 16	.....	- -
7 50	.....	6 11	56.5	+ ..... Lampasas ..... §	9 52	.....	11 14
8 15	.....	6 56	75.4	+ ..... Lometa ..... §	9 15	.....	10 58
8 52	.....	7 35	97.0	+ .... Goldthwaite .... §	8 37	.....	10 03
9 10	.....	7 55	107.3	..... Mullen ..... §	8 18	.....	9 56
9 55	‡	8 17	119.9	..... Zephyr ..... §	7 57	.....	9 12
10 00	P M	‡8 40	132.0	arr. + Brownwood § . lve.	7 35	P M	8 45
10 50	*10 15	9 05	132.0	lve. ... Brownwood ... arr.	7 10	‡7 55	8 15
11 15	11 00	9 49	151.4	..... Santa Anna ..... §	6 25	7 14	n - -
11 55	.....	10 09	160.0	+ ..... Coleman ..... §	6 05	.....	*7 15
P M	11 35	10 47	177.8	..... Valera ..... §	5 29	6 46	P M
.....	11 57	11 05	187.3	..... Talpa ..... §	5 09	6 28	.....
.....	12 34	11 37	203.2	+ ..... Ballinger ..... §	4 37	6 00	.....
.....	12 53	11 54	211.9	..... Rowena	4 18	5 44	.....
.....	1 12	12 11	220.5	+ ..... Miles ..... §	4 00	5 59	.....
.....	2 00	‡2 55	239.2	+ ..... San Angelo ..... §	*3 15	*4 50	.....
.....	A M	P M	.....	ARRIVE	LEAVE	A M	P M	.....

Table 96—GALVESTON, BEAUMONT AND LONGVIEW.

*242 -202	Mls.	August 10, 1930.	*241 -202
.....	.....	LEAVE	ARRIVE	.....
*7 45	0	+ .... Galveston .... §	6 45	.....
8 48	7.5	..... Port Bolivar ... ◎	5 56	.....
8 58	13.7	..... Flake	5 26	.....
9 05	18.4	..... Patton ..... ◎	5 19	.....
9 14	24.6	..... Caplen ..... ◎	5 10	.....
9 30	34.2	..... High Island ... ◎	4 54	.....
9 44	41.3	..... White's Ranch .. ◎	4 40	.....
9 51	44.8	..... Sea Breeze ..... ◎	4 33	.....
10 01	49.7	..... Stowell ..... ◎	4 25	.....
10 05	51.6	..... Winnie ..... ◎	4 18	.....
10 16	57.1	..... Hamshire ..... ◎	4 07	.....
10 27	63.0	..... Fannett ..... ◎	3 55	.....
10 36	68.0	..... Cheek ..... ◎	3 45	.....
11 00	77.1	arr. + Beaumont ◎ . lve.	3 25	.....
11 15	77.1	lve. .. Beaumont .. arr.	2 55	.....
‡1225	98.1	+ ..... Silsbee ..... §	2 05	.....
12 55	103.7	..... Evadale	1 44	.....
12 55	113.2	..... Buna ..... §	1 25	.....
1 00	115.5	..... Bessmay ..... §	1 20	.....
1 20	125.1	..... Call Junction ... §	1 00	.....
1 45	129.6	+ ..... Kirbyville ..... §	‡1250	.....
2 52	150.0	..... Merryville	11 25	.....
3 17	168.1	+ ..... De Ridder ..... §	10 42	.....
3 35	173.1	..... Ikes	10 27	.....
4 04	186.5	+ ..... Cravens ..... §	9 58	.....
4 16	191.9	..... Pitkin	9 45	.....
4 57	201.6	+ ..... Elizabeth	9 13	.....
5 00	205.7	arr. ... + Oakdale § .. lve.	*9 00	.....
1 55	139.5	..... Roganville ..... §	12 09	.....
2 13	150.7	+ ..... Jasper ..... §	11 41	.....
2 50	164.5	..... Browndell ..... §	11 04	.....
2 56	167.7	+ ..... Brookeland	10 57	.....
3 11	174.6	..... Pineland	10 42	.....
3 29	181.9	..... Bronson ..... §	10 25	.....
4 10	197.5	+ ... San Augustine	9 45	.....
4 57	216.9	+ ..... Center ..... §	8 53	.....
5 15	223.7	..... Flat Fork	8 33	.....
5 25	229.0	..... Tenaha	8 23	.....
5 55	232.4	..... Saxet	8 10	.....
5 59	238.8	..... Gary ..... ◎	7 57	.....
6 12	248.8	+ ..... Carthage ..... ◎	7 33	.....
6 31	258.5	..... Beckville ..... ◎	7 11	.....
6 44	264.9	..... Tatum	6 58	.....
6 52	268.6	..... Flanagan ..... ◎	6 50	.....
7 01	272.4	..... Easton	6 42	.....
7 05	274.2	..... Tallys ..... ◎	6 38	.....
7 30	284.7	+ ..... Longview ..... ◎	*6 15	.....
P M	.....	ARRIVE	LEAVE	A M	.....

