

J. K. HASTINGS, Trainmaster.....Las Vegas, N.M.
 H. G. CRAWFORD, Trainmaster.....El Paso, Texas.
 J. W. FELLABAUM, Ass't Trainmaster.....Hurley, N.M.
 E. J. BARNES, Chief Dispatcher.....Las Vegas, N.M.
 O. R. KING, Ass't Chief Dispatcher.....Las Vegas, N.M.
 J. C. HOPE, Ass't Chief Dispatcher.....Las Vegas, N.M.

TRAIN DISPATCHERS - LAS VEGAS, N. M.

W. E. ROSE J. Z. CLOUD R. E. COOPER
 A. F. MATHIS W. L. KELLEY W. H. RHODES
 L. B. MAY J. W. WOOSTER D. A. POINTER
 W. J. WINN A. WHITE D. L. ALDERMAN

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

LOCAL TIME INSPECTORS—NEW MEXICO DIVISION.

G. SCHACKTERLE.....La Junta.
 A. J. BRADLEY.....La Junta.
 A. T. KAPELKE.....Trinidad.
 JAS. A. WHITED.....Raton.
 SOL AZOUZ.....Las Vegas.
 FRANK MINDLIN.....Albuquerque.
 JAMES PECH.....Albuquerque.
 VIRGIL H. HALL.....Santa Fe.
 RICHARD EALY.....Belen.
 M. E. TREMBLY.....Belen.
 RAY CROOKS.....Truth or Consequence.
 P. R. GANTZ.....Silver City.
 H. F. RUTISHAUSER.....Silver City.
 H. E. MILLER.....El Paso.
 IRVING A. ROTH.....El Paso.

AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

OVERSPEED Couplings are **DAMAGING** - Here's what happens:

4 miles per hour <input type="checkbox"/>	SAFE COUPLING SPEED
5 miles per hour <input type="checkbox"/>	Damage Begins
6 miles per hour <input type="checkbox"/>	2½ times as damaging as 4 MPH
7 miles per hour <input type="checkbox"/>	3 times as damaging as 4 MPH
8 miles per hour <input type="checkbox"/>	4 times as damaging as 4 MPH
9 miles per hour <input type="checkbox"/>	5 times as damaging as 4 MPH
10 miles per hour <input type="checkbox"/>	6 times as damaging as 4 MPH

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

HANDLE FREIGHT CAREFULLY AND KEEP OUR CUSTOMERS.

IT'S EVERYBODY'S JOB ON THE SANTA FE.

SPEED TABLE.

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

Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour	Time Per Mile Min. Sec.	Miles Per Hour
.. 36	100	.. 58	62.1	1 40	36.0
.. 37	97.3	.. 59	61.0	1 42	35.3
.. 38	94.7	1 ..	60.0	1 44	34.6
.. 39	92.3	1 02	58.0	1 46	34.0
.. 40	90.0	1 04	56.2	1 48	33.3
.. 41	87.8	1 06	54.5	1 50	32.7
.. 42	85.7	1 08	52.9	1 52	32.1
.. 43	83.7	1 10	51.4	1 54	31.6
.. 44	81.8	1 12	50.0	1 56	31.0
.. 45	80.0	1 14	48.6	1 58	30.5
.. 46	78.3	1 16	47.4	2 ..	30.0
.. 47	76.6	1 18	46.1	2 05	28.8
.. 48	75.0	1 20	45.0	2 10	27.7
.. 49	73.5	1 22	43.9	2 15	26.7
.. 50	72.0	1 24	42.9	2 30	24.0
.. 51	70.6	1 26	41.9	2 45	21.8
.. 52	69.2	1 28	40.9	3 ..	20.0
.. 53	67.9	1 30	40.0	3 30	17.1
.. 54	66.6	1 32	39.1	4 ..	15.0
.. 55	65.5	1 34	38.3	4 30	13.3
.. 56	64.2	1 36	37.5	5 ..	12.0
.. 57	63.2	1 38	36.8	6 ..	10.0

The Atchison, Topeka and Santa Fe Railway Co.

WESTERN LINES
Northern District

NEW MEXICO DIVISION

TIME TABLE No.

99

IN EFFECT

Sunday, July 27, 1958

At 12:01 A. M.
Mountain Standard Time

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

G. R. BUCHANAN,
General Manager,
Amarillo, Texas.

T. J. ANDERSON,
Asst. General Manager,
Amarillo, Texas

C. B. KURTZ,
Superintendent,
Las Vegas, N. M.

CONDITIONAL STOPS SHOWN BELOW WILL BE MADE ONLY FOR REVENUE PASSENGERS
 The term "beyond" refers to regular, flag or conditional stops authorized.

TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM	TRAIN	STOPS AT STATIONS	TO RECEIVE PASSENGERS FOR	TO DISCHARGE PASSENGERS FROM
1-23	Hazelton	Waynoka and beyond	Wellington and beyond	191-190	La Junta to Denver		Beyond La Junta
	Umbarger Black	Clovis and beyond	Beyond Amarillo	201-200	Denver to La Junta	Beyond La Junta	Denver and beyond
	Ft. Sumner	Belen and beyond	Beyond Clovis		Littleton	Colorado Springs, Pueblo and beyond	
2-24	Encino Yeso Ft. Sumner Taiban Melrose	Clovis and beyond	Belen and beyond	17	Hutchinson Garden City Lamar Trinidad	Albuquerque and beyond	Kansas City and beyond and South of Newton
	Black Umbarger	Beyond Amarillo	Clovis and beyond	18	Trinidad Lamar Garden City Hutchinson	Kansas City and beyond and South of Newton	Albuquerque and beyond
	Hazelton	Wellington and beyond	Waynoka and beyond	19	St. John Garden City Lamar	Albuquerque and beyond	Emporia, Kansas City and beyond, and South of Newton
123	Newton to Las Animas	La Junta and beyond	Newton and beyond	20	Trinidad		North of La Junta
	Thatcher	Trinidad and beyond	La Junta and beyond		Trinidad	North of La Junta	
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond	27-(C&S)	Lamar Garden City St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond		Littleton Castle Rock Larkspur Fountain	Beyond Pueblo	
124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque	28-(C&S)	Palmer Lake	Any station	Any station
	Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond		Palmer Lake	Any station	Any station
	Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond				
	Thatcher	La Junta and beyond	Trinidad and beyond				
	La Junta to Hutchinson	Newton and beyond	La Junta and beyond				

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

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

**DR. G. S. HOPKINS, Chief Surgeon.....Topeka.
ALBUQUERQUE HOSPITAL.**

- DR. T. A. KOONS.....Doctor in Charge
- DR. LAWRENCE WILKINSON.....Surgeon
- DR. A. G. SIMMS II.....Surgeon
- DR. JOHN D. ABRUMS.....Medical Consultant
- DR. H. B. WOODWARD.....Internist
- DR. GEORGE M. BOYDEN.....Internist
- DR. CHARLES BEESON.....Consultant, Internal Medicine
- DR. GEORGE SIMSON.....Consultant, Internal Medicine
- DR. ROBERT FRIEDENBERG.....Consultant, Internal Medicine
- DR. F. H. HANOLD.....Consultant, Internal Medicine
- DR. J. W. WIGGINS.....Consultant, Gynecology
- DR. GORDON STRANCE.....Thoracic Surgeon
- DR. WILLIAM J. LANGLOIS.....Thoracic Surgeon
- DR. J. R. VAN ATTA.....X-Ray and Laboratory Consultant
- DR. C. M. THOMPSON.....X-Ray Consultant
- DR. JOHN A. CRAIG.....X-Ray Consultant
- DR. JOHN J. CORCORAN.....Dermatologist
- DR. S. J. JELSO.....Dermatologist
- DR. L. J. MILLER.....Neurosurgical Consultant
- DR. M. R. KLEBANOFF.....Neurological Consultant
- DR. CLINTON W. MORGAN, JR.....Neurological Consultant
- DR. ALLEN JACOBSON.....Neuropsychiatric Consultant
- DR. WARREN T. BROWN.....Neuro-Psychiatrist
- DR. THEODORE SPITZ.....Anesthesiologist
- DR. HOMES S. MUSGRAVE.....Anesthesiologist
- DR. GLENN R. MARGARD.....Anesthesiologist
- DR. A. J. FISHER.....Anesthesiologist
- DR. HENRY M. CRYER, JR.....Anesthesiologist
- DR. G. B. MONEYSMAKER.....Anesthesiologist
- DR. M. J. ROWDABAUGH.....Anesthesiologist
- DR. GEORGE CHANEY.....Pathologist
- DR. L. C. DELAMBRE.....Urologist
- DR. JOHN F. GRIFFIN.....Urologist
- DR. R. E. FORBIS.....Orthopedist
- DR. IRVINE G. JORDAN, JR.....Orthopedist
- DR. JOHN F. BOYD.....Orthopedist
- DR. LEWIS M. OVERTON.....Orthopedic Consultant
- DR. GEORGE C. ANISON.....Ear, Nose, Throat
- DR. THEODORE R. SADOCK.....Ear, Nose, Throat
- DR. HOWARD B. PECK.....Eye Specialist
- DR. JACK A. DILLAHUNT.....Eye Specialist
- DR. JAMES T. MCGUCKIN.....Eye Specialist
- DR. A. L. SCHONBERG.....Eye Specialist

