

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	Umbarger Black	Clovis and beyond	Beyond Amarillo	2	Encino Yeso Ft. Sumner Taiban Melrose	Clovis and beyond	Belen and beyond
	Melrose Ft. Sumner	Belen and beyond	Beyond Clovis		Black Umbarger	Beyond Amarillo	Clovis and beyond
123	Newton to Las Animas	La Junta and beyond	Newton and beyond	17	Hutchinson Garden City Lamar Trinidad	Albuquerque and beyond	Kansas City and beyond and South of Newton
	Thatcher	Trinidad and beyond	La Junta and beyond		18	Trinidad Lamar Garden City Hutchinson	Kansas City and beyond and South of Newton
	Ribera Rowe Glorieta	Albuquerque and beyond	Las Vegas and beyond	19	St. John Garden City Lamar	Albuquerque and beyond	Emporia, Kansas City and beyond, and South of Newton
	Los Cerrillos Domingo Bernalillo	Beyond Albuquerque	Las Vegas and beyond		Trinidad		Kansas City and east and north of La Junta
124	Bernalillo Domingo Los Cerrillos	Las Vegas and beyond	Beyond Albuquerque	20	Trinidad	North of La Junta Kansas City and east	Arizona and California
	Glorieta Rowe Ribera	Las Vegas and beyond	Albuquerque and beyond		Lamar Garden City St. John	Emporia, Kansas City and beyond, and South of Newton	Albuquerque and beyond
	Valmora Wagon Mound Maxwell	Raton and beyond	Las Vegas and beyond	27-(C&S)	Palmer Lake	Pueblo and beyond	Denver
	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 shipments 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. P. T. MOORE..... Doctor in Charge

LOCAL SURGEONS

DR. V. SCOTT JOHNSON..... Clovis
 DR. JOEL ZEIGLER..... Clovis
 DR. LEWIS THOMAS..... Clovis
 DR. WALTER D. DABBS..... Clovis
 DR. J. B. MOSS, JR..... Clovis
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 DR. LANE E. MOORE, D. O..... Ft. Sumner
 DR. EDWARD D. FIKANY..... Ft. Sumner
 DR. J. L. LAPP, D. O..... Vaughn
 DR. ROBERT J. SAUL..... Mountainair
 DR. JOHN N. TOKE..... Belen
 DR. W. D. RADCLIFFE..... Belen
 DR. H. T. BRASELL..... Portales
 DR. HERMAN O. LEHMAN..... Portales
 DR. J. P. WILLIAMS..... Roswell
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 DR. J. W. HILLSMAN..... Carlsbad
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 DR. EARL B. FLANAGAN..... Carlsbad

DR. THEODORE E. HAUSER..... Carlsbad
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 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. BRADFORD D. RODGERS..... Hurley
 DR. L. R. GADDIS..... El Paso
 DR. H. J. H. MARSHALL..... El Paso
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EYE, EAR, NOSE AND THROAT SPECIALISTS

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 DR. R. N. CAYLOR..... El Paso
 DR. H. D. HATFIELD..... El Paso
 DR. R. C. LANE..... Silver City

FIRST DISTRICT

NEW MEXICO DIVISION

2

Track Capacity 60 ft. Per Car		WESTWARD First Class		Mile Post	Ruling Grade Ascending Feet Per Mile	TIME TABLE No. 1 September 1, 1961	Ruling Grade Ascending Feet Per Mile	Turn Tables and Wyes	Communications	EASTWARD First Class	
		3	1							2	4
		Passenger	San Francisco Chief							San Francisco Chief	Passenger
Other Tracks	Sidings	Leave Daily	Leave Daily			STATIONS				Arrive Daily	Arrive Daily
Yard		PM 8.40	AM 11.30	656.7	28.0	CLOVIS YL 5.9	12.7	T Y C		PM 2.30	AM 12.35
70	114	8.45	11.36	662.6	23.1	GALLAHER 4.8	11.1	B		2.20	12.26
18	110	8.49	11.40	667.4	26.4	GRIER 5.4	13.7	B		2.16	12.22
26	110	8.54	11.46	672.8	19.0	ST. VRAIN 8.0	11.1	B		2.11	12.17
84	109	9.01	11.53	680.8	26.0	MELROSE 6.8	26.4	C		2.04	12.10
6	216	9.07	11.59 PM	687.6	0	CANTARA 5.8	31.7	B		1.58	12.03 AM
57	220	9.12	12.04	693.4	0	KRIDER 5.1	31.7	B		1.53	11.57
51	161	9.16	12.08	698.5	0	TOLAR 4.3	31.7	B		1.49	11.51
37	260	9.20	12.12	702.8	26.4	TAIBAN 7.3	31.7	B		1.45	11.46
25	201	9.26	12.18	710.1	26.4	LA LANDE 6.7	31.7	B		1.39	11.40
70	156	9.31	12.23	716.8	31.7	FORT SUMNER 6.8	0	Y C		1.33	11.34
4	281	9.37	12.30	723.6	31.7	AGUDO 5.7	15.8	B		1.27	11.29
19	216	9.42	12.36	729.8	31.7	RICARDO 7.3	0	B		1.22	11.24
5	216	9.48	12.43	736.6	31.7	EVANOLA 7.3	0	B		1.16	11.18
44	220	9.54	12.50	743.9	31.7	YESO 5.7	0	C		1.10	11.12
2	216	9.59	12.55	749.6	31.7	LARGO 6.5	0	B		1.05	11.07
26	216	10.04	1.00 ²	756.1	31.7	BUCHANAN 5.3	0	B		1.00 ¹	11.02
4	217	10.10	1.06	761.4	31.7	CARDENAS 7.6	31.7	B		12.53	10.57
15	237	10.16	1.12	769.0	31.7	DUORO 6.7	10.2	B		12.47	10.51
5	125	10.23	1.19	775.7	31.7	JOFFRE 11.8	10.6	B		12.42	10.45
Yard		10.40 ^s PM	1.35 PM	787.5		VAUGHN YL		Y C		12.30 PM	10.33 PM
		Arrive Daily	Arrive Daily			(130.8)				Leave Daily	Leave Daily
		65.4	62.3			Average speed per hour				65.4	64.3

SIGNAL SYSTEM TWO IN EFFECT.