STANDARD—*Central time.*

For Index of Stations, see pages 1019-1021.

Table 97. GRIGSBY AND GARY.

274	272 Mls.	August 10, 1930.	271
A M	.....	LEAVE	ARRIVE	A M
‡1155	.....	..... Grigsby ..... ◎	‡11 40
12 15	3.6	..... Waterman ..... ◎	11 20
12 40	9.1	..... Stockman ..... ◎	10 45
1 10	14.8	+ ..... Simpson ..... ◎	10 30
1 10	18.4	..... Tribune ..... ◎	10 30
P M	7 15	24.1	..... Gary ..... ◎	8 45
.....	7 35	27.5	..... Tribune ..... ◎	8 25
.....	A M	.....	ARRIVE	LEAVE	P M

■ Motor car between Galveston and Beaumont. ‡ Dining-rooms and lunch counters. ◎ Telephone stations; + Coupon stations; § Telegraph stations.

Table 98. ARDMORE AND HINGLING.

311 Mls.	Mls.	Nov. 30, 1930.	310 Mls.
.....	.....	LEAVE	ARRIVE	.....
.....	.....	..... Ardmore	‡7 20
‡7 00	0	..... Lone Grove	8 45
8 30	10.3	..... Wilson	9 25
9 25	19.9	..... Hoadton	10 30
10 30	30.8	..... Ringling	‡1200
11 20	39.0	..... Hingling	12 55
A M	.....	ARRIVE	LEAVE	P M

Table 99. MILES AND PAINT ROCK.

93 Mls.	Nov. 30, 1930.	94
.....	LEAVE	ARRIVE	.....
‡1220	.....	..... Miles ..... §	2 45
12 45	0	+ ..... Lowake	2 21
1 11	14.6	..... Sims Valley	1 53
1 41	24.5	..... Paint Rock	1 25
P M	.....	ARRIVE	LEAVE	P M

Table 99a. CANE JUNC. AND SENA JUNC.

No. 114	Mls.	Nov. 30, 1930.	No. 113
7 45 A M	.....	LEAVE	ARRIVE	3 45 A M
8 15 A M	0	lve. Cane Junc. arr.	3 01 P M
10 30 P M	6.6	..... N. Gulf Junc.	.....
10 40	18.2	arr. Sena Junc. lve.	.....

Table 95—TEMPLE AND SWEETWATER.

No. 91	Mls.	November 30, 1930.	No. 92
*5 45 P M	0	lve. .. + Temple § .. arr.	1 10 A M
6 01 •	8.2	+ ..... Belton ..... §	12 50 •
- -	17.5	..... Nolanville	- -
6 20 •	25.5	+ ..... Killeen ..... §	12 20 A M
6 40 •	36.0	.... Copperas Cove .. §	11 59 P M
- -	44.9	..... Kempner ..... §	- -
7 50 •	56.5	+ .... Lampasas .... §	11 14 •
- -	67.2	..... Ogles	- -
8 16 •	75.4	+ ..... Lometa ..... §	10 58 •
8 52 •	97.0	... Goldthwaite ... §	10 09 •
9 10 •	107.3	..... Mullen ..... §	9 55 •
9 55 •	119.9	..... Zephyr ..... §	9 12 •
10 00 •	132.0	ar. + Brownwood § . lv.	8 45 •
10 50 •	132.0	lve. .. Brownwood .. arr.	8 15 •
11 15 •	151.4	..... Santa Anna ..... §	n - -
11 55 P M	160.0	+ ..... Coleman ..... §	7 15 •
12 01 A M	174.7	..... Silver Valley	6 46 •
12 13 •	180.3	..... Novice ..... §	6 38 •
12 26 •	186.7	..... Goldsboro ..... §	6 27 •
12 40 •	193.2	..... Lawn ..... §	6 16 •
12 53 •	199.2	..... Tuscola ..... §	6 06 •
1 05 •	204.2	+ ..... Buffalo Gap	5 57 •
1 40 •	222.0	..... Blair	5 29 •
2 45 A M	246.5	ar. + Sweetwater § . lv.	*4 50 P M
4 05 A M	246.5	lve. .. Sweetwater . arr.	4 30 P M
‡9 35 A M	406.6	arr. ..... Clovis § .. lve.	*10 15 A M

Table 100—MILES, SAN ANGELO AND STERLING CITY.