LOCAL SURGEONS

- DR. GUY D. CALONGE.....La Junta
- DR. W. M. LEWALLEN, JR.....La Junta
- DR. W. R. SISSON.....La Junta
- DR. J. ALAN SHAND.....La Junta
- DR. GORDON H. VANDIVER.....La Junta
- DR. RICHARD L. DAVIS.....La Junta
- DR. H. E. ABRUMS.....Trinidad
- DR. WILLIAM D. BROXON.....Trinidad
- DR. LOUIS M. PAVLETICH.....Raton
- DR. V. K. ADAMS.....Raton
- DR. J. C. HALLFORD.....Springer
- DR. C. H. GELLENTHIEN.....Valmora
- DR. J. A. EVANS.....Las Vegas
- DR. W. A. STARK.....Las Vegas
- DR. E. H. DELLINGER.....Las Vegas
- DR. C. L. BLANCHARD.....Las Vegas
- DR. WILLIS W. PICKEL.....Santa Fe
- DR. S. M. GONZALEZ.....Santa Fe
- DR. LOUIS J. LEVIN.....Belen
- DR. W. D. RADCLIFFE.....Belen
- DR. V. E. FRANKLIN.....Socorro
- DR. SIDNEY AUERBACH.....Socorro
- DR. E. E. HUBBLE.....Truth or Consequences
- DR. W. P. SEDGWICK.....Las Cruces
- DR. J. A. STEEL.....Hatch
- DR. PAUL A. FEIL.....Deming
- DR. WENDELL S. DOVE.....Silver City
- DR. A. E. JAMES.....Hurley
- DR. L. R. GADDIS.....El Paso
- DR. H. J. H. MARSHALL.....El Paso
- DR. JOHN H. JOHNSTONE.....Ysleta

EYE, EAR, NOSE and THROAT SPECIALISTS

- DR. R. P. BEAUDETTE, Ophthalmologist.....Raton
- DR. J. D. MARTIN.....El Paso
- DR. R. N. CAYLOR.....El Paso
- DR. H. D. HATFIELD.....El Paso
- DR. R. C. LANE.....Silver City

SIGNAL SYSTEM TWO IN EFFECT: Between La Junta and Raton.

TWO TRACKS: Between C&S Crossing and Wootton; and between Lynn and Raton.

RULE 261 IN EFFECT: On Main Tracks only, between C&S Crossing, MP 635.8, and Keota, MP 654.2.

RULE 251 IN EFFECT: Between Keota, MP 654.2, and Raton, MP 659.5.

Westward trains entering territory where Rule 251 is effective at Keota, MP 654.2, will continue the display of signals previously authorized.

Time of trains at C&S Crossing applies at end of Two Tracks.

Eastward trains must get numbered clearance card at Trinidad; trains originating must get numbered clearance card before leaving La Junta, Trinidad or Raton.

Between MP 554.3 (Bradish St. Underpass) and Signal Bridge carrying signals 5556 and 5556-A, La Junta, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

At Trinidad, between crossover opposite freight station and crossover west of passenger station, trains and engines must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour.

Track Capacity 50 ft. Per Car		WESTWARD				Mile Post	Railing Grade Ascending	TIME TABLE No. 99 July 27, 1958
		First Class						
		7	17	123	19			
Other Tracks	Sidings	Fast Mail Express Leave Daily	Super Chief-El Capitan Leave Daily	The Grand Canyon Leave Daily	The Chief Leave Daily			STATIONS
Yard		PM 4.50	AM 9.20	AM 8.25	AM 12.15	554.9		LA JUNTA YL 3.1
83	82	4.54	9.26	8.31	12.21	558.0	59.7	ORMEGA 5.3
5	82	4.59	9.31	8.36	12.26	568.5	58.1	BENTON 4.6
4	61	5.03	9.35	8.40	12.30	568.0	58.9	RENE 4.3
19	81	5.06	9.38	8.45	12.33	572.8	31.0	TIMPAS 5.8
7	82	5.10	9.42	8.50	12.37	578.2	59.7	AYER 4.9
5	82	5.14 ¹²⁴	9.46	8.55	12.41	588.0	59.7	MINDEMAN 3.0
62	59	5.17	9.48	9.00	12.44	586.0	59.7	BLOOM 5.5
9	63	5.22	9.53	9.05	12.49	591.8	59.7	DELHI 4.0
7	81	5.26	9.57	9.09	12.53	595.5	59.7	HOUGHTON 4.3
66	107	5.30	10.01	9.15	12.57	599.8	59.7	THATCHER 4.5
27	70	5.35	10.06	9.20	1.02	604.7	0	SIMPSON 4.5
8	81	5.39	10.10	9.25	1.06	609.2	59.2	TYRONE 5.8
9	100	5.43	10.14	9.29	1.10	615.0	59.7	MODEL 3.4
5	60	5.46	10.17	9.33	1.13	618.4	59.4	EARL 3.9
5	62	5.50	10.21	9.38	1.18	622.8	57.6	KADREW 3.9
58	83	5.55	10.27	9.44	1.23	626.8	59.4	HOSHNES 6.0
	82	6.00	10.32	9.49	1.28	632.8	59.7	EL MORO 3.5
		6.04	10.36	9.53	1.32	635.8	28.1	C.&S. CROSSING 0.9
Yard		s 6.20	10.40	s 10.01	1.36	636.7	59.4	TRINIDAD 1.9
80		6.24	10.43	10.04	1.39	638.6	105.6	JANSEN 3.4
41		6.30	10.49	10.10	1.45	642.0	105.6	STARKVILLE 5.4
		6.40	10.58	10.19	1.54	647.8	184.8	GALLINAS 0.8
			11.01	10.22		648.1	184.8	MORLEY 3.6
41		6.53	11.11	10.32	2.07	651.8	184.8	WOOTTON 1.0
36		6.58	11.15	10.36	2.11	652.8	0	LYNN 1.4
		7.02	11.19	10.40	2.15	654.2	0	KEOTA 5.3
Yard		s 7.21 PM	s 11.35 AM	s 10.55 AM	s 2.30 AM	659.5		RATON YL
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(104.2)
		41.4	46.3	41.7	46.3			Average speed per hour

AUTOMATIC TRAIN STOP

AUTOMATIC BLOCK SYSTEM

TWO TRACKS

TWO TRACKS

FIRST DISTRICT

TIME TABLE No. 99 July 27, 1958	Rating Grade Ascending	Fuel, Water, Train Tables and Wyes	Communications	EASTWARD			
				First Class			
				8	20	124	18
STATIONS				Fast Mail Express	The Chief	The Grand Canyon	Super Chief-El Capitan
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
LA JUNTA YL 3.1	0		W F T Y	C S 6.50	S 12.50	S 5.50	S 8.20
ORMEGA 5.3	0			B	6.38	12.31	5.37 8.07
BENTON 4.6	0			B	6.33	12.27	5.33 8.02
RENE 4.3	0			B	6.28		5.29
TIMPAS 5.8	0			B	6.23	12.21	5.25 7.56
AYER 4.9	0			B	6.18		5.20
MINDEMAN 3.0	0			B	6.13	12.13	5.14 7.48
BLOOM 5.5	0			B	6.08		5.09
DELHI 4.6	0			B	6.03	12.07	5.04 7.42
HOUGHTON 4.3	0			B	5.53		5.00
THATCHER 4.5	0			C	5.45	12.01 PM	4.55 7.36
SIMPSON 4.5	81.7			B	5.35		4.51
TYRONE 5.8	81.7			B	5.26	11.54	4.47 7.29
MODEL 3.4	81.1			B	5.17	11.49	4.42 7.24
EARL 3.9	81.7			B	5.10	11.46	4.38 7.21
KADREW 3.9	30.8			B	5.06	11.42	4.33 7.17
HOEHNES 6.0	31.7			C	5.00	11.38	4.28 7.13
EL MORO 3.5	0			B	4.53	11.33	4.23 7.08
C. & S. CROSSING 0.9	0			B	4.48	11.29	4.18 7.04
TRINIDAD 1.9	0			C S	4.45	11.26	S 4.15 7.01
JANSEN 3.4	0			B	4.31	11.22	4.08 6.55
STARKVILLE 5.4	0			B	4.24	11.13	4.01 6.46
GALLINAS 0.8	0			B	4.15	11.03	3.49 6.36
MORLEY 3.6	0			B	4.13	11.01	3.47 6.34
WOOTTON 1.0	175.8			B	4.03	10.52	3.38 6.25
LYNN 1.4	175.8			B	3.58	10.48	3.34 6.21
KEOTA 5.3	174.2			B	3.52	10.42	3.28 6.15
RATON YL (104.2)			W F T Y	C	3.35 AM	10.31 AM	3.15 PM 6.04 PM
					Leave Daily	Leave Daily	Leave Daily
Average speed per hour					32.1	45.0	40.3 46.0

SIGNAL SYSTEM TWO IN EFFECT: Between La Junta and Raton.