TWO TRACKS: Between Clovis and Melrose, MP 681.2; and between Joffre, MP 773.6, and Vaughn, MP 788.4.

RULE 261 IN EFFECT: On Main Tracks and Sidings between East Crossover Melrose, MP 679.5, and West Crossover Joffre, MP 776.2, except Siding Melrose where trains must comply with Rule 105.

RULE 251 IN EFFECT: Between Clovis and East Crossover Melrose, MP 679.5; and between West Crossover Joffre, MP 776.2, and Vaughn, MP 788.4.

Trains entering territory where Rule 251 is effective at Melrose eastward and Joffre westward will continue the display of signals previously authorized.

Trains must get numbered clearance card before leaving Clovis and Vaughn.

At Clovis, between Westward Interlocking Signals east end yard and Eastward Interlocking Signals west end yard, there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main tracks may be used not protecting against regular and extra trains and engines.

3 NEW MEXICO DIVISION

SECOND DISTRICT

Track Capacity 80 ft. Per Car		WESTWARD First Class			Mile Post	Feet Per Mile	TIME TABLE No. 1 September 1, 1961	Feet Per Mile	Rolling Grade Ascending	Turn Tables and Wye	Communications	EASTWARD First Class	
		1	3	2								4	
		San Francisco Chief	Passenger	San Francisco Chief								Passenger	
Other Tracks	Sidings	Leave Daily	Leave Daily			STATIONS						Arrive Daily	Arrive Daily
Yard		PM 1.35	PM 10.40	787.5	81.7	VAUGHN YL 5.1	0		Y	C		PM 12.30	PM 10.33
5	214	1.42	10.47	792.7	81.7	TEJON 6.0	0			B		12.25	10.27
3	181	1.50	10.55	798.7	10.5	CARNERO 5.1	81.7			B		12.20	10.21
46	120	1.55	11.00	803.8	81.7	ENCINO 5.0	81.7			B		12.16	10.17
19	239	2.00	11.05	808.9	81.7	NEGRA 6.7	81.7			B		12.12	10.13
3	229	2.06	11.11	815.5	81.7	PEDERNAL 4.0	81.7			B		12.06	10.07
3	116	2.10	11.15	819.5	81.7	DUNMOOR 4.5	81.7			B		12.02 PM	10.03
5	191	2.15	11.20	824.0	12.1	CULEBRA 4.8	81.7			B		11.58	9.58
39	213	2.20	11.25	828.8	80.5	LUCY 7.3	81.7			B		11.54	9.54
3	159	2.26	11.31	836.1	80.3	SILIO 6.0	81.7			B		11.48	9.48
235	128	2.31	11.36	842.1	81.7	WILLARD 6.4	0		Y	C		11.43	9.42
3	246	2.38	11.43	848.5	81.7	BRONCHO 7.1	0			B		11.38	9.36
220	54 125 338	2.45	11.50	855.7	81.7	MOUNTAINAIR 7.5	86.0		Y	C		11.32	9.30
6	270	2.52	11.57 AM	863.2	8.2	ABO 5.7	86.0			B		11.24	9.20
20	301	2.59	12.04	868.9	0	SCHOLLE 7.0	86.0			B		11.17	9.12
3	166	3.11	12.16	875.9	0	SAIS 5.7	86.0			B		11.05	9.00
67	186	3.16	12.21	881.6	0	BECKER 5.0	81.7			B		11.00	8.55
3	186	3.20	12.25	886.6	0	BODEGA 4.7	81.7			B		10.56	8.51
7	187	3.24	12.29	891.3	12.1	MADRONE 6.1	81.7			B		10.52	8.47
Yard		3.35 PM	12.40 AM	897.4		BELEN YL			T	Y	C	10.45 AM	8.40 PM
		Arrive Daily	Arrive Daily			(109.9)						Leave Daily	Leave Daily
		54.9	54.9			Average speed per hour						62.8	58.4

TRAFFIC CONTROL SYSTEM

SIGNAL SYSTEM TWO IN EFFECT.

TWO TRACKS: At Vaughn, between MP 787.2 and MP 788.4; and at Belen, between MP 896.5 and MP 897.6.

RULE 261 IN EFFECT: On Main Tracks and Sidings between Vaughn, MP 788.4 and Belen, MP 896.5, except Track No. 2 Mountainair where trains must comply with Rule 105.

TCS WITH RULE 261 IN EFFECT: At Belen, on freight lead between MP 893.9 and MP 896.4 and on Tracks 23 and 24 between signs indicating "Begin TCS" and "End TCS" located near junction of Albuquerque and New Mexico Divisions and at West end new ice dock. Trains and engines must comply with Rule 105 outside TCS limits on these tracks.

Tracks 23 and 24 at Belen signalled for, and must be used for, Eastward movement only, between signs indicating "End TCS" at West end new ice dock and sign reading "End of Circuit" near East

end new ice dock, except trains and engines may use these tracks in Westward direction when authorized by Control Station.

RULE 251 IN EFFECT: At Vaughn, between MP 787.2 and MP 788.4; and at Belen, between MP 896.5 and MP 897.6.

Trains entering territory where Rule 251 is effective at Vaughn eastward and Belen westward will continue the display of signals previously authorized.

At Belen, between junction with Albuquerque Division MP 897.6 and Block Signal 9324 there is no superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main tracks may be used not protecting against regular and extra trains and engines.

At Mountainair, Westward passenger trains not making station stop, will make service test of air brakes as prescribed by Rule 945 (E).