No. 83 Mixed.	Mls.	November 30, 1930.	82 Mix.	84 Mix.
.....	.....	LEAVE	ARRIVE	.....	.....
‡5 10 P M	0	+ ..... Miles ..... §	‡11 45	A M
4 25 •	18.8	arr. + San Angelo § lve.	‡10 45	P M
5 00 •	18.8	lve. .. San Angelo . arr.	A M	11 00
5 42 •	27.7	..... Pulliam	.....	10 20
6 57 •	31.9	..... Turnerdale	.....	10 05
6 18 •	37.7	..... Carlsbad ..... §	.....	9 44
6 41 •	44.3	..... Water Valley ... §	.....	9 21
7 15 •	53.8	..... Broome	.....	8 46
7 50 P M	64.5	.... Sterling City .. §	.....	‡8 10
.....	.....	ARRIVE	LEAVE	.....	P M

Table 101—SOMERVILLE AND BEAUMONT.

224-203	2217	Mls.	August 10, 1930.	2218	204-228
.....	A M	.....	LEAVE	ARRIVE	P M	.....
.....	*6 35	0	+ ... Somerville ... §	10 00	.....
.....	6 45	5.5	..... Scofield	9 46	.....
.....	6 57	12.0	..... Clay ..... §	9 34	.....
.....	7 09	18.4	..... Allenfarm ..... §	9 20	.....
.....	7 17	22.7	..... Herrington	9 10	.....
.....	7 32	28.1	+ ..... Navasota ..... §	8 55	.....
.....	7 55	37.8	..... Yarboro	8 35	.....
.....	8 01	40.6	..... Stoneham	8 27	.....
.....	8 09	43.6	..... Plantersville ..... §	8 20	.....
.....	8 22	49.0	..... Bobville ..... §	8 08	.....
.....	8 24	50.1	..... Dobbin	8 05	.....
.....	8 44	58.7	+ ... Montgomery ... §	7 50	.....
.....	9 04	62.5	..... Keenan ..... §	7 31	.....
.....	9 11	65.4	..... Honea	7 24	.....
.....	9 33	74.1	+ ..... Conroe ..... §	7 05	.....
.....	9 39	76.6	..... Beach	6 55	.....
.....	9 48	81.1	..... Waukegan ..... §	6 46	.....
.....	10 00	87.0	..... Security	6 34	.....
.....	10 10	91.6	..... Fostoria ..... §	6 26	.....
.....	10 22	96.9	+ ..... Cleveland ..... §	6 14	.....
.....	10 31	100.2	..... Pelican	6 05	.....
.....	10 34	104.2	..... Hightower	5 59	.....
.....	10 40	107.4	..... Rayburn ..... §	5 51	.....
.....	10 51	113.0	..... Romayor	5 40	.....
.....	10 58	116.1	..... Milvid ..... §	5 35	.....
.....	11 02	117.9	..... Rye	5 29	.....
.....	11 06	119.6	..... Fuqua ..... §	5 25	.....
.....	11 15	123.5	..... Venaw ..... §	5 18	.....
.....	11 28	130.1	arr. ..... Bragg § ... lve.	*5 05	.....
P M	‡12 01	133.3	arr. ..... Saratoga § . lve.	‡1 00	P M
	‡1 00	P M	133.3	lve. ..... Saratoga ... arr.	P M	12 01
	1 40	*1128	130.1	lve. ..... Bragg ..... arr.	5 06	10 40
	1 55	11 37	135.4	..... Lelavale	4 55	10 26
	2 10	11 40	137.5	..... Honey Island	4 52	10 20
	2 20	11 45	140.2	..... Dies	4 47	10 05
	2 50	11 55	145.2	+ ..... Kountze ..... §	4 37	9 40
	3 10	a 5	150.2	..... Fresenius	a 5	9 15
	3 30	12 10	154.1	ar. + Silsbee § .. lve.	‡4 20	‡9 00
	P M	1 00	175.2	+ ..... Beaumont ..... §	*3 30	A M
	.....	P M	.....	ARRIVE	LEAVE	P M	.....

Table 102—SEALY AND MATAGORDA.