TWO TRACKS: Between C&S Crossing and Wootton; and between Lynn and Raton.

RULE 261 IN EFFECT: On Main Tracks only, between C&S Crossing, MP 635.8, and Keota, MP 654.2.

RULE 251 IN EFFECT: Between Keota, MP 654.2, and Raton, MP 659.5.

Westward trains entering territory where Rule 251 is effective at Keota, MP 654.2, will continue the display of signals previously authorized.

Time of trains at C&S Crossing applies at end of Two Tracks.

Eastward trains must get numbered clearance card at Trinidad; trains originating must get numbered clearance card before leaving La Junta, Trinidad or Raton.

Between MP 554.3 (Bradish St. Underpass) and Signal Bridge carrying signals 5556 and 5556-A, La Junta, there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 MPH; between these points main track may be used not protecting against regular and extra trains and engines.

At Trinidad, between crossover opposite freight station and crossover west of passenger station, trains and engines must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour.

5 NEW MEXICO DIVISION

SECOND DISTRICT

Track Capacity 50 ft. Per Car		WESTWARD				Mile Post	Euling Grade Ascending	TIME TABLE No. 99 July 27, 1958	Euling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EASTWARD			
		First Class										First Class			
		7	17	123	19							8	20	124	18
Other Tracks	Stidags	Fast Mail Express Leave Daily	Super Chief-El Capitan Leave Daily	The Grand Canyon Leave Daily	The Chief Leave Daily						Fast Mail Express Arrive Daily	The Chief Arrive Daily	The Grand Canyon Arrive Daily	Super Chief-El Capitan Arrive Daily	
Yard		PM 7.24	AM 11.38	AM 11.00	AM 2.33	659.6	0	RATON YL 2.8	70.7	W F T Y	C	s AM 3.25	s AM 10.28	s PM 3.10	s PM 6.01
112	80	7.29	11.42	11.04	2.37	662.4	0	DILLON 8.7	76.0		B	3.09	10.20	3.00	5.52
288	94	7.36	11.51	11.13	2.45	671.3	0	HEBRON 7.4	70.2	Y	B	3.01	10.13	2.51	5.45
5	82	7.42	11.57 PM	11.19	2.51	678.8	0	SCHOMBERG 7.3	68.4		B	2.51 ¹⁹	10.06	2.43	5.38
59	61	7.48	12.03	11.28	2.58	686.0	68.5	MAXWELL 5.0	68.0		C	f 2.35	10.00	2.34	5.32
66	68	7.53	12.08	11.34	3.04	691.0	69.7	FRENCH 2.4	70.0		B	2.29	9.55	2.29	5.28
8	67	7.56	12.11	11.38	3.08	693.4	70.2	GATO 6.0	72.8		B	2.25	9.52	2.25	5.25
148	128	8.03	12.17	11.45	3.14	699.4	72.2	SPRINGER 6.1	70.2		C	s 2.18	9.47	f 2.18	5.20
7	62	8.08	12.23	11.52	3.19	705.3	70.0	ROBINSON 4.7	69.7		B	2.07	9.42	2.12	5.15
9	81	8.12	12.28	11.57 PM	3.23	710.0	71.2	COLMOR 4.3	67.9		B	2.02	9.38	2.06	5.11
4	51	8.16	12.32	12.02	3.27	714.3	70.9	NOLAN 5.3	69.7		B	1.56	9.34	2.01	5.07
11	125	8.21	12.37	12.08	3.32	719.7	44.0	LEVY 5.7	67.9		B	1.50	9.29	1.56	5.02
80	81	8.26	12.42	12.15	3.37	725.3	70.2	WAGON MOUND 4.9	16.5		C	s 1.44	9.24	1.51	4.57
9	80	8.30	12.46	12.20	3.41	730.2	69.7	BOND 5.1	69.7		B	1.35	9.20	1.46	4.53
8	80	8.35	12.51	12.25	3.46	735.3	70.0	OPTIMO 7.0	70.2		B	1.29	9.15	1.41	4.48
3	100	8.45	1.01	12.34	3.55	742.3	52.8	SHOEMAKER 2.5	0		B	f 1.18	9.05	1.31	4.38
		8.48	1.04	12.37	3.58	744.8	52.8	VALMORA 4.3	52.8		B	f 1.12	9.02	1.27	
69	79	8.55	1.11	12.44	4.05	750.2	70.0	WATROUS 5.2	70.0		B	f 1.04	8.55	1.20	4.28
	83	9.00	1.16 ¹²⁴	12.49	4.10	755.4	70.7	KROENIG'S 4.1	0		B	12.56	8.51	1.16 ¹⁷	4.24
17	122	9.05	1.21	12.54	4.14	759.6	69.7	ONAVA 4.5	63.7		B	12.51	8.47	1.12	4.20
17	104	9.09	1.25	12.58	4.18	764.0	0	AZUL 3.6	69.7		B	12.46	8.43	1.08	4.16
3	82	9.13	1.29	1.04 ¹²⁴	4.22	767.7	0	ARRIBA 2.4	69.7		B	12.41	8.39	1.04 ¹²³	4.12
Yard		s 9.20 PM	s 1.37 PM	s 1.15 PM	s 4.30 AM	770.1	0	LAS VEGAS YL		W F Y	C	12.35 AM	8.35 AM	1.00 PM	4.08 PM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(109.8)				Leave Daily	Leave Daily	Leave Daily	Leave Daily
		56.8	55.3	48.8	56.3			Average speed per hour				38.8	58.3	50.7	58.3

SIGNAL SYSTEM TWO IN EFFECT: Between Raton and Las Vegas.

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

THIRD DISTRICT

NEW MEXICO DIVISION

6

Track Capacity 50 Ft. Per Car		WESTWARD				Mile Post	Rating Grade Ascending	TIME TABLE No. 99 July 27, 1958	Rating Grade Ascending	Fuel, Water, Turf, Tables and Wye	Communications	EASTWARD			
		First Class										First Class			
		7	17	123	19							20	124	18	8
Fast Mail Express	Super Chief-El Capitan	The Grand Canyon	The Chief	The Chief	The Chief	The Grand Canyon	Super Chief-El Capitan	Fast Mail Express							
Other Tracks	Sidings	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	Yard	PM 9.23	PM 1.40	PM 1.20	AM 4.33	770.1	LAS VEGAS YL 4.5	74.9	W F Y	C	AM 8.32	PM 12.55	PM 4.05	AM 12.25	
	9 78	9.29	1.46	1.27	4.39	774.8	ROMERO 3.9	75.0		B	8.22	12.47	3.55	12.12	
	6 52	9.34	1.51	1.33	4.44	778.5	OJITA 4.6	75.0		B	8.17	12.40	3.50	12.05 AM	
	13 51	9.39	1.57	1.39	4.49	783.2	MYERS 5.5	75.0		B	8.10	12.33	3.44	11.58	
	8 116	9.47	2.03	1.46	4.55	788.8	CHAPELLE 4.8	0		C	8.04	12.26	3.37	11.50	
	3 90	9.56	2.10	1.55	5.02	793.6	BLANCHARD 5.8	75.0		B	7.58	12.20	3.29	11.43	
	15 60	10.06	2.18	2.05	5.10	799.4	RIBERA 4.0	0		B	7.49	12.10	3.20	11.30	
	13 64	10.12	2.23	2.15	5.15	803.8	SANDS 3.4	0		B	7.45	12.05	3.15	11.20	
	19 57	10.18	2.28	2.22	5.20	807.0	ILFELD 4.0	0		B	7.41	12.02 PM	3.10	11.14	
	16 56	10.24	2.33	2.29	5.25	811.0	GISE 4.8	61.2		B	7.37	11.58	3.06	11.08	
	84 81	10.31	2.38	2.36	5.30	816.0	ROWE 4.4	0		C	7.32	11.52	3.01	11.02	
	61	10.37	2.46	2.43	5.34	820.4	FOX 4.8	0		B	7.27	11.46	2.56	10.56	
	102 114	10.48 ⁸	2.55	2.51 ¹⁸	5.42	825.2	GLORIETA YL 4.6	158.4		C	7.22	11.40	2.51 ¹²³	10.48 ⁷	
	13 102	10.58	3.07	3.02	5.53	830.0	CANYONCITO 5.1	158.4		B	7.10	11.27	2.40	10.35	
	378 179	11.15 ^s	3.19 ^s	3.14 ^s	6.05	835.2	LAMY YL 8.5	75.0		FY C	7.01 ^s	11.15 ^s	2.30 ^s	10.25	
	6 105	11.21	3.26	3.20	6.11	843.8	KENNEDY 4.8	70.7		B	6.51	11.00	2.19	10.08	
	82	11.26	3.31	3.24	6.14	848.7	GALISTEO 3.5	75.0		B	6.46	10.54	2.14	10.02	
	87 88	11.30	3.36	3.28	6.17	852.3	LOS CERRILLOS 1.7	75.0		C	6.43	10.50	2.11	9.57	
	121 97	11.33	3.39	3.31	6.19	853.9	WALDO 11.9	73.1		B	6.41	10.48	2.09	9.51	
	84 88	11.45	3.51	3.42	6.30 ²⁰	865.3	DOMINGO 11.1	26.4		C	6.30 ¹⁹	10.34	1.57	9.38	
	135	11.54 AM	4.00	3.50	6.39	876.6	NUEVE 9.4	52.8		B	6.21	10.26	1.49	9.30	
	50 125	12.02	4.10	4.00	6.50	886.0	BERNALILLO 8.6	26.4		C	6.12	10.18	1.42	9.22	
	7 52	12.10	4.18	4.08	6.59	894.7	ALAMEDA 4.1	26.4		B	6.06	10.12	1.36	9.16	
	155	12.15	4.27	4.17	7.08	898.8	HAHN 3.6	26.4		B	6.01	10.06	1.31	9.11	
	Yard	12.40 AM	4.45 PM	4.35 PM	7.30 AM	902.4	Albuquerque YL		W F T	C	5.55 AM	10.00 AM	1.25 PM	9.05 PM	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(131.4)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	
		40.0	42.6	40.4	44.5		Average speed per hour				59.2	45.1	49.3	39.4	