Trains must get numbered clearance card before leaving Vaughn and Belen.

CARLSBAD DISTRICT

Trunk Capacity 50 Ft. Per Car		WEST- WARD First Class 25 Passenger		Rolling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Rolling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD First Class 26 Passenger
Other Tracks	Ridings	Leave Daily PM 1.45	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily PM 1.00
			0.0	0	CLOVIS YL 0.7	19.5	T Y	C	
				37.0	Clovis Jet. 7.6	52.8			
2	110	1.56	7.6	52.8	CAMEO 10.0	52.8		B	12.41
98	134	2.09	17.6	52.8	PORTALES YL 3.3	52.8		C	12.29
	27	2.14	20.9	52.8	YERBA 8.9	16.7			12.24
2	110	2.24	29.8	52.8	DELPHOS 7.4	37.0		B	12.14
2	115	2.33	37.2	52.8	KERMIT 5.0	52.8		B	12.05 -PM-
39	50	2.40	42.2	52.8	BLIDA 5.4	52.8		C	11.59
2	110	2.47	47.6	48.1	TORNERO 4.9	52.8		B	11.52
8	72	2.54	52.5	42.2	KENNA 13.0	47.5		B	11.45
	110	3.11	65.5	52.8	BOAZ 6.3	40.7		B	11.28
	84	3.20	71.8	52.8	ELKINS 10.3	52.8		B	11.19
	110	3.32	82.1	45.9	CAMPBELL 7.9	52.8		C	11.07
	18	3.42	90.0	87.0	ACME 4.9	52.8		B	10.54
	110	3.48	94.9	52.8	MELENA 8.2	52.8		B	10.47
40	110	3.59	103.1	52.8	POE 4.7	52.8		B	10.37
Yard	83	4.15	107.8	47.0	ROSWELL YL 4.8	52.8	Y	C	10.30
9	21	4.22	112.6	30.1	SOUTH SPRING 6.2	85.2			10.16
	110	4.29	118.8	0	CHISUM 3.4	41.7		B	10.08
61	51	4.36	124.2	0	DEXTER 2.4	21.1		C	10.01
50		4.40	126.6	46.2	GREENFIELD 3.9	42.2		B	9.57
40	51	4.45	130.5	32.7	HAGERMAN 8.5	52.8		C	9.52
15	19	4.55	139.1	38.5	LAKE ARTHUR 4.7	31.7		B	9.41
22	110	5.01	143.8	8.5	ESPUELA 6.1	31.7		B	9.35
287	64	5.11	149.9	45.8	ARTESIA YL 5.2	41.7		C	9.27
22	110	5.18	155.1	29.0	ATOKA 2.8	41.7		B	9.20
44	25	5.22	157.9	18.6	DAYTON 7.3	52.8		B	9.16
13	110	5.31	165.2	50.2	LAKEWOOD 12.3	48.8		B	9.08
	61	5.48	177.5	52.8	AVALON 5.5	52.8		B	8.53
Yard		6.00 PM Arrive Daily	183.0		CARLSBAD YL		Y	C	8.45 AM Leave Daily.
		43.1			(183.0)				43.1
Average speed per hour									

At Clovis, trains will be governed by First District time table rules.

Trains must get numbered clearance card before leaving Clovis and Carlsbad.

At Carlsbad, between Greene Street and East Wye Switch, there is no Superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

5 NEW MEXICO DIVISION

PECOS DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Rolling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Rolling Grade Ascending	Turn Tables and Wyes	Communication	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard			183.0	29.8	CARLSBAD YL 6.1	18.5	Y	C	
19			189.1		OTIS 5.3				
			194.4	29.8	LOVING JCT. YL 0.9	29.6		B	
65			195.8	29.1	LOVING YL 4.5	29.6	Y	C	
24			199.8	29.6	MALAGA 11.0	29.6			
36			210.8	29.6	RED BLUFF 5.7	28.1			
28			216.5	29.6	CORRAL 8.1	29.6			
13			224.6	29.6	ANGELES 6.1	29.6			
20			280.7	29.6	ORLA 10.5	29.1			
24			241.2	26.4	RIVERTON 10.1	24.8			
26			251.3	26.4	ARNO 20.2	21.7			
Yard			271.5		PECOS YL		Y	C	
					(88.5)				
					Average speed per hour				

At Carlsbad, between Greene Street and East Wye Switch, there is no Superiority of trains. Trains and engines within these limits must proceed at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

Trains must get numbered clearance card before leaving Carlsbad and Pecos.

East Wye switch Loving Jct. normally lined and locked for wye. Stop Board 200 feet west of this switch, at M.P. 194.4, governs Eastward movements on Main Track.

No switch lights Carlsbad to Pecos.

Trains must stop before crossing Delaware River Bridge M.P. 213.8 and a member of crew will precede the train before crossing.

Loving Jct. is register station for Westward trains only.

ESTANCIA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Rolling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Rolling Grade Ascending	Turn Tables and Wyes	Communication	EAST- WARD ↑
Other Tracks	Sidings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
235	128		0.0	42.2	WILLARD YL 11.3	42.2	Y	C	
87	26		11.8	66.0	ESTANCIA YL 16.0	44.9		C	
8	81		27.8		CALVERT				
					(37.8)				
					Average speed per hour				

At Willard, trains will be governed by Second District time table rules.

Trains must get numbered clearance card before leaving Willard.

No switch lights on Estancia District.