115	Mls.	November 30, 1930.	116
A M	.....	LEAVE	ARRIVE	P M	.....
‡8 15	0	+ ..... Sealy ..... §	3 00	.....
8 37	10.2	..... Beard	2 30	.....
9 00	18.2	arr. + Eagle Lake § . lve.	1 45	.....
11 10	18.2	lve. .. Eagle Lake .. arr.	1 45	.....
11 32	22.7	..... Matthews	1 10	.....
11 40	25.0	..... McDow	1 00	.....
11 50	28.0	..... Bonus ..... §	12 50	.....
12 55	29.2	..... Nedra	12 45	.....
12 05	32.4	..... Egypt	12 35	.....
12 13	37.0	..... Glen Flora ..... §	12 18	.....
12 35	43.2	arr. ... Wharton § ... lve.	11 50	.....
12 55	43.2	lve. .. + Wharton ... arr.	11 00	.....
‡1 20	51.4	..... Lane City ..... §	10 25	.....
1 30	55.2	... Cane Junction ...	10 10	.....
1 55	56.5	..... Magnet	10 05	.....
1 45	60.5	..... McCroskey	9 55	.....
2 25	68.6	arr. ... Bay City ... lve.	9 30	.....
3 20	68.6	lve. .. + Bay City § .. arr.	8 40	.....
5 55	79.6	..... Wadsworth	8 00	.....
4 20	84.9	..... Gulf Hill	7 30	.....
5 00	89.9	..... Matagorda ... §	‡7 00	.....
P M	.....	ARRIVE	LEAVE	A M	.....

Table 103—EAGLE LAKE, RAVNER JUNCTION AND GARWOOD.

111	Mls.	November 30, 1930.	112
A M	.....	LEAVE	ARRIVE	P M	.....
‡9 05	0	+ ... Eagle Lake ... §	‡1 00	.....
9 45	9.3	..... Eldridge	.....	.....
10 00	11.2	..... Garwood	‡10 10	.....
A M	.....	ARRIVE	LEAVE	A M	.....

Table 104—CLEBURNE AND WEATHERFORD.

No. 85 Mixed.	Mls.	November 30, 1930.	No. 86 Mixed.
‡9 25 A M	0	lv. + Cleburne § ar.	4 10 P M
9 55 •	11.3	..... Godley	3 58 •
10 30 •	19.4	..... Cresson ... §	3 30 •
11 40 A M	30.5	ar. .. Weatherford § lv.	‡1 50 P M

Santa Fe

Automatic Block Signals or Train Control

PANHANDLE & SANTA FE RAILWAY.

Table 106—WELLINGTON, AMARILLO AND CLOVIS.