AUTOMATIC BLOCK SYSTEM

AUTOMATIC TRAIN STOP

SIGNAL SYSTEM TWO IN EFFECT: Between Las Vegas and Albuquerque.

TWO TRACKS: Between Fox and Glorieta; and between Hahn and Albuquerque.

RULE 261 IN EFFECT: On Main Track only between East Siding switch Rowe and end of Two Tracks Fox. Trains using sidings at Fox and Rowe must comply with Rule 105.

RULE 251 IN EFFECT: Between end of Two Tracks Fox and end of Two Tracks Glorieta.

Trains entering territory where Rule 251 is effective at end of Two Tracks Fox and end of Two Tracks Glorieta will continue the display of signals previously authorized.

Time of trains at Fox and Hahn, and time of Westward trains at Glorieta, applies at end of Two Tracks.

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

Trains must get numbered clearance card before leaving Las Vegas and Lamy. Trains originating must get numbered clearance card before leaving Albuquerque and Abajo.

Between Automatic Block Signals 9013 and 9032 at Albuquerque there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Santa Fe District junction switch at Lamy normally lined for Third District.

7 NEW MEXICO DIVISION

EL PASO DISTRICT

SIGNAL SYSTEM TWO IN EFFECT: Between Albuquerque and Rincon.

TWO TRACKS: Between Albuquerque and Abajo; and at Belen, between MP 932.3 and MP 933.5.

RULE 261 IN EFFECT: At Belen, between junction with Pecos Division, MP 934.4, and end of Two Tracks, MP 933.5.

RULE 251 IN EFFECT: At Belen, between MP 932.3 and MP 933.5.

Trains entering territory where Rule 251 is effective at Belen, between MP 932.3 and MP 933.5, will continue the display of signals previously authorized.

Time of trains at Abajo applies at end of Two Tracks.

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

Trains, except those originating, may register at Abajo by form 903.

Trains must get numbered clearance card before leaving Belen and Rincon; trains originating must get numbered clearance card before leaving Albuquerque, Abajo, Isleta and Socorro; except Eastward Albuquerque Division trains, having received New Mexico Division numbered clearance card at Dalies, will be governed by the indication of the train order signal at Isleta.

Albuquerque Division trains originating must get numbered clearance card from both Albuquerque and New Mexico Divisions before leaving Albuquerque or Abajo.

Deming District junction switch at Rincon normally lined for El Paso District.

Magdalena District junction switch at Socorro normally lined for El Paso District.

Between Automatic Block Signals 9013 and 9032 Albuquerque, and between Albuquerque Division Junction MP 932.3 and Automatic Block Signal 9324 at Belen there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Track Capacity 50 ft. Per Car		WESTWARD FIRST CLASS					Mile Post	Rating Grade Ascending	TIME TABLE	
		13	123	17	19	7			No. 99	STATIONS
		El Pasoan	The Grand Canyon	Super Chief - El Capitan	The Chief	Fast Mail Express			July 27, 1958	
Other Tracks	Sidings	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Yard		PM 6.00	PM 5.00	PM 4.55	AM 7.40	AM 12.55	902.4	0	Albuquerque YL 1.5	
Yard		6.05	5.05	5.00	7.45	1.00	903.9	21.1	ABAJO YL 5.9	
3	104	6.10	5.10	5.05	7.50	1.05	909.8	15.8	BARR 5.2	
34	70	6.15	5.15	5.10	7.55	1.10	916.0	10.6	ISLETA 7.4	
70	83	6.22					922.4	21.1	LOS LUNAS 5.0	
8	83	6.27					927.4	19.0	CHLOE 5.2	
Yard		6.40					932.6	21.1	BELEN YL 9.9	
29	83	6.50					942.5	15.8	SABINAL 11.0	
13	83	7.01					953.5	16.3	LA JOYA 10.0	
7	80	7.11	Via Albuquerque Division	Via Albuquerque Division	Via Albuquerque Division	Via Albuquerque Division	963.5	19.5	SAN ACACIA 7.4	
12	83	7.19					970.9	19.2	LIMITAR 6.9	
101	83	7.35					977.8	26.4	SOCORRO YL 10.4	
42	83	7.46					988.2	31.7	SAN ANTONIO 10.8	
	82	7.57					999.0	0	ELMENDORF 6.1	
3	119	8.07					1005.1	26.4	SAN MARCIAL 7.2	
	53	8.17					1012.3	26.4	POPE 9.1	
1	55	8.28					1021.4	26.4	LAVA 10.1	
	82	8.38					1031.5	26.4	CROCKER 11.7	
35	63	8.52					1043.2	0	ENGEL 3.7	
41	41	8.56					1046.9	26.4	JORNADA 4.5	
22	82	9.01					1051.4	26.4	CUTTER 5.0	
	47	9.06					1056.4	26.4	ALEMAN 6.9	
8	83	9.13					1063.3	9.8	UPHAM 3.8	
	82	9.17					1067.1	5.4	ALIVIO 6.6	
44	49	9.24					1073.7	26.4	GRAMA 5.9	
Yard		9.35 PM					1079.6		RINCON YL	
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(177.2)	
		49.5	50.4	50.4	50.4	50.4			Average speed per hour	

EL PASO DISTRICT

NEW MEXICO DIVISION

TIME TABLE No. 99 July 27, 1958		Rolling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EASTWARD FIRST CLASS				
					20	124	14	18	8
					The Chief	The Grand Canyon	El Pasoan	Super Chief-El Capitan	Fast Mail Express
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
A. B. S.	Albuquerque YL 1.5	14.9	WFT	C	AM 5.45	AM 9.50	PM 12.45	PM 1.15	PM 8.50
	ABAJO YL 5.9	26.4	Y	C	5.39	9.44	12.37	1.08	8.44
	BARR 5.2	26.4		B	5.34	9.39	12.29	1.03	8.39
	ISLETA 7.4	26.4		C	5.30 AM	9.35 AM	12.21	12.59 PM	8.35 PM
	LOS LUNAS 5.0	25.8		C			12.12		
	CHLOE 5.2	21.1		B			12.06 PM		
	BELEN YL 9.9	26.4	WFT TY	C			11.50		
	SABINAL 11.0	26.4		B			11.36		
	LA JOYA 10.0	25.8		B			11.25		
	SAN ACACIA 7.4	41.0		B	Via Albuquerque Division	Via Albuquerque Division	11.12	Via Albuquerque Division	Via Albuquerque Division
	LIMITAR 6.9	26.4		B			11.03		
	SOCORRO YL 10.4	26.4	Y	C			10.55		
	SAN ANTONIO 10.8	31.7		B	Via Albuquerque Division	Via Albuquerque Division	10.38	Via Albuquerque Division	Via Albuquerque Division
	ELMENDORF 6.1	31.7		B			10.26		
	SAN MARCIAL 7.2	12.8		B			10.18		
	POPE 9.1	26.4		B			10.08		
	LAVA 10.1	26.4		B			9.56		
	CROCKER 11.7	26.4		B			9.44		
	ENGEL 3.7	26.4		C			9.31		
	JORNADA 4.5	26.4					9.22		
CUTTER 5.0	26.4		B			9.17			
ALEMAN 6.9	26.4		B			9.12			
UPHAM 3.8	26.4		B			9.05			
ALIVIO 6.6	26.4		B			9.01			
GRAMA 5.9	63.4		B			8.54			
RINCON YL (177.2)		Y	C			8.45 AM			
Average speed per hour					50.4	50.4	44.3	47.2	50.4

SIGNAL SYSTEM TWO IN EFFECT: Between Albuquerque and Rincon.