EL PASO DISTRICT

NEW MEXICO DIVISION 6

Track Capacity 50 ft. Per Car		WESTWARD FIRST CLASS					Mile Post	Feet Per Mile	Rating Grade Ascending	TIME TABLE No. 1 September 1, 1961		Rating Grade Ascending	Turn Tables on Wye	Communications	EASTWARD FIRST CLASS				
		13	123	17	19	7				20	124				14	18	8		
		El Pasoan	The Grand Canyon	Super Chief-El Capitan	The Chief	Fast Mail Express				The Chief	The Grand Canyon				El Pasoan	Super Chief-El Capitan	Fast Mail Express		
Other Tracks	Sidings	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS	Feet Per Mile			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	Yard	PM 6.00	PM 5.00	PM 4.40	AM 7.40	AM 12.55	902.4	0	Albuquerque YL 1.5	14.9	T	C	AM 5.30	AM 9.50	PM 12.30	PM 1.00	PM 9.20		
	Yard	6.05	5.05	4.45	7.45	1.00	908.9	21.1	ABAJO YL 11.1	20.4	Y	B	5.24	9.44	12.22	12.48	9.14		
84	70	6.15	5.15	4.55	7.55	1.10	915.0	10.6	ISLETA 7.4	26.4		B	5.15	9.35	12.06	12.39	9.05		
70	88	6.22					922.4	21.1	LOS LUNAS 5.0	26.4		C			11.57				
8	88	6.27					927.4	19.0	CHLOE 5.2	26.4		B			11.51				
	Yard	6.40					932.6	21.1	BELÉN YL 9.9	26.4	T	Y			11.44				
29	88	6.50					942.6	15.8	SABINAL 11.0	26.4		B			11.21				
19	88	7.01					958.6	16.3	LA JOYA 10.9	26.4		B			11.10				
7	80	7.11					968.6	19.5	SAN ACACIA 7.4	41.0		B			10.57				
12	88	7.19					970.9	19.2	LIMITAR 6.9	26.4	Y	C			10.48				
101	88	7.35					977.8	26.4	SOCORRO YL 10.4	26.4		B			10.23				
42	88	7.46					988.2	31.7	SAN ANTONIO 10.8	81.7		B			10.11				
		82	7.57				999.0	0	ELMENDORF 6.1	81.7		B			10.03				
		119	8.07				1005.1	26.4	SAN MARCIAL 7.3	12.8		B			9.53				
		58	8.17				1012.8	26.4	POPE 9.1	26.4		B			9.41				
1	55	8.28					1021.4	26.4	LAVA 10.1	26.4		B			9.29				
		82	8.38				1031.5	26.4	CROCKER 11.7	26.4		C			9.16				
88	68	8.52					1048.2	0	ENOEL 3.7	26.4					9.07				
41	41	8.56					1046.9	26.4	JORNADA 4.5	26.4		B			9.02				
		82	9.01				1051.4	26.4	CUTTER 5.0	26.4		B			8.57				
		47	9.06				1056.4	26.4	ALEMAN 6.9	26.4		B			8.50				
8	88	9.13					1063.8	9.8	UPHAM 3.8	26.4		B			8.46				
		82	9.17				1067.1	5.4	ALIVIO 6.6	26.4		B			8.39				
44	49	9.24					1078.7	26.4	GRAMA 5.9	68.4		B			8.30 AM				
	Yard	9.35 PM					1079.6		RINCON YL		Y	C							
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(177.2)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		49.5	50.4	50.4	50.4	50.4			Average speed per hour				50.4	50.4	44.3	36.0	50.4		

SIGNAL SYSTEM TWO IN EFFECT.

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

RULE 261 IN EFFECT: On main track only, between end of Two Tracks Abajo and west end Albuquerque Division siding or east end El Paso District siding at Isleta; and at Belen between junction with Second District, MP 934.4, and end of Two Tracks MP 933.5. Trains using either siding at Isleta must comply with Rule 105.

RULE 251 IN EFFECT: Between Albuquerque and Abajo; and at Belen, between MP 932.3 and MP 933.5.

Trains entering territory where Rule 251 is in effect at Belen and Abajo, will continue the display of signals previously authorized.

At Belen, trains will be governed by Second District time table rules.

RULES 83 AND 83(A): Train register at Albuquerque will be accepted to indicate that trains shown thereon have arrived and left Isleta. When identification of a superior train cannot be made between Albuquerque and Isleta, the inferior train must not enter single track, where Rule 261 is not in effect, at Isleta, until it has been ascertained that such superior train has arrived or left.

Time of westward trains at Isleta applies at "End T.C.S."

Trains must get numbered clearance card before leaving Albuquerque, Belen and Rincon; and eastward Albuquerque Division trains entering New Mexico Division at Isleta must get numbered clearance card from New Mexico Division at Dalies.

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

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 Signal 9013 and Trumbull Avenue at 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 at restricted speed; between these points main track may be used not protecting against regular and extra trains and engines.

7 NEW MEXICO DIVISION

EL PASO DISTRICT—CONTINUED

Track Capacity 50 ft. Per Car		WEST- WARD First Class 13 El Pascan		Ruling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD First Class 14 El Pascan
Other Tracks	Slidings	Leave Daily	Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			Arrive Daily
Yard		PM 9.40	1079.6	26.4	RINCON YL 7.7	26.4	Y	C	AM 8.30
	83	9.52	1087.8	26.4	TONUCO 8.4	26.4		B	8.17
	83	10.08	1095.7	26.4	MEDLER 0.4	0		B	8.01
		10.09	1096.1	26.4	RADIUM SPRINGS 5.0	26.4			8.00
	82	10.15	1101.1	21.8	LEASBURG 5.8	26.4		B	7.55
83	82	10.23	1106.9	16.8	DONA ANA 5.6	26.4		B	7.48
Yard		10.35	1112.5	1.6	LAS CRUCES YL 2.5	26.4		C	7.42
53		10.38	1118.0	24.6	MESILLA PARK 8.9	29.6			7.32
83	83	10.48	1123.9	0	MESQUITE 3.9	12.1		C	7.22
18		10.53	1127.8	0	VADO 3.6	10.6		B	7.18
26	26	10.57	1131.4	9.6	BERINO 5.0	6.8		B	7.14
42	51	11.03	1136.4	26.4	ANTHONY 3.4	26.4		C	7.09
18		11.08	1139.8	26.4	VINTON 2.6	26.4			7.05
18	85	11.12	1142.4	26.4	CANUTILLO 2.9	26.4		C	7.02
	63	11.16	1148.8	8.7	MONTOYA 2.6	21.1		B	6.58
4		11.20	1147.9	26.4	WHITE 7.3	26.4			6.55
		11.40	1155.2	0	EL PASO Union Station YL 0.8	0			6.45
Yard		PM	1156.0	0	EL PASO Freight Station YL 0.5	0	T	C	AM
			1156.5	0	International Bridge End of Track YL	0			
		Arrive Daily			(76.9)				Leave Daily
		37.8			Average speed per hour				43.2

SIGNAL SYSTEM TWO IN EFFECT.