No. 9	21-91	Mls.	*August 10, 1930.*	No. 22	92-2
			(*A. T. & S. F.*)		
*1250 P M	*1100 P M	.....	lve...Chicago (*C. T.*)..arr.	7 40 P M	8 05 A M
*1201 A M	*1010 A M	0	lv. Kansas City (*Cent. time*) ar.	7 15 A M	7 15 P M
4 55 A M	4 55 P M	185.1	lve.....Newton.....arr.	1 35 A M	2 25 P M
6 00 A M	5 45 P M	212.3	lve.....Wichita.....arr.	12 30 A M	1 30 P M
†7 15 A M	6 55 P M	246.4	arr.....Wellington.....lve.	11 20 P M	12 25 P M
			(*A. T. & S. F.*)		
	*8 30 A M	0	lv. Kansas City (*Cent. time*) ar.	4 40 P M	
	6 50 P M	271.8	arr.....Wellington.....lve.	*7 15 A M	
*7 45 A M	*7 25 P M	271.8	lve. ....Wellington ....arr.	11 05 P M	11 55 A M
†11 45 A M	11 05 P M	378.3	lve. .....Waynoka. ....arr.	†7 10 P M	†7 55 A M
1 05 P M	12 18 A M	415.7	lve.....Woodward ....arr.	6 03 P M	6 45 A M
			(*Panhandle & Santa Fe.*)		
- -	- -	460.3	lve..Texas State Line.arr.	- -	- -
*2 30 P M	*1 47 A M	461.6	+.....Higgins.....δ	4 48 P M	5 32 A M
2 50 "	2 15 "	477.0	+.....Glazier	4 25 "	5 08 "
3 10 "	2 40 "	488.0	+.....Canadian .....δ	4 05 "	4 50 "
3 50 "	3 22 "	503.8	+.....Miami.....δ	3 27 "	4 13 "
4 35 "	4 10 "	531.8	+.....Pampa .....δ	2 55 "	3 35 "
6 00 "	4 30 "	545.7	+..... White Deer .....δ	2 35 "	3 14 "
6 25 "	4 56 "	558.9	+.....Panhandle .....δ	2 15 "	2 55 "
6 10 "	5 45 "	585.9	arr.....+Amarillo δ....lve.	1 40 "	2 20 "
6 40 "	6 05 "	585.9	lve.....Amarillo.....arr.	1 10 "	2 05 "
7 07 "	6 35 "	603.3	+.....Canyon .....δ	12 40 P M	1 35 "
7 48 "	7 20 "	632.4	+.....Hereford .....δ	11 55 A M	12 48 "
8 22 "	7 55 "	654.7	+.....Friona.....	11 22 "	12 15 A M
8 42 "	8 15 "	667.0	+.....Bovina .....δ	11 01 "	11 55 P M
8 05 P M	8 35 A M	680.3	+.....Farwell-Texico	10 38 A M	11 35 P M
			...New Mexico-Texas Line....		
8 25 P M	8 55 A M	683.6	arr...+Clovis (Cent. time).lve.	*10 25 A M	*11 20 P M
*8 40 P M	*9 00 A M	689.6	lv. Clovis (Mt. time) (A.T.&S.F.) ar.	8 45 A M	10 10 P M
†6 55 A M	4 40 P M	960.4	arr....Albuquerque....lve.	*1 05 A M	*1 00 P M
	*9 15 A M	689.6	lve... Clovis (Mt. time) ...arr.		†7 50 P M
No. 91	†1255 P M	798.1	lve.....Roswell.....lve.	No. 92	4 20 P M
*8 01 P M	5 20 P M	873.3	.....Carlsbad	3 20 P M	*2 00 P M
10 10 P M	.....	921.0	arr...Orla (*P. & S. F.*)...lve.	1 00 P M	
12 35 A M	.....	961.8	arr.....Pecos.....lve.	*11 20 A M	

Table 109—AMARILLO, CLOVIS, LAMESA AND COLEMAN.

	83	95	93	Mls.	*August 10, 1930.*	94	96	84
					(*Central time.*)			
		P M	A M			A M	P M	
		*7 00	*8 30	0	lve.....Amarillo δ ...arr.	10 30	7 10	
		7 25	8 55	17.4	+..... Canyon ..... δ	10 05	6 45	
		8 08	9 42	50.1	+.....Tulia ..... δ	9 19	5 52	
		8 45	10 23	74.6	+.....Plainview ..... δ	8 37	5 15	
		10 00	11 50	121.5	+.....Lubbock ..... δ	7 25	4 05	
		10 25	12 10	136.9	arr.....+Slaton	6 55	3 35	
			*1015	0	lve.....Clovis δ ....arr.	9 35		
			10 30	9.3	+.....Texico ..... δ	9 15		
			11 03	31.3	+.....Muleshoe ..... δ	8 45		
			11 52	62.1	+.....Littlefield	8 03		
			12 19	78.9	.....Roundup ..... δ	- -		
			12 55	98.8	.....Lubbock ..... δ	7 10		
		A M	1 20	114.2	arr.....Slaton δ ...lve.	*6 45		P M
		†7 15		136.9	lve.....Slaton δ ....arr.		5 00	
		8 17		159.5	+.....Tahoka ..... δ		1 20	
		8 56		174.2	.....O'Donnell ..... δ		12 25	
		9 40		191.7	arr.....+Lamesa.....lve.		†11 30	
		A M	*1050	*1 40	136.9	lve.....Slaton .....arr.	6 35	5 50 A M
			11 05	2 17	160.7	+.....Post ..... δ	5 57	2 42
			12 05	3 24	203.9	+.....Snyder ..... δ	5 00	1 36
			- -	3 50	222.1	.....Pyron..... δ	- -	1 09
			1 05	4 30	243.0	ar. Sweetwater (P. & S. F.) δ lv.	*4 05	*12 35
		A M	P M			(*G. C. & S. F.*)	A M	P M
			*4 50	5 43.0	lve. +Sweetwater ..arr.		3 20	
			6 57	28.4	arr. +Buffalo Gap δ ..lve.		1 49	
			7 15	37.4	arr.....Coleman δ ..lve.		12 21	
			1 10	49.7	arr.....Temple δ ...lve.		*6 20	
			A M		(*Central time.*)		P M	

Table 108. SHATTUCK AND SPEARMAN.