TWO TRACKS: Between Albuquerque and Abajo; and at Belen, between MP 932.3 and MP 933.5.

RULE 261 IN EFFECT: At Belen, between junction with Pecos Division, MP 934.4, and end of Two Tracks, MP 933.5.

RULE 251 IN EFFECT: At Belen, between MP 932.3 and MP 933.5.

Trains entering territory where Rule 251 is effective at Belen, between MP 932.3 and MP 933.5, will continue the display of signals previously authorized.

Time of trains at Abajo applies at end of Two Tracks.

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

Trains, except those originating, may register at Abajo by form 903.

Trains must get numbered clearance card before leaving Belen and Rincon; trains originating must get numbered clearance card before leaving Albuquerque, Abajo, Isleta and Socorro; except Eastward Albuquerque Division trains, having received New Mexico Division numbered clearance card at Dalies, will be governed by the indication of the train order signal at Isleta.

Albuquerque Division trains originating must get numbered clearance card from both Albuquerque and New Mexico Divisions before leaving Albuquerque or Abajo.

Deming District junction switch at Rincon normally lined for El Paso District.

Magdalena District junction switch at Socorro normally lined for El Paso District.

Between Automatic Block Signals 9013 and 9032 Albuquerque, and between Albuquerque Division Junction MP 932.3 and Automatic Block Signal 9324 at Belen there is no superiority of trains. Trains and engines within these limits must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding 20 miles per hour; between these points main track may be used not protecting against regular and extra trains and engines.

Track Capacity 50 ft. Per Car		WEST- WARD First Class 13 El Pasoan		Rating Grade Ascending	TIME TABLE No. 99 July 27, 1958	Rating Grade Ascending	Feet, Water, Turn Tables and Wyes	Communications	EAST- WARD First Class 14 El Pasoan
Other Tracks	Slidings	Leave Daily	Mile Post		STATIONS			Arrive Daily	
Yard		PM 9.40	1079.0	26.4	RINCON YL 7.7	26.4	Y C	AM 8.45	
	83	9.52	1087.9	26.4	TONUCO 8.4	26.4	B	8.32	
	53	10.08	1095.7	26.4	MEDLER 9.4	0	B	8.16	
		10.09	1096.1	26.4	RADIUM SPRINGS 5.9	26.4		f 8.15	
	62	10.15	1101.1	21.5	LEASBURG 5.8	26.4	B	8.10	
33	62	10.23	1106.9	16.6	DONA ANA 5.6	26.4	B	8.03	
Yard		10.35	1112.5	1.6	LAS CRUCES YL 2.5	26.4	C s	7.57	
83		10.38	1115.0	24.6	MESILLA PARK 8.9	29.5		f 7.47	
33	83	10.48	1123.9	0	MESQUITE 3.9	12.1	C f	7.37	
18		10.53	1127.8	0	VADO 3.6	10.6	B	7.33	
26	26	10.57	1131.4	9.8	BERINO 5.0	6.8	B	7.29	
42	51	11.03	1136.4	26.4	ANTHONY 3.4	26.4	C s	7.24	
18		11.08	1139.8	26.4	VINTON 2.6	26.4		7.20	
18	35	11.12	1142.4	26.4	CANUTILLO 2.9	26.4	C s	7.17	
	63	11.16	1145.3	3.7	MONTOYA 2.6	21.1	B	7.13	
4		11.20	1147.9	26.4	WHITE 7.3	26.4		7.10	
		11.40 — PM —	1155.2	0	EL PASO Union Station YL 0.8	0		7.00 — AM —	
Yard			1156.0	0	EL PASO Freight Station YL 0.5	0	FT C		
			1156.5		International Bridge End of Track YL				
		Arrive Daily			(76.9)			Leave Daily	
		37.8			Average speed per hour			43.2	

SIGNAL SYSTEM TWO IN EFFECT: Between Rincon and El Paso.

Trains must get numbered clearance card before leaving Rincon; trains originating must get numbered clearance card before leaving El Paso Freight Station and El Paso Union Station.

DEMING DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD		Rolling Grade Ascending	TIME TABLE No. 99 July 27, 1958	Rolling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD
Other Tracks	Buildings		Mile Post		STATIONS				
			1079.6	26.4	RINCON YL 5.2	26.4	Y	C	
23	41		1084.8	63.9	HATCH 9.1	16.8		C	
	59		1093.9	63.4	HOCKETT 11.0	26.4		B	
75	44		1104.9	26.4	NUTT 13.3	26.4	Y	B	
	36		1118.2	26.4	FLORIDA 7.6	26.4		B	
	61		1125.8	26.4	MIRAGE 7.1	26.4			
Yard			1132.9	57.0	DEMING YL 4.0	62.3		C	
46	41		3.1	57.0	PERUHILL 13.6	62.3			
	53		16.7	73.9	SPALDING 6.8	29.0		B	
	12		23.5	69.2	FAYWOOD 6.8	0		B	
Yard			30.3	117.2	WHITWATER YL 16.1	7	Y	B	
Yard			46.6		SILVER CITY YL		Y	C	
					(100.7)				
					Average speed per hour				

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

Santa Rita District junction switch at Whitewater normally lined for Santa Rita District.

El Paso District junction switch at Rincon normally lined for El Paso District.

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

No switch lights Whitewater to Silver City.

SANTA RITA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD		Rolling Grade Ascending	TIME TABLE No. 99 July 27, 1958	Rolling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD
Other Tracks	Buildings		Mile Post		STATIONS				
Yard			0.0	105.6	WHITWATER YL 8.3	0	Y	B	
Yard			8.3	101.4	HURLEY YL 4.6	42.2	FY	C	
23	29		12.9	132.0	BAYARD YL 1.5	0		C	
			14.4	0	HANOVER JCT. YL 0.3	0		B	
46			14.7	168.4	COBRE YL 2.0	0			
Yard			16.7		SANTA RITA YL			C	
					(16.7)				
					Average speed per hour				

Trains must get numbered clearance card at Santa Rita and Hurley.

Derail in main track 408 feet east of east switch No. 5 track and 82 feet west of west switch No. 4 track Santa Rita.

Deming District junction switch at Whitewater normally lined for Santa Rita District.

West wye switch Hurley normally lined for wye.

No switch lights on Santa Rita District east of Hurley.

SANTA FE DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class	Rolling Grade Ascending	TIME TABLE No. 99 July 27, 1958	Rolling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD Second Class
		93						94
		Mixed					Mixed	
Other Tracks	Sliding	Leave Daily Ex. Sun	Mile Post	STATIONS				Arrive Daily Ex. Sun
		AM 6.10	0.0	LAMY YL 18.1	105.6	FY	C	AM 11.30
Yard		7.10 AM	18.1	SANTA FE YL		Y	O	10.30 AM
		Arrive Daily Ex. Sun		(18.1)				Leave Daily Ex. Sun
		18.1		Average speed per hr.				18.1

No. 93 is superior to No. 94.
Trains must get numbered clearance card before leaving Lamy and Santa Fe.
No switch lights on Santa Fe District.
Third District junction switch at Lamy normally lined for Third District.

ROCKY MOUNTAIN DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD	Rolling Grade Ascending	TIME TABLE No. 99 July 27, 1958	Rolling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD
Other Tracks	Sliding	Mile Post	STATIONS					
805		0.0	HEBRON YL 11.2	O	Y	B		
118		11.2	KOEHLER JCT. YL 3.3	O	Y			
Yard		3.3	KOEHLER YL					
			(14.5)					

No switch lights on Rocky Mountain District.

MAGDALENA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class	Rolling Grade Ascending	TIME TABLE No. 99 July 27, 1958	Rolling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD Second Class
		43						44
		Mixed					Mixed	
Other Tracks	Sliding	Leave Mon., Wed., Fri.	Mile Post	STATIONS				Arrive Tues., Thur., Sat.
101	83	AM 10.00	0.0	SOCORRO YL 15.9	132.0	O	Y	C
17		10.45 AM	15.9	WATER CANYON 10.9	182.0			
Yd.		11.15 AM	26.8	MAGDALENA YL	182.0	1.7	Y	C
		Arrive Mon., Wed., Fri.		(26.8)				Leave Tues., Thurs. and Sat.
		21.4		Average speed per hr.				21.4

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

No switch lights on Magdalena District.