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.

At Rincon, Deming District junction switch normally lined for El Paso District.

DEMING DISTRICT

Track Capacity 80 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Bldings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard			1079.6	26.4	RINCON YL 5.2	26.4	Y	C	
23	41		1084.8	68.9	HATCH 9.1	16.8		C	
	59		1098.9	68.4	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			1182.9	57.0	DEMING YL 4.0	62.3		C	
46	41		8.1	57.0	PERUHILL 13.6	62.3			
	53		16.7	78.9	SPALDING 6.8	29.0		B	
	12		28.6	69.2	FAYWOOD 6.6	0		B	
Yard			80.3	117.2	WHITEWATER 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.

At Rincon, trains will be governed by El Paso District time table rules.

SANTA RITA DISTRICT

Track Capacity 80 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑
Other Tracks	Bldings		Mile Post	Feet Per Mile	STATIONS	Feet Per Mile			
Yard			0.0	105.6	WHITEWATER YL 8.3	0	Y	B	
Yard			8.8	101.4	HURLEY YL 4.6	42.2	Y	C	
28	29		12.9	182.0	BAYARD YL 1.5	0		C	
			14.4	0	HANOVER JCT. YL 0.3	0		B	
45			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.

MAGDALENA DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD Second Class 43		Ruling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD Second Class 44	
Other Tracks	Sidings	Leave Mon., Wed., Fri.	Mile Post						Feet Per Mile	STATIONS
		AM 10.00	0.0	132.0	SOCORRO YL 15.9	0	Y	C	AM 9.15	
		10.45	15.9	132.0	WATER CANYON 10.9	31.7			8.30	
		11.15 AM	26.8		MAGDALENA YL		Y	C	8.00 AM	
		Arrive Mon., Wed., Fri.			(36.8)				Leave Tues., Thurs. and Sat.	
		31.4			Average speed per hr.				31.4	

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.

At Socorro, trains will be governed by El Paso District time table rules.

FIERRO DISTRICT

Track Capacity 50 ft. Per Car		WEST- WARD ↓		Ruling Grade Ascending	TIME TABLE No. 1 September 1, 1961	Ruling Grade Ascending	Turn Tables and Wyes	Communications	EAST- WARD ↑	
Other Tracks	Sidings	Mile Post	Feet Per Mile						STATIONS	Feet Per Mile
		0.0	158.4	HANOVER JCT. YL 3.3	0			B		
		3.3	158.4	HANOVER YL 3.3	0			C		
		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.

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

2. Within Traffic Control System limits a train or engine must not clear the main track through a hand thrown switch not electrically locked for the purpose of meeting, passing, or being passed, by another train or engine.

Rule 321 (C) of the Rules, Operating Department 1959, is amended as follows:

At a controlled signal governing movement into a block where Rule 261 is in effect; if unable to communicate with control station by any means of communication, train must not proceed until movement is authorized by control station.

At a controlled signal governing movement into a block where Rule 261 is not in effect; if unable to communicate with control station by any means of communication, place dual control switches and derails in "hand" operation, spike other interlocked switches and derails, and furnish full protection against conflicting movements over any railroad crossings within that block. If no such dual control switches or derails involved, foul the track circuit of the block in advance, but do not foul conflicting routes or tracks. After these requirements have been observed, train must wait five minutes then proceed and, after passing next opposing signal, any dual control switches and derails must be restored and locked to "motor" operation, spikes removed from other interlocked switches and derails, leaving all in position found, and report to control station at first available point of communication.

If necessary to roll switches by hand, be governed by instructions posted in phone box.

3. SPEED REGULATIONS

(A) MAXIMUM AUTHORIZED SPEED FOR TRAINS

LOCATION	PASSEN- GER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT:		
Main Tracks	79	60
Sidings where Rule 261 is in effect	40	40
SECOND DISTRICT:		
Main Tracks	79	60
Sidings where Rule 261 is in effect	40	40
CARLSBAD DISTRICT:		
Clovis and M.P. 56	59	45
M.P. 56 and M.P. 114	59	30
M.P. 114 and M.P. 139	59	45
M.P. 139 and M.P. 155	59	30
M.P. 155 and Carlsbad	59	45
PECOS DISTRICT:		
Carlsbad and Loving	50	30
(Carlsbad and Loving Industrial Spurs)		30
Loving and Pecos	20	20
ESTANCIA DISTRICT		
	20	20
EL PASO DISTRICT:		
Albuquerque and Isleta	79	60
Isleta and El Paso	59	45
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
FIRST DISTRICT		
Turnout, End of Two Tracks M.P. 681.2	70	60
Curve, M.P. 695.6 to M.P. 695.8	70	60
Curve, M.P. 700.0 to M.P. 700.2	70	60
Curves, M.P. 716.5 to M.P. 720.6	70	60
Curve, M.P. 726.8 to M.P. 727.6	70	60