51	Mls.	*August 10, 1930.*	52
A M	....	LVE. (C.T.) ARR.	P M
†8 30	0	...Shattuck...	12 50
8 45	6.5	...Touralin	12 01
9 00	11.6	....Magoun....	11 45
9 45	18.9	+..Follett	11 30
10 25	30.0	..Darrouzett ..	10 25
10 40	37.2	....Gaylord	10 05
11 35	47.0	...Hunteon	9 15
11 45	51.3	...Twichell	9 00
12 45	58.2	+..Perryton	8 45
1 15	69.0	..Farnsworth..	7 40
1 50	74.1	.....Waka.....	7 25
2 00	84.2	+Spearman ...	†7 00
P M	....	ARRIVE [LEAVE	A M

Trains marked * run daily.
† Daily, except Sunday.
/ Stops on signal.
■ Mixed train.
● Motor.

Table 112. PAMPA AND CLINTON.

41	41	Mls.	*Aug. 25, 1930.*	42	42
●AM	*AM	.....	LVE. [ARR.	P M	P M
■8 30	■7 00	0	...Pampa...	4 00	■2 30
8 45	7 25	8.7	...Heaton...	3 30	2 05
9 05	8 00	18.9	....Laketon...	2 55	1 45
9 20	8 19	25.1	..Thorndike..	2 40	1 25
9 35	8 36	30.6	..Mobeetie ..	2 25	1 10
9 53	9 05	39.7	...Briscoe ...	1 40	12 50
10 15	9 38	50.6	....Allison	1 15	12 30
10 35	10 13	62.1	...Reydon...	12 55	12 05
10 58	10 40	70.7	...MacKie...	12 05	11 45
11 30	11 30	81.2	..Cheyenne..	11 30	11 30
11 48	11 55	88.2	.Strong City.	10 55	10 50
12 08	12 25	97.2	...Herring...	10 15	10 30
12 50	1 10	108.6	..Hammon..	9 20	10 05
1 05	1 45	114.1	...McClure...	8 50	9 42
1 25	2 15	121.5	....Butler....	8 20	9 25
1 50	2 45	131.5	....Stafford....	7 40	9 05
2 10	3 30	139.6	....Ralph....	7 10	8 45
2 30	4 00	143.0	+.Clinton ..	‡7 00	‡8 30
P M	P M	.....	ARR.	[LVE.	●AM ●AM

Table 105—WICHITA, ALTUS AND PRESIDIO.