El Paso District junction switch at Socorro normally lined for El Paso District.

FIERRO DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD	Rolling Grade Ascending	TIME TABLE No. 99 July 27, 1958	Rolling Grade Ascending	Fuel, Water, Turn Tables and Wyes	Communications	EAST- WARD
Other Trks	Sliding	Mile Post	STATIONS					
		0.0	HANOVER Jct. YL 3.3	O		B		
41		3.3	HANOVER YL 2.5	O		C		
12		5.8	FIERRO YL					
			(5.8)					

No switch lights on Fierro District.

Santa Rita District junction switch at Hanover Junction normally lined for Santa Rita District.

SPECIAL RULES

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

Rule 104(A) of the Rules, Operating Department, revised 1953, is amended as follows:

Rule 104(A). When a train is clear of main track, to be met or passed by another train, employe attending the switch will not go nearer the switch than the clearance point until the expected train has been met or has passed.

When a train is on the main track, to be met or passed by another train, employe attending the switch will, after lining and locking it, immediately return to the clearance point and remain back of that point until expected train clears the main track.

When necessary to go beyond the switch in flagging, the flagman must remain at least 150 feet away from the switch while approaching train is passing over it.

The conductor or engineman must have an oral understanding with the employe attending the switch as to the required handling under this rule.

Employes using switches must observe whether switch points fit properly after switch is lined, and must grasp the lock chain and pull it to insure that the lock is securely fastened.

Employes, in alighting from trains to change switches, must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Crews of trains which are clear of main track must not give "proceed" signals to approaching trains.

2. YARD LIMITS

Abajo.	Hurley.
Albuquerque.	La Junta.
Bayard.	Lamy.
Belen.	Las Cruces.
Cobre.	Las Vegas.
C & S Crossing.	Magdalena.
Deming.	Raton.
El Paso.	Rincon.
Glorieta.	Santa Fe.
Hanover Jct. (Extends to and includes Fierro).	Santa Rita.
Hebron (Applies on Rocky Mountain District only and extends to end of track at Koehler).	Silver City.
	Socorro.
	Whitewater.

3. SPEED REGULATIONS

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

(B) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT:		
La Junta and Trinidad	90	60
Trinidad and Raton	79	60
SECOND DISTRICT		
	79	60
THIRD DISTRICT:		
Las Vegas and Lamy	79	60
Lamy and Albuquerque	90	60
EL PASO DISTRICT:		
Albuquerque and Isleta	79	60
Isleta and El Paso	59	45
ROCKY MOUNTAIN DISTRICT		
	20	20
SANTA FE DISTRICT		
	20	20

NEW MEXICO DIVISION

12

3. SPEED REGULATIONS—(Cont'd)

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

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
DEMING DISTRICT:		
Rincon and Whitewater	45	45
Whitewater and Mile Post 34	45	45
Mile Post 34 and Silver City	20	20
MAGDALENA DISTRICT		
	20	20
SANTA RITA DISTRICT		
	20	20
FIERRO DISTRICT		
	10	10
LA JUNTA YARD		
Curve, M.P. 555.6 to 555.8	30	80
FIRST DISTRICT		
Curve, M.P. 556.2 to 556.4	60	30
Curve, M.P. 557.2 to 557.4	85	55
3 Curves, M.P. 575.5 to 577.2	80	55
Curve, M.P. 581.1 to 581.5	80	55
3 Curves, M.P. 587.0 to 589.3	80	55
Curve, M.P. 591.0 to 591.4	80	55
2 Curves, M.P. 593.2 to 594.1	80	55
2 Curves, M.P. 595.1 to 596.5	80	55
2 Curves, M.P. 604.1 to 605.5	80	55
Curve, M.P. 606.6 to 607.3	80	55
Curve, M.P. 608.7 to 608.8	80	55
Curve, M.P. 615.5 to 615.9	80	55
Curve, M.P. 618.0 to 618.5	80	55
Curve, M.P. 619.5 to 619.7	40	30
3 Curves, M.P. 620.2 to 622.2	45	45
7 Curves, M.P. 622.3 to 624.7	40	30
Curve, M.P. 633.5 to 633.8	80	55
Curve, M.P. 637.4 to 637.5	35	35
2 Curves, M.P. 638.1 to 638.5	45	45
WESTBOUND TRACK		
14 Curves, M.P. 649.0 to 651.2		
	{ Ascending	25
	{ Descending	15
Curve, M.P. 655.4 to 655.5	25	15
11 Curves, M.P. 656.3 to 657.7	25	15
EASTBOUND TRACK		
14 Curves, M.P. 649.0 to 651.2		
	{ Ascending	25
	{ Descending	15
16 Curves, M.P. 655.4 to 657.7	25	25

13 NEW MEXICO DIVISION

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

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

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
SECOND DISTRICT		
2 Curves, M.P. 660.0 to 660.4	40	40
2 Curves, M.P. 660.8 to 661.7	70	55
1 Curve, M.P. 663.0 to 663.1	75	55
2 Curves, M.P. 664.2 to 665.1	75	55
1 Curve, M.P. 665.9 to 666.4	75	55
1 Curve, M.P. 667.3 to 668.2	75	55
1 Curve, M.P. 669.3 to 669.6	75	55
1 Curve, M.P. 670.5 to 670.8	75	55
1 Curve, M.P. 690.2 to 690.4	50	50
1 Curve, M.P. 690.9 to 691.1	55	50
1 Curve, M.P. 691.6 to 692.0	65	50
1 Curve, M.P. 696.0 to 696.2	65	55
2 Curves, M.P. 698.3 to 700.3	65	50
1 Curve, M.P. 700.6 to 701.1	75	55
2 Curves, M.P. 733.2 to 734.3	75	55
2 Curves, M.P. 736.1 to 736.5	40	40
4 Curves, M.P. 736.9 to 739.3	45	45
4 Curves, M.P. 739.5 to 740.5	40	40
3 Curves, M.P. 740.8 to 742.2	45	45
2 Curves, M.P. 742.5 to 743.0	40	40
13 Curves, M.P. 743.3 to 748.4	45	45
4 Curves, M.P. 748.7 to 749.4	40	40
THIRD DISTRICT		
3 Curves, M.P. 770.7 to 772.0	65	55
17 Curves, M.P. 772.6 to 779.5	45	45
4 Curves, M.P. 779.6 to 781.9	50	50
4 Curves, M.P. 782.3 to 784.1	45	45
4 Curves, M.P. 784.7 to 787.0	50	50
Curve, M.P. 788.4 to 788.7	55	50
4 Curves, M.P. 789.0 to 789.9	45	45
4 Curves, M.P. 790.0 to 791.3	50	50
2 Curves, M.P. 791.4 to 791.7	45	45
7 Curves, M.P. 792.1 to 795.1	50	50
5 Curves, M.P. 795.2 to 796.6	30	30
7 Curves, M.P. 796.9 to 799.9	35	35
Curve, M.P. 800.4 to 800.7	65	55
Curve, M.P. 801.5 to 801.6	55	50
2 Curves, M.P. 802.2 to 802.8	50	50
11 Curves, M.P. 804.0 to 808.8	55	50
Curve, M.P. 809.4 to 809.7	70	55
Curve, M.P. 811.1 to 811.5	70	55
2 Curves, M.P. 812.3 to 812.9	40	40
2 Curves, M.P. 813.0 to 813.4	50	50
3 Curves, M.P. 813.5 to 814.1	35	35
Curve, M.P. 814.3 to 814.4	50	50
2 Curves, M.P. 815.0 to 817.1	65	55
4 Curves, M.P. 818.5 to 819.5	45	45
9 Curves, M.P. 819.6 to 822.6 E&WB	40	40
Curve, M.P. 822.7 to 823.2 E&WB	45	45
2 Curves, M.P. 823.6 to 824.6 E&WB	55	50
Curve, M.P. 824.7 to 824.8 E&WB	30	30