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
FIRST DISTRICT—(Cont'd)		
Curve, M.P. 751.0 to M.P. 751.3	70	60
Curve, M.P. 752.9 to M.P. 753.9	70	60
Curve, M.P. 755.5 to M.P. 755.8	70	60
Curve, M.P. 757.3 to M.P. 757.5	70	60
Curves, M.P. 763.0 to M.P. 764.5	70	60
Curve, M.P. 769.5 to M.P. 769.7	70	60
Curve, M.P. 771.0 to M.P. 771.3	70	60
WESTWARD TRACK:		
Curve, M.P. 778.8 to M.P. 779.1	65	60
Curve, M.P. 779.5 to M.P. 779.9	65	60
Curve, M.P. 779.9 to M.P. 780.5	70	60
Curve, M.P. 782.5 to M.P. 784.3	79	55
Curves, M.P. 785.4 to M.P. 787.1	65	55
EASTWARD TRACK:		
Curves, M.P. 785.4 to M.P. 787.1	65	55
SECOND DISTRICT		
Curves, M.P. 788.6 to M.P. 793.7	65	60
Curve, M.P. 796.2 to M.P. 796.7	65	60
Curve, M.P. 811.3 to M.P. 811.5	70	60
Curve, M.P. 843.9 to M.P. 844.7	70	60
Curve, M.P. 856.4 to M.P. 856.5	75	60
Curves, M.P. 857.3 to M.P. 859.8	65	50
Curves, M.P. 860.2 to M.P. 865.6	75	50
Curve, M.P. 865.8 to M.P. 866.0	65	50
Curves, M.P. 866.3 to M.P. 867.6	50	40
Curve, M.P. 867.6 to M.P. 868.0	70	50
Curve, M.P. 869.9 to M.P. 870.0	65	45
Curves, M.P. 870.5 to M.P. 871.0	40	35
Curves, M.P. 871.2 to M.P. 872.7	45	40
Curve, M.P. 873.6 to M.P. 874.1	50	40
Curve, M.P. 874.4 to M.P. 875.0	55	45
Curve, M.P. 893.1 to M.P. 893.6	65	60
Curve, M.P. 894.0 to M.P. 894.6 (West.)	65	55
Curve, M.P. 894.6 to M.P. 894.0 (East.)	65	60
Curves, M.P. 894.9 to M.P. 895.6	40	40
Curves, M.P. 897.1 to M.P. 897.6	15	15
CARLSBAD DISTRICT		
Curve, M.P. 8.7 to M.P. 9.0	50	45
Curve, M.P. 50.0 to M.P. 50.2	50	35
Curves, M.P. 84.1 to M.P. 84.6	55	30
Curves, M.P. 84.6 to M.P. 85.9	35	30
Curve, M.P. 85.9 to M.P. 86.6	55	30
Curves, M.P. 89.6 to M.P. 90.9	55	30
Curve, M.P. 129.0 to M.P. 129.2	55	40
Bridge, M.P. 167.6	35	35
Curve, M.P. 167.7 to M.P. 168.1	55	45
Main Track Switch, M.P. 181.3	20	20
Main Track Switch, M.P. 181.7	20	20
Bridge, M.P. 181.7 to M.P. 181.8	20	20
PECOS DISTRICT		
Bridge, M.P. 198.9 to M.P. 199.0	15	15
Bridge, M.P. 210.3 to M.P. 210.4	15	15
Bridge, M.P. 213.8 to M.P. 213.9	10	10
Main Track, M.P. 264.4 to M.P. 264.7	5	5

NEW MEXICO DIVISION 10

3. SPEED REGULATIONS—(Cont'd)

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

LOCATION	PASSENGER	FREIGHT AND MIXED
	Miles Per Hour	Miles Per Hour
CARLSBAD INDUSTRIAL SPUR		
Switch, M.P. 0.3	20	20
Switch, M.P. 0.6	20	20
Switch, M.P. 0.9	20	20
Switch, M.P. 2.0	20	20
Switch, M.P. 13.5	20	20
LOVING INDUSTRIAL SPUR		
Switch, M.P. 5.1	10	10
EL PASO DISTRICT		
2 Curves, M.P. 905.2 to 905.4	70	55
Curve, M.P. 912.2 to 912.7	70	55
Bridge, M.P. 913.1	70	55
Curve at Jct. Switch Isleta M.P. 914.9 (For Coast Lines Trains Only)	70	55
7 Curves, M.P. 932.0 to 932.9	15	15
3 Curves, M.P. 933.6 to 934.1	30	20
2 Curves, M.P. 945.1 to 945.4	40	40
7 Curves, M.P. 957.9 to 960.1	30	30
Curve, M.P. 960.8 to 961.2	50	40
7 Curves, M.P. 961.7 to 963.8	30	30
3 Curves, M.P. 965.5 to 966.3	45	45
2 Curves, M.P. 973.0 to 973.5	45	45
Curve, M.P. 985.3 to 985.5	55	40
Curve, M.P. 986.1 to 986.3	50	45
Curve, M.P. 987.5 to 987.7	40	30
Track, M.P. 993.7 to 994.3	45	45
Track, M.P. 1002.0 to 1007.8	50	30
7 Curves, M.P. 1007.8 to 1011.0	50	40
3 Curves, M.P. 1014.1 to 1015.1	50	40
4 Curves, M.P. 1015.7 to 1017.8	50	40
3 Curves, M.P. 1018.7 to 1019.5	50	40
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

3. SPEED REGULATIONS—(Cont'd)

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.

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

STATIONS	STREETS	MILES PER HOUR
Dexter.....	First, Lincoln, and Monroe.....	45
Albuquerque . . .	All crossings between Trumbull Avenue and Mountain Road.....	30
Silver City	All crossings between Garden Crossing and Passenger Depot.....	10

(C) 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, 2403-2441, 2600-2606	45	45	45	45
650-653	40	40	40	30
800-849, 900-979, 1100-1124	75	75	45	60
RDC 191, 192 (Coupled)	80	80	70	70
RDC 191, 192 (Single Unit)	80	80	50	70
M115, 118, 119, 122, 126, 186	65	65	25	60
M160	70	65	25	70
M190	80	65	25	75

* Note: 65 MPH applies when backing handling train.