9-17-45-95	Mls.	*November 1, 1930.*	Eev.	94-46-18-22
		(*A. T. & S. F.*)		
*1250 P M	.....	lve.....Chicago.....arr.	.....	7 40 P M
*1150 P M	.....	lve...Kansas City..arr.	.....	7 00 A M
*7 00 A M	0	lve.....Wichita.....arr.	1315	10 40 P M
4 50 P M	258.3	arr...[+Altus δ ....lve.	1384	12 40 P M
*5 00 P M	258.3	lve.....Altus].....arr.	1384	12 50 P M
5 25 P M	269.3	+.....Elmer, Okla.....δ	1371	12 05 P M
		Okla.-Texas State Line (P. & S. F.)		
5 50 P M	279.4	+.....Odell, Tex.....δ	1350	11 39 A M
6 12 "	288.5	+....Chillicothe.....δ	1387	11 19 "
6 27 "	295.3	+..Medicine Mound...δ	1489	11 01 "
6 50 "	305.7	+.....Margaret.....δ	1370	10 38 "
7 07 "	312.3	+.....Crowell .....δ	1435	10 24 "
7 25 "	320.3	+.....Foard City.....	1485	10 04 "
7 47 "	329.5	+.....Truscott.....δ	1522	9 40 "
8 17 "	341.2	+.....Benjamin .....δ	1467	9 08 "
8 47 "	354.1	+.....Knox City.....δ	1530	8 37 "
8 52 "	356.8	+.....O'Brien .....δ	1575	8 31 "
9 03 "	361.5	+.....Rochester .....δ	1592	8 20 "
9 25 "	371.2	+.....Rule.....δ	1627	7 56 "
9 45 "	379.5	+.....Sagerton.....δ	1630	7 35 "
10 05 "	388.4	.....Pastura	1664	7 13 "
10 35 "	396.8	+.....Hamlin .....δ	1720	6 50 "
10 59 "	405.3	+.....McCaulley.....δ	1882	6 17 "
11 10 "	410.2	+.....Sylvester .....δ	1856	6 07 "
11 25 "	417.5	+.....Longworth.....δ	1963	5 47 "
11 59 P M	431.2	ar.]+Sweetwater δ]lv.	2136	5 15 "
4 30 A M	431.2	lve...Sweetwater..arr.	2138	12 50 "
4 47 "	436.4	.....Shaufler.....	2175	12 40 "
5 15 "	448.4	+..... Maryneal .....δ	2564	12 17 A M
5 45 "	462.0	+.....Blackwell .....δ	2100	11 45 P M
5 58 "	468.5	+..Ft. Chadbourne ..δ	1960	11 23 "
6 15 "	476.3	+.....Bronte.....δ	2631	11 08 "
6 37 "	486.5	.....Tennyson	1870	10 45 "
7 30 "	508.4	ar.]+San Angelo δ]lv.	1835	9 50 "
8 30 "	508.4	lve...San Angelo...arr.	1835	4 10 "
9 00 "	523.4	.....Tankersly.....	2002	3 37 "
9 30 "	537.7	+.....Mertzon .....δ	2184	3 15 "
10 30 "	562.6	+.....Barnhart.....δ	2548	2 28 "
11 15 "	581.7	+..... Big Lake .....δ	2677	1 53 "
- -	587.0	.....Landmar.....	.....	1 37 "
11 35 "	591.7	+.....Best	2744	1 28 "
11 45 "	594.8	.....Rita Santa.....	.....	1 25 "
11 55 A M	597.0	+.....Texon.....δ	.....	1 20 "
12 50 P M	621.0	+.....Rankin .....δ	2494	12 51 "
1 50 "	629.7	+.....[McCamey [.....δ	.....	12 15 P M
1 55 "	640.6	+.....Girvin .....δ	2267	11 20 A M
2 10 "	647.0	.....Owego.....	2277	11 04 "
3 10 "	672.7	+..Fort Stockton..δ	2931	10 20 "
3 55 P M	683.9	.....Belding	3181	9 43 A M
3 55	695.3	.....Chancellor.....	3385	9 20
4 25	129	708.2	.....Hovey.....	3530	130	8 55
4 55	Mix	717.4	.....Leoncita.....	3875	Mix	8 36
5 15	P M	725.4	.....Titley	4061	A M	8 20
5 45	1150	735.3	+.....Alpine .....δ	4469	*8 00	1150
P M	1250	747.9	.....Paisano		A M	1050
	1 50	760.3	.....Tinaja.....			1010
	2 50	775.5	.....Perdiz.....			9 20
	3 40	784.7	.....Plata			8 50
	4 30	793.9	.....Casa-Piedra.....			8 15
	5 20	804.2	.....Ocotillo			7 40
	2630	817.7	.....Presidio			2700
	A M	.....	ARRIVE [LEAVE			P M

Motor Car Trains operate between San Angelo and Alpine.

Table 107. CROSBYTON, BLEDSOE AND SEAGRAVES.

90	79	77	Mls.	*August 10, 1930.*	78	80	89
P M				LVE. (C.T.) ARR.			A M
†12 15			0	+ Crosbyton. δ			10 50
12 45			9.3	+... Ralls..... δ			10 24
1 20	A M	A M	18.1	+..Lorenzo.... δ	P M	P M	9 44
2 45	†8 00	†7 45	38.5	+..Lubbock.. δ	5 15	8 25	†8 45
P M	8 19	8 04	45.6	.....Doud	2 45	2 55	A M
	8 51		52.0	.....Smyer		2 17	
	9 25		64.2	+. Levelland.. δ		1 58	
	9 54		77.7	....Whiteface.....		12 48	
	10 21		89.0	.....Lehman ..... δ		12 10	
	10 45		101.3	.....Bledsoe.. δ			†11 30
	A M			ARRIVE [LEAVE		A M	
		8 34	56.4	.....Balch.....		2 15	
		9 08	67.6	.....Meadow		1 55	
		9 23	73.3	.....Challis.....		1 17	
		9 45	79.3	+.Brownfield.. δ		1 00	
		10 02	84.7	.....Lahey		12 18	
		10 18	91.9	....Wellman.....		11 55	
		10 40	102.5	+.Seagraves. δ		†11 25	
		A M		ARRIVE [LEAVE		A M	

Table 110—PLAINVIEW AND FLOYDADA.