3. SPEED REGULATIONS—(Cont'd)

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

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
THIRD DISTRICT—(Cont'd)		
32 Curves, M.P. 825.0 to 829.5	}EB }WB	25
		25
4 Curves, M.P. 830.3 to 831.8		40
5 Curves, M.P. 832.1 to 832.7	}EB }WB	20
		20
2 Curves, M.P. 833.1 to 835.0		55
Curve, M.P. 838.2 to 838.6		80
2 Curves, M.P. 839.7 to 840.9		80
Curve, M.P. 842.1 to 842.4		80
3 Curves, M.P. 845.4 to 847.3		80
2 Curves, M.P. 849.8 to 850.4		80
2 Curves, M.P. 850.7 to 851.5		65
3 Curves, M.P. 852.5 to 853.2		50
2 Curves, M.P. 853.3 to 853.7		40
2 Curves, M.P. 854.4 to 855.1		65
2 Curves, M.P. 855.4 to 856.6		65
5 Curves, M.P. 857.1 to 858.3		40
3 Curves, M.P. 858.4 to 859.0		35
3 Curves, M.P. 860.2 to 862.3		75
9 Curves, M.P. 865.8 to 872.1		80
3 Curves, M.P. 873.9 to 875.6		80
Curve, M.P. 877.5 to 877.7		85
3 Curves, M.P. 878.2 to 879.6		80
Curve, M.P. 880.8 to 881.1		85
EL PASO DISTRICT		
2 Curves, M.P. 905.2 to 905.4		70
Curve, M.P. 912.2 to 912.7		70
Bridge, M.P. 913.1		70
Curve at Jct. Switch Isleta M.P. 914.9 (For Coast Lines Trains Only)		70
7 Curves, M.P. 932.0 to 932.9		15
3 Curves, M.P. 933.6 to 934.1		30
2 Curves, M.P. 945.1 to 945.4		40
7 Curves, M.P. 957.9 to 960.1		30
Curve, M.P. 960.8 to 961.2		50
7 Curves, M.P. 961.7 to 963.8		30
3 Curves, M.P. 965.5 to 966.3		45
2 Curves, M.P. 973.0 to 973.5		45
Curve, M.P. 985.3 to 985.5		55
Curve, M.P. 986.1 to 986.3		50
Curve, M.P. 987.5 to 987.7		40
Track, M.P. 993.7 to 994.3		45
Track, M.P. 1002.0 to 1007.8		40
7 Curves, M.P. 1007.8 to 1011.0		50
3 Curves, M.P. 1014.1 to 1015.1		50
4 Curves, M.P. 1015.7 to 1017.8		50
3 Curves, M.P. 1018.7 to 1019.5		50

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
EL PASO DISTRICT—(Cont'd)		
Curve, M.P. 1020.7 to 1020.8	40	40
Curve, M.P. 1022.1 to 1022.3	50	45
Curve, M.P. 1022.9 to 1023.1	45	30
2 Curves, M.P. 1036.2 to 1037.0	50	40
13 Curves, M.P. 1075.8 to 1079.6	40	30
2 Curves, M.P. 1079.6 to 1079.8	30	20
Curve, M.P. 1080.0 to 1080.2	35	35
3 Curves, M.P. 1082.8 to 1083.2	50	45
5 Curves, M.P. 1083.7 to 1085.1	55	40
Curve, M.P. 1085.2 to 1085.3	45	35
Curve, M.P. 1085.8 to 1086.0	50	45
3 Curves, M.P. 1090.1 to 1090.7	50	45
8 Curves, M.P. 1091.0 to 1092.4	15	15
9 Curves, M.P. 1092.4 to 1094.7	35	35
2 Curves, M.P. 1096.0 to 1096.6	55	40
Curve, M.P. 1098.8 to 1099.0	55	40
2 Curves, M.P. 1100.7 to 1101.6	55	40
Curve, M.P. 1150.0 to 1150.1	50	45
10 Curves, M.P. 1151.2 to 1154.7	30	30
DEMING DISTRICT		
4 Curves, M.P. 1103.8 to 1105.2	35	35

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

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

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

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

Diesel electric engines not equipped with the dynamic brake running light or handling caboose cars only must not exceed speed of twenty (20) miles per hour descending grades between Raton and Jansen. Other engines running light or handling caboose cars only must not exceed speed of twenty-five (25) miles per hour descending grades between Raton and Jansen.

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

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

Eastward freight trains must not exceed speed of thirty (30) miles per hour between Hockett and Hatch.

Between Bayard and Santa Rita on the Santa Rita District, trains and engines running light must not exceed speed of fifteen (15) miles per hour on curves.

NEW MEXICO DIVISION

14

3. SPEED REGULATIONS—(Cont'd)

(C) WHILE HEAD OF TRAIN IS PASSING THE HIGHWAY CROSSINGS OF CITIES AND TOWNS NAMED BELOW, INDICATED SPEED MUST NOT BE EXCEEDED:

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

(D) MAXIMUM SPEED OF ENGINES

	MILES PER HOUR			
	Forward	Light Forward	Backing Or When Controlled From Rear Unit	Dead In Train
Diesel and Gas-Electric				
11-90, 300-314	100	80	45	90
325-344	80	80	45	80
100-289, 401-430	65	65	45	60
99, 600-611, 700-751, 2099, 2100-2162, 2650-2893, 3000-3019	65	65	45*	60
450-451	30	30	30	20
460-468	35	35	35	20
500-564, 625-633, 1500-1537, 2200-2299, 2301-2304, 2310-2391, 2394-2399, 2400-2438, 2600-2606	45	45	45	45
650-653, 2300	40	40	40	30
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115-M157, M175-M187	65	65	25	60
M160-M162	70	65	25	70
M190	80	65	25	75
* Note: 65 MPH applies when backing handling train.				
Steam				
1010, 5001-5035	60	40	25	
3752-3775	90	40	25	
2900-2929, 3776-3784	100	40	25	

(E) MOVEMENTS OVER SUBMERGED TRACK

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

15 NEW MEXICO DIVISION

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

(E) MOVEMENTS OVER SUBMERGED TRACK—(Cont'd)

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (M.P.H.)	Maximum Speed Under Own Power (M.P.H.)
Diesel Engines			
450-451	2	5	5
11-15, 50, 80-87, 600-611, 2099-2162	3	5	5
51-78, 90, 650-653, 2300-2302, 2310-2321, 2600-2606, 3000-3019 ..	4	5	5
460-468, 2400-2402	4½	5	5
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2438, 2650-2893	5	5	5
Diesel-Electric and Gas Electric Motor Cars	3	5	5
Passenger Cars			
Roller Bearings	8	5	0
Friction Bearings	12	5	0

(F) STEAM DERRICKS, CRANES, ETC.

Trains handling derricks, steam shovels, clam shells, ditchers, pile drivers, spreaders (except spreaders with wings folded and fastened) and similar machinery moving on their own running gear must not exceed 30 miles per hour at any point on First, Second, Third and El Paso Districts and between Rincon and MP 34 on Deming District, 20 miles per hour on Rocky Mountain and Santa Fe Districts and between MP 34 and Silver City on Deming District, and 15 miles per hour on other Districts.

(G) ENGINES HANDLED DEAD IN TRAINS

Steam engines will only be handled dead in train on, and in accordance with, special instructions from the Trainmaster.

(H) SPRING SWITCHES, TURNOUTS, AND CROSSOVERS

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

STATION	TYPE	LOCATION	MILES PER HOUR
FIRST DISTRICT.			
La Junta	S	West end crossover between freight yard and NM Division main track	10
Ormeza	S	Both ends siding	30
Benton	S	Both ends siding	15
Timpas	S	Both ends siding	15
Mindeman	S	Both ends siding	15
Bloom	S	Both ends siding	15
Delhi	S	Both ends siding	15
Houghton	S	Both ends siding	15
Thatcher	S	Both ends siding	30
Simpson	S	East end siding	30
Earl	S	East end siding	15
Kadrew	S	Both ends siding	15
Hoehnes	S	Both ends siding	15
El Moro	S	Both ends siding	15
C&S Crossing	I	End of two tracks	30
	I	East end No. 6 track	15
Trinidad	I	West end No. 6 track	20

3. SPEED REGULATIONS—(Cont'd)

STATION	TYPE	LOCATION	MILES PER HOUR
FIRST DISTRICT—(Cont'd).			
Jansen	I	Both ends of two crossovers	30
	I	Connection, Jansen yard	20
Gallinas	I	Both ends of two crossovers	30
Wootton (MP 650-651)	I	Both ends of crossover	30
	I	End of two tracks	30
Lynn	I	End of two tracks	30
Keota	I	Both ends of two crossovers	30
Raton	S	End of two tracks	15
	S	Both ends East No. 1 track	15

SECOND DISTRICT

Dillon	S	Both ends siding	30
Hebron	S	Both ends siding	30
Schomberg	S	East end siding	30
	S	West end siding	15
Maxwell	S	East end siding	15
French	S	East end siding	30
Gato	S	Both ends siding	30
Springer	S	Both ends siding	30
Robinson	S	West end siding	30
Colmor	S	Both ends siding	30
Nolan	S	Both ends siding	30
Levy	S	Both ends siding	30
Wagon Mound	S	Both ends siding	30
Bond	S	Both ends siding	30
Optimo	S	Both ends siding	30
Shoemaker	S	East end siding	30
	S	West end siding	15
Watrous	S	Both ends siding	30
Kroenigs	S	Both ends siding	30
Onava	S	Both ends siding	30
Azul	S	Both ends siding	15
Arriba	S	Both ends siding	15

THIRD DISTRICT

Las Vegas	S	East end freight yard	30
	S	West end freight yard	15
	S	Both ends Passenger tracks	30
Romero	S	Both ends siding	15
Ojita	S	Both ends siding	15
Myers	S	Both ends siding	15
Chapelle	S	Both ends siding	15
Blanchard	S	Both ends siding	15
Ribera	S	Both ends siding	30
Sands	S	Both ends siding	30
Ilfeld	S	Both ends siding	30
Gise	S	Both ends siding	30
Rowe	S	Both ends siding	30
Fox	S	East end siding	15
	S	End of two tracks	30
Glorieta	S	West end siding	15
	I	End of two tracks	30
Canyoncito	S	East end siding	15
	S	West end siding	30
Lamy	S	Both ends siding	30
Kennedy	S	Both ends siding	30
Galisteo	S	Both ends siding	30
Los Cerrillos	S	Both ends siding	30

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

(H) SPRING SWITCHES, TURNOUTS AND CROSSOVERS —(Cont'd)

"I"—Interlocked Switch.