(D) MOVEMENTS OVER SUBMERGED TRACK—(Rule 817)

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:

Types of Equipment	Maximum Depth Above Top of Rail (Inches)	Maximum Speed in Tow (MPH)	Maximum Speed Under Own Power (MPH)
Diesel Engines			
450-451	2	5	5
11-15, 80-87, 600-611, 800-849, 2099-2162	3	5	5
51-78, 90, 650-653, 2301-2302, 2310-2321, 2600-2606, 3000-3019..	4	5	5
460-468	4½	5	5

(D) MOVEMENTS OVER SUBMERGED TRACK—(Rule 817) —(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			
16-48, 99, 101-344, 407-430, 500-564, 625-633, 700-751, 900-979, 1100-1124, 1500-1537, 2200-2299, 2303-2304, 2322-2399, 2403-2441, 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

(E) DERRICKS, CRANES, ETC.

Derricks, power 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 be handled in trains except on instructions of the trainmaster, and trains handling such equipment must not exceed the following speeds:

DISTRICT	All Except Pile Drivers AT-199452 AT-199453 AT-199454 (MPH)	Pile Drivers AT-199452 AT-199453 AT-199454 (MPH)
First, Second and El Paso districts and between Rincon and MP 34 on Deming district	30	45
Carlsbad	24	24
Pecos, Estancia and between MP 34 and Silver City on Deming district.....	20	20
Santa Rita, Magdalena and Fierro districts	15	15

(F) 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, trains or engines must not exceed speed of fifteen (15) miles per hour. On all other turnouts or crossovers, trains or engines must not exceed speed of ten (10) miles per hour.

STATION	TYPE	LOCATION	MILES PER HOUR
Clovis	I	Crossover Psgr. Track 1 to north tail track, east end yard	15
	I	Crossover Psgr. Track 1 to Psgr. Track 2, east end yard	40
	I	Crossover No. 5 yard lead to Psgr. Track 2, east end yard	15
	I	Crossover Psgr. Track 2 to Psgr. Track 1, east end yard	40
	I	Crossover Psgr. Track 2 to Psgr. Track 3, east end yard	40
	I	All Interlocked switches west end yard	15

"I"—Interlocked Switch.

"S"—Spring Switch.

SPECIAL RULES

3. SPEED REGULATIONS—(Cont'd)

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

STATION	TYPE	LOCATION	MILES PER HOUR
Melrose	I	Crossover between Two Tracks at east end siding	20
	I	Both ends siding	30
	I	End Two Tracks M.P. 681.2	70
Cantara	I	Both ends siding	40
Krider	I	Both ends siding	40
Tolar	I	Both ends siding	40
Taiban	I	Both ends siding	40
LaLande	I	Both ends siding	40
Fort Sumner	I	Both ends siding	40
Agudo	I	Both ends siding	40
Ricardo	I	Both ends siding	40
Evanola	I	Both ends siding	40
Yeso	I	Both ends siding	40
	I	Crossover	30
Largo	I	Both ends siding	40
Buchanan	I	Both ends siding	40
Cardenas	I	Both ends siding	40
Duoro	I	Both ends siding	40
Joffre	I	East end Two Tracks	50
	I	Both ends siding	30
	I	Crossover between Two Tracks	40
Vaughn	I	Crossover between Two Tracks east end yard	30
	I	West end Two Tracks	30
	I	West switch, freight yard lead	30
Tejon	I	Both ends siding	40
Carnero	I	Both ends siding	40
Encino	I	Both ends siding	30
Negra	I	Both ends siding	40
Pedernal	I	Both ends siding	40
Dunmoor	I	Both ends siding	30
Culebra	I	Both ends siding	40
Lucy	I	Both ends siding	40
Silio	I	Both ends siding	40
Willard	I	Both ends siding	30
Broncho	I	Both ends siding	40
Mountainair	I	Both ends east siding	40
	I	Both ends No. 2 track	15
	I	Both ends west siding	40
Abo	I	Both ends siding	40
Scholle	I	Both ends siding	40
	I	Crossover	30
Sais	I	Both ends siding	40
Becker	I	Both ends siding	40
Bodega	I	Both ends siding	40
Madrone	I	Both ends siding	40
Belen	I	East end freight lead	40
	I	East end storage yard	15
	I	El Paso Dist. Jct.	15
	I	East end Two Tracks	30
	I	Albuquerque Div. Jct.	30
	I	East and west end crossover Albuquerque Div. Jct.	15
I	I	West end tracks 23 and 24	30
	I	West end tracks 23 and 24	30
Carlsbad	S	East leg wye M.P. 181.3	15
	S	West leg wye M.P. 181.7 (Carlsbad Industrial Spur)	15
	S	Tail of wye M.P. 0.3	15
	S	Both lead switches Potash yard	15
Getty Spur	S	Jct. switch	15
	S	Duvall Spur Wye Connection	15
Abajo	I	End of two tracks	40

NEW MEXICO DIVISION 12

3. SPEED REGULATIONS—(Cont'd)

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

STATION	TYPE	LOCATION	MILES PER HOUR
Isleta	I	Albuquerque Division Jct. Westward trains to El Paso Dist.	40
		Eastward trains from El Paso Dist.	20
Rincon	S	East end No. 2 track	15

4. DANGEROUS OBSTRUCTIONS (See Rule 761)

MILE POSTS	NAME
FIRST DISTRICT	
656.7 786.6	Foot overhead bridge Ice House Track 15 Clovis. Overhead highway bridge near Vaughn.
SECOND DISTRICT	
787.7 800.5 856.0 897.1	Sand Conveyor Pipe over Eastward Main Track Vaughn Sand House. Overhead highway bridge near Encino. Overhead highway bridge near Mountainair. Foot overhead bridge Belen Yard.
CARLSBAD DISTRICT	
167.6 181.7	Pecos River. Pecos River.
PECOS DISTRICT	
198.9	Black River.
CARLSBAD INDUSTRIAL SPUR	
14.4 27.7	Conveyor over KCL loading track International Minerals & Chemical Co. Beet Loader Conveyor Belt Calvert.
EL PASO DISTRICT	
902.5 951.5 961.3 1006.2 1112.5	Coal Avenue Viaduct. Rio Puerco. Rio Salado. Rio Grande. Seed conveyor and wire over compress track at oil mill.
DEMING DISTRICT	
1082.9 39.6 45.3	Rio Grande. San Vincente. San Vincente.
FIERRO DISTRICT	
3.7	Loading chute over Peru Mining Co. track, Hanover.