No. 81	Mls.	*August 10, 1930.*	No. 82
†7 00 A M	0	lve. Plainview (C.T.) δ. arr.	12 30 P M
7 10 "	5.3	....Hilder.....	12 20 "
7 23 "	10.7	....Aiken.....	11 58 A M
7 45 "	16.0	+	11 30 "
8 00 "	20.7	.....	11 10 "
8 15 A M	26.6	....Muncy.....	10 50 "
	30.7	....Lockney.....	10 30 "
	35.6	arr. + Floydada δ ...lve.	†10 15 A M

Table 111—AMARILLO AND BORGER.

26-27	Mls.	*August 10, 1930.*	28-25
*8 00 A M			
*8 55 A M	0	lve. Amarillo..arr.	5 55 P M
9 20 "	17.0	....Pantex.....	4 40 P M
9 33 "	17.0	....Pomeroy.....	4 40 P M
9 50 "	17.0	....McBride.....	4 05 "
10 00 A M	18.0	arr. Borger. lve.	3 48 "
			*3 40 P M

Table 113. WHITE DEER AND SKELLYTOWN.

57	Mls.	*August 10, 1930.*	58
A M		LEAVE	A M
†7 30	0	....White Deer.....	10 30
7 45	5.7	....Gilmore.....	10 15
8 00	10.4	+ ..Skellytown	†10 00
A M		ARRIVE	A M

Table 114—SAN ANGELO AND SONORA.

No. 127	Mls.	*August 10, 1930.*	No. 128
11 25 A M			
12 25 P M	0	lv. + San Angelo δ. ar.	6 50 P M
	9.0	....Byrne.....	4 50 "
	18.2	....Christoval.....	4 30 "
	31.4	....Eldorado.....	3 15 "
	44.1	....Heldale.....	2 45 "
	55.8	arr. Sonora. lve.	1 55 P M

Monday, Wednesday and Friday.
Tuesday, Thursday and Saturday.
Sunday, Tuesday and Thursday.
Meals. + Coupon stations; δ Telegraph stations.

Indian—detours

GENERAL OFFICES: SANTA FE TRANSPORTATION COMPANY
SANTA FE, NEW MEXICO

R. H. CLARKSON, General Manager

The Santa Fe Transportation Company—in connection with the Santa Fe Ry. and the Harvey Co.—operate de luxe motor services throughout New Mexico and Arizona, as indicated below, and under the general designation of Indian-detours

Main headquarters of Indian-detours are at La Fonda, distinctive new Harvey all-year resort hotel at Santa Fe, N.M. Other motor equipment is maintained at La Posada, new Fred Harvey station hotel at Winslow, Ariz. From these bases certain regular services, enumerated below, are operated daily throughout the year for benefit of rail passengers east and westbound over the Santa Fe. Special Indian-detours by private Harveycar also can be arranged at any time. Harveycar motor equipment and personnel are of the highest standard. Members of unique Harveycar courier staff accompany all cars. -:- -:- -:-

REGULAR DAILY HARVEYCOACH AND HARVEYCAR SERVICES

"A Day in Old Santa Fe"—$12.50

70 miles by Harveycoach—

Lamy, N.M. Santa Fe, N.M.
Tesuque Indian pueblo, N.M.

24-hour stopover at Lamy. Rate also includes three meals and overnight lodgings with bath at La Fonda Hotel, Santa Fe, N.M.

2-Day Frijoles-Puye Indian-detour—$40.00

200 miles by Harveycar—

Lamy N.M. San Ildefonso Indian pueblo, N.M.
Santa Fe, N.M. Santa Clara Indian pueblo, N.M.
Frijoles Canyon, N.M. Puye Cliff Ruins, N.M.

Rate covers transportation, meals and two nights' lodgings with bath, La Fonda Hotel, Santa Fe, N.M.

New Petrified Forest-detour—$4.50

70 miles by Harveycoach—

Holbrook, Ariz. Winslow, Ariz.
Rainbow Petrified Forest, Ariz.

Off and on same train. Unique 3-hour motor trip. Westbound passengers leave the Grand Canyon Limited, train No. 23, at Holbrook and entrain again at Winslow (reverse for eastbound passengers on train No. 24, the Grand Canyon Limited).

3-Day Taos Indian-detour—$65.00

350 miles by Harveycar—

Lamy, N.M. Santa Clara Indian pueblo, N.M.
Santa Fe, N.M. Taos Indian pueblo, N.M.
Frijoles Canyon, N.M. Puye Cliff Ruins, N.M.
San Ildefonso Indian pueblo, N.M

Rate covers transportation, meals, three nights' lodgings with bath (2 nights La Fonda, 1 night Don Fernando Hotel, Taos, N.M.).

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