"S"—Spring Switch.

STATION	TYPE	LOCATION	MILES PER HOUR
THIRD DISTRICT—(Cont'd).			
Waldo	S	West end siding	15
Domingo	S	Both ends siding	30
Nueve	S	Both ends siding	30
Bernalillo	S	Both ends siding	30
Alameda	S	West end siding	30
Hahn	S	End of two tracks	30

EL PASO DISTRICT

Abajo	I	End of two tracks	40
Barr	S	Both ends siding	30
Isleta	I	Albuquerque Division Jct. Westward trains to El Paso Dist. Eastward trains from El Paso Dist.	40
Belen	I	Pecos Division junction switch	30
	I	Pecos Division To and from Yard	15
Rincon	S	East end No. 2 track	15

4. DANGEROUS OBSTRUCTIONS (See Rule 761)

Mile Posts	Names
SECOND DISTRICT	
689.6	Vermejo River.
691.2	Overhead Crossing, S.P. Ry.
748.4	Mora River.
THIRD DISTRICT	
785.1	Tecolote River.
831.8	Apache Creek.
865.5	Pumice chute located on Pumice Loading Track, Domingo.
EL PASO DISTRICT	
902.5	Coal Avenue Viaduct.
951.5	Rio Puerco.
961.3	Rio Salado.
1006.2	Rio Grande.
1112.5	Seed conveyor and wire over compress track at oil mill.
DEMING DISTRICT	
1082.9	Rio Grande.
39.6	San Vincente.
45.3	San Vincente.
FIERRO DISTRICT	
3.7	Loading chute over Peru Mining Co. track, Hanover.

NEW MEXICO DIVISION

16

5. RAILROAD CROSSINGS AND JUNCTIONS

(A) LOCATION OF INTERLOCKINGS

C&S Crossing, MP 635.8—Interlocking.

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

Following whistle signals will indicate routes:

WESTWARD

Albuquerque Division main track	—	—	0
New Mexico Division main track	—	0	0
New Mexico Division siding	—	0	—
Albuquerque Division siding	—	0	—

EASTWARD

Albuquerque Division main track	—	—	0
New Mexico Division main track	—	—	0

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

6. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity	Switch Connection
SECOND DISTRICT			
Toril	697.5	44	East & West
Union	741.5	13	East & West
THIRD DISTRICT			
Spieß	837.3	61	East & West
Plains Electric	878.4	40	East
Public Service Co.	895.7	170	East
ROCKY MOUNTAIN DISTRICT			
Koehler Mine	11.2	Yard	East
EL PASO DISTRICT			
Home Planners, Inc.	905.9	20	East
Kinney	907.1	6	East
Bates Lumber Company	910.6	4	East
Polvadero	966.7	None	
United M&M Corp.	983.7	6	East & West
Tex Mex Mining Co.	989.0	7	East
Tiffany Stock Yards	1002.1	19	East & West
Newalpitt	1036.0	2	East
Fort Selden	1097.3	5	West
Barker	1113.9	1	East
Santa Tomas	1123.5	15	East & West
DEMING DISTRICT			
Asarco	2.0	Yard	East
MAGDALENA DISTRICT			
Socorro Planning & Lumber Co.	1.9	6	East
Great Lakes Carbon Corp.	4.8	30	East & West
Quarry Tracks	11.0	36	East & West
Kelly	28.5	29	East & West
FIERRO DISTRICT			
Bullfrog Mine	0.2	10	East & West
Black Hawk	2.3	12	East & West
Kearney	2.6	19	East & West
Peru Mining Co.	3.8	20	East & West
Union Hill	4.7	37	East & West
SANTA RITA DISTRICT			
Star Shaft	15.5	21	West
Precipitate Spur	15.6	22	West

7. SPECIAL RULES AND FACILITIES

(A) Service test of air brakes as prescribed by Rule 945 (e) must be made on passenger trains and light engines at Glorieta and Lynn eastward, and Wootton and Glorieta westward.

Air test as prescribed by Rule 947 will be made on freight trains at Glorieta westward.

On Raton Mountain, freight trains will be governed as follows:

Eastward at Raton, after air test completed, retainers will be turned up before leaving. Passing Lynn the conductor and each engineman will observe air gauge and if prescribed brake pipe pressure is indicated, may proceed through tunnel without stopping; otherwise Rule 947 will apply.

Westward, after last helper engine is attached to train and air test completed, retainers will be turned up before leaving. Passing Wootton the conductor and each engineman will observe air gauge, and if prescribed brake pipe pressure is indicated, may proceed through tunnel without stopping; otherwise Rule 947 will apply.

Tonnage of freight trains on descending grades where the ruling grade descending is 3% or over must not exceed seventy-five (75) tons per operative brake, unless cars being handled are equipped with empty-load brake, the load brake being cut in and in service.

Use of retainers on freight trains descending grades will be left to the judgment of conductors and enginemen, except on descending grades between Raton and M.P. 644, and between Glorieta and Canyoncito, retainers will be used on all loaded cars and on not less than 50% of the empty cars in the train.

(B) High water detectors have been placed under certain bridges and in certain areas where flash floods or dangerously high water might occur. These detectors when actuated by high water set adjacent automatic block signals in stop position. Under such conditions trains must not cross bridges so protected until a thorough examination has been made to determine that the bridge has not been weakened by high water. Crews should promptly communicate with the train dispatcher and every precaution for safety should be taken.

High water detectors located at:

MP 566 plus 2980 feet — Near Rene
 MP 633 plus 3498 feet — Near El Moro
 MP 727 plus 510 feet — Near Wagon Mound
 MP 763 plus 3736 feet — Near Kroenigs
 MP 874 plus 766 feet — Near Nueve
 MP 893 plus 3362 feet — Near Alameda
 MP 894 plus 2077 feet — Near Alameda
 MP 895 plus 3700 feet — Near Alameda
 MP 898 plus 4382 feet — Near Hahn
 MP 898 plus 4772 feet — Near Hahn

(C) Automatic Flood Indicators on El Paso District protect following areas:

MP 978.9 to MP 981.9
 MP 983.9 to MP 987.6
 MP 1084.7 to MP 1086.2
 MP 1087.6 to MP 1091.7

Semaphore arm at 45 degrees above horizontal position or a lunar white light indicate normal conditions.

Semaphore arm in horizontal position or a red light warn of high water or washout.

Trains receiving warning indication must stop, then proceed prepared to stop short of high water or washout through the protected area.

Full report must be made at first open office of communication.

8. BULLETIN BOOKS

LA JUNTA	ABAJO
RATON	BELEN
LAS VEGAS	RINCON
LAMY	EL PASO
ALBUQUERQUE	HURLEY

9. STANDARD CLOCKS

LA JUNTA	ABAJO
RATON	BELEN
LAS VEGAS	RINCON
LAMY	EL PASO
ALBUQUERQUE	HURLEY

10. STANDARD THERMOMETERS

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

11. STATUTORY REGULATIONS

In Colorado, a railroad company has a right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any station where suitable accommodation can be procured for his safety and comfort.

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any station where suitable accommodation can be procured for his safety and comfort; this may be done upon a tender of refund of the unearned portion of the fare.

In New Mexico the statute authorizes the Company to expel from its trains at any stopping-place, using no more force than may be necessary, any passenger who, upon demand, shall refuse to pay his fare, or shall behave in a rude, riotous or disorderly manner towards other passengers or the employes of such Company in charge of such cars, or who, upon his attention being called thereto, shall persist in violating the rules of the corporation against gambling upon its cars; and Conductors in New Mexico will be guided by a strict compliance with this statute.

In Texas a railroad company has a right to eject from its train any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destination, and he may be expelled at any point on the line of the road, whether a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling-house or town, or the weather is so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected at a station where suitable accommodation can be procured for his safety and comfort.



SANTA FE SAFETY FIRST



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

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