5. RAILROAD CROSSINGS AND JUNCTIONS

(A) LOCATION OF INTERLOCKINGS

LOCATION	TYPE	MAXIMUM SPEED	
		PSGR.	FRT.
Belen: Junction New Mexico and Albuquerque divisions	Interlocking	15	30

13 NEW MEXICO DIVISION

SPECIAL RULES

6. TRACKS BETWEEN STATIONS

Location	Mile Post	Car Capacity	Switch Connection
FIRST DISTRICT			
Gallaher Airport Spur.....	662.8	79	East
SECOND DISTRICT			
Sais Crusher Tracks	874.2	152	West
ESTANCIA DISTRICT			
Witt Spur	17.3	10	West
CARLSBAD DISTRICT			
Builders Block and Stone Co.	110.6	7	East
AAA Alfaifa	110.9	7	East
Industry	111.5	24	East & West
Roswell Airport Spur	113.0	153	West
Mossman	135.0	10	East & West
PECOS DISTRICT			
Continental Oil Co.....	222.4	12	East & West
Northwestern Refinery	236.4	10	East & West
CARLSBAD INDUSTRIAL SPUR			
Getty	12.8	107	East & West
Wills Spur	16.2	10	East
Potash Company of America	19.2	340	East
Run Around Track.....	18.5	100	East & West
Southwest Potash Corpora-			
tion.....	6.1	111	East
Run Around Track	5.4	62	East & West
Duval Sulphur & Potash			
Company Shaft 3 and 4	5.6	40	East
Run Around Track....	4.7	30	East & West
Duval Sulphur & Potash			
Company	7.1	218	East
United States Borax &			
Chemical Company			
Shaft 3	2.9	26	East
National Potash Company	8.9	230	East
Run Around Track	8.5	44	East & West
LOVING INDUSTRIAL SPUR			
United Borax & Chemical			
Company	4.3	295	East & West
International Minerals &			
Chemicals Corporation ..	14.4	310	East
EL PASO DISTRICT			
A. R. Hebenstreit.....	905.6	50	East
Home Planners, Inc.....	905.9	20	East
M. Lieberman.....	906.0	21	East
Kinney	907.1	6	East
American Pipe & Constr.			
Co.	907.8	18	West
Industrial Park	908.2	109	West
Briner Rust Proofing Co...	908.5	12	West
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
Barker	1113.9	1	East
Santa Tomas	1123.5	15	East & West
Mountain Pass Canning Co.	1137.5	6	West
Border Steel Co.	1138.9	116	West
DEMING DISTRICT			
Asarco	2.0	Yard	East
MAGDALENA DISTRICT			
Socorro Planing &			
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

6. TRACKS BETWEEN STATIONS--(Cont'd)

Location	Mile Post	Car Capacity	Switch Connection
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) High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when actuated by high water set adjacent 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 train dispatcher and every precaution for safety should be taken.

High water detectors located at:

Bridge 779.1 — Near Joffre
 Bridge 806.9 — Near Negra
 Bridge 870.4 — Near Scholle
 Bridge 871.4 — Near Scholle
 Bridge 875.0 — Sais
 MP 908 plus 3601 feet — Near Abajo

(B) Automatic Flood Indicators on Carlsbad and El Paso Districts protect following areas:

MP 175.2 to MP 178.1
 MP 978.9 to MP 987.6
 MP 1080.9 to MP 1097.7

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.

(C) Dragging equipment detectors located at points shown below. Equipment dragging across these detectors will cause next governing signal to indicate "Stop" or "Stop and Proceed," and the letter "E" will be lighted in bottom unit of signal.

When stopped by such signal, both sides of train, as well as track, must be immediately inspected and dispatcher notified. Telephones are located at these signals.

LOCATION	DIRECTION	SIGNAL ACTUATED
MP 711.4	Westward	7131
MP 722.3	Eastward	7202

8. YARD LIMITS

Abajo	Estancia	Portales
Albuquerque	Hanover Jct. (Ex-	Rincon
Artesia	tends to and in-	Roswell
Bayard	cludes Fierro)	Santa Rita
Belen	Hurley	Silver City
Carlsbad	Las Cruces	Socorro
Clovis	Loving	Vaughn
Cobre	Loving Jct.	Whitewater
Deming	Magdalena	Willard (Estancia
El Paso	Pecos	District only)

SPECIAL RULES

9. BULLETIN BOOKS

Albuquerque	Clovis	Rincon
Belen	El Paso	Roswell
Carlsbad	Hurley	Vaughn

10. STANDARD CLOCKS

Albuquerque	Clovis	Rincon
Belen	El Paso	Roswell
Carlsbad	Hurley	Vaughn

11. STANDARD THERMOMETERS

Albuquerque	Deming	Roswell
Belen	El Paso	Socorro
Carlsbad	Rincon	Vaughn
Clovis		

12. STATUTORY REGULATIONS

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

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

Drunken or disorderly persons, or others whose conduct or appearance is such as is calculated to operate as a serious annoyance to other passengers, or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

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



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.)